

SUMMER 2025/2026
ISSUE 27



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.

Club Mailing Address

14 Hoyt Street, Hampton, Victoria 3188, Australia.

Committee and Appointments

President: **Michael Henningsen**
 e: michael@michaelhenningsen.com.au
 t: 0418 818 767

Vice President: **Andrew Bayley**
 e: aobayley@bigpond.net.au
 t: 0417 142 779

Secretary: **Ian Berg**
 e: bergathol@gmail.com
 t: 0419 364 427

Treasurer: **Greg Wayman**
 e: greg.wayman13@gmail.com
 t: 0402 009 901

Editor: **Ian Berg**
 e: bergathol@gmail.com
 t: 0419 364 427

Committee: **Noel Baker**
 e: noelbaker@yahoo.com.au
 t: 0428 597 994

George Blenkhorn
 e: blenkhorg@gmail.com
 t: 0429 139 902

Mick Matheson
 e: mick@phantom2.com.au
 t: 0415 666 147

John Rowney
 e: johnrowney@bigpond.com
 t: 0413 676 833

Bruce Humphries
 e: Bruce@Humphries.com
 t: 0407 545 037

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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Contents

Chairman's Report.....	4
Editorial.....	4
Valē Adrian Garret.....	5
Valē Byron Dobson.....	5
National Tour, Lancefield, Victoria, 12th – 18th October.....	6
Chassis 1192, One of the earliest Rolls-Royces in Australia.....	16
Lancefield Entrants List.....	21
For Sale and Wanted.....	21
The New Phantom In Australia (Part Four – 1928 & 1929).....	22
Rolls-Royce in Ceylon.....	32
New Members.....	33
Draft Minutes Of The 2025 Annual General Meeting.....	34
Chairman's Report AGM Cleveland 2025.....	35



Kevin and Rondah Butler from BlazeAid, with Noel and Janis Baker in the background, photographed at the dinner held at the Kilmore Racing Club during our recent National Rally. BlazeAid was established in 2009 by Kevin and Rhonda after the Black Saturday bushfires. Kevin provided an inspiring after-dinner talk at the Kilmore Racing Club.

Coming Events

April 8 - 13, 2026	Port Lincoln Tour, South Australia Combined with the RROCA SA Branch, the 20-Ghost Club is hosting this event on South Australia's Eyre Peninsula. It is fully subscribed, but there is a waiting list available should current registrants be unable to proceed with their bookings. Deposits have been paid already for the current registrants and the TryBooking link will open to complete rally entries early in 2026.	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. Accommodation can be booked now, and by 27 December latest, by calling 03 5745 9100 and mentioning the 20-Ghost Tour. Rally entry will be via TryBookoing and will open early in 2026.	Director: Greg Wayman Phone: 0402 009 901 Email: greg.wayman13@gmail.com
May 2026 - Dates TBA	The 'Macquarie Breakout' of the Sydney Basin This rally will visit the Old Government House in Parramatta, Elizabeth Farm at Harris Park and Camden Park Estate at Camden to see where the wool industry was born. Then a visit the first point of departure from the Sydney Basin at St. Aubin's to travel up over the Blue Mountains. A real early settlers tour!	Director: Bob Roberts Phone: 0407 002 350 Email: bob@robertspv.com.au
October 11-17, 2026	2026 National Tour, Red Hill The Lancemore Lindenderry Estate in Red Hill is on the Mornington Peninsula. Accommodation can be booked now and is limited to 40 rooms only. Please call(03) 59892933 and mention the 20-Ghost Tour. TryBooking for the event will open in 2026.	Director: Ian Berg Phone: 0419 364 427 Email: bergathol@gmail.com Director: Greg Wayman Phone: 0402 009 901 Email: greg.wayman13@gmail.com



If you are planning to come to the Yarrawonga rally please remember to book your accommodation at Silverwoods Resort (03 5745 9100) by 27 December.

The Resort will begin releasing rooms to the public following this date.

Front Cover:

The 1909 Silver Ghost of John Stevens had its maiden outing with the 20-Ghost Club at Cleveland. John and Linda Stevens brought the car over from South Australia. See National Rally report for further information on this wonderful early Silver Ghost.

Chairman's Report

A week after our return to Cleveland Estate, I'm still readjusting to ordinary life after an extraordinary Rally.

Our 2025 Annual Rally will linger long in the memory. Thanks to Noel and Janis Baker's meticulous planning, we had exclusive use of the venue and, with their local connections, enjoyed superb excursions, varied and interesting meals, and after-dinner speakers who genuinely enriched our evenings.

The pre-war Rolls-Royce lineup was outstanding. The breadth of models, including several first-time Rally attendees, made for a rare and rewarding display. Even within the South Australian contingent, two cars were trailered to Lancemore—no small undertaking. I'm confident we'll have a cornucopia of fabulous photographs courtesy of Murray Stack, who received a well-deserved award at the Rally for his professional-standard photography.

Looking ahead, next year's Rally at Red Hill on the Mornington Peninsula has limited capacity—40 rooms. I urged members at the final dinner not to delay. Today, Ian Berg and Greg Wayman visited Lindenderry at Red Hill and were extremely impressed with the resort, so prospects are excellent. Half the rooms are already booked, so please secure your place promptly.

We should also turn our minds to the 2027 National Rally. If you have a strong venue suggestion and can assist with local arrangements, please contact a member of the Executive or Committee. As Cleveland Estate proved, local knowledge is priceless in crafting an exceptional rally experience. Thank you for making our club so inclusive and such good fun.

Michael Henningsen, Chairman

Editorial

What a pleasure it is to have such a packed issue. The editor's job is so much easier when people contribute generously with articles and photos. Please continue to do so, and my apologies to those whose articles I have held over to allow space for a major feature on our wonderful National Rally at Lancefield. Murray Stack's photographic contribution to the magazine, and to the photo slideshows for our weekend emails, has deservedly earned him the Founders Trophy this year. This award recognises members who make an outstanding contribution to the Club, and the high-calibre photos provided by Murray — and by all who contribute — have truly lifted the quality of this publication.

Thank you also to the members and proxies at the recent AGM for the unanimous support of our proposal to re-incorporate the Club in Victoria. This, together with the long-overdue reformulation of our Club rules, will make the running of the Club easier and allow us to focus our attention on enjoying the Club and all that it does so well. The process of making this change will begin in the New Year and be completed by mid-year.

I hope you have a great summer, and we all look forward to the year ahead. Please note that the weekend emails will be paused over December and January — Sue and I will be disappearing for a while!

Ian Berg, Editor



John Stephens in the 1909 driving into the Cleveland estate. There was no shortage of passengers wanting to share the experience of motoring from 116 years ago.

Valē Adrian Garret

David Forward

Adrian Garret's very recent death has robbed us of one of the worldwide 20-Ghost Club's earliest members since its formation in 1948 Britain. He had discovered the 1907 Silver Ghost 60588 in an English scrapyard at a time when only three other 1907 Ghosts were known and brought it with him on his settling in Sydney after the war. He also found the engine of 60546, now united with the world's oldest Ghost 60547.

Hunting for old Rolls-Royces was at that stage of the early marque interest when a few lucky pounds might buy a forgotten Silver Ghost treasure. I keenly remember 60588, the White Ghost, being featured in our first RROCA magazines as a magic mystery that I hoped one day to see. That day arrived in 1996 when I saw and heard it, accompanied by many other old Ghosts, in Sorrento in the international Ghost rally organized by the late Keith Wherry.

Much later, in 2020, Adrian brought across his other Ghost, the 1911 landaulet 1749 for the Hahndorf 20-Ghost Rally, and I also met him when he drove his son's very original ex-George Green Ghost, on an interstate 20-Ghost rally. We stood under it when it was on a hoist for lubrication, with oil dripping everywhere, as it always does from a well-cared for Ghost. For Adrian, to be under a Ghost chassis was one of life's real pleasures, always to be savoured, not missed.

Adrian was a member of that select group of hands-on owners who really appreciate their car's engineering as well as its drivability. He would pull 1749's carburettor apart rather than join other owners for drinks after a hard day's drive yet have it ready for the next morning's adventures.

After the 2020 rally I, five years younger, 'helped' him fit his Ghost into a container for secure shipping to New Zealand, but it was he who did all the heavy work, ordering, sawing and nailing the holding planks so that the car could not move or harm during shipping.

A real Ghost enthusiast and expert. A breeder of Shire Horses on his wonderful Kerikeri Bay of Islands property. An ever-absorbing Ghost raconteur, and much-missed friend.

Vale, Adrian.



In June of 1957, Adrian participated with his 1907 Silver Ghost in a re-enactment of the famous original 1500-mile trial, and the cars can be seen at the 'Cat & the Fiddle' hotel. AX-201, the original Silver Ghost, is seen on the left and Adrian is next to it in his car. He also participated in a 2007 centenary re-enactment of the event.

Valē Byron Dobson

John Reis

Helen and I first met Byron in the early 1980s at Werribee, where he literally stepped out of the crowd, keen to talk about our cars. By the mid-1990s the 20-Ghost Club Australian Branch was up and running, with Byron a key player from day one as inaugural Secretary and Treasurer. The chronology of those formative years is well documented in John Stuttard's book celebrating the Club's 70th anniversary. Around the same time, Byron joined the Victorian Committee of the RROC and later became President.

When John Kennedy visited Australia, an inaugural meeting of the 20-Ghost Club here was organised by Russell Rolls. Membership was by invitation, and Byron—already a serious Silver Ghost owner—attended many, if not all, events of the period.

Byron ran a successful dental practice in Ferntree Gully, now in the hands of his daughter following his retirement. Together with Audrey he was an enthusiastic boater; their craft, aptly named Incisor, reflected his profession.

Byron was very popular and a regular attendee of 20-Ghost events. He will be missed by all.



Byron and Audrey in their Silver Ghost, chassis 103EM, departing Hastings on the 2024 Flinders Rally. It was the last outing he drove the car, though we saw Byron again at the 2024 Christmas luncheon.

National Tour, Lancefield, Victoria, 12th – 18th October

James Baxter, with photos by Murray Stack, Ian Berg and David Furniss



The car park lineup at Cleveland.

The much-anticipated tour is now history, and far exceeded any of the anticipation. Based at the Cleveland Estate, the program took full advantage of the Tour Director's local knowledge, taking in superb locations around the Macedon Ranges and the hills of North Central Victoria, to the great enjoyment of Members who had not been to that part of Australia before. There were 85 Members, partners and friends and 38 eligible cars, with the highlight perhaps being the Australian debut of John and Linda Stevens' beautiful 1909 parallel-bonnet Silver Ghost, 1192. It was also particularly refreshing to have William and Jensen Maden along with their parents and grandparents – and they seemed to have thoroughly enjoyed the rally. William said it was much better than being at school, and what a pleasant change to see a Phantom II limousine with child seats in the back and waving occupants! Overall, there were nine Silver Ghosts, five New Phantoms, four Phantom II, ten 20hp, one 20/25, seven 25/30, and two Wraiths at varying times over the week. The one eagerly awaited Phantom III that was hoped to attend was not quite ready after a complete rebuild, but during the week news was received that it was running. Next year!



The welcome drinks, from left are Sofija Virgo, Diana and David Berthon and Elizabeth Milverton.



The Silver Ghost chassis 97LK of Des Harrington.

Cleveland Estate resort comprises a late-Victorian red-brick mansion surrounded by other accommodation and ancillary buildings in an architectural style evoking old-school corrugated galvanised iron clad farm buildings on a grand scale. The whole is set in superb, manicured gardens and enjoys vistas across to Mt William and the hills surrounding Lancefield. It is a working vineyard and farm as well. The vines were well beyond the bud stage, and a flock of alpacas was grazing below the dining room windows. The general area has a rich Aboriginal history, and was one of the earliest parts of Victoria to be settled and developed by Europeans. There was history at every turn. We were fortunate in being able to book out the venue, and it made it very special to be the sole group occupying the property.

After arriving on the Sunday afternoon, there was a Welcome Drinks session, followed by a barbecue dinner, at the resort. The week was underway in grand style – old friendships renewed, and new ones made.

The weather gods were very kind: the only slight hiccup being a warm and blustery Spring day on the Thursday, followed by a band of rain overnight. Highly polished to start, many of the cars were looking as if they were country cars by week's end.



Mark Glanville and Des Harrington.



Some rain on day one and a rainbow was to be seen. The car is the 25/30 of Carol van der Pennen.



Departing the Cleveland carpark, the Maden's Silver Ghost.



Adrian Akhurst and Diana Provis departing in their Silver Ghost.



Richard Shenfield departing in the 25/30.

Kilmore East and Tooborac

A fine wool growing property 'Jungle Vale' in the hills of Kilmore East, first settled in 1892, was the first destination on the Monday morning for a line-up of cars on a magnificent ridge with far-reaching views in all directions, followed by morning tea below in the property's Lodge. We then pressed on to the small town of Tooborac and its legendary 1857 hotel (the oldest National Trust recognised hotel in Victoria) for lunch, and then back to Cleveland past some of the most amazing granite boulders you could see. On the Monday evening, an Italian-themed dinner was on offer, with pizzas from the wood fired pizza-oven just outside the dining room door. It was a great evening, and splendid finale to a good day's motoring.



A slow pace up to the ridge of Noel and Janice's property 'Jungle Vale', our first rally destination.



At Jungle Vale – up front is the Phantom I of David and Marie Furniss.



An impromptu inspection of the 20hp of Neil and Louise Matthews.



At Noel and Janis' property.





Congestion at Jungle Vale. The lead car is the Phantom II of Julian and Cheryl Walter.



More congestion.



The lovely old hotel at Tooborac – and their pies are great!



At the head of the table are Anne and Robert Banks-Smith.



George Blenkhorn, Enid Lapish, James Baxter, Sue Blenkhorn and Richard Shenfield at the Tooborac Pub.





The five New Phantoms on the tour. From left are those of John Reis, David Furniss, Greg Wayman, Noel Baker and David Berthon.

Broadford

The next day, it was off on the long way through the scenic Darraweit Guim hills to what is now outer suburban Wallan, and then on to Broadford for lunch at the Golf Club. An invitation to the Victorian Branch of the Rolls-Royce Owners' Club of Australia to join us for lunch was taken up by some 20 Members, with a resulting lineup of pre- and post-war cars, reminiscent of the early RROCA rallies.

In the centenary year, it was marvellous that the five New Phantoms (1925 103HC; 1927 44EF; 1927 60RF; 1927 85RF, and 1928 10FH) in the group could be lined up for a special photo-shoot.

It was marvellous to have Barbara McBeth join us at Broadford for two days – her son Paul and daughter-in-law Katie brought her in Peter's much-loved 20hp Sportsman's Coupe, GOK69. A stalwart of the club, Peter is much-missed after his passing in May this year, and it is hoped that we will see Barbara, Paul and Katie at lots of rallies into the future in either GOK69, or 20/25 GPG23!

Dinner that evening was at the nearby sister resort, the Lancemore Estate. As has become the norm for National Tours, we travelled by bus to venues away from Cleveland. So much easier.



Paul McBeth with Katie and Barbara at Broadford in the Twenty.



At the Broadford Golf Club.

The car park at Broadford Golf Club.



There were ten 20hp models on the tour and most are pictured in this lineup.



The carpark at Broadford.



Pre-dinner drinks and the dinner at Lancemore, outside of Lancefield.

Flowerdale Estate and Yea

On the Wednesday, the first stop was the Flowerdale Estate, at Strath Creek, for morning tea. Before arriving, drivers had to navigate down the steep hill off the Murchison Gap, east of Broadford. The drive may have been hair-raising, but the valley and range views from the top of the Gap were stunning (but mostly for the passengers – drivers were busy!). Flowerdale Estate was first settled in 1838, and the core of today's homestead was built in 1842. We enjoyed our

morning tea in a magnificent gazebo, surrounded by manicured gardens, and were given carte blanche to wander through the homestead. Yet again, Members of the 20-Ghost Club were given access to a wonderful property that most don't even know exists. Afterwards, the suggested route was to the pretty town of Yea for lunch, although a number of members elected to travel back to Lancefield using other routes – most of which involved travelling along the beautiful Goulburn Valley. Apparently, some hardy drivers braved the ascent back up to Murchison Gap without mishap.



The car park at Flowerdale Estate



The homestead at Flowerdale. This was a beautiful setting for our visit.



Morning tea at Flowerdale.



Neil and Glen's Walker exiting Flowerdale Estate in their Silver Ghost.



James Baxter departing Flowerdale in the 25/30.



Tony Strachan departing Flowerdale. Tony drove all the way from Sydney for the rally in the Twenty.



This area of Victoria provides for beautiful cruising country.



Some pre-dinner relaxation at Cleveland. From left are George Blenkhorn, Ruth Roberts, Catrina Kiel, Tim Roberts and Sue Blenkhorn.

Chassis 1192, One of the earliest Rolls-Royces in Australia

John and Linda Stevens imported the 1909 Silver Ghost chassis 1192 in 2022. The car, an older restoration with superb patina, created a lot of interest at Lancefield and looked stunning in green striped bodywork and brass finish. John advises that post-war (First War that is) the car was owned by Hubert Scott Paine, a pioneer aviator and airline founder. In the early 1920s, his company built and entered a Napier powered aircraft which succeeded in winning the Schneider Trophy.



Those of you who have seen chassis 1192 will have noted that it has 18 spark plugs instead of 12. Two sets are run from the magneto. Everything that Scott Paine touched had to go faster and better, and it is believed that he was responsible for this modification as well as fitting a 'modern' Rolls-Royce engine circa 1912.



Note the three spark plugs per cylinder which can be clearly seen in this photograph.



The interior of 1192 displaying the car is very well equipped and shows a lovely patina from its earlier restoration.



The car now carries traditional Roi-des-Belge coachwork.





The Silver Ghost of Neil and Glenys Walker with Mark Roberts and Catrina Kiel's Twenty at Granite Hills.

That night we travelled to the Kilmore Racing Club for an excellent dinner at an interesting location.

Baynton, Heathcote and Eppalock

The route on Thursday first took us to the Granite Hills Winery at Baynton, on the northern edge of the Macedon Ranges. To the north, the Campaspe Valley opens up to the Murray Plains, with the wide flat country of Northern Victoria ahead. We had morning tea and tastings there before heading off to Heathcote for lunch: a number of cars a little heavier with fine wine for later. Heathcote was a major gold mining town in the mid nineteenth century and sits in hard auriferous country, quite different to that further south.

The Granite Hills Winery dog will not forget our visit – 1192 produced one of the loudest backfires ever heard just after arriving and the terrified dog, unused to Ghost behavioural traits, hurtled into the tasting room and leapt under the counter.

It was possible to motor around Lake Eppalock after lunch, or to return to Lancefield via Tooborac again. That evening we went to the Glen Erin at Lancefield restaurant for one of the most amazing meals the Club has enjoyed on a rally. The restaurant says to 'expect a memorable gastronomic journey!' They are right – and it was truly special.



Ian and Sue Berg's Silver Ghost at Granite Hills.



The dinner at Glen Erin.



Returning to Cleveland are Bruce and Mary Humphries in the Twenty followed by the Milvertons in the 20/25. The following day, Bruce won the slow-race in the car.



Left: William, Jensen and Megan Maden at the Glen Erin vineyard and restaurant.



Richard Jones preparing for the Slow Race.

DIY Touring, the 20hp Slow Race and final dinner

Friday morning was ostensibly free, allowing for car maintenance, relaxing, or to explore places not visited – such as Woodend, Hanging Rock, Kyneton, Romsey or just into Lancefield itself for coffee and a bite to eat. Most people seemed to take the exploration option, but no-one seemingly took their picnic to Hanging Rock, and everyone made it safely back, including those who climbed it. After lunch, nine 20hp cars lined up for the Slow Race – admirably won this year by Bruce Humphries in his lovely Martin and King Doctor's Coupe GUJ62. There was a lot of laughter and good fun had as part of this 'race', and whilst some with higher diff ratios galloped home, more than one favourite failed to proceed and was disqualified.

The AGM was held late afternoon, followed by the final dinner at the resort.



Spectators at the Slow Race.



The Slow Race is underway – slowly.



The Maden children aboard the 20hp of Richard Burke.



What else are running boards for?



The final dinner at Cleveland Estate.



The Slow Race presentation. The award was made by Bob Roberts who had gifted the trophy.



Our AGM; it was all over in 30 minutes.



Murray Stack was awarded the Founders Trophy for his photographic contributions to the Gazette. This award is for a member who the committee considers has contributed substantially and enthusiastically to the Club throughout the year.



Michael Henningson acknowledging and thanking Noel for making this rally one of the most interesting and enjoyable we have experienced.

Some After Dinner Presentations

Over the week we were very fortunate to hear some excellent presentations.

Much of the area we travelled through was badly affected by the February 2009 Black Saturday bushfires – although with time, the bush has re-established itself well and it would be hard to spot where the fires went. The property at Kilmore East that we spent

Monday morning on was devastated, although by sheer hard work, the buildings were saved. This area was the epicentre of one of the worst fires, which ultimately ripped across a vast swathe to Marysville, also destroying Kinglake as it tore through. After the fires were quelled and the enormity of the disaster obvious, Kilmore East locals Kevin and Rhonda Butler were instrumental in setting up a volunteer-based organisation called BlazeAid which now works with families and individuals in rural Australia after natural disasters such as fires, cyclones, droughts and floods. Bush recovers faster than affected people. The work they have done was recognised when both were awarded Medals of the Order of Australia. They have also been recognised as Victorian Local Heroes in 2010 as part of the Australian of the Year awards. They came to dinner with us at the Kilmore Racing Club, near their home, and we heard the rivetting story of their outstanding work over the years. It was truly inspiring.

Two Members – Alan and Leigh Maden – took part in the 2025 Peking to Paris rally in May and June. Although they drove a 1917 American La France car, a 1920 Silver Ghost and a 1930 Phantom II also participated. They provided an impressive slide show and talked us through what was an extraordinary tale of adventure in the modern age. We were privileged to hear the tale. Phileas Fogg eat your heart out!

Achalen Holmes also provided an outline of a project he is working on to develop a luxury glamping experience, driving a Silver Ghost through the Victorian High Country.

Onwards and Upward

Across the week there were a few minor issues with cars, and the same for a couple of the travellers, but thankfully (and hopefully) not serious issues.

All too soon, it was time for the final breakfast on Saturday morning, the breaking of the fellowship, and the return home in all directions. Some Members had a quick trip, but for others it was far longer. There were Members from Western Australia, South Australia, New South Wales and Queensland as well as from Victoria.

Everyone present was extremely grateful to Tour Director Noel Baker for devising and arranging a magnificent Tour – ably assisted by Dr Janis Baker, Greg Wayman, Rory Poland and Ian Berg. The noise of chatter and laughter at every dinner, lunch and drinks-function was evidence of how much people enjoyed themselves. The cars might bring us together, but it is the camaraderie and friendship that keep us coming back for more. Described by the Chairman, Michael Henningsen as such, it really was an 'awesome rally'. Over the week we were provided with outstanding food and beverages, stayed in a beautiful resort, and went to all sorts of wonderful places in true Rolls-Royce style. One noticeable thing was how well we were looked after at every venue by teams of terrific young people.

In 2026, All Roads Lead to Red Hill, where we will again join for what will be yet another memorable chapter in Club Tour events. Further evidence of how much people enjoyed the Cleveland Estate rally is found in the rush to book Lindenderry at Red Hill for the 2026 National Tour. Book early, prepare the steed and count the days.

Lancefield Entrants List

For Sale and Wanted

Entrant	Year	Model	Chassis
Adrian Akhurst & Diana Provis	1921	Silver Ghost	76JG
Noel & Janis Baker	1927	New Phantom	85RF
Robert & Anne Banks-Smith	1922	Silver Ghost	6PG
James Baxter	1937	25/30	GRO54
Ian & Sue Berg	1921	Silver Ghost	62JG
David & Diana Berthon	1928	New Phantom	10FH
George & Susan Blenkhorn, and Enid Lepish	1936	25/30	GGM10
Richard Burke & Annie Benton	1928	20hp	GBM32
James & Susan Chung	1939	Wraith	WEC46
David & Clare Davis	1922	20hp	42G1
David & Marie Furniss	1925	New Phantom	103HC
Michael & Maureen Gannon	1934	Phantom II	80SK
Mark & Barbara Glanville			
Rod & Bambi Hanson	1924	20hp	GAK76
Des Harrington	1923	Silver Ghost	97LK
Geoffrey Harrison & John Lenehan	1925	20hp	GPK-42
Michael Henningsen			
Bruce & Mary Humphries	1927	20hp	GUJ62
Richard & Mikki Jones	1923	20hp	83K5
Peter Jordan-Hill	1938	Wraith	WRB60
Alan & Kay Maden	1923	Silver Ghost	65LK
Leigh, Megan, William & Jensen Maden	1934	Phantom II	112PY
Neil & Louise Matthews	1924	20hp	GRK81
Barbara, Paul & Kate McBeth	1926	20hp	GOK69
John & Carol McQuay	1938	25/30	Gmp12
John & Elizabeth Milverton	1933	20/25	GHA11
Eddie & Margaret Newton			
David Phillips	1933	Phantom II	26MY
Rory Poland	1937	25/30	GRO4
John & Helen Reis	1927	New Phantom	44EF
Tim & Ruth Roberts	1922	Silver Ghost	70SG
Mark Roberts & Catrina Kiel	1925	20hp	GSK49
Bob Roberts			
Russell & Heather Rolls			
Ken Russell	1923	Silver Ghost	425XH
Richard Shenfield	1938	25/30	GZR 4
Graham & Dorothy Singer			
Murray & Christine Stack	1935	25/30	GGR45
John & Linda Stevens	1909	Silver Ghost	1192
Anthony Strachan	1925	20hp	GNK50
Carol van der Pennen	1937	25/30	GUN26
Sofija Virgo			
John & Wendy Wagstaff	1924	Silver Ghost	32LM
Neil & Glenys Walker	1920	Silver Ghost	154BW
Julian & Cheryl Walter	1934	Phantom II	86PY
Greg Wayman	1927	New Phantom	60RF
Howard Wraight			

FOR SALE

Rolls Royce 20hp 1924 GMK62 complete and in good running order with nothing to spend. This is a low mileage and original car originally owned by Sir Alexander Mc Cormack. It has since been rebodied, and owned by the current owner for 12 years. \$45,000 ono.

Call Steve Wasley 0488 407 848.



FOR SALE

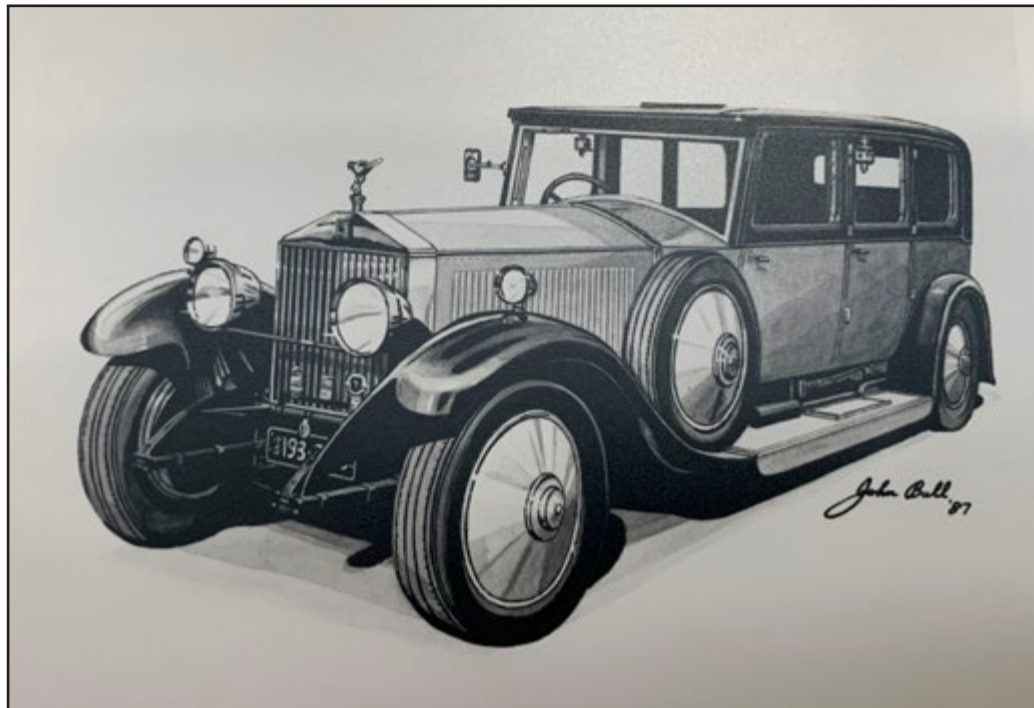
Shell embossed running board petrol tin in mint condition, complete with cast mounting plate and all fittings. Flawless and ready to be fitted to a concours standard car. \$500.

Call David Phillips 0412 311 959



The New Phantom In Australia (Part Four – 1928 & 1929)

Ian Berg



In 1987 the RROC produced a book of pen and ink line drawings by John Bull. John was a 30-year member of the South Australian branch and a prolific sketcher of club cars club at the time. Copies of his sketchbook are still available through the Sir Henry Royce Foundation of Australia. Included was a schematic of chassis 96AL an original Windovers fabric bodied 1928 New Phantom when owned by Malcolm Johns who was the founder of the 20-Ghost Club, Australian chapter.

Through 1928 and 1929, the chassis of the New Phantom underwent various changes the most significant being the introduction of, with the CL chassis, an aluminium cylinder head. A later change was the relocation of the battery inside the frame.

We finalise our tribute to the centenary of the New Phantom in Australia, this time showcasing the known survivors, from both 1928 and 1929. If you have more information of interest on any of these cars or others that have been missed, please do reach out to me.

You will find the Autumn edition of the Gazette covered those known from 1925, the Winter edition those from 1926, and the Spring edition covered 1927.

Source information is from *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, Tom Clarke, Bruce Gardner, Achalen Holmes and the current owners of the cars. Photo credits, when known, are as indicated or are from the writer's own collection

1928

40EH A Park Ward Limousine originally sold new to Tom Barr-Smith in London and then imported into South Australia, the car retains the original coachwork. It was last known in Western Australia and participated in various RROC rallies at the time. Not having surfaced for some years, the current whereabouts are not known. (Photo: Nick Lang)



61EH Pictured at a 20-Ghost tour of Mudgee in 2010, the Cardno bodied tourer is owned by Sam Jacquet. The car was originally a Hooper limousine, later imported into Australia and bodied by Martin & King as a saloon. It was restored with touring car coachwork and is in New South Wales (Photo: David Berthon)



80EH Bodied when new as a Hooper Limousine and delivered new to Melbourne, it was donated to the Red Cross during the war and since rebodied and modified several times. It is now owned by Neville Vassallo in Queensland and carries Sedan de ville coachwork which was built by George Williams for the previous owner Doug Pearce. (Photo: SHRF)



10FH This car is very rare, in that it was bodied by Hibbard & Darrin of Paris as a cabriolet and sold new in Portugal. It was imported into Australia in 1997 in a dismantled state by the late

Jorge Fernandez, and since having been acquired by David Berthon it has been completely restored to a very high standard. David and Diana use the car regularly on RROC and 20-Ghost club tours. (Photo: Murray Stack)



1928

16FH Owned by Arthur Wood from Queensland and a member of the RROC, the car was originally a Hooper tourer and was rebodied in the 1930s by Martin & King as a limousine. The photographed dates from the early 1970s and was taken on a RROC run in Tasmania when it was owned by Peter Waddle. (Photo: SHRF)



19FH This car is thought to have been one of several Rolls-Royces imported as a chassis in the 1930s following service in England and rebodied by Martin & King. It was originally a Fixed Head Coupe by HJ Mulliner and is currently owned by Helen and Bill Naylor in New South Wales. (Photo: SHRF)



24FH Bodied by the Vintage Motor Garage when restored between 2012 and 2015, the car was originally imported into New South Wales and was a Weymann fabric saloon. For some years it was used as a recreation vehicle having been converted to a utility. It is pictured at the RROC Federal Rally in Geelong in 2015. It is now owned by Robert Costa from Victoria. (Photo: RROC)



71FH Originally a Windovers cabriolet, the first owner was Maj Loftus Arnott of Sydney. The Arnott family owned many Rolls-Royces in the prewar era. It was rebodied by Martin & King and used by City Motor Services in Melbourne in the 1930s. The car is now thought to be in Japan. (Photo: SHRF)



92FH Originally sold new Sydney the car carried a Weymann saloon body. At some stage the original body was modernised and this included deepening the fenders. It was exported some years ago and is now owned by Bob Burns in Ohio USA. The photo shown was taken when the car was new. (Photo: SHRF)



32AL Originally a Kellner saloon the car was sold new in France and then to Spain. It was imported into Australia and rebodied by Martin & King, still carrying its rare Grebel lamps. The car has been unused for many years and is pictured in 'barn-find' condition in Queensland. (Photos: Tom Clarke & Nick Lang)



101FH This car carries original Windovers two-door saloon coachwork and is now in New Zealand. Remarkably, it ran in the 1956 Ampol Trials travelling some 6,500 miles when owned and driven by Mrs Blanche 'Grannie' Brown with co-driver Mrs Cath Price. Pictured also with her son Vince. It also participated in the 1957 and 1958 trials. (Photos: H Maloney & Unknown)



1928

42AL Sold new in Australia, the car was, and still is, fitted with Barker all-weather saloon coachwork. In the late 1950s and 1960s it was owned by George Sevenoaks in Sydney. He modified the body by reducing the size of the roof to the rear section and adding landau irons creating a landau effect. It has been owned and used for many years by Don Young in New South Wales. (Photo: Mick Matheson)



96AL An original Windovers fabric bodied saloon, the car was delivered new in Sydney. Having various owners, it was well known in the RROC in the 1960s in quite tatty condition, and at one time in the collection of Faris Palfreyman. The car was acquired in 1974 by Malcolm Johns of Sydney who undertook a comprehensive restoration. (Photos: SHRF & Nick Lang)



93AL Imported by Peter Wilcox into Australia from Greece in 2015, the car retains its original Barker touring body of Riviera Trials car specification. It had been commandeered by the Germans during the war and was subsequently retained by the Greek Government during the civil war. A later owner had it mechanically refurbished at Rolls-Royces' London Repair Depot in the late 1960s, and it was used on various vintage car rallies in Greece before coming to Australia. (Photos: Peter Wilcox)



6CL Originally a Barker Limousine de Ville and displayed at Rolls-Royce stand at Paris salon in 1928, 6 CL was owned by David Fryer in Queensland during the 1980s and 1990s. It is thought now to be in the UK. No photos could be sourced.

23CL 23CL is a Mann Egerton Sedan de Ville and was originally displayed at the Olympia Motor Show in London before being shipped to Melbourne. Photographed in the 1950s by Wally Vears, it was subsequently restored and for some years was on display at Gilltrap's Motor Museum on the Gold Coast. The car was then sold to a US owner and more recently it is known to be in the UK. (Photos: SHRF)



33CL 33CL is currently undergoing a complete restoration by Malcolm Richardson in Western Australia and being fitted with new tourer coachwork. The original Windovers Sedan de Ville body had been modified to saloon configuration by Martin & King in the 1930s – see photo taken in the 1950s which shows the Grebel headlamps which the car still has. This body still survives and is to be fitted to chassis 43CL which is owned by Bruce Gardner in Melbourne. (Photo: SHRF & Malcolm Richardson)

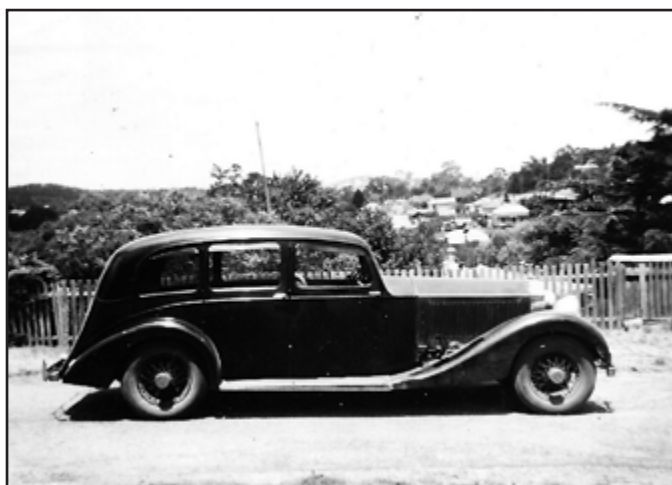


1928

43CL Originally a Thrupp & Maberly limousine, 43CL has had a tortured existence. The car came to Australia in the 1930s and at one point was modified into touring car configuration. It was used by the governor of South Australia during the war and, post-war, was modified again into a sedan. It fell into disrepair and was completely dismantled with parts spread afar. In recent years, Bruce Gardner has been sourcing and re-assembling all the original parts and plans to fit coachwork to the chassis that was originally built for 33CL. (Photos: Bruce Gardner & Tom Clarke)



44WR The original body on this car was a Windover's saloon, and the car imported into Australia in 1929. It was rebodied by Martin & King in the mid 1930s as a saloon. In 1965, a Packard coupe body was fitted which had previously been fitted to chassis 11RC. It is now owned by Rick Thege in Victoria. (Photos: Tom Clarke & SHRF)



1929

127WR

Originally a Weymann Limousine the car was modified by Martin & King in the 1930s. It was exported to the USA, and the last reported owner was Greg Gill in California in 2004. Pictured in the 1950s with camping trailer and in the 1960s at a RROC Victoria event. (Photos: SHRF)



56KR

The car was originally fitted with Jackson, Jones & Collins saloon coachwork and it retains this body to this day. Grebel lamps were originally fitted, but these were at some stage changed to Lucas P-100. 56KR is now owned by Bruce Gardner in Melbourne. Bruce inherited the car from his father who acquired it in 1949 and used it extensively in early RROC and Vintage Sports Car Club events though the 1950s as pictured. The car has been off the road since the 1960s and Bruce is undertaking a comprehensive restoration. (Photos: Bruce Gardner)



73KR

A Windovers saloon with rare Zeiss headlamps, the car is housed at 'Tocal' an historic agricultural property near Maitland, New South Wales which at one point was owned by the Charles Alexander who acquired the car new. 73KR had a series of owners following Alexander and it was seen at various RROC events in both unrestored (c1960s) and, later, restored condition before being returned to Tocal where it is on display. The original service history of the car can be found on the door of the garage it remains in today. (Photos: SHRF & Tocal website)

1929



48OR 48OR has not been seen for many years but is believed to be a survivor. It falls into the 'Oh My Goodness' category having been converted into a large camper which included a chassis extension in 1937. The photographs attached were taken by Wally Vears in the 1950s. The car was originally a Hooper Landulette. It was last known in Western Australia and thought to be owned by the same person who has 40EH. (Photos: SHRF)



50OR Originally a Hooper Landulette, the car was modified for use as an ambulance during the Second World War. Following a succession of owners, it was restored by Neil Walker to original condition. It is currently owned by the Nicholas family, descendants of Alfred M Nicholas who developed the Aspro and owned the car when new. (Photo: SHRF)



59OR Starting life in Melbourne as a Hooper Landalette, and also owned by Alfred Nicholas, the car was rebodied by Marting & King in the 1930s. It fell into disrepair, and in the 1960s was

restored and fitted with a Packard touring car body. This body was modified to replicate the Brewster style. The car has been sold to New Zealand and is in frequent use by an enthusiast there. (Photos: SHRF)



S340LR This car was owned by Graham Bagshaw of South Australia for many years as an incomplete restoration. It was purchased by Minh Do of Victoria who had the car restored and commissioned a replica Brewster Ascot tourer body. The car is pictured at the workshop of Robert McDermott when undergoing an engine rebuild in 2019. (Photo: Ian Berg)



Rolls-Royce in Ceylon

John Stuttard

The tropical island of Ceylon, renamed Sri Lanka in 1972, has been romantically known as the Pearl in the Indian Ocean and the Emerald Isle, due to its location and the island's lush, green landscapes, particularly its rice paddies and extensive tea plantations. For more than a century it was a Portuguese colony, then Dutch and in 1802 it became part of the British Empire. Tea was introduced in the middle of the 19th century and grew to being a key agricultural industry. Lipton's and Brooke Bond developed as well-known brands. In the other direction came goods manufactured in Great Britain. The names of Austin, Humber, Morris, Wolseley and even Rolls-Royce were represented amongst cars available for purchase. The importers of Rolls-Royce models were tea planters. But they were also wealthy Ceylonese landowners who had estates with many including coconut plantations. From coconut a strong alcoholic beverage known as arrack, from which toddy was also made, yielded large financial returns for these 'arrack renters' who owned licensed premises which they rented to local retailers. Rolls-Royce Limousines of suitable stature were also acquired for Governor-Generals and, later, for Prime Ministers. This book, which will be printed and available for distribution in early January 2026, describes 29 Rolls-Royce motor cars which had some connection with Ceylon. With almost 400 illustrations covering almost 200 pages, the book is a collector's item of academic quality and great historical interest.

The book begins with an illustrated history of Ceylon as an entrée into the country and a description of the people who acquired the 29 cars and then of the cars themselves. It is as much an attractive coffee table book as an academic work, being a definitive account of these Rolls-Royce motor cars with a connection with Ceylon.

Prompted by the well-known author, Tom Clarke, club members Sir John Stuttard and Roger Thiedeman, Ceylon-born Australian, have produced a descriptive and illustrated record. The book will be published by The 20-Ghost Club in January 2026.

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.

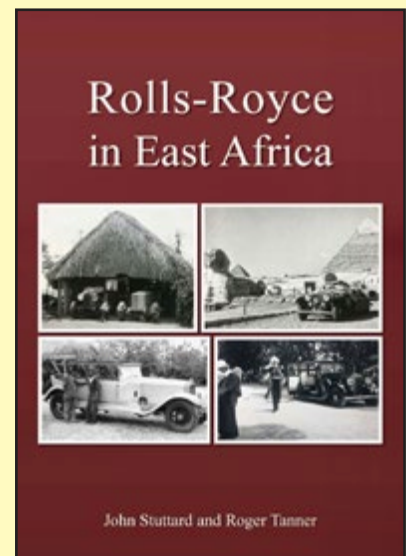
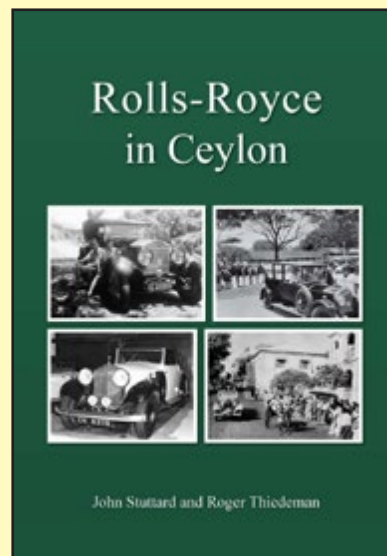


The price per copy for Australian 20-Ghost Club members including subsidised postage charge, is £45 = AUS\$91.

Special Offer

Also available especially for Australian members is a package deal for two books: *Rolls-Royce in East Africa* – see the Winter Edition of the *Gazette* for full details of this book, plus the latest publication *Rolls-Royce in Ceylon* for £100 (AUS\$200) including postage. That's a discount of £47 helped by combining postage.

Copies of one or both books combined can be ordered by emailing johnstuttard@btinternet.com – giving your name and postal address – with funds simultaneously paid to the club via PayPal (stating for friends and family): 20ghostpay@gmail.com, (email Steve Wilks, 20-Ghost Club Treasurer).



Please remember to email Steve Wilks (rs1wilks@gmail.com) and John Stuttard (johnstuttard@btinternet.com) when you have transferred funds, and confirming your selection.

New Members

We welcome Geoff and Rosemary Holt from New South Wales. Geoff is rejoining the Club after some years and is looking for a car.

Neil and Anna Graham from Tasmania have joined having recently acquired the 1927 New Phantom 18LF, a Derby built chassis which carries original Brewster coachwork. This car featured in the 2013 film *The Great Gatsby*.

And from Queensland, Alec and Kathy Williams own the 1929 Phantom II Thrupp & Maberly bodied Sedan de Ville chassis 74J, have also joined the Club.



1929 Phantom II, 74J owned by Alec and Kathy Williams.



1927 Phantom I, 18LF owned by Neil and Anna Graham.

Draft Minutes Of The 2025 Annual General Meeting

Held on Friday 17 October 2025, at Cleveland Estate, Lancefield

1. Opening and Welcome

The Chairman, Michael Henningsen, declared the Annual General Meeting open at 5.30pm and welcomed all members present.

2. Members Present

60 including partners.

3. Apologies

Liz Poland, Kevin Kane, Gilbert & Nanette Ralph, Anthony James & Carol Kennett, Rod & Bambi Hanson, John Witts, John & Wendy Wagstaff, Geoff Holt, Larry & Ruth Picker, Brian Crump, Neil & Louise Matthews, Geoffrey Down, Andrew & Margaret Bayley.

4. Proxies

Three received with respect to Incorporation.

5. Quorum

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

6. Minutes of the 2024 Annual General Meeting

Resolution: That the minutes of the 2024 Annual General Meeting as circulated by email dated 19 September be accepted. Moved, seconded, carried.

7. Chairman's Report

Michael provided his report (attached separately). Moved for acceptance Carol van der Pennen, seconded Bob Roberts, carried.

8 Treasurer's Report

The Treasurer had previously circulated the statement of accounts (email dated 19 September). The Treasurer outlined the Committee recommendation that the membership fees be maintained at an annual subscription of \$120, with the entry fee of \$60. Treasurer's report and the membership fee proposal moved for acceptance Greg Wayman, seconded Bruce Humphries, carried.

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

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

Chairman/President – Michael Henningsen

Vice-Chairman/Vice-President – Andrew Bayley

Secretary – Ian Berg

Treasurer – Greg Wayman

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

The Chairman declared the persons nominated to be elected as there are no other nominations.

9. General Business

The Secretary Ian Berg presented the the following special resolution in consideration of proposal document to re-incorporate the Club in Victoria as circulated to all members 19 September:

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.

David Davis spoke in support of the resolution by providing the history of incorporation of the Club and also the need to revise the Club's dated constitution. He thanked the committee for the work so far and supported the resolution as proposed. Carol van der Pennen also spoke to the resolution and thanked those involved in the proposal and the planned implementation, for their comprehensive understanding of the issues involved and the necessity for the change.

Ian Berg proposed the special resolution and David Davis seconded it. It was accepted unanimously by the members present and the proxies submitted.

10. Closure

The Chairman thanked the members for their attendance and closed the 2025 Annual General Meeting, at 6.00pm.

Club Trophies and Awards

The Chariman Michael Henningsen awarded the Club's five Trophies at the dinner, which immediately followed the AGM:

The Peter Crauford Trophy is awarded to the owner of the Club car that has the highest number resulting from the multiplication of its stated milage in the relevant period by its age. *The Peter Crauford Trophy is awarded to **John Rowney** for WXA68, 1938 Wraith covering 8139 miles and vehicle aged 87 years.*

The 40/50 Trophy which is awarded to the owner of the 40/50 Horsepower car which has travelled the greatest distance in the relevant period. *The trophy is awarded to **Mick Matheson** for Silver Ghost 64EU covering 3039 miles.*

The Small Horsepower Trophy which is awarded to the owner of the small horsepower car which has travelled the greatest distance in the relevant period. *The Small Horsepower Trophy is awarded to **John Witts** for GBE26, 1936 20/25 covering 4045 miles.*

The Slow Race Trophy which is awarded to the owner of the 20hp car which ran without stopping the slowest time in the slow race conducted at the 2026 National Rally. *The Trophy is awarded to **Bruce Humphries** for GUJ62, 1928 20hp.*

At this point the new Chairman and President Michael Henningsen stepped forward and announced the recipient of **The Malcolm Johns Trophy**, so named after our first Australian Chapter Chairman, who really sponsored the Club at his own expense in the early days. The trophy is awarded for most meritorious services for the Club. *The Malcolm Johns Trophy was awarded to **Murray Stack** for his outstanding contribution as Club photograher of the Club.*

The relevant period for the awards was 1st July 2024 to 30th June 2025.

Chairman's Report AGM Cleveland 2025

Michael Henningsen – Chairman and President

Good afternoon and welcome to the Club's 2025 AGM. Thank you all for being part of this wonderful Rally, it's been a busy, successful year for the Club and this success is the result of a well functioning Executive and Committee but, more importantly, a membership that is unconditionally supportive of the direction and ethos of the Club.

Thanks for being here this week, it's really satisfying and an affirmation that both this National Rally and the Tasmanian Rally were sold out.

The Club's in good shape, our membership remains steady at about 150 members. In the past year I will mention that we record with regret the deaths of two significant early members, Byron Dobson, the inaugural Treasurer/Secretary of the Club and Adrian Garrett a New Zealand member and HLM of the Club.

Despite the fact that we are another year older our events continue to be well subscribed indeed there seems to be no diminution of our collective capacity to have fun together.

It's regrettable that Andrew and Marg Bayley are not with us here, this event clashing with a significant Birthday celebration for the family in Queensland. It would have been nice to again acknowledge the wonderful Rally in the Apple Isle between 3rd to the 15th March this year which they organised. Bob Roberts again curated a highly successful Tour around the environs of Mudgee in June which was well attended and thoroughly enjoyed.

Noel and Janis Baker have done a truly remarkable job in organizing this Rally. Those of you who have had a hand in curating rallies previously will know only too well the demands that managing a successful Rally entail. Thank you both so much, this region is well known to you both with longstanding contacts and connections which we all have been the beneficiaries of these last five days.

Financially the Club remains solidly in the Black and I would like to again acknowledge the longstanding work Bruce Humphries has given the Club as Treasurer. Greg Wayman has transitioned seamlessly into that role managing in tandem with Bruce initially a twelve month period with significantly increased budget demands given the magnitude of running both the Wagga Wagga National Rally and the Tasmanian Rally in the same financial year. It is proposed that our annual membership subscription and entrance fee remain unchanged for the coming year. Thank you Greg for your work keeping the Club solvent.

Next year, with no RROCA Rally planned, our Club has planned tours in Victoria, (Yarrawonga), South Australia (Port Lincoln) and New South Wales (the steps of the Blue Mountains). These tours are in addition to the National Rally at Red Hill. Given the fully subscribed nature of the events the Club has run this year my strongest advice once these events and venues are opened is that you all go early and go hard!

We've also had a presentation from Achalen Holmes in relation to some potential future Rallies, some quite ambitious and these potential rallies should be the starting point for robust discussions within the Club regarding our collective appetite for these more adventurous outings.

As with last year the Committee remains extremely keen to receive your feedback regarding all aspects of our activities, we just want to know that we are pitching roughly the correct number and level for our events. The questionnaire we ran in Wagga Wagga was very helpful in instituting some changes and this year we would be very keen to garner feedback from the entire membership, not just the attendees of the Federal Rally. To this end we do plan a brief online survey following this Rally using the online tool survey monkee so please be kind enough to reply so we can continue to modify our events for the better.

Shortly we will discuss and vote upon the resolution to incorporate the Club in Victoria. This has been very carefully considered by the Committee, the discussion has been robust and transparent, and we've received no dissent from members when we requested feedback. We are hoping that you all see the considerable benefits of our proposal and support it therefore.

Office bearers for the coming year have all nominated for re-election but some have indicated that it will be their last term, so some changes are afoot for our next AGM.

In conclusion can I sincerely thank the Executive and Committee for their hard work this past year. Andrew Bayley is a very supportive Vice President in addition to his role in bringing a sensational tour of Tasmania to fruition. Ian Berg is a consummate secretary who does much of the heavy lifting within the executive in addition to editing what I think you will all agree is a superb *Gazette* and weekly emails keeping us all well across events with the club and the wider proper car movement. Greg Wayman has assumed the treasurer's role with alacrity following in Bruce's footsteps and I think you will agree that financially we are very well managed. All committee members, Bruce Humphries, George Blenkhorn, Mick Matheson, Noel Baker and John Rowney thank you for your guidance and commitment to the Club's management this last year.

It's my privilege to be part of this great club thank you



Built in 1857, the Tooborac Hotel stands as the oldest National Trust-listed country pub in Victoria.

Originally established to serve travellers and gold-rush era prospectors en route to nearby fields, it was constructed in bluestone, ironstone and granite and located on the Northern Highway north of Melbourne. Over time it shifted from a plain rural pub to a revitalised destination: after a period of inactivity in the early 2000s it was renovated, added an onsite micro-brewery and became a regional food and drink landmark. It served as a fabulous lunch stop on our rally.

Today it continues to operate seven days a week, offering food, local beer and heritage charm in the township of Tooborac, Victoria. Member cars are parked outside the Tooborac pub on our recent National tour to Lancefield. See page 6 for full rally feature.