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ISSUE 26



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

Fuse box with or without cover/lid for 20 HP model
20 or 20/25 should suffice.

Available Free -

4-wheel brake 20hp Rolls-Royce differential
- internals in good condition, all ancillary bits missing. For collection, Central Coast NSW.

Call Steve Wasley 0488 407 848.



Coming Events

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. Please contact Rory Poland on 0422 163 827 for general accomodation enquires.	Director: Noel Baker Phone: 0428 597 994 Email: noelfbaker@yahoo.com.au
October 17, 2025	Annual General Meeting Cleveland Estate Lancefield	
TBA	Christmas Lunches - SA and Victoria	
April 8 - 13, 2026	Port Lincoln Tour, South Australia	Director: Michael Henningsen Phone: 0418 818 767 Email: michael@michaelhenningsen.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. 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



A real find would be this abandoned New Phantom sedan de ville from 1927 which looks like it has just been through a flood. See our feature on Australian 1927 New Phantoms on page 14. Closer study of this photo reveals it to be a model which has been crafted into a very convincing state of dereliction.

Front Cover:

Des Harrington came up from Victoria with his 1923 Silver Ghost to participate in the recent Mudgee tour (see page 8). We have not seen 97LK out for some time and it is great to see this impressive and very original Waring Bros car, touring again.

Chairman's Report

Editorial

Our little Club continues to flourish, and that is thanks to you — our members — and the hard-working committee. I am deeply grateful to everyone who gives their time, expertise, and energy to make our events enjoyable, provide technical and practical assistance, share knowledge, and roll up their sleeves when challenges arise.

A special word of appreciation goes to Ian Berg, whose work in editing and curating the *Gazette* ensures it remains an outstanding publication — informative, engaging, and of consistently high quality.

The Mudjee tour was a great success, and I thank Bob Roberts and all who took part. Our National Rally in Cleveland is now in its final stages of preparation, and we are indebted to Noel Baker for his efforts. With strong registrations and the venue booked out entirely, it promises to be another first-class event — and one where we can relax and enjoy ourselves in good company.

I wish to address two important matters in this report.

1. Updating Our Constitution

Our current constitution served its purpose well in the past, but it is no longer suited to the needs of the 21st century. The Committee has endorsed the recommendation of the subcommittee overseeing this matter: that we re-incorporate the Club in Victoria and adopt a new constitution.

Further details will be outlined in this edition of the *Gazette*. The proposed changes are sensible rather than radical, and we have the full support of our UK parent body. If you have any questions, please contact me, Greg Wayman, or Ian Berg. The resolution will be presented at the AGM in October, and we sincerely hope for your support.

2. Health at Rallies

Allow me to put on my doctor's hat for a moment.

At the past two rallies I attended — the Newcastle Federal RROCA and our 20 Ghost Rally in Tasmania — there were notable outbreaks of respiratory illness, including COVID-19, influenza, and respiratory syncytial virus (RSV).

These viruses are now endemic within our communities. They are contagious and can cause significant illness. Vaccinations, which are generally free, remain the most effective way to reduce the severity of infection. Because these viruses change regularly, keeping vaccinations up to date is essential.

Hand sanitiser and masks remain useful tools, particularly in crowded settings. If you feel unwell, please isolate, test, and seek medical advice. Early diagnosis is important not just for your health, but so antiviral treatments can be started promptly when needed.

Let us all take sensible steps to protect one another's health so we can continue enjoying our shared passion — and the company of friends — for many years to come.

Michael Henningsen, Chairman

Spring is almost here, and that means our National Rally is just around the corner. Noel Baker advises that we can expect more than 80 attendees and some 38 eligible cars, promising a memorable and highly enjoyable tour.

As part of the rally, we have invited members of the Rolls-Royce Owners' Club to join us for Tuesday 14 October. This will feature a lunch at the Broadford Golf club which has plenty of good parking, so this may give some new people the opportunity to experience the pleasure of a pre-war Rolls-Royce. We will also advise all 20-Ghost members details of this day and the full rally schedule by email in September, should you wish to join the rally for just one day. This would be subject to catering availability and bookings will be required — more details will be available in September.

On the Friday late afternoon, we will hold our Annual General Meeting. As noted in the notice opposite, there will be a special resolution to consider and vote on. You are welcome to attend the AGM whether you are participating in the entire rally.

I have also been in contact with Richard Holdsworth, a freelance writer for *Rolls-Royce & Bentley Driver* and other UK-based motoring magazines. Richard, who lives in Australia, recently covered our Tasmania Rally and is likely to visit us during the National Rally. Entrants may find themselves approached for a chat — and the resulting magazine feature will be well worth looking out for.

In this issue, we continue our New Phantom tribute, focusing on the 1927 models, and, we cover Bob Roberts' recent Mudjee tour. Smaller, informal tours are great fun and require far less organisation — so why not consider hosting one in your area? Thanks also go to Murray Stack for his detailed history of his 25/30 chassis GGR45. Murray, our unofficial 'Official Photographer', has contributed extensively to the *Gazette*, and his photographic work appears throughout many of our issues. I am most grateful for his ongoing efforts. You will notice we do not have any technical articles this issue, but would really like to include them as a regular feature. If you have been working on a project or undertaking repairs, please consider sharing a few photos and a short write-up for future issues. Technical articles are always welcome and very well received by readers.

And remember — our readership extends far beyond our members, with all past issues of the *Gazette* available on the 20-Ghost website.

Ian Berg, Editor

Proposal to Re-Incorporate the 20-Ghost Club in Victoria

1. Summary

The committee has considered the Club's current constitution and incorporation. Following detailed review, the committee is seeking member approval at the Annual General Meeting (AGM) on 17 October of a proposal to re-incorporate the Club in Victoria. This document outlines the resolution for the AGM, along with explanatory questions and answers. We will also be providing the resolution, and the proposed updated constitution (Model Rules), in the email notice of the AGM.

2. Special Business

To consider and pass the following special resolution:

1. That the 20-Ghost Club Australia Incorporated (or the closest equivalent name as approved by Consumer Affairs Victoria) be established as an incorporated association under the relevant Victorian legislation.
2. That the updated Club constitution, be based on the Victorian Model Rules and as provided to members, be adopted upon incorporation in Victoria.
3. That members elected at this AGM to executive and general committee positions form the committee of the newly incorporated Victorian association.
4. That all Club assets be transferred to the newly incorporated Victorian entity.
5. That the 20-Ghost Club Australian Chapter Incorporated (currently incorporated in New South Wales) be formally wound up.
6. That the transition from a New South Wales to a Victorian incorporated association be completed by 30 June 2026.

3. Background

The 20-Ghost Club Australian Chapter (Inc) is a chapter of the UK based 20-Ghost Club. We have a licensing agreement in place with the UK Club with respect to the name, general objectives of the Club and other matters. The 20-Ghost Club Australian Chapter was incorporated in New South Wales in 2006 and before that was a limited liability company.

4. Why are we proposing this change?

The committee believes re-incorporating in Victoria and adopting the Victorian Model Rules will simplify the Club's governance and operations. Key reasons include:

- Public Officer Requirement: Under NSW legislation, the Public Officer must reside in NSW. Currently, our Public Officer is not on the committee. It is preferable that this role be held by a committee member and with only one committee member in NSW compared to five in Victoria, and significantly more members in Victoria; by moving to Victorian incorporation, we will have more flexibility for future appointments.
- Modernizing the Club rules: Our current constitution contains many outdated and redundant provisions. The Victorian Model Rules offer a cleaner, modern framework and will automatically reflect future legislative changes.
- Efficiency: Incorporation under the Victorian system and using the Model Rules is simple, cost-effective, and will be approved more swiftly compared to developing a bespoke constitution.
- Alignment with UK Parent Club: The Model Rules align more closely with the rules of the UK 20-Ghost Club.

5. Will members experience any practical changes?

No. Members will notice no practical changes to their Club experience. The proposed change relates solely to administrative matters—our legal place of incorporation, reporting requirements, and updated rules. A minor change will be a small adjustment to the Club's official name. Annual costs and reporting obligations are very similar to those at present.

6. Are there any key changes in adopting the Model Rules?

Two key differences arise:

1. Expanded membership rights: Full membership will be available to all individuals with an interest in pre-war Rolls-Royces. Currently, only car owners are full members; others are Associate Members without voting rights or eligibility for committee membership.
2. Family membership changes: The current constitution grants full membership (including voting rights and committee eligibility) to wives and children of members. This will no longer be automatic.

The committee does not consider these changes to be material as they reflect current practice, and the updated rules with respect to membership will more closely align with those of the UK 20-Ghost Club.

7. Does this then disadvantage my family with respect to participating in Club activities?

No. Family members will continue to enjoy all the benefits of the Club as they do now. The only thing that will change is that they will not be able to vote or be elected to the committee. If a family member wishes to vote or be on committee, they would need to become a member.

8. Can members view the updated rules?

Yes. The Model Rules will be made available to all members with the AGM notice, or they can be requested in advance by contacting the secretary.

9. Can the Club Have additional guidelines beyond the Model Rules?

Yes. The committee may adopt non-binding by-laws or guidelines to clarify or supplement the Model Rules—for example, with respect to car eligibility at rallies, trophy awards, or Honorary Life Membership. These do not require approval by Consumer Affairs Victoria as long as they are consistent with the Model Rules.

10. Other questions

This resolution will be presented at the AGM and will require the support of at least 75% of members present (in person or by proxy). We do encourage all members to support the committee in this important change, and we urge anybody who has any questions or concerns to contact the secretary or any other committee member.

Valē Peter John McBeth

Paul McBeth

26 August 1950 – 17 May 2025

There's an understanding in the McBeth house that genetics run strong, and the resultant traits can be seen through future generations. The 'petrol gene' was strong in Peter McBeth and continues down through a number of his children and grandchildren without dilution.

The final conversation my own son Daniel had with my father, was a lengthy discussion together about all the cars he'd owned over his life. Despite his frail state, the family watched in wonder as Peter lit up to share stories and details of the cars he'd owned and tales of the wheeling and dealing that ensued to see them join the stable. We tried to shut down the conversation to preserve his strength, but he'd have none of it, he was talking cars with another enthusiast.

Peter's attraction to collectible cars was never to be seen or impress. The attraction of cars for him was the design and engineering. The clever people who made and designed machines with so much love and care that they became a form of art. The craftsmanship and engineering that took tens of thousands of individual pieces to make a machine that works seamlessly in unison, with a personality of its own. In his early years he was drawn to cars that were alive to drive, communicative and involving. Perhaps explaining the ownership of several Italian steeds including thirteen Alfa Romeos during his life. And a very fine driver of these machines he was. Blessed with a mechanical sympathy and feel for cars that modern enthusiasts no longer require. It was a pleasure watching him pilot some of the vintage cars he has owned. No synchromesh, expertly matching revs, often having to remember the accelerator is in the middle where your muscle memory says the brake should be, all whilst negotiating heavy traffic with modern cars equipped with ABS; Peter was not only capable of this but did it seamlessly and made it look easy.

As he got older, his passion evolved down the path of vintage cars. It wasn't just the craftsmanship and handmade nature of these splendid vehicles that appealed. It was the history and the stories that accompanied them. His love of vintage and veteran Delages, Bentleys and Rolls-Royces was not only linked to the excellence of design. They usually had a story of distinguished owners, with a touch of boom and bust, of being loved, then being discarded in a shed before being restored and loved again. The beautiful maroon Doctor's coupe GOK69 seen at numerous club outings is case in point. It started life as a Hoopers limousine residing with The Melbourne Club president, Thomas Payne, housed in one of Melbourne's grandest mansions, Leura in Toorak. Quite the fall from grace though, because by the 1980s it was a rundown ute being used to collect firewood around Maldon. GOK69 underwent a full restoration under Peter's custodianship and the family intend to ensure it remains in the condition it deserves and continue as an attendee at future club events.



Barb and Peter photographed at the RROC (Vic) Concours in 2022.



Peter had a diverse range of interests in motoring. He is pictured with his 1909 Delage.



Departing Narkoojee Winery in Glengarry North in the beloved Twenty on a 20-Ghost tour in February 2023.

Despite spending a lifetime successfully running a food manufacturing business producing frozen potato chips, Peter's primary passion in life was his wife Barbara (together since teenagers) and family of four children, their wives and husband and his nine grandchildren and only then, his cars.

He will be sorely missed by family, friends and the car enthusiast community alike. A fine life well lived.

Right: Peter owned the 20/25 GPG23 from 1935 as well as the Twenty, GOK69 from 1926, amongst his large collection of cars.



Club Trophies

Club trophies will be awarded at our Annual General Meeting. Please submit your mileage travelled in your eligible car over the 12 months from 1st July 2024 to 30th June 2025 and forward to the Secretary. Some members have travelled considerable distances this past year, so there should be plenty of contenders for the awards.

Please note that the distance-travelled trophies will not be awarded to the same person for the same car more than three consecutive times.

The 40/50 Trophy

This trophy is to be rewarded annually to the owner of the 40/50hp car which travels the greatest distance in the above 12-month period.

The Small Horsepower Trophy

This trophy is awarded annually to the owner of the Small Horsepower car which travels the greatest distance in the 12-month period.

The Peter Crauford Trophy

This trophy was named in honour of Peter Crauford, a former 20-Ghost Chairman. It is awarded annually to

the owner of the car that travels the greatest distance between and achieves the greatest number of marks by multiplying the distance travelled in the 12 months by the age of the car measured in years.

The Founder's Trophy

This trophy is awarded by a nomination from a member of a person, and as approved by the Committee, to have contributed substantially and enthusiastically to the Club over the period.

Slow Race

During the week of the National Tour a slow race will be held. This is exclusively for 20hp models and we encourage all Twenty owners to participate in what is always a fun (if not ridiculous!) event.



20-Ghost Club Mudgee Tour, June 2025

Tony Strachan, with photos by Mick Matheson

I can just see the headline: 'Twenty leaves Ghost behind on the hills'. Well, it happened on the very demanding but wonderfully picturesque hills between Mudgee and Hill End. The Park Ward surged (if a Twenty can ever actually be described as surging) up the many hills and the very handsome Waring Brothers Silver Ghost of Des Harrington kept falling further and further behind. Before I start a revolution in the ownership of Ghosts and Twenties, Ghost owners will be relieved to know that a tuning fix for the Ghost subsequently salvaged its reputation. However, I should report that the following day on the return trip from Rylstone to Mudgee, Mick Matheson was somewhat astonished that the Park Ward Twenty had no problem keeping up with two Silver Ghosts. I answered that I wondered why they were going so slowly.

Bob Roberts, who came in his delightful Park Ward 20/25 coupe, had organized what turned out to be a very agreeable few days of touring. We ate well courtesy of the recommendations of Mick who lives just out of Mudgee. Mick turned up with Anne most days and evenings in the Smith & Waddington Silver Ghost. Others in proper cars were Geoff Harrison and John Lenahan in the Windovers Twenty, and John and Liz Milverton in the Freestone & Webb 20/25. David and Clair Davis and Richard and Micki Jones were in moderns (they claimed good excuses).



Inside the Royal Hotel at Hill End.



Geoff Harrison coming into Hill End in the 1925 Windsor bodied Twenty, GPK42.

Mudgee, the planned Government town and centre of a celebrated wine growing district, is a handsome very well-kept place with an excellent gallery and many good places to eat. The unplanned former gold mining towns of Hill End and Gulgong are both worth visiting for different reasons. What is left of charming Hill End is well cared for by the New South Wales Parks & Wildlife, whilst Gulgong survived as a town with delightful randomly winding streetscapes and is now thriving as a tourist destination with eating houses and museums. I particularly recommend the Holtermann Museum which opened in 2019. It is extremely well organized as a modern interpretation of the extraordinary collection of 19th century photos of the Gold Fields but also of Sydney and other places.

We were fortunate in having sunny weather and excellent driving conditions in winter (zero to 12 degrees most days) in the wonderfully attractive countryside with its many hills and vistas to the mountains to the east. Just driving in this area was perhaps the highlight of the tour. These shorter and somewhat informal rallies are highly recommended.



Tony Strachan's 1925 Twenty, GNK50.



Des Harrington's 1923 Silver Ghost chassis 97LK at Gulgong.



Two examples of Park Ward coachwork, the 20/25 of Bob Roberts and the 20hp of Tony Strachan at Gulgong.



Yum cha at the pub at Rylestone.



John and Liz Milverton's 1933 20/25, GHA11.



An on-the-road conversation between Des Harrington and John Milverton.



Bob Roberts in his 1930 20/25 chassis GTR5.

1938 Model 25/30 HP Rolls-Royce GGR45

Murray Stack



Murray and Christine Stack's 25/30 presents as a very handsome coupe and was seen at Narkoojee Winery and Restaurant in Gippsland when the Club visited in February 2023.

I will cover two topics in this article, the first being the importance of the chassis number when playing with pre-war Rolls-Royces and the history of this car.

I have only recently become the custodian of this interesting 25/30 Rolls-Royce that seems to get plenty of attention. We had been to a 20-Ghost Club event in Hamilton about three years ago as guests of our friends Anthony and Carolyn. The people there thought that we would fit in well and all that we needed was a car. So, sometime after the event, the president of the club, Rory Poland sent Anthony some photos of this car which was up for sale. Chris and I drove to Sydney to see the car and were so impressed that we bought it.

The Importance of Chassis Number

It took me a while to understand that, when buying a Rolls-Royce in the pre-war years, one would purchase a rolling chassis from Rolls-Royce and once the chassis was complete it would be sent to an approved coach builder of the owner's choice for the body builder to construct the coach work to the owners' specifications. However, there was some degree of standardisation by each of the coachbuilders. There were many coachbuilders in the UK at the time, Barker, Freestone & Webb, Hooper, Mulliner, Park Ward, Thrupp & Maberly were the better-known coachbuilders. It wasn't until 1946 that Rolls-Royce commenced delivering cars complete with a body built by Rolls-Royce. For this reason, there are many different body shapes and styles to be seen on the early Rolls-Royce model cars. This is what makes them such an interesting marque to own.

The all-important Chassis Number provides the specification of each car produced by Rolls-Royce. It lists every Chassis Number ever produced by Rolls-Royce with details of improvements implemented

by Rolls-Royce over time. You can find this link in the members section of the 20-Ghost website under 'Chassis Series':

<https://20-ghost.org/wp-content/uploads/2024/12/rolls-royce-pre-1940-chassis-series.pdf>

The link describes the chassis specifications of all pre-war (1940) Rolls-Royce cars from the early large capacity 6-cylinder, 7 Litre, Silver Ghosts through to the evolution in the 6-cylinder 7.7 litre Phantom I, and the Phantom II of similar capacity and the Phantom III. The Phantom III diverged from the previous Phantoms in that it is equipped with a 7.3 litre V12 engine. Quite a beast!

In 1922 Rolls-Royce introduced a small horsepower model known as the 20hp. These were introduced to cater for owner drivers, as the Ghost and Phantom models were most commonly chauffeur driven. The development of the 20hp model was hotly debated between Rolls and Royce and nearly did not proceed to production. When the 20hp Rolls-Royce was originally produced in 1922, it had a straight six 3.15 litre engine which over time proved to be underpowered for the bodies that some coach builders were putting on them. The engine capacity was increased to 3.8 litres in the 20/25 model and to 4.3 litres in the 25/30 model. The last pre-war model Rolls-Royce was the Wraith produced predominantly in 1939.

The History of GGR45

I have seen stats that show that only twelve 25/30 model cars were delivered to Australia ex-factory, however it seems that there are now about 35 known survivors in Australia. In total, it is assumed that about 80% of these cars have survived to date.

Our car has the chassis number GGR45, so it is one of a total of 1201, 25/30 model Rolls-Royce cars manufactured. The following list of owners of GGR45 has been pieced together from the original Order Reference card, obtained from the Rolls-Royce Enthusiasts Club, the Registration Book which was passed to me when I bought the car and from Members of the 20-Ghost Club have intimate knowledge of the history of the car in Canada and in Australia. Special thanks to Geoff Holt, Rex Vincent and David Davis.

From the order reference which I obtained from the Rolls-Royce Enthusiasts Club, it is apparent that GGR45 was ordered by Rootes Ltd on 2nd February 1938 as stock to replace GGR30 which had been sold. It was sold for £882.11.00 by Geo Heath Limited to RJ Aston to be delivered to Thrupp & Maberly Ltd, Warple Way Acton in London where it would be fitted with a saloon body for use in the UK and the Continent. Little did they know what a global car GGR45 would become. RJ Aston had his shiny black new Thrupp & Maberly saloon finally delivered on 7th July 1938.

Thrupp & Maberly was initially established as Coach and Carriage Builders in 1760 by Joseph Thrupp. I'm assuming it was Josephs' grandson, George Thrupp who partnered with Mr Maberly in 1850 to form Thrupp and Maberly.

When looking for the history of GGR45 on the English 20-Ghost club website I found an interesting history of a very similar car to mine - GRP29. In this I came across the following and I quote: -

According to researcher Andre Blaize, GRP29 was the first of 10 cars to be built to body design 1262/C of which 8 survive (incl GRP71, GLP34, GAR30, GGR25, GGR58 and GLP37 (last heard of in 1974). GGR45 was rebodied in Australia and GGR57 was 'chopped' into a tourer.

References: Andre Blaize *The Roycean* 2015 3.

When first registered on 7 July 1938 my car was registered as follows: -

Index Mark and Number: -	EOG 560
Taxation Class: -	Private
Colour: -	Black
Propelled by: -	Internal Combustion Engine
Manufacturers Name: -	Rolls-Royce
Description of Vehicle: -	25/30
Chassis type Letter and Number: -	GGR45
Engine Number: -	S27F
Rating: -	30hp

The Full Record of Ownership of GGR45

Name	Address	Date	Notes
Rootes Ltd	Lord's Court St Johns Wood Rd NW	2 Feb 1938	For stock (replacing GGR30)
Geo Heath Ltd		23 June 1938	I think this is the dealer that sold to car to RJ Aston
RJ Aston Esq	Stonehouse Halloughton Road Four Oaks Warwickshire	7 July 1938	Original Purchaser
GH Bosworth Esq	128 Crofton Rd, Orpington, Kent	19 Oct 1942	Fisher
Herbert B Woods	Broads Haven Potter Heigham Norfolk	24 March 1947	
Regent Petroleum Ltd Co	Salisbury House Finsbury Circus London EC2	18 July 1947	
Regent Assets Co Ltd J K Maynard Assistant Secretary	117 Park St London W1	31 May 1948	
William Frederick Watson	Aldwick Hundred Aldwick Bognor Regis Sussex	31 August 1950	
Guy Holford Benson	'Stanway' Winchomb Gloucestershire	29 April 1954	
Frank Dale Ltd	85 Harrow Road London W2	2 March 1961	
Rev Thomas Robinson	139A Cleveland ST W1 London	16 March 1961	Later took this car to Oak Ridge near Toronto in Canada
Geoff Holt	399 King Street East Toronto Ontario Canada	1966 From receipts passed to me	Bought in Toronto and later brought out to Sydney by Geoff
Geoff Holt	5 Edwards Bay Rd, Mossman Sydney	1969 From receipts passed to me	
George Green and Frank Illich			Frank Commissioned Bob Molyneaux to rebody the car to the current Sedan style.
Robert Cameron			
Laurie Ogle			
Rex Vincent		Dec 1992	
Murray and Christine Stack		June 2022	



Five months to custom make a body for the Rolls is not bad.

The Thrupp & Maberly body number was 6715 and the design was TE1262/C.

The registration papers noted that the car was black.

In preparing this article, I have found a 1938 Thrupp & Maberly bodied 25/30 chassis number GGR57 advertised in *PreWarCar.com* as :-

1938 Rolls-Royce 25/30 Thrupp & Maberly Sports Saloon non division.
Chassis number: GGR58
Registration Number: DSK796 (UK) & IEY222ZZ (Italy).
Design Number: 1262/c (1262c was the design of the original body on GGR45 so it is the same body)
Body Number: 6717

This is only two different from the body number as was delivered on GGR45. GGR45 would have looked like this when delivered from the showroom although there were minor differences as subsequent photos will show...



Body similar to the style of GGR45 but without the spare on the mudguard and the lights were a bit different.

I have a copy of the registration book of my car, which I have copied above. When a book was filled up and there was no further room for the date stamps, a new book would be issued. The car had seven owners registered on these papers for the period 1947 to sometime in the 1960s. The last owner registered in the UK registration papers is Thomas Robinson. I believe the copy I have of the Registration Book is the second one issued as the date stamps start about 1947 while the registration is noted as 7th July 1938. The registration cost of the early cars was based on the horse power of the car. It cost £37 for 12 months in 1948. While £37 does not seem much, but looking at net worth calculator one site came up with a cost equivalent of about \$A2000 in 2023. Not cheap!

I know Geoff Holt had the car in Toronto in the late 1960's and later brought the car to Australia when he moved here. Geoff has provided the following information about the car during his stewardship. The photos on page 13 are from the time the car was in Canada under Geoff's ownership.

This is the information provided by Geoff whom I managed to contact.

Loved that car! I had driven the car in London in 1963 when it was owned by Rev Tom Robinson who subsequently took it to Oak Ridges in Canada. It then had a Thrupp & Maberly body with a sunroof and black enamel finish.

After purchase it was discovered that the right-hand front windscreen pillar had dry rot. Alan Slater who owned a 20/25 Limousine welded a steel pillar replacement which was anchored to the floor and spread at the top to engage with the good body wood. The sunroof and drain were reconstructed and a I put in a new headlining.

I was driving through Tonawanda in New York State (near the American side of the Niagra Falls) with a girlfriend who would become my wife, when I was trailed and asked to pull over by Dick Moore in the photo who was a spray painter.

He had just purchased a 'Barn Find' magnificent Brewster PI built in the US factory.

Alan Walker (a Rolls-Royce employee from Crewe) lived in London Ontario and did the engine for Dick Moore.

I arranged for GGR45 to have a change to maroon at that point. It was not a brilliant paint job as I was too hurried and spoiled it. The car followed me to Australia, but I subsequently sold it to start a copywriting/advertising business. It had a full set of wheel tools and an engine overhaul by Eric Pengelly of Cammeray. It was regularly serviced by John Vawser at his workshop in Ultimo where the shell station is now.

The car then ended up in a museum set up by George Green (an avid collector) and Frank Illich. With the passing of George, Frank auctioned off the cars, but before doing this, he commissioned Bob Molyneux in Sydney to produce the current body, a Sedan coupe body or sometimes known as a Sedan de Ville. I understand that as the timber frame aged the cost of repairing the frame became prohibitive and it was cheaper to build a new body from scratch. Sydney RROC Club member Robert Cameron went to the Auction to purchase an MG TC and came home with the 25/30, much to the surprise of his wife. Being tall, he found the driving position difficult, and the car passed to another Club member Laurie Ogle. Rex Vincent in Sydney became the owner of the car in Dec 1992 buying it from Laurie and cared for it for about 30 years before passing it on to me.

Since we have owned GGR45 we have travelled to Hahndorf with the RROC national rally, and 20-Ghost club trips to Milawa, Gippsland, Flinders, Wagga Wagga and the 2025 Tasmanian tour. And many other more local trips. It is a car that gets lots of attention and is easy to drive, brakes well, the steering is light and seems happiest on the open road at about 50 to 55 MPH. The gear lever and hand brake are located on the right-hand side of the driver, as is the indicator switch. Everything is in easy reach. Often you will notice Rolls-Royce drivers entering the vehicle from the curb side and shuffling across to the drivers' side as it avoids having to get feet tangled in the controls on the right-hand side of the driver.



Geoff Holt behind the wheel of GGR45 in Toronto



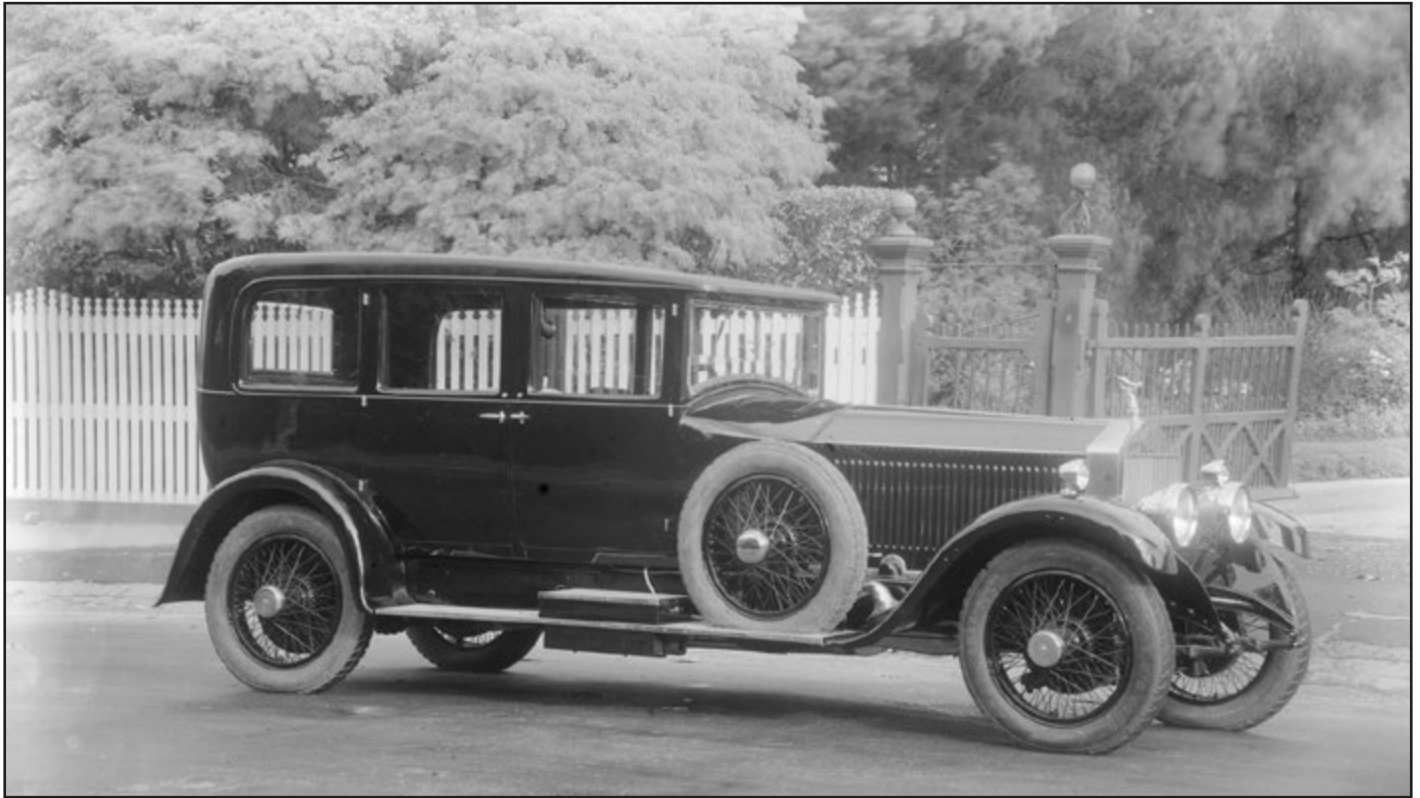
Dick Moore and Geoff Holt with GGR45 in Toronto



Left: A recent photo of the car at Bridgewater Bay near Portland.

The New Phantom in Australia (Part Three - 1927)

Ian Berg

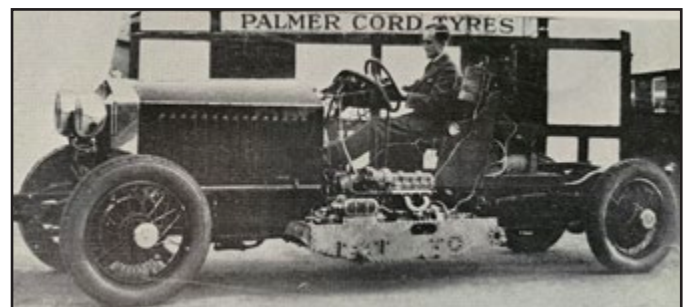


This photograph, likely a Martin & King publicity shot of a New Phantom, was originally featured in the Coach and Motor Builder of 15 May 1927. (Photo: SLV)

Through 1927, the chassis of the New Phantom underwent minor changes including the introduction of a lighter clutch mechanism, hydraulic shock absorbers and a reserve fuel tank. Rolls-Royce were always experimenting and as reported in *Autocar* magazine, one experimental chassis was fitted with a Villiers supercharger driven by an Austin 7 engine. Unsurprisingly, this did not go into production.

Once again, we continue our tribute to the centenary of the New Phantom in Australia, this time showcasing the known survivors, and some that have not survived, from 1927. Over the years many of the cars that were known to exist seem to have disappeared, no doubt waiting to be discovered yet again. If you have more information on any of them, please do contact the editor. You will find in the Autumn edition of the *Gazette* covered those known from 1925, and the Winter edition covered those from 1926.

As usual, source information has been provided by *Rolls-Royce and Bentley in the Sunburnt Country* by Clarke/Neely, the archives of the Sir Henry Royce Foundation in Melbourne, and *Praeclarum* the journal of the RROC of Australia. Lawrence Dalton's *Rolls-Royce: The Derby Phantoms* is also a very useful reference. Additional information has been provided by Nick Lang, Bruce Gardner, Achalen Holmes and of course the current owners of the cars. Photo credits, when known, are as indicated or are from the writer's own collection.



The supercharged experimental chassis. (Photo: Dalton)

59NC Off test in January of 1927, the car was dispatched to Melbourne and fitted with an unusual Martin & King four door saloon body which incorporated a storage boot. It was also fitted with Bosch lamps. The original bodywork is retained today, and it was owned for many years by Ted Spencer from Dartmoor in Victoria. Pictured at an early RROC meeting in the 1960s, and when sold in the Spencer clearing sale in 2014, it has recently been restored and is now in Adelaide and shown in the last photo. (Photos: SHRF, Bruce Gardner, Mark Roberts)



97NC Sold new in England. Imported as a chassis in the early 1930s and rebodied by Martin & King. The current owner purchased the car in 1967 and fitted an American made sedan body from a 1920s Hudson. It is thought to be a survivor, but no recent information or photographs are available.



108NC Originally dispatched as a Limousine by Gill, this car was rebodied by Wilkinson as a tourer many years ago, possibly in the 1930s, and it presents with this coachwork in restored condition today. The car was imported from the UK some time ago, although has never been registered in Australia. The car is owned by Stuart Wedlake in Queensland and was recently advertised for sale. (Photos: SHRF, Stuart Wedlake)



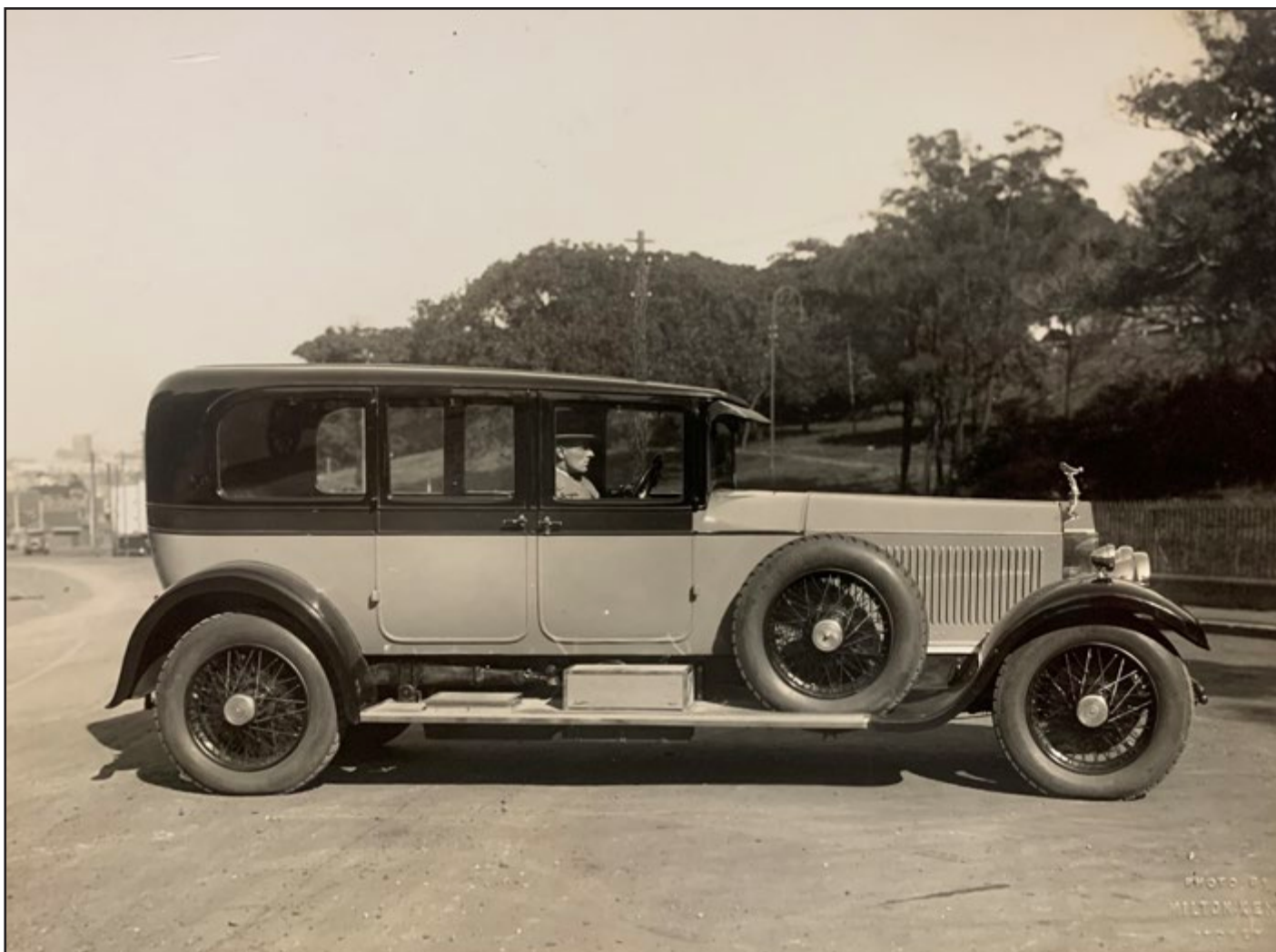
75NC This car was imported from the UK in the early 1980s as an unrestored car with a dismantled engine. The car was restored by Bill Davidson in South Australia and put back on the road in the late 1980s. It is believed to still be in his ownership and retains its original Hooper body. (Photo: SHRF)



1927

29EF

This car has likely been broken up for parts, but it was last known as a chassis in the Palfreyman collection in the 1960s. 29EF was originally sold new in Australia and fitted with an EE Agate saloon body and thought to have been subsequently rebodied by Jackson, Jones & Collins. It is pictured when new with the Agate coachwork. (Photo: SHRF)



44EF

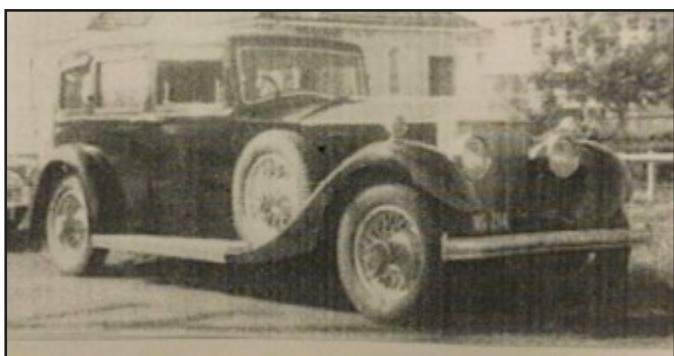
Chassis 44EF carried Barker sedance de ville bodywork when new and was imported into Australia in the 1930s. Common to several late imports It was rebodied by Martin & King design c1934, and at one time it was used as a funeral car. It features rare Grebel headlights and a smoker's vent. It is owned by John Reis and pictured at the RROC Federal Rally in Canberra in 2022 and at a Kalorama vintage car display in 2024. (Photos: Gordon Berg, Brian Carson)



69EF Photographed in the 1940s or 1950s, 69EF is shown carrying its second body thought to have been by Waddington from the mid-1930s. Originally it was fitted with Gill landaulette coachwork, before being imported into Australia some years later. The car underwent a comprehensive restoration in the 1990s and was bodied by Roger Fry & Sons as a sports tourer. It is now owned by David Ekberg in Melbourne and is pictured at the 2022 RROC (Vic) concours at Xavier College. (Photos: Jim Cooper collection VCCA, Ian Berg)



9LF Sold new in the UK and imported as a chassis. Local body fitted likely by Martin and King. Registered VIC 158-917. The car was in Port Macquarie with a seized engine in 1959 and was broken up for parts. (Photo: SHRF)



18LF This is a long wheelbase English chassis which was fitted with a Brewster Salamanca DeVille body when new. The car was ordered by Hollywood producer Joseph Schenck for his wife, the film star Norma Talmadge. The car ended up in a fleet of vehicles used for movies and appeared in many US films in the 1960s. Imported to Australia in 1979, it has appeared in several major Australian films including The Great Gatsby (as pictured in 2013). It has been owned by Peter Limon since 1981 and is now for sale. (Photos: Unknown)



25LF Chassis 25LF was sold new in Australia with a locally made open body. The car was later fitted with a saloon body by Martin & King and is pictured in the 1970s in a rather neglected state in Western Australia. In 2006, the car was auctioned on eBay as a project in dismantled, semi-restored condition. It is believed to be in Victoria and the owner plans to fit the coupe body from chassis 25DC (see Winter Gazette). (Photo over page: Unknown)

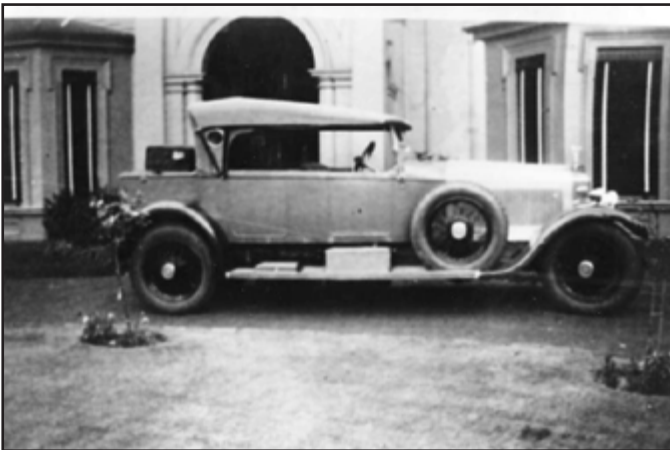
1927



35LF This car was fitted with an Allweather body by Windovers when new. It was imported into Australia from the United States in the 1980s and restored in South Australia. In 1997 the car was sold and is now in the UK. We have no photographs of this car.

39LF Originally fitted with a Windovers limousine body and delivered to the first owner in London who then toured on the continent before bringing the car to Australia. Restored from a basket case in the 1990s by Alan Robert in Queensland, it was fitted with a Jackson, Jones and Collins limousine body which came from a Silver Ghost, the process requiring a new scuttle to accommodate the longer wheelbase of the Phantom. Now owned and used by Frank Carroll in Queensland. (Photos: Bruce Gardner, Ian Berg)

34LF When new this Phantom I was fitted with an unusual touring body with the rear of the body incorporating a utility extension. It was used by its first owner, a grazier in New South Wales for many years. Later the car was rebodied as a saloon and remained as a chassis until recovered and then subsequently restored by Roger Fry in the 1990s. as a very appealing two-door coupe body. It is owned by Don Bartlett in Port Fairie. (Photos: Tom Clarke, Don Bartlett)



57LF Fitted with a Jackson, Jones & Collins tourer body with California top the car is pictured when it was sold new in New South Wales. At that time, it carried rare Zeiss headlamps. In 1930, the owner had Jackson Jones & Collins fit a saloon body and it can be seen in the 1960s in this configuration towing a large caravan. It is now owned by a collector in the Camden region of New South Wales still with the saloon body. The California hard top body that was fitted to the car originally is now on chassis 30LC (see Gazette Winter edition). (Photos: SHRF)





61LF Chassis 61LF was sold new in Victoria and fitted with appealing Martin & King coupe coachwork. It is pictured in Victoria the 1950s. Note the Grebel lamps fitted at that time. The car was exported many years ago to Germany where it underwent a ground-up restoration at which time it was maroon. Subsequently, modifications were undertaken to the mudguards giving it a sportier look, although it still retains in large part the original body. Most recently, it was painted blue and available for sale by AJ Glew in the UK. (Photos: SHRF, AJ Glew)

82LF Sold new to Germany and bodied there as a limousine, the car was imported to Australia in 1930s and then rebodied by Supreme then used by Centenary Motor Tours as a limousine. The car has had various owners in Victoria then New South Wales through to the late 1970s. It was dismantled for restoration in 1985 and remains in a semi-restored condition. (Photos: SHRF, Tom Clarke)



A photograph of a man with a beard, wearing a pink long-sleeved shirt, working on the front of a dark red vintage car. The car has a prominent chrome grille, large round headlights, and a chrome bumper. The license plate reads "LRK 576". The car is parked in a garage or workshop, with other vintage cars visible in the background.

[illegible]

27RF This chassis was imported into Australia in the 1930s, without coachwork to reduce import tariffs, and then rebodied in Melbourne. The car, originally a Barker cabriolet de ville, now presents nicely with its 1934 Martin & King close-coupled saloon body. It has had a succession of owners and was restored over many years, most recently being sold in March 2025 at an online auction. Chassis 27RF is now in Adelaide. *(Photos: SHRF Lawsons Auctions)*



22RF

Imported into Australia in 1934, the car carried Hooper landalette coachwork. It ultimately fell into disrepair and had a series of owners. When restored in the 1990s, the car was fitted with the very attractive Brewster Ascot style tourer by the late Peter Lamb using some original USA-sourced body panels. Today It remains in immaculate condition and is owned by Brendan Pierce in Melbourne. It is pictured prior to restoration and at a recent Kalorama vintage car rally. *(Photos: SHRF, Gordon Berg)*



35RF This car is a mystery, particularly as to how it arrived in Australia. Dalby lists it as originally being a Barker tourer that was on the Barker stand at Olympia Motor Show in 1927. Other than that, all that is known is that it was restored by the Rolls-Royce collector the late Gavin Sanford Morgan in South Australia to the state of a running chassis. It was believed sold to the USA at a Shannons auction c1980s. (Photo: Nick Lang)



67RF What next for 67RF? The photos say it all. Chassis 67RF started life as a tourer with English coachwork and was imported into Australia to be rebodied by Martin & King as a sedan in the 1930s for use as by City Motor Service Melbourne. It later then suffered the indignity of a heavy sedan body transferred from a late 1930s Dodge or De Soto. In 2024, it was sold at the Burns & Co (Melbourne) auction as a running, mostly restored, chassis and is now owned by Mark Glanville in New South Wales. (Photos: SHRF, Peter Ratcliffe, Burns & Co)

60RF Originally a Hooper cabriolet, it was sold new in England but is, yet another example of a chassis imported and rebodied as a saloon by Martin & King, 60RF was then used by City Motor Services as a taxi in Melbourne. It is fitted with Lucas P-100 headlamps not usually seen on a New Phantom. The car has had extensive restoration and recommissioning work when owned by Anthony James. It was sold in a Burns & Co online auction in 2024. Greg Wayman from Melbourne now owns it and recently had it repainted. He regularly tours with the 20-Ghost Club including, as pictured in the second photo, on the recent 2025 Tasmania tour. (Photos: Mick Matheson, Ian Berg)



1927



85RF Pictured as found in 1971 the chassis was subsequently restored and fitted with replica touring body. When new, chassis 85RF was fitted with a saloon body by Jackson, Jones & Collins and purchased by Walter Arnott of the Arnott's family who had numerous Rolls-Royce cars in the period. At one time, it was also used as a hearse. Noel Baker now owns the car and is pictured at a RROC (Vic) concourse in 2017. Noel lives in Victoria and has toured with the car extensively with the 20-Ghost Club and RROC (Vic) (Photos: David Berthon, RROC)

87RF Pictured in a state of neglect and decay in April of 1978 at a Coonabarabran property in New South Wales, the car was then owned by John Ryder. It is now undergoing a complete restoration and is owned by Vince Barbat in Sydney. The car is a long chassis Hooper sedan de ville and was originally a Riviera Trials car in France before coming to Australia c1929. (Photos: Gordon Berg, David Berthon)





34UF Fitted with 1930s Martin & King saloon coachwork, the car is owned by member Charles Bush in Western Australia. The car was imported in chassis form from Kenya by Charles in the 1980s, and he proceeded to restore it and in 2004 fitted and modified the Martin & King coachwork that had previously been on a vintage Silver Ghost chassis which itself had been rebodied in the 1930s. (Photo: Unknown)



95RF Originally an enclosed drive cabriolet and sold new in Adelaide, chassis 95RF was rebodied by Martin & King c1935 as shown in the first photo. Subsequently, this body was cut down to the tourer configuration pictured, and the car restored in the late 1980s. The car was auctioned by Shannons in the early 2000s and is now believed to be in China. (Photos: SHRF)



41UF Sold new in the UK and fitted with a limousine body by Cockshoot, the car was imported to Sydney in 1928. The car fell into disrepair and is now restored as a sports tourer in the style of one of the Rolls-Royce experimental chassis. It is fitted with Grebel lamps. The car resides in a collection in the Moree area of NSW. (Photo: Nick Lang)



48UF A Martin & King saloon when new, the car was owned by the Nicholas family, of Aspro fame. They had it updated by fitting a Windovers limousine body in 1935. It is pictured over page on a RROC rally with this later coachwork but has since been fully restored and rebodied by Roger Fry as a replica Brewster Ascot tourer. The car is owned by Peter Moran in Sydney. (Photos: SHRF, unknown)

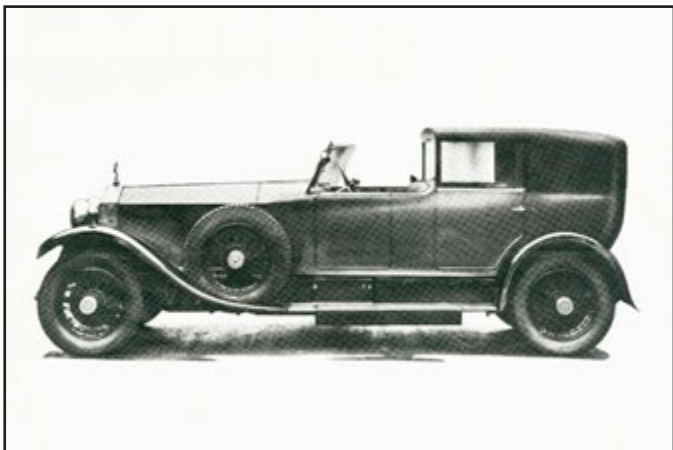
1927



52UF Originally bodied by Cockshoot as a limousine and imported into Australia in the 1930s, it was rebodied by Supreme as a saloon. It was last known owned by Peter Radosevich and is pictured at the 1969 RROC Federal rally Western Australia when the car was owned by Percy Markham. Where it is now is not known. (Photo: SHRF)



71UF Chassis 71UF was originally a Park Ward coupe de ville. It was then configured as an open tourer and ultimately cut down to a utility. Imported into Australia as a chassis from South Africa in the 1980s, it is now owned by Brian Tilbury who purchased it in 1990. Brian had it rebodied by Roger Fry & Son in Perth as a tourer. The car is pictured when new with Park Ward body and in its current form on a driver's pre-race lap at the Melbourne Grand Prix in 1996 with Jacques Villeneuve leading the parade. Villeneuve came second in the race which was his debut on the Formula 1 circuit. (Photos: Dalton, Brian Tilbury)



S86PM A Brewster Limousine in left hand drive, it was originally owned by the Annheuser Busch family. Imported to Australia in 2015 as an original survivor car, it is believed to now be in a regional Victorian collection. (Photo: Just Cars)

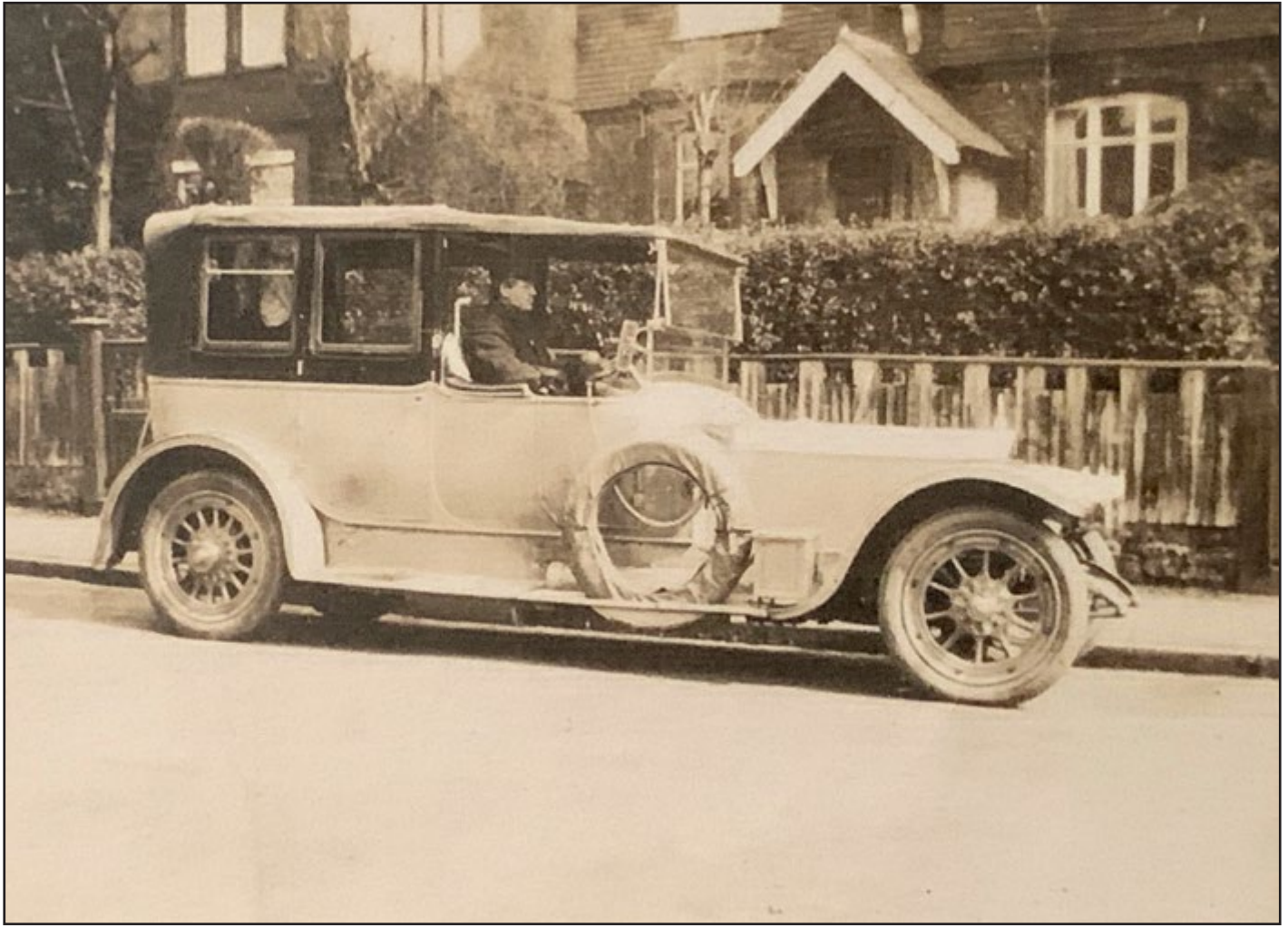


S155PM Imported to Australia in 1979, the car had been fitted with a utility body. It utilised the front half of a Brewster Arundel Saloon as the cabin. A replica Brewster Ascot tourer body was constructed by Peter Lamb in New South Wales and the finished vehicle exported to the USA in 1991. The front mudguards, headlamps and many other body fittings from this car were used in the construction of the body for 22RF. (Photos: Nick Lang)



Ghost from the Past: The Mystery of the Unknown Silver Ghost

John Witts



Chassis 2086 with 'coachman'.

Growing up, I was always drawn to vintage and veteran vehicles. Each summer holiday on the Central Coast of New South Wales, I'd sometimes spot a rally on Australia Day—a treat for a kid from the outback. My passion started early: I've owned a 1928 Model A Ford since I was 13. It mostly saw service on the farm, with the occasional appearance in a town parade.

Family stories added fuel to this interest. My mother often told me about her ancestors, who emigrated from Scotland to Yass, NSW in 1839. They established themselves as merchants and later built a flour mill on the Yass River with her great-uncle, the explorer Hamilton Hume. After a buggy accident in 1857, the family returned to Scotland and then settled in England.

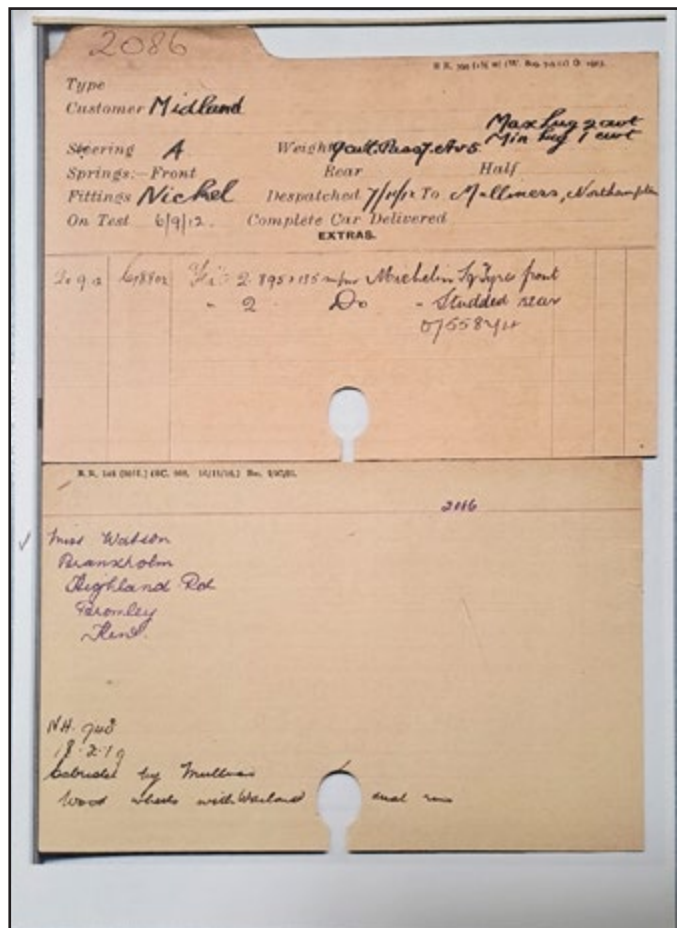
One detail always intrigued me. At some point after the parents passed away, the unmarried daughters—my great-aunts—sent their coachman to the Rolls-Royce School to learn how to drive. Yet, there was never any mention of what vehicle he was meant to drive. That mystery lingered for decades. But after purchasing a 20hp Rolls-Royce, chassis 76A7, in late 2019, I began to wonder—did the family once own a Rolls-Royce? I combed through the few books I had on small horsepower Rolls-Royces. No Miss Watson of Bromley, Kent, appeared.

Curious, I reached out to Peter Crauford. After listening to my theory, Peter identified a potential match: a 1912 Silver Ghost, chassis No. 2086. Its second owner was a Miss Watson from Kent. He urged me to apply for the build sheet; in case it held more clues. In time, I did. The original owner of chassis 2086, engine No 111, was Herman L. Lebus. The car had a nickel finish, a cabriolet body by Arthur Mulliner, and was registered as NH 940. Sadly, Peter passed away before I received confirmation of the second owner. But there it was—Miss Watson of 'Branxholm', 16 Highland Road, Bromley, Kent. All my four great-aunts had lived there until the death of the youngest, Emily Jane Watson, in 1940.

We had finally found the car—but no photos. We did, however, possess an album sent to Australia in 1916, full of images of 'Branxholm' both inside and out.

Then, a few months ago, a breakthrough came out of the blue. A cousin from another line of the Watson family—Craig from Young, NSW—was handed a trove of old files and photographs, some dating back to World War I. Among them were snapshots taken by Frank Hilton Watson during a day's leave from the army in November 1916. He had visited his aunts at Branxholm and captured images of the house, the women—and, we believe, the Silver Ghost 2086, complete with chauffeur behind the wheel.

We still don't know whether NH 940 remained registered to Emily Jane Watson up to her death in 1940, or whether she upgraded her vehicle over the years. Her will mentioned the house, some land, and a motor car—but no further details. She was still living at the same address. Despite our efforts, we've found no other surviving records referring to chassis 2086 or engine No 111. Perhaps they were lost during the war. But now, at least, we have a face to put to the Ghost.



Chassis cards indicating the owner was Miss Watson of Branhholm, John's aunt.



The home of Ms Watson 'Branhholm' - quite a house.

South Australian Luncheon

David Furniss

Our mid-winter lunch was at Pike and Joyce situated high in the Adelaide Hills at Lenswood.

It was a clear day with some sun, not warm but pleasant with a nice view from the restaurant over the hills, vineyards and orchards.

We had a splendid lunch, a four course, top quality feed me menu with good Pike and Joyce Adelaide Hills wines.

Twenty-one members and partners attended – a healthy attendance for mid-winter. Thanks to Rory Poland for organising the event.



Mark & Katrina Robert's 1925 Twenty GSY49, alongside the 20/25 GUN26 from 1937 of Carol van der Pennan.



Rory Poland's 1937 25/30, GRO4 and Adrian Akhurst and Diana Provis' 1921 Silver Ghost, 76JG.





Murray and Christine Stack's 25/30 GGR45 photographed at Richmond Bridge during the recent Tasmanian Tour. See page 10 for Murray's history of the car.