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ISSUE 30



20-GHOST GAZETTE

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



20-Ghost Club Australia 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 Victoria.

(Registration Number A0128298L, ABN 54768723456)

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 20-Ghost Club Australia Incorporated. 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

For sale

Phantom wheel spanner
in good condition.
Measures 130mm across
the flats, and it also likely
fits a Silver Ghost.

\$500

Steve Wasley
0488 407 848



Front Cover:

Pictured leaving St Albans on the one lane bridge on the recent New South Wales tour are the 20/25s of Bob Roberts (leading) and John and Liz Milverton. See the full story on the 'Macquarie Breakout Tour' on page 6.

Coming Events

October 11 - 17, 2026	2026 National Tour, Red Hill The Lancemore Lindenderry Estate in Red Hill is on the Mornington Peninsula. While rally entries are closed, there is a waiting list and some accomodation may still available. Lindenderry can be contacted on (03) 5989 2933. Contact the rally directors to enquire regarding possible late entry.	Director: Ian Berg Phone: 0419 364 427 Email: bergathol@gmail.com Director: Greg Wayman Phone: 0402 009 901 Email: greg.wayman13@gmail.com
October 16, 2026	Annual General Meeting, Lancemore Lindenderry	
June 6-10, 2027	Yarrawonga Tour Rescheduled from 2026, this 4-day event will be held in June next year at the Silverwoods Resort which overlooks Lake Mulwala. Accomodation can now be secured now by calling 03 5745 9100 and mentioning the 20-Ghost Tour. Rally entry will be via Trybooking and will be open towards the end of the year.	Director: Greg Wayman Phone: 0402 009 901 Email: greg.wayman13@gmail.com
October 10 - 15, 2027	2027 National Tour, McLaren Vale, South Australia	Director: Michael Henningsen Phone: 0418 818 767 Email: michael@michaelhenningsen.com.au



David Ekberg has his New Phantom 69EF from 1926 at Derby Works at present and the car is about to have the transmission sphere reconditioned and a Gearvendors overdrive fitted. This should definitely make this centenarian ready for some serious touring. Simon Elliott is also fitting the same overdrive model to the very original Silver Ghost, chassis 64PE from 1920 belonging to Annie Dillon. I hope to follow the progress of these two projects in a future edition.

Chairman's Report

Welcome to the Spring edition of the *20-Ghost Gazette*. As always, we are deeply indebted to Ian Berg for compiling this high-quality magazine, usually after considerable effort cajoling members into contributing articles!

We are all looking forward to our National Rally. If you have not already done so, please take that leap of faith and register for Red Hill, as it promises to be a unique and enjoyable event. Like most other motoring clubs, our activities have been constrained by the increased pressure on petroleum supplies, so I am particularly looking forward to catching up with many good friends on the Mornington Peninsula.

The South Australian contingent has its 'Overlander' planned, and hopefully the Queenslanders, Western Australians and New South Welshmen are considering novel and clever ways to attend. Unbelievably, I have never visited the Mornington Peninsula, so it will be another part of this wide brown land to which the 20-Ghost Club has introduced me.

Despite the relative paucity of driving, there has been significant change behind the scenes within our Club. I am delighted to report that the transfer of the Club's incorporation from New South Wales to Victoria has been completed seamlessly. We have also modernised our governance by adopting the Victorian Model Rules, supplemented by provisions tailored to our Club. These arrangements should serve us well into the twenty-first century.

Ian Berg has worked tirelessly to manage this transition, while Greg Wayman has overseen the necessary associated banking changes. The transformation that we unanimously approved at our last AGM has been carried out flawlessly. Thank you, Ian and Greg.

Fingers crossed that 3CM157 behaves itself on the trip from Adelaide. I look forward to seeing you all in October at Lancemore Lindenderry Red Hill.

Michael Henningsen

Chairman

Editorial

The Phantom III was a very special car. An account of the engine rebuild of our President's 1938 Phantom III is included in this issue as is a thorough examination by Steve Stuckey of Barker landaulette bodies fitted to the Phantom III chassis. We hope to feature more on the Phantom III in the next edition as well. Ian Irwin has also provided a comprehensive history of 1921 Silver Ghost chassis 9LG, restored by the late Frank Kuulkers, who passed away last year.

Following the resolution of our 2025 AGM, we are now operating as a Victorian incorporated association under the new name 20-Ghost Club Australia Incorporated. This means:

- A new bank account. Please ensure that you do not use the old account when transferring funds.
- A new membership application form. We will distribute this by email.
- New Rules. We have adopted the Victorian Model Rules which can be accessed via the Consumer Affairs website (<https://www.consumer.vic.gov.au/library/forms/clubs-and-not-for-profits/incorporated-associations/model-rules-for-an-incorporated-association.doc>), or you may contact me for a copy. Our Club's purpose is bespoke and is included in the rules. A copy is provided below.
- New By-laws. These provide additional guidelines in the conduct of the Club and will also be distributed by email.

Our Annual General Meeting will be held on the Friday of the Annual Rally, and details will be emailed to all members in advance. There will be several changes to the committee this year, and we encourage members to take an active interest in the AGM and in the Club more generally. Our trophies and awards will be presented and there is still time to enter for the distance awards. See John Rowney's article in this issue and please contact John directly with any enquiries.

Ian Berg, Secretary and Editor

Club's Purposes as included in the Victorian Consumer Affairs Model Rules

The purposes of the association are:

- a. To encourage the preservation, use, maintenance, and restoration of Rolls-Royce motor vehicles manufactured prior to 1945.
- b. To promote knowledge of and interest in the historical significance, engineering, and design of pre-1945 Rolls-Royce motor cars.
- c. To organise and conduct events, rallies, tours, meetings, and exhibitions involving pre-1945 Rolls-Royce motor vehicles for the enjoyment and benefit of members and the public.
- d. To support the exchange of technical information, historical records, and practical expertise relevant to pre-1945 Rolls-Royce vehicles

including the publication of relevant information in magazines or electronic media.

- e. To foster friendship and social interaction among owners, enthusiasts, and custodians of pre-1945 Rolls-Royce motor vehicles.
- f. To preserve and document the history of pre-1945 Rolls-Royce motor vehicles and their use in Australia.
- g. To maintain and strengthen the Club's relationship with the 20-Ghost Club (UK), and to promote goodwill and informal cooperation with other Rolls-Royce clubs.
- h. To do all things incidental or conducive to the attainment of the above purposes.

The 'Man with the Iron Jaw' and his Rolls-Royce

Ian Berg



The imposing van pictured here is 1930 Rolls-Royce Phantom II, chassis 86GN. Originally fitted with Binder sedan de ville coachwork, it was later imported into Australia and converted into a hearse by Martin & King for service in Ballarat. Apparently, at one time the car belonged to Jonas Zilinskas of Ashton's Circus, who is shown photographed beside it in 1968.

Zilinskas was not a typical Rolls-Royce owner. An artist, designer, acrobat and trapeze performer, he became famous to Australian circus audiences as 'The Man with the Iron Jaw'. His spectacular act involved supporting a trapeze—and his performing partner—entirely with his teeth while suspended high above the circus ring.

Born in Lithuania on 27 January 1919, Zilinskas was one of 23 children. As a young man he trained as an acrobat and entertained soldiers during the Second World War. It was during this period that he developed the aerial strongman act he would later bring to Australia. Like many displaced people from the Baltic region, Zilinskas migrated to Australia in the late 1940s. After arriving in South Australia, he eventually joined a timber-cutting crew in the Newfoundland State Forest, now part of Yuraygir National Park near Coffs Harbour. While working as a timber cutter, he continued practising on the trapeze and constructed an unusual forest sculpture from timber, concrete and bottles. It still survives.

Zilinskas later sent for his acrobatic partner, Freya Widmaier-Josse, to join him from Germany. They performed with Wirth's Circus, toured New Zealand with

Sole's Circus and appeared with Sorlie's Variety Show. Following periods with Bullen's Circus and in a Sydney department store, Zilinskas was persuaded by Doug Ashton to return to circus life in 1962, and he remained with Ashton's for the rest of his career. In addition to performing, he designed and made finely crafted circus equipment used by performers around the world. It has been estimated that more than four million people saw him perform during his long career.

In 2007, Australia Post honoured Zilinskas by featuring his caricature on a stamp celebrating Australian circus performers. He later returned to Lithuania, where he spent his final years gardening, visiting family and playing chess. His remarkable life combined extraordinary physical strength, artistic skill and ingenuity—and, for a time, ownership of a very distinctive Phantom II.



The question is – where is this car now?

Source information

Auckland Council Library – photo, *The Sydney Morning Herald*, *Rolls-Royce and Bentley in the Sunburnt Country* (Clarke/Neely)

The 'Macquarie Breakout' of the Sydney Basin Rally

John Rowney

With other rallies in the first half of 2026 being cancelled all over the country, Bob Roberts took the view that there would be no problems with petrol in the Sydney Basin area and his tour would be feasible. Several people who had originally expressed some interest didn't attend but an intrepid group persevered and were rewarded with a great tour around a history-laden area.

We all met at the Colonial Motel in Richmond on Wednesday 13 May. At the last minute, Mick Matheson in his 1925 Silver Ghost EU25 had to pull out due to unexpected work commitments. John Rowney had packed his and Pamela's 1938 Wraith WXA68 full of tools and spare parts and was on his way from his shed to pick up the bride and luggage when he noticed the ignition light remained fully on. A quick test at home showed that the generator was had completely stopped generating and a cowardly decision was made to leave the PMC at home and travel in their modern car. Not quite a FTP but relying on charging the battery every night and carrying a spare battery was considered a bit of a mountain to climb.

Mark Glanville's 20hp vehicle was not quite ready for the trip, and he too, had to arrive in a modern car. This left John and Liz Milverton in their ever reliable 1933 20/25 GHA11 and Bob Roberts in his 1930 20/25 GTR5 to be the only PMCs to do the tour. Bob had more intestinal fortitude than John Rowney, since his car also had a failed generator, and he pressed on regardless for the duration of the tour without a spare battery or an overnight charger.

Our first night set the scene for an enjoyable few days starting with a happy hour at the motel BBQ shelter. Our strategy was quickly agreed – there were six of us and we would essentially do all the touring in the two Rolls-Royces and use the modern cars sparingly, mainly to drive to the nightly grazing establishments, with two sober drivers for these ventures. Bob issued his comprehensive tour guidance notes, and we were all ready to go.

This first night we hit one of Bob's old university days' haunts – the Richmond Inn. We all enjoyed a good pub meal with a nice wine.

On Thursday we had a leisurely start at 10 am for the Hawkesbury Tourist Office where we were given a great summary of the history of the area by the local staff. We then travelled to the Ebenezer Church, which is the oldest church building and schoolhouse in Australia. A fabulous morning tea was served with freshly baked scones, homemade jam and cream, and pots of coffee and tea clad in hand-crocheted cozies. The church, schoolhouse and surrounds were well explored by all.

Next followed a drive through lovely country via the Sackville ferry and on to the Riverside Oaks Golf Club for lunch. How could we fit a lunch in after over-indulging in the morning tea earlier on? Glasses of wine assisted as some of us shared plates of scrumptious chips, while one smart person reckoned a glass of wine



In the Hawkesbury Tourist Office carpark with the Council Information Officer.



Morning tea at Ebenezer Church. L to R Bob Roberts, Mark Glanville, Pamela Rowney, Liz Milverton, John Milverton, John Rowney.



Interior of the Ebenezer Church.

and no chips was more than adequate. The Riverside Oaks Golf Club was magnificent, and we all enjoyed the view over the championship course.

Feeling nice and relaxed, we motored through more lovely country and ended up driving through the large village of Windsor. We had a look around the outside of St. Mathews Church Windsor erected in 1817, a large imposing building designed by Francis Greenway, the leading colonial/convict architect of the day. This was a large building which was in stark contrast to the earlier visited relatively small Ebenezer Church.

The two Johns, Liz and Pamela didn't return directly to the motel but detoured in GHA11 to St Peters Anglican Church in Richmond. John Milverton's great grandfather, the Rev John Howell-Price was minister there from the late 1890s until about 1918.

An interesting fact about Rev Howell-Price was that his name originally was John Howell Price, but he hyphenated the Howell and Price when he got to Richmond where he had found that the local undertaker was also named John Price! Rev Howell-Price was originally from Wales and had his first appointment in NSW at Wilcania – a rather rough and hot place compared to his native Wales.

After another fun happy hour at the motel, we supped at the Clarendon Tavern in the nearby suburb of Clarendon. We weren't expecting to find a huge crowd in the tavern, but there had been a horserace meeting at the racetrack across the road that afternoon.



Aboard the Sackville Ferry.



Right: St Mathews Church Windsor.



GHA11 in the grounds of St Peters Anglican Church, Richmond.

Lucky and unlucky punters were drowning their sorrows or celebrating their wins, but we found a good table and enjoyed our meals, beers and wine. Faces became a little drawn when Pamela missed out on winning our collective jackpot \$3,300 raffle draw after promising that she was lucky, but it was fun while the tickets were being drawn.

Friday 15 May started off with a very leisurely morning when there was no need for an early start. Around 11am we headed off for a delightful scenic drive to Wisemans Ferry. We crossed the river on the ferry, although there were fears that we might have to find an alternate route since there was a truck stuck on the ferry on the other side of the river. Fortunately, the truck eventually started and the traffic got moving again. The next leg was through picturesque farmland to the tiny village of St Albans, where we lobbied in to the historic Settlers Arms Inn. Beers and great lunches were enjoyed by all. Locals and fellow travellers admired the two old Rolls-Royces as usual, and many pictures were taken in this pretty spot.

The trip back to Richmond meant utilizing Wisemans Ferry again. Bob Roberts was particularly impressed by the way GTR5 handled the extremely steep climb out of the valley and several 15 km/h hairpin bends. We journeyed back to via Windsor where we had a daytime look at the old buildings surrounding the hotel where we were due to have dinner later that night. Another happy hour at the motel followed– jeez, we could get used to this lifestyle!

We drove back in the modern cars to the Macquarie Arms Hotel in Windsor, the oldest hotel in mainland Australia. Although we enjoyed the meal, the pub itself was perhaps a bit of a disappointment – it had lots of old features but it did not live up to what should have been a showcase for such an old hotel. Lots of potential, but just a real tradies' pub. We all reckoned that a smart pub chain could snap up this rather ordinary facility and restore the grand old building to the standard it deserves.

On leaving the Macquarie Arms Hotel, Bob and Mark told the others to follow them home. John Rowney was driving his modern with the rest of the crew, and decided to rather follow his GPS instead. All was good until the boys in blue had a breathalyser squad on a main road about half a kilometre from the pub. John dutifully pulled over and the copper put a device in front of his mouth. John tried to blow in it, but the copper said something to him, but John told him that he was deaf (pointing to his hearing aids). The reality was that John hadn't been breathalysed for about 10 years, and this new gizmo was unknown to him. The copper carefully explained that the victim (John) had to count to ten into this yellow machine. Stewth, most of the young kids these days couldn't count to ten – what then? Anyway, John counted to ten, then the poor copper had to give him the breathalyser that John was more familiar with. John huffed and puffed and explained that he had lung problems (he is bloody old!) Eventually the copper said he was OK. When pressed, John's reading was revealed as .022%. OK for a glass of wine at the pub and a giant rum and coke at happy hour over a total three-hour period.

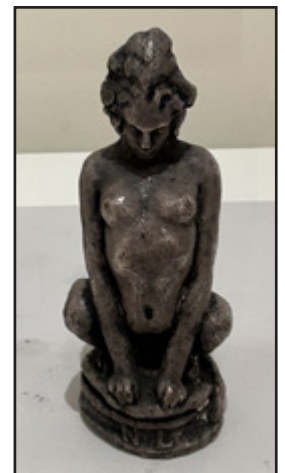
Surprisingly, the two Johns, Liz and Pamela arrived back at the motel before Bob and Mark. Bob and Mark's shortcut route ended up in a dead end, and they took quite an amount of time to unscramble their way out of the backroads of Windsor. Luckily, they missed the breathalyser – would they have been as sober as the other group??

Another unrushed journey on Saturday 16 May saw us head to Parramatta Park where we had a guided tour of the well restored Old Government House. This was a great experience learning about the running of NSW two centuries ago and seeing the impressive buildings and their contents.

Our final venue for the day was Elizabeht Farm in Harris Park. This was the home of John and Elizabeth Macarthur, pioneers of the sheep industry in Australia. The now well restored building had many interesting displays which gave a great insight into the lives of John and Elizabeth and their impact on the NSW government and the growth of Australia's sheep industry. At this stage Mark Glanville left us for family commitments and we tootled on back to Richmond for happy hour (What! Another happy hour!)

Dinner this evening was at a local Thai restaurant, which was probably the best meal of the tour.

Our final day on Sunday saw us make our way via a very winding and interesting route to the Norman Lindsay Gallery in Falconbridge. This was a most enlightening experience to discover the wide range of talents that Norman Lindsay possessed. The extensive grounds showed off his statues, a large swimming pool, his etching house, the main painting studio and main house which housed many of his erotic paintings and other works of art. One particular room featured his famous *The Magic Pudding* book and characters. A farewell lunch was had at the Oriental Hotel in nearby Springwood where we all reflected on what a wonderful tour we had enjoyed.



*Hoff and Norman Lindsay
Radiator cap, c1930. Made
from lead from used paint
tubes.*



Part of the Norman Lindsay Gallery.

A million thanks to Bob Roberts, who worked tirelessly to produce a fabulous tour, and educated us about much of the early history of colonial NSW. Bob's 20/25 never gave up, despite the lack of a generator. Hopefully it was quickly repaired the following week when Bob was going to drive it to Garth Selig's workshop on the Monday after the tour. Despite the group having limited numbers with only two prewar cars present, we simply had a great time. Everywhere we went, the two Rolls-Royces were thoroughly enjoyed by everyone who came to see them. No-one said anything derogatory about the fabulous cars in what was never a petrol-starved tour.



John Milverton at St Peter's Anglican Church where his great grandfather was a minister.



Aboard Wisemans Ferry bound for St Albans.



Inside the Old Government House, Parramatta. L to R John Milverton, Liz Milverton, Pamela Rowney, John Rowney, Bob Roberts, Mark Glanville.



Listening to the introduction to the history of Old Government House. L to R Mark Granville, Pamela Rowney, Bob Roberts, John Milverton, Liz Milverton, John Rowney, Our guide.



Outside the Settlers Arms Inn, St Albans. L to R Liz Milverton, John Milverton, Pamela Rowney, Mark Glanville, Bob Roberts.

1938 Phantom III 3CM157 - The Decision to Rebuild

Michael Henningsen

I have had the privilege of being the custodian of 3CM157, a Hooper Limousine with Division for 20 years. For the first 18 years, this wonderful motor car gave me enormous pleasure. However, at the 2023 RROCA Federal Rally in Hahndorf, several well-meaning friends began commenting—rather vociferously—on the impressive quantities of dark grey smoke emerging from the exhaust.

For some time I had also been topping up the engine oil regularly—almost filling the oil and checking the petrol! Embarrassed by the comments at Hahndorf, I decided that the time had come to rebuild the rather impressive V12 engine.

The Phantom III engine has acquired a reputation for being unreliable, under-cooled, complicated and expensive. Unfortunately, only the last of those descriptions is entirely justified. The Phantom III was the only V12 model produced by Rolls-Royce before the Second World War and the last design with which Sir Henry Royce was directly involved. Its engine also gained a reputation for being extremely difficult to work on—as I can now certainly attest—as well as complex and demanding to maintain. More concerning, Rolls-Royce never produced a conventional workshop manual for it.

The remarkable 7,330 cc engine therefore became known as ‘the forgotten engine’. Between 1935 and 1939, 727 Phantom IIIs were produced. It is estimated that approximately 655 survive today—close to 90 per cent. I am indebted to Steve Stuckey for what are probably the most accurate available figures on Phantom III survivorship.



The dismantling begins, the engine still in situ.



A sorry sight - corrosion, carbon and sludge.



3CM157 went 'On Test' at Derby on 26 November 1937 and came 'Off Test' on 25 January 1938. The completed Type C chassis, with standard wheelbase and C-rake steering suitable for chauffeur operation, was delivered to Hooper & Co. Ltd on the same day.

The first owner was Edmund Richards Corn of Whittington Old Hall, near Lichfield in Staffordshire. The Corn family were successful pottery manufacturers. It is probable that 3CM157 was laid up during the war years because of petrol rationing. Edmund Corn died in 1945, and the car may subsequently have been used by his widow or by his nephew, Edward Reginald Corn, who inherited the family business.

In the late 1940s the car was sold to William Hamilton of Aluminium Constructions Ltd, Woking. He appears not to have owned it for long, because by July 1950 the recorded owner was E. J. G. 'Greg' Wilson, General Manager of the English, Scottish and Australian Bank Ltd in Melbourne. Wilson brought the car to Australia. The next owner was T. B. Guest in Western Australia. After only a few years, 3CM157 moved to South Australia under the ownership of Flight Lieutenant Charles Taplin. Optometrist Charles Wright purchased the car in 1961. Eric R. Rainsford, a manufacturer and inventor, acquired it in about 1974, and in 1993 it passed to his son-in-law, Dr Peter Tamblyn. I was fortunate to acquire the car from Peter—an orthopaedic surgeon, colleague and mentor—in 2005.

For most of its time in South Australia, the car suffered from overheating and consequently was not driven a great deal. The engine is complex, technical information is sparse and, from a mechanical perspective, experienced Phantom III specialists are few. I had also heard more than one tale of woe about the cost of rebuilding one of these engines. The only significant previous work for which I had reliable information was the reconditioning of the steering column and steering box during Charles Wright's ownership. It was believed that little else of consequence had been done to the car.

I have always been somewhat in awe of Club colleagues who are genuinely 'hands-on'. They have often learnt from mechanically minded parents, have engineering backgrounds, or have owned automotive businesses. Regrettably, none of those circumstances applied to me, so the decision to rebuild the engine was particularly daunting. Nevertheless, I was determined, if possible, to make the project a learning experience. Some information is available through the United States-based Phantom III Technical Society, although I am unsure whether it is still active. There is, of course, material on the internet, but the seminal work on the Phantom III engine is, in my view, Stephe Boddice's *The Forgotten Engine*. Stephe restored his Phantom III, 3CP196, several decades ago and published the book in 2004 in a limited edition of 600 copies.

I was fortunate to be given copy number 368 by David Davis shortly after I joined the 20-Ghost Club. David had acquired a copy—surprisingly, given that the book has nothing to do with the 20hp Rolls-Royce—and, with his characteristic kindness, thought I might find it useful. It proved invaluable.



Some of the piston heads demonstrated almost catastrophic damage.



The valves were not quite up to factory specifications.

When David gave me the book, neither of us knew that I would eventually embark on a complete engine rebuild. His generosity was entirely typical of both the man and the culture of our Club.

My other piece of good fortune was that the long-suffering mechanic who works with me on my cars had a long association with this particular Phantom III dating back to Eric Rainsford's ownership. He was confident that, with my assistance, he could rebuild the engine. Between us, we took the leap of faith. We slowly removed the body panels surrounding the engine, then disconnected the tailshaft, cooling system and a myriad of other connections. The engine was lifted from the chassis using a block and tackle, mounted in a modified engine cradle and, finally, the 'real' work could begin.

Given the car's history, we assumed that the engine had covered a relatively low mileage and that this was the first time the cylinder heads had been removed. In the event, only one of those assumptions proved correct. The cylinder heads were extremely difficult to remove because of severe corrosion around the studs. Removing both heads took several weeks, and one stud ultimately had to be cut off.

Once dismantled, the scale of the deterioration became apparent. There was severe carbon build-up on the valve stems and heads, in the ports and throughout the exhaust manifold. The front exhaust silencer contained a substantial accumulation of engine oil. All first and second piston rings were broken, and every oil-control-ring gap measured 0.080 inches or more. Three pistons were badly damaged around the top ring groove. All valve-stem seals were badly worn. The crankshaft journal cavities were half-filled with a paste of oil and metallic sludge. The vibration-damper friction surfaces were severely grooved, while the oil drains were blocked with the same mixture. The sump contained approximately two inches of metallic oil sludge. The rear main oil-seal felt was worn out, and all hydraulic tappets were badly obstructed by sludge and carbon.

The clutch plate and pressure plate were severely worn, and the flywheel friction surface was badly grooved. The cylinder-head gaskets had either blown or showed evidence of coolant leakage. The inlet-manifold drains were jammed open by debris, causing fuel and air leakage.

There was, however, some good news. The bearings were acceptable, the crankshaft journals were not excessively worn, and although the cylinder bores showed some wear and taper, it was not severe. All cylinders remained suitable for standard-size pistons and rings.

It was almost incredible that the car had continued to run with so many combined faults. We could only attribute this to the enormous reserve built into the V12 engine.

During dismantling, it also became clear that many cylinder-related components had been etched with the engine number, P18N, and their intended cylinder positions. These parts had been reassembled in a jumbled order, demonstrating that the heads had, in fact, been removed previously.

The rebuild proceeded slowly and methodically. The crankshaft was meticulously cleaned and all taper plugs were refitted. Every hydraulic tappet was stripped, thoroughly cleaned and reassembled. The cylinder bores were honed to deglaze them, and the pistons, rings and gudgeon pins were replaced with standard-size JP components.

The valves were refaced, all valve seats were cut and every valve was lapped in. The valve-stem seals were replaced with Chevrolet V8 seals—the end, perhaps, of any award for complete age and authenticity—and the guides were modified to suit. The cylinder heads were faced and all ports cleaned.



Crankshaft now removed and in the process of cleaning.



The engine cradle was perfect for the rebuilding.

The vibration-damper friction surfaces were reground and the oil holes cleaned. All damper springs were replaced and the breakaway torques set to specification. The clutch plate was replaced, the flywheel surface and clutch pressure plate were reground, and the finger heights adjusted to specification. The valve timing was set, although it ultimately ended up one tooth advanced—damn! The inlet-manifold drain valves were repaired, and the front exhaust pipes were wrapped in fibreglass tape.

The electrical system also required attention. The ignition points and distributor rotors were severely worn and replaced, as were both ignition coils. The ignition timing was then set to specification.

The cooling system was meticulously flushed. The carburettor also required a thorough clean and rebuild because the jets were blocked and the float chamber was full of debris.

Starting the car after two and a half years was magical. Initially, however, it ran rather hot and displayed unusual coolant-temperature variations. Temperatures exceeded 100°C around cylinders 3, 4 and 5 on both banks, measured at the lower core plugs, while the remaining cylinders were between 74°C and 90°C.

To address this apparent overheating, a fan shroud was fabricated to improve airflow through the radiator. This modification, together with the use of Type B coolant, now allows the engine to run at an acceptable temperature. We hope that, as the freshly rebuilt engine loosens up, its slight tendency to run hot will diminish further.



Cylinder heads looking a little cleaner.



A lot cleaner now, as the rebuilding continues.



The clean crankshaft in situ

It is enormously satisfying—and great fun—to have this magnificent car back on the road. On reflection, the project went as smoothly as could reasonably have been hoped. I am extremely grateful to my mechanic, who I suspect is quite content not to see me for a little while as he recovers from the ordeal!

2. Acknowledgements

Mr Dan Larsen — master mechanic

Mr David Davis — Club stalwart and generous friend

Mr Steve Stuckey — acknowledged Phantom III expert

Stephe Boddice, *The Forgotten Engine* (J. H. Haynes & Co. Ltd, 2004)

Mr Tim Jane — YouTube video, *Rolls-Royce Phantom III Restoration*

YouTube:

<https://youtube.com/watch?v=cB4mVURSe5k&si=t9skkV0xHAI38xYp>



Starting to look a more like the daunting V12 engine that it is.



Back in the engine bay, but cleaning and rebuilding continues.

A Mystery Rolls-Royce

Murray Murfett

A report in the Camperdown Chronicle of 9 December 1911 reported on a roll-over accident of a 40-50hp Rolls-Royce. It appears to have been a serious accident injuring several members of the police band. A subsequent enquiry reported in the Chronicle on 19 December indicates that Constable Ogilvie had died following his injuries. The report went on to conclude that 'No blame is attachable to anyone concerned, the occurrence being purely accidental.'

The question is what the identity of this car was and who owned it. A review of Australian Rolls-Royce histories, such as Sunburnt Country and Ian Irwin's history of Australian Silver Ghosts, makes no mention of the incident and does not enable us to identify the car. Does any reader have any other thoughts on this?

Camperdown Chronicle, Saturday 9 December 1911, page 2

MOTOR ACCIDENT: Wheel of Car Collapses and Members of the Police Band Sustain Bad Injuries.

Yesterday afternoon a number of leading residents of Camperdown entertained members of the Police Band, who visited Camperdown and played at the Carnival on Thursday, at a picnic at Lake Elingamite. The party, consisting of 6 motor cars was returning in the afternoon, and when about two miles from the lake the right front wheel on a 40-50hp Rolls-Royce Automobile belonging to Mr JC Manifold collapsed.

The large car turned right over sideways and — strange to relate — landed wheels down to the ground. The eight occupants were thrown out on the road, and, in the mishap, one of them, Constable Ogilvie (Chairman of the Band) sustained a severe concussion, Constable

Riddle's leg and a collar bone were broken. Constable Morley received slight injuries to the abdomen. The others in the car sustained slight injuries and shock. The car was going fast, the indicator showing 22 miles an hour. The rest of the party who witnessed the mishap stopped at once and hastened to the spot. The Cobden train, which was passing was hailed and it pulled up.

Stretchers were taken out of the van, and the injured were lifted into a carriage. On arrival at Camperdown the men who were hurt were taken in an automobile to the hospital, and there admitted for treatment by Dr. Desailly. When apprised of the accident, Dr. Drew, of Cobden, hastened to the scene of the mishap, but when he arrived the injured had been en-trained. The occupants of the car were: Constable Ogilvie, Flemington, severe concussion. Senior constable Martin, St. Kilda, Martin, Hi. Kilda, light injuries Constable Morley, Kensington, slight injuries to the abdomen Constable Hall, Toorak, bruised shoulder. Constable Daffy, Russell Street, Melbourne, bruised arms and shoulder Constable Riddle, South Melbourne, broken leg and collar bone Driver, Geo. McKay, Camperdown, uninjured Warrant officer Gilder, Queenscliff artillery, uninjured.

After receiving treatment, Constables Martin, Hall, Duffy, and Warrant officer Gilder were able to leave the institution for the homes of residents where they are staying. The car was considerably damaged. The policemen in the automobile have explained that the occurrence was purely accidental, and that the driver, Geo McKay, was proceeding along very steadily when the wheel collapsed causing the car to turn over.

June luncheon, Marnong, Victoria

A Victorian midwinter luncheon was held at Marnong Estate at Mickleham not far Tullarmarine Airport. It was a bit chilly but certainly enjoyed by all who attended. Pictured on the rear cover is Kevin Kane's 1932 20/25 chassis GHW8, the only proper car in attendance, and Greg Wayman with Christine Stack are also pictured.



20-Ghost Club Trophies

John Rowney & Michael Henningsen

Introduction

There are many trophies awarded by the main UK-based 20-Ghost Club and the Australian Section, ranging from Concours winners, slow races, contributions to the club, restoration projects and several others. This article covers all the trophies awarded by the Australian Chapter, plus those based on mileage for the UK Club.

All the mileage awards, including the Australian ones, are only awarded to a particular car with the same owner for a maximum of three years.

Australian Section Mileage and Other Trophies

The Australian section of the 20-Ghost Club has its own mileage competitions for Australian members. These competitions, held annually for mileage covered in each financial year, are summarized below.

The Peter Crauford Trophy which is awarded to the car with most miles times the age of the car. The Gold Spirit of Ecstasy at the top of the trophy was donated by Andrew Bayley and David Davis arranged for the mounting of the trophy.

The Small Horsepower Trophy for the most miles covered by a Small HP car. David Davis put together the trophy which features a Spirit of Ecstasy, which is a Gillings replica of a 20hp mascot that David bought from Rolls-Royce not long after the company went broke. The gear underneath the mascot is the second gear of a three speed 20 HP. The parts were put together by JBC Engineering in Sydney, plated, and then mounted by Trophyland in Sydney.

John Rowney has boringly won it three times, so he is exiled from winning it again. Southerners need to lift their game as there are other Queenslanders, Western Australians and New South Welshmen looking at driving long distances, so beware!

The 40/50hp Trophy for the most miles covered by a 40/50hp car. The trophy was donated by David and Diana Jones. This trophy was awarded for other reasons earlier, but in 2021 it has been earmarked as an award solely for the most mileage, although the first recorded award for distance was to Will Kirby in his 1920 Silver Ghost, 56NE.

In addition, we have another two trophies, not directly related to mileage driven over the year.

The Slow Race Trophy which is awarded to the winner of the Slow Race held at our Annual Tour. The trophy was donated to the Club by Bob Roberts in 2024. It features a Spirit of Ecstasy mounted on a piston from the No. 5 cylinder of the 1934 Rolls-Royce 20/25hp GAF62.

The Malcolm Johns Founders Trophy for a meritorious contribution to the Club. This was donated by David Davis, after purchasing it from John McGlynn. The trophy was great provenance as it was a Rolls-Royce giveaway for dealers.

A commemorative medallion is given to trophy winners at the awards ceremony at each AGM. The medallions were originally made by Trophyland in Sydney, and there are about 50 unused medallions currently available.

Although at some stages, the trophies were not inscribed with the winners' details, the committee has now undertaken to ensure that the trophies are duly inscribed each year to preserve the history of the winners' achievements.

UK-based 20-Ghost Club Mileage Competitions

For the main UK-based club, there are several main trophies awarded for mileage recorded between 1 December and the following year's 30 November. Full details and photographs are available on the 20-Ghost Club's website.

The Alpine Trophy. This is the prestige mileage trophy for the miles travelled times the age of the car.

This trophy is one of two cut glass decanters originally given by the Archduke Leopold Salvator of Austria as one of the prizes in the Austrian Alpine Trials in 1913. It was won by CC Friese and subsequently presented to the 20-Ghost Club by Rolls Royce Ltd. The actual trophy is kept in a safe and the presentation at the AGM is normally now a replica without the original fluting.

A (former) Australian Chapter member of the 20-Ghost Club, Graham Singer, won the Alpine Trophy with his 1920 Silver Ghost 62FW in 2008.

John and Pamela Rowney, with their 1938 Wraith WXA68, won the Alpine Trophy for 2018, and were presented with the trophy in the UK at a dinner following the 2019 AGM by HRH, Prince Richard, The Duke of Gloucester. Since no-one is permitted to take the trophy out of the country, John commissioned one of the last two replicas to be made in the UK by a renowned silversmith along with a base which includes the names of all the previous winners up to 2018.

What do you do with an expensive silver and glass decanter? John's replica is shown off in his home office, and, when a good red wine asks to be quaffed, what better way exists than to decant the wine into the expensive jug and savor the wine – it tastes so much better!

The Woodmansee Trophy. This is awarded to the Silver Ghost with the most mileage. However, if the Silver Ghost has won the Alpine Trophy, the award goes to the Silver Ghost with the next highest mileage.

The Small Horsepower Trophy. For Small Horsepower vehicles, this is awarded for the most miles. Like the Woodmansee Trophy, if a Small Horsepower car wins the Alpine Trophy, the Small Horsepower Trophy is presented the Small Horsepower car with the next highest mileage.

The Dymock Maunsell Trophy. This was originally awarded to the best driver at the annual driving tests. However, it is now mainly awarded for 'Epic Driving',

since the annual driving tests have fallen out of favour in recent years. The trophy, sometimes referred to in the News & Record as the Dymock Trophy, is awarded at the discretion of the committee. Although this trophy can be received for a long-distance trip, it is not strictly a mileage award.

The Rolls Harding Trophy. This trophy is awarded for 'a notable Performance'. Although not strictly for a mileage performance, this trophy is often awarded for a long or interesting journey(s). This was awarded for Graham and Dorothy Singer's 3,000-mile return trip from Brisbane to Tasmania in conjunction with their 5,505-mile trip to Ayres Rock in 2008, the same year they won the Alpine Trophy. Tony Dyas received the Rolls Harding and Alpine trophies on behalf of Graham. Graham was presented with both trophies at the RREC Rally later in the year. Unfortunately, there was no miniature trophy for Graham to take home.

Entering The Mileage Competitions

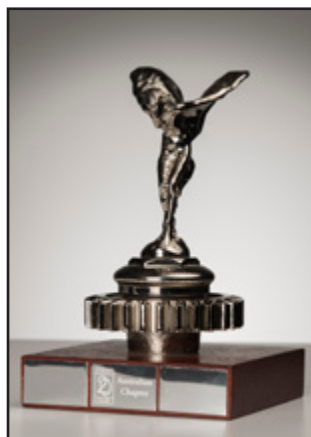
The Australian competitions are entered by following the instructions detailed in the Secretary's weekly email 'For Your Weekend' of 13 July. Don't forget to log your mileage every 30 June!

For the main Club competitions there is normally an instruction in the last News and Record of the year and an email reminder can be sent out. Unfortunately, for various reasons, Australian members often fail to receive notifications. To ensure that all Australian members receive entry forms, your committee has appointed a member to liaise with the secretary of the main UK 20-Ghost Club and ensure that we all are notified around November each year of the requirements for entry. John Rowney currently has this role.

So, there you are, everyone. Get your entries in when appropriate, after you have taken your steeds on extensive tours around Australia and hopefully win one of the local awards. Or, even better, win an award from the UK.

Acknowledgements

Many thanks to David Davis, John Reis, Graham Singer, Bob Roberts and John Snook for their valued input.



The Small Horsepower Trophy



The Slow Race Winner Trophy



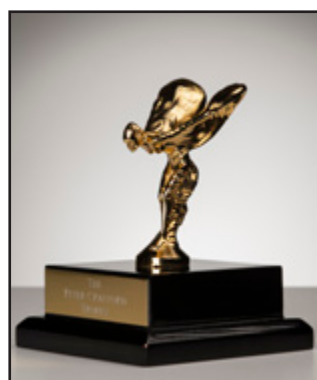
*John and Pamela Rowney's
Replica Alpine Trophy*



*The Malcolm Johns Founders
Trophy*



The Duke of Gloucester Presenting the 2018 Alpine Trophy to John and Pamela Rowney



The Peter Crauford Trophy



The 40/50 HP Trophy



*the 2018 Alpine Trophy
Presentation. L to R Ken Forbes
(Chairman), Pamela Rowney,
HRH The Duke of Gloucester,
John Rowney*

Barker Landaulette Bodies on Phantom III Chassis

Steve Stuckey

It is perhaps best to begin by defining the coachbuilding style discussed in this article. Nick Georgano provides an excellent description in *The Beaulieu Encyclopaedia of the Automobile: Coachbuilding* (2001):

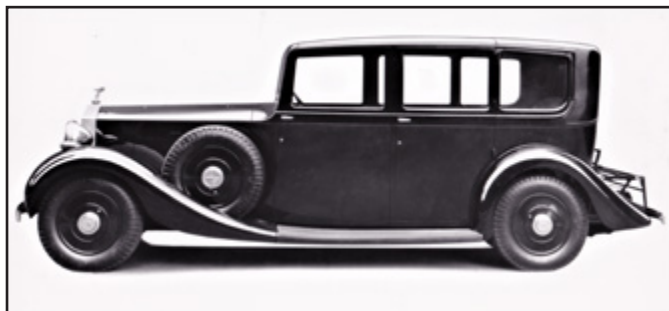
‘Landaulet (or landaulette) – A very popular style among the moneyed classes before and after World War I. Based on a well-known style of horse-drawn carriage, its distinguishing feature was that only the rear portion of the roof opened – i.e. the section covering the rear-seat passengers.’

As the 1930s progressed, this style of body became less popular, particularly as more owners, including women, began driving themselves on occasion. Those who ordered a landaulette could therefore be regarded as the older and more traditional members of the ‘moneyed class’. Of the 727 Phantom IIIs produced, 21 were fitted with landaulette bodies. Hooper was the principal builder, producing nine, while Barker & Co. built six. Why, then, does this article focus on the Barker cars? Because two of the six are in Australia – a remarkably high proportion.

Some pre-war cars with opening roofs developed a tendency to leak over the years, and landaulettes were no exception. Of the 21 built, I know of three that have lost their bodies completely: one chassis was scrapped and two were rebodied. A further three have had their roof openings permanently sealed. One of those sealed cars is now in Australia.

Returning to the six Barker-built landaulettes, I shall first give a brief history of those that did not reach Australian shores. The first was chassis 3AZ78, delivered in November 1936. Finished in black over dark blue, it was supplied to Leopold Sutro (1858–1943), a London banker who, with Alexander Korda, founded London Film Productions. By the 1970s, the car had made its way to the United States. In 2020, it went to India in a fairly parlous state, having been partly dismantled for restoration many years earlier. There, under the care of the excellent restorer Shrivardhan Kanoria, it was brought back to life. Although repainted in its original colours, the interior was finished in bright red rather than the original dark blue leather and blue-grey cloth.

We shall pass over the two ‘Australian’ Barker landaulettes for the moment and turn to the fourth car, chassis 3BU174. Delivered in July 1937, this black landaulette was owned by Sir Montague Burton of Yorkshire (1885–1952). Born in Russian Lithuania, Burton migrated to Britain in 1900. By the 1930s, he had been knighted and employed more than 10,000 workers at Montague Burton Mills, then the largest ready-made clothing factory in the world. After World War II, his company supplied demobilised servicemen with a complete outfit to replace their military uniforms. This included a felt hat or cloth cap, a three-piece suit, two shirts with collars and studs, a necktie, a raincoat and a pair of shoes. As Montague Burton was the largest manufacturer of these outfits, they were often referred to as ‘the full Monty’. His mills also used four



The official Barker & Co photograph of 3AZ78.



3AZ78 when rolled out of its barn in Pennsylvania, 2019.



3AZ78 restored in India, 2024.



The fully restored interior of 3AZ78, India.

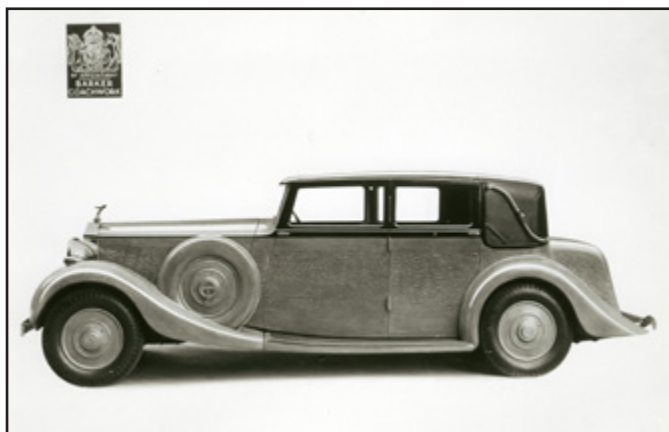
Silver Ghost chassis, all rebodied by Rippon, as delivery vans. Chassis 3BU174 spent its entire life in the United Kingdom – where it was offered for just £495 in 1961 – until it was sold to Germany in 2023. It has since become a prize-winner.

Passing over the fifth Barker landaulette, to which we shall return, the sixth was chassis 3CM55, first registered in April 1938. It was finished in a very conservative livery: black, with black lamps and front bumper, a luggage rack atop the boot, sandblasted black radiator shutters and old-fashioned cream coachlining along the sides and top of the bonnet. It was delivered to Cara Leland Huttleston Rogers, Lady Fairhaven (1867–1939), the Massachusetts-born widow of the 1st Baron Fairhaven, who had died in 1929. She maintained homes in London and Surrey. Her son was the first owner of 3BU168, the similarly conservative Barker sedanca de ville made famous as Goldfinger's car. He also took over his mother's Phantom III in 1939 and retained it until October 1966. Chassis 3CM55 remains in the United Kingdom.

We now return to the Australian cars. On 16 November 1936, chassis 3AX97 was delivered to Barker & Co., where it received a five-seater landaulette body finished in false grey woodgrain, with black upper panels and black landau material. A large sunroof was fitted above the front compartment, together with a rare lip projecting over the top of the windscreen. The rear compartment was upholstered in Bedford cord cloth and the front in black leather. On 23 February 1937, the car was registered for delivery to its first owner, Sir John Latta (1867–1946), at his home at 12 Portman Square, London W1. He was chairman of Lawther, Latta & Co., shipowners and merchants. Latta was an excellent Rolls-Royce customer, having owned ten cars before this Phantom III, all bodied by Barker: five Silver Ghosts, one Twenty, two New Phantoms, a Phantom II and a 25/30.

It appears that Sir John was dissatisfied with 3AX97, because on 19 April 1937 he ordered another chassis through Barker, although Rolls-Royce records give no reason. His second chassis, 3CP110, came off test at Derby on 19 June. It received an almost exact replica of the body fitted to 3AX97, in the same false grey woodgrain and black colour scheme, with the same interior. As the photographs of both cars in this article show, however, there were slight differences between the bodies. The later car had a higher roofline and consequently larger windows. Perhaps Sir John simply needed a car with more headroom. Chassis 3CP110 was delivered on 22 September 1937, with 3AX97 traded in to Barker & Co. Sir John retained the later Phantom III until his death in December 1946. In 1947, 3CP110 was owned by a Madame Cramayel in Switzerland, where its next three owners also lived. The last known Swiss owner, following Count Henri Urbain Chevreau d'Antraigues, was Roland Marmoud. In 1963, he sold the car to Pierre Bonnal, who operated a museum near Bordeaux. It was last known to be with Henri de Roissard in 1997; he died in 2025.

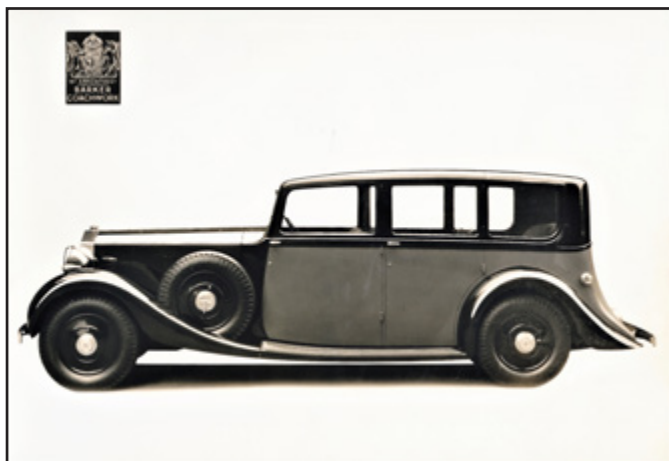
Barker & Co. sold 3AX97 to C. H. Rigg of London in November 1937, after advertising it in *The Times* on 12 October for £2,350. R. J. Hibbert owned the car in



The official Barker photograph of 3AX97.



Tony Broome's 3AX97 when for sale in 2021.



The official Barker photograph of 3BU124.



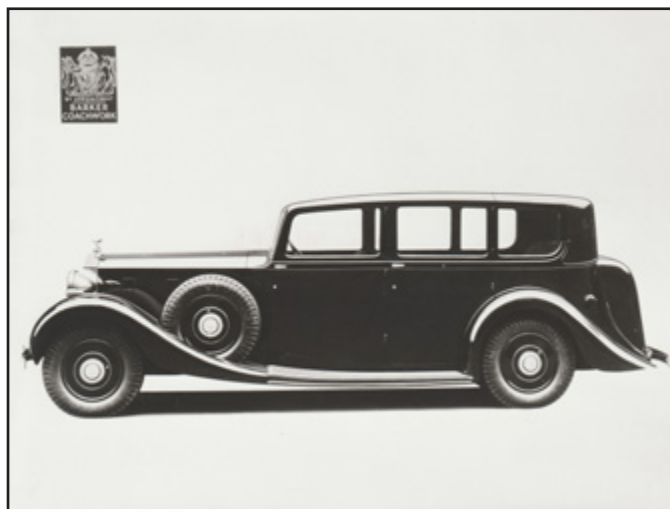
3BU124 when in the Baron's collection in Denmark. Converted to limousine configuration, note the opening panel in the roof to allow cigarette smoke to dissipate, and the round circle in the division window so that rear passengers could talk to the chauffeur.

1942. It was offered for sale again in March 1945, when its recorded mileage was 29,368, and was sold to A. G. Scott in 1946. In 1947, it found a famous owner in Sir Laurence Olivier. A later English owner sold the car in 1959 to William C. Wilkinson of Michigan. After passing through the hands of three more American owners, it was sold in October 2016 to Keith Wherry of Sydney. By then it was painted in two shades of blue, a colour scheme first recorded in Ohio in 1962. Since repainted black over grey, it has been owned by Tony Broome of Victoria since 2021.

After 3AX97, the second Barker-bodied landaulette to come to Australia was 3BU174. The chassis was sent from Derby to Barker & Co. on 18 February 1937, where it received a landaulette body finished in black and grey, with grey Bedford cloth in the rear compartment and black leather on the front seat. It was delivered on 5 May 1937 to Ernest Samuel Makower (1876–1946) at his home in Oxfordshire. Makower was chairman of M. Makower & Co., silk manufacturers. He had already owned three Hooper landaulettes on Rolls-Royce chassis: a Twenty, a Phantom I and a Phantom II. He was also a patron of the arts, serving as a trustee of the London Museum and a director of the Royal Academy of Music. Rolls-Royce records identify no later owner, but the car was reported as belonging to a Mr Nesbit on the Isle of Man in 1974. By 1976, it was in Denmark with Baron Johan Otto Valdemar Raben-Leventzau (1904–1992) of the Aalholm Motor Museum. By then, the car had been converted to limousine configuration by permanently closing the rear roof opening. Its rear door windows had also been altered to incorporate swivelling ventilation panels. Baron Johan's son inherited the car and sold it to another Danish owner in 2004. On 12 August 2012, it was auctioned at Aalholm and sold for the equivalent of US\$55,700. The buyer was Australian mining billionaire Clive Palmer, and the car was destined for display in his Queensland museum. It is understood that a condition of importation was that the car be used only as a static museum exhibit, allowing it to avoid dismantling for the removal of asbestos-containing materials.



3BU124 in the Clive Palmer museum, Queensland, after 2013.



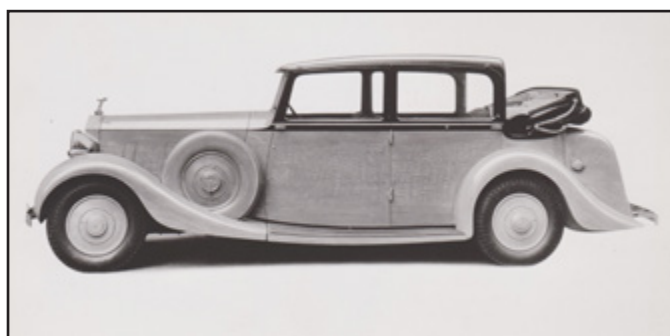
The official Barker photograph of 3BU174.



It is unusual to see a photograph of a Rolls-Royce on the day of its delivery – 28 July 1937, delivered to Sir Montague Burton's Yorkshire home.



3BU174 for sale in 2025.



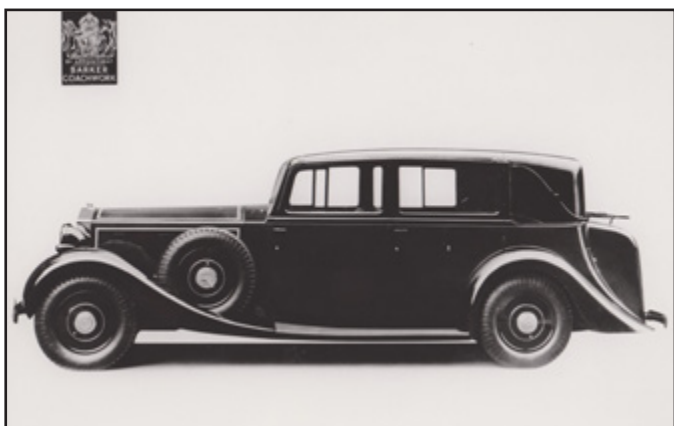
The official Barker photograph of 3CP110. Compared to 3AX97, note that the roofline is higher, so taller windows with more rounded rear window frames.



3CP110 in France, advertising Vigorlube, an American engine lubricant for race cars in the 1960s.



3CP110 in Paris, believed to be in the 1980s.



The official Barker photograph of 3CM55. Note the black-painted lamps, and luggage rack, as well as the very dated coachlines to the bonnet panels.

Right: With the roof of 3CM55 opened there is not much visibility to the rear from the driver's seat. The last three photos taken by the author.



3CM55 at the RREC National Rally, 14 June 2013.

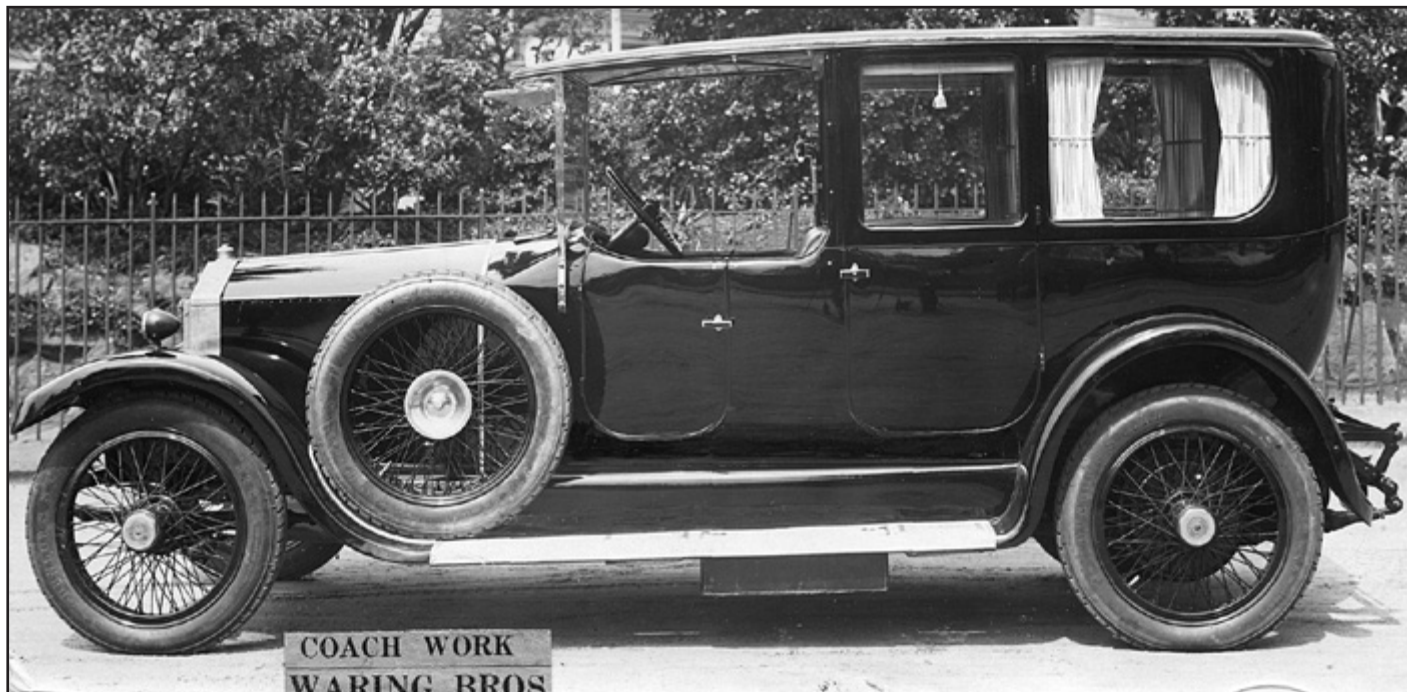


The roof of 3CM55 closes very neatly.



Steering

David Davis



Many Twentys were equipped with side-mounted spares and often were six-wheel equipped. This is a factory photo of 23 inch tyres fitted to chassis 80K9. The car is now owned by Max Cuypers from Western Australia.

The steering of vintage cars has been a subject of conversation for as long as I can remember, particularly the question of how heavy it can be at low speeds.

Following the First World War, our cars were fitted with high-pressure, straight-sided tyres. Balloon tyres became available from 1926, and the general view has long been that they produce heavier steering. Other factors also affect steering effort. For example, a left-hand turn requires about 33 per cent more effort than a right-hand turn because of the angle at which the steering levers must be set to achieve Ackermann steering.

Fundamentals of Car Performance, by Hives, Lovesey and Robotham, published in 1926, deals thoroughly with steering in Chapter 13. It states: 'The steering mechanism having reached the stage when further progress seems out of the question without a sweeping departure from accepted practice, the only available opening for lighter steering seems to be to reduce the weight on the front axle ... while balloon tyres can be fitted to a light car with slight steering alterations, their adoption presents a very different problem on a 50 cwt vehicle.'

Both the 40/50 and the Twenty were subsequently retrofitted with balloon tyres. When I bought my 1923 chassis, 42G1, in 1959, it had been converted in 1929 and the steering was dreadful. With patience and expense, it is now as it should be.

The 40/50 and the Twenty had similar wheels and tyres, although those of the 40/50 were larger. The following comments therefore apply to both models, but for convenience I have used the figures for the Twenty.

When introduced, the Twenty had 23-inch flat-base wheels fitted with 32 x 4.5 straight-sided tyres. From 1926, 21-inch well-base wheels fitted with 5.25 x 21 balloon tyres became available. Their lower pressures gave a better ride and imposed less stress on the car's structure. They also placed more rubber on the road, improving roadholding and braking, and were easier to change and inflate - by hand in those days. The principal disadvantage, especially when fitted retrospectively to earlier chassis, was heavier steering.

There is some merit in the claim that balloon tyres make the steering heavier, as later chassis were fitted with lower-geared steering. However, because Rolls-Royce used a worm-and-nut system, steering of the period was limited to about two turns from lock to lock, with an increase of no more than about half a turn.

Many Springfield cars were fitted with balloon tyres, largely because of the shocking roads throughout the United States. From March 1926, Springfield supplied two-start steering: two threads on the worm engaged with the steering nut, giving a ratio of 14:1. The usual three-start arrangement gave a ratio of 8:1. I am not aware of any Derby chassis fitted with two-start steering, although perhaps the armoured cars were, as well as cars equipped with Palmer Cord tyres. Chassis 56AG, which I have driven many times, was fitted with Palmer Cord tyres when new and later converted to 700 x 21 balloon tyres. Its steering is light and responsive, so perhaps it has two-start steering.

The following comparison of tyre sizes for the Twenty is based on specifications in the 1974 Dunlop Book. Tyres available today vary slightly between manufacturers.

Size	Inflated diameter	Inflated width	Revs per mile	Load (cwt)	Maximum pressure	Rim width
32 x 4.5	33.50 in	4.95 in	628	12.5	60 psi	4.5 in
5.25 x 21	32.70 in	5.35 in	644	10	36 psi	3.25 in

The 32 x 4.5 tyre is fitted to a 23-inch flat-base wheel with a detachable flange, while the 5.25 x 21 tyre is fitted to a 21-inch well-base wheel.

The distance travelled per revolution differs slightly, as do the pressures required according to the weight of the car. The most important difference, however, is the rim width.

Rim width becomes particularly important when balloon tyres are fitted retrospectively to pre-1926 chassis. Scrub radius has a significant effect on steering effort. It is the horizontal distance, at road level, between the steering axis - the line of the kingpin inclination - and the centre of the tyre's contact patch.

The difference in rim width between the 23-inch and 21-inch wheels alters the scrub radius. This is likely to contribute more to heavy steering than the additional rubber on the road. Fitting wider rims to 21-inch wheels corrects the scrub radius and produces lighter steering. On the Twenty, fitting 4-inch rims instead of the original 3.25-inch rims appears to work well.

For the 40/50, the corresponding rim widths are 5 inches for the 23-inch wheels and 3.75 inches for the 21-inch well-base wheels. The problem is therefore the same: the narrower rim alters the scrub radius and makes the steering heavier. Perhaps scrub radius is less of an issue on the 40/50. Rolls-Royce would have known that the narrower rim of the recommended 21-inch wheel would affect the scrub radius of earlier cars and increase steering effort, yet apparently did nothing about it. Perhaps steering was regarded as the chauffeur's problem.

Modern tyres have a thicker bead than the original Dunlop balloon tyres. On a Twenty with a 3.25-inch-wide, 21-inch rim, the bead of a modern tyre can overlap the well of the rim and damage the inner tube, especially when cornering. Fitting flaps around the inner section of the tube, wide enough to extend inside the tyre, will prevent this damage. Fitting 4-inch rims removes the overlap altogether.

The difference in tyre diameter also affects speedometer readings, and the factory offered alternative speedometer gearing to compensate. On 42G1, the original 13 x 60 rear axle ratio was changed first to 11 x 50 and then to 4:1, while 21-inch wheels were also fitted. After considerable investigation, I concluded that the speedometer and odometer were reading 7 per cent slow. Satellite measurement on the road confirmed this.

In summary, balloon tyres do not, by themselves, necessarily cause heavier steering. Rolls-Royce also had to contend with other issues associated with front-wheel brakes, and balloon tyres lowered the speed at which wheel wobble could occur. Balloon tyres nevertheless offer substantial advantages, provided the original steering geometry of the particular chassis - especially its scrub radius - is taken into account. I can also vouch for the fact that reducing the weight over the front axle helps.

I am not aware of any work having been undertaken to fit two-start steering to Derby chassis. The results would be interesting, particularly on 40/50 cars. I remember that, in 1996, an Englishman brought a huge Edwardian Silver Ghost to Australia for a tour. I asked how he managed it, as he was no youngster. He replied that it had a starter, power steering, clutch and brakes!

Editor's note:

I am aware of the retrofitting of power steering on several Silver Ghosts, Phantom Is and IIs in Australia. If done properly, the change is readily reversible.



The 23-inch wheel fitted with 32 x 4.5-inch tyre on an early Twenty.



The later Silver Ghosts and early Phantoms used a wider 23-inch rim fitted with 33 by 5-inch tyres.



A 21-inch well-based rim fitted to a Twenty that carries balloon tyres.

Fact-finding and Tracing a History

Ian Irwin O.A.M., H.L.M. © December 2025

The True History of a 1921 Silver Ghost of National Significance

Readers will recall my observation that every Silver Ghost has a history. That is true of all Rolls-Royce motor cars, but the Silver Ghosts in particular—having been around longer than any of our other cars—have especially diverse and fascinating stories. They are now all more than a hundred years old!

For much of this car's history from the 1950s onwards, I am greatly indebted to the recollections of Peter Marquis-Kyle, son of Stan Marquis-Kyle, an established conservation architect in Brisbane.

But first, its origins. Chassis 9LG was ordered by Thomas Baker, care of Kodak Ltd, Abbotsford, Melbourne. Baker was the founder of the Australian arm of the international Kodak company and, during the working week, resided at Melbourne Mansions in Collins Street. His country estate was Manyung at Mornington, in what is now Mount Eliza. The property was later acquired by the Victorian Government and used as a business training centre.

A brief biographical background of this significant Australian is warranted. Baker was born in Somerset, England, in 1854, during the early reign of Queen Victoria, and migrated with his family to Adelaide in 1865, when he was 11. After a brief period working with his blacksmith father, he became a pharmaceutical chemist in Queensland. Experimentation with photographic plates led him to work with dry plates until he mastered the process. In 1887, he entered into partnership with Edgar Rouse to form Baker and Rouse Ltd.

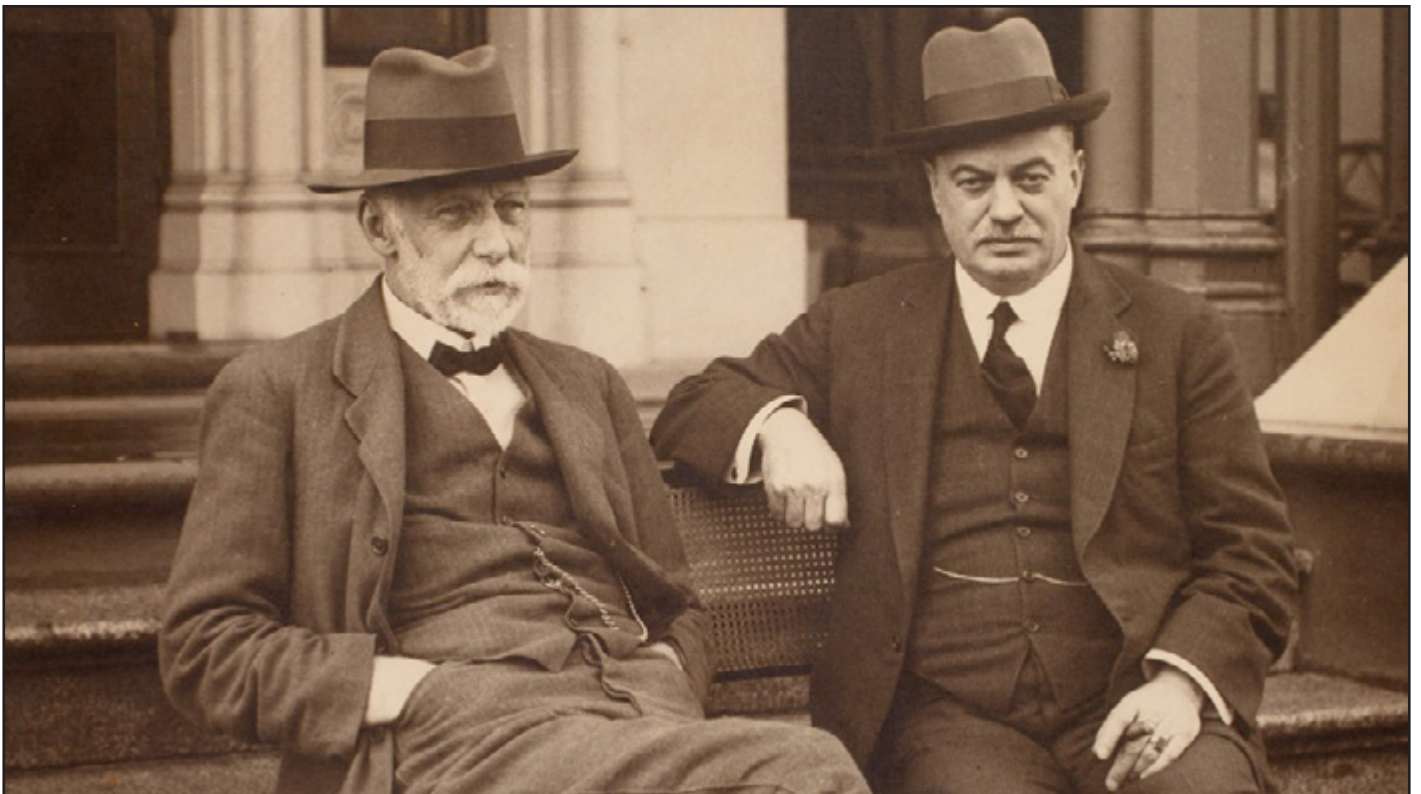
Baker was soon appointed General Manager of Kodak Australia, at a time when cameras and public enthusiasm for photography were experiencing their greatest boom.

Baker's order for his Rolls-Royce was placed through the Melbourne agency of Dalgety & Company. Chassis 9LG came off test in early October 1921 and embarked from London aboard the SS Mamari on 18 October 1921. It was to be his second Silver Ghost, as he had acquired the 1911 landaulet, Chassis 1708, at a War Office dispersal sale in 1919. That car had served with the Australian Imperial Force in Europe during the First World War.

His companies had operated a variety of motor vans from the first decade of the twentieth century for use in the central business districts of Brisbane, Sydney and Melbourne, and Baker himself was an experienced driver well before 1910.

When the time was right, he commissioned his first luxury personal car to be delivered from the factory in chassis form, having decided to appoint an Australian coachbuilder to fit its body.

Some information in this article overturns long-standing speculation. For example, misleading information about the coachbuilder was inadvertently published in London & Derby in February 1997. Chassis 9LG was subsequently fitted with seven-seat, three-door tourer coachwork by Burlington Motor Bodies of Burwood Road, Hawthorn. Finished in Apple Green,¹ it appeared on Burlington's display stand at the 1922 Melbourne Motor Show.



Undated image of Thomas Baker and Edgar Rouse, co-founders of Baker & Rouse Pty Ltd and, later, Kodak Australasia Pty Ltd. [Photo: Museums Victoria.]

It was no doubt used in Victoria and perhaps in other southern and eastern states. Curiously, however—and especially given the existence of Kodak archives—no period image of the car in Australia has yet been located.

Fortunately, the car was photographed on several occasions while Thomas Baker was using it in New Zealand in connection with the Kodak and the Baker and Rouse businesses across the two islands.



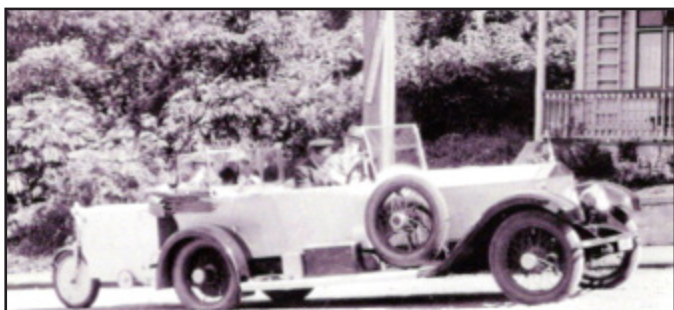
In this image, Baker is packing the trailer outside the Hotel Cargen, in the area now known as the Waterloo Quadrant and Parliament Street precinct of Auckland, before departing for Gisborne. The 1924 Dodge belonged to F. G. (Frederick Gardner) Clapp, the New Zealand manager of the Baker and Rouse Kodak enterprise.

Note that the single-wheel trailer has a side panel removed for access.

Thomas Baker died on 3 April 1929, aged 75. Chassis 9LG passed to his widow and it is known to have remained with her until at least 28 November 1930, according to factory files in the United Kingdom.² The car was later sold in Victoria.

From the early 1930s, according to factory records, it was owned by Ernest George Purkiss (1904–1976) of Potter Street, Black Rock, a bayside suburb between Beaumaris and Sandringham, about 18 kilometres from central Melbourne. His home was only 90 metres from the beach. Regrettably, no biographical information about Purkiss has yet been located.

This leaves a gap of some 20 to 25 years in the car's known ownership history before its discovery in Brisbane. Maybe someone can help close this gap a little.



This is the only other period photograph I have discovered of Silver Ghost Chassis 9LG with its original coachwork. Taken just over a century ago, it shows Baker leaving Auckland for Gisborne on the morning of 10 March 1925, with the car towing its unusual single-wheel trailer. The journey is understood to have been connected with Kodak business, although it probably combined business and pleasure. [Photo: Oceania Archive, Frederick Gardner Clapp collection (1879–1944), New Zealand cellulose nitrate film.]

The next recorded owner was Stan Marquis-Kyle. Stan purchased the car in Chinchilla, in Queensland's Darling Downs region, from a person whose name is not recorded. That person is believed to have acquired it earlier in suburban Brisbane. As with so many other Ghosts, gaps in the known chain of ownership are frustrating and unfortunate.

Returning to the ownership story, correspondence I received from Stan's son, Peter, dated 17 November 2017 records that the purchase price was £120. This reflected the reality that, at the time, the car was still, in the colloquial language of the period, a 'goer'. Stan wrote to Rolls-Royce Ltd and established the car's factory details.

In conversations and emails, Peter Marquis-Kyle said that his father believed 9LG had first been converted to roadster coachwork and was later transformed into a practical utility.



Chassis 9LG in utility form, as discovered about 1959³ at Chinchilla on the Darling Downs and purchased by Stan Marquis-Kyle. At some stage it had been fitted with later 1924–25 wheels.

In utility form, it had sadly lost its original elegance. It was practical, but certainly not a disgrace.

It had lost its original polished-aluminium bonnet, while the original Dunlop wheels had been replaced, for greater convenience, by later 1924–25 Dunlop detachable wire wheels.

Drawing on Peter's memories and anecdotes about his family's ownership of Chassis 9LG, I have reliable first-hand information about the car dating back to the man who found it around 1955, Stan Marquis-Kyle. Stan was born in Brisbane in 1920 and served in the Royal Australian Navy from 1939 to 1945. After the war, he studied architecture and became an architect. In 1975, he suffered a severe stroke that sadly forced his early retirement. He lost the use of his right arm, experienced weakness in his right leg and could no longer drive his 1953 R-Type Bentley.

At that point in his life, Stan began to take a closer interest in the Silver Ghost, which he had previously set aside as a retirement project.

Stan had bought 9LG no earlier than 1957 from a person in Brisbane whose name is now forgotten. That owner had acquired it from Chinchilla in the Darling Downs. Stan drove it home on temporary registration despite its poor mechanical condition. His son Peter recalled 'a lot of un-Ghostly noises coming from between the engine blocks and the exhaust manifolds'.

Peter commented that the front guards (wings) did not appear to be original, although I am not certain that this is so when the surviving images are compared. The windscreen was, as he believed, a replacement.

Curiously, Peter also recalled: 'I distinctly remember there was a coachbuilder's plate on the sill of the driver's-side door engraved with the name "Waring Bros Melbourne".' Peter was not present when the body was removed, but it was characteristic Waring Bros coachwork of the early-to-mid 1920s.

This recollection is strong evidence that the utility body was genuinely manufactured by Waring Bros and had later been fitted to the 9LG chassis. It may previously have been converted to utility form while fitted to another Silver Ghost chassis. When, where and by whom this was done will probably never be known.

When John Matheson and Jeanne Eve acquired 9LG, it consisted of a bare chassis accompanied by the dismantled coachwork, but without the tray section.

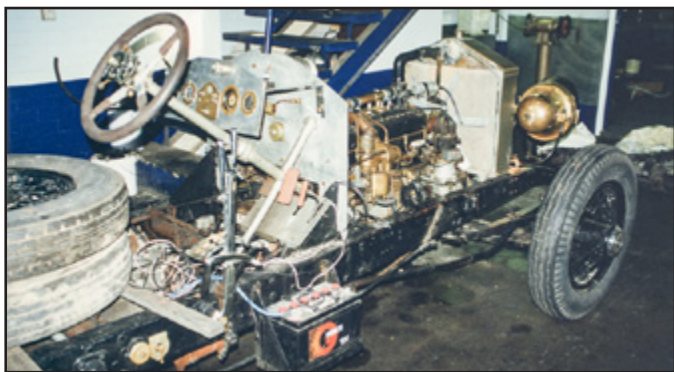
A New Chapter in the Life of 9LG

It is now more than 21 years since I wrote a brief account of 9LG. Historical information has a habit of emerging to confirm or disprove earlier conclusions, and it is only as reliable as human memory permits. In this case, parts of a transcript drafted by the late John Matheson confirm that the utility body seen in the Marquis-Kyle photographs was built by Waring Bros of 490 Elizabeth Street, Melbourne.

John Matheson purchased the car from Stan Marquis-Kyle in November 1995 and placed it with the late John Vawser to get it running. He later wrote that he had not told Jeanne at the time and that, when he eventually did, 'she would not talk to me for two days'. I know of a few similar cases in which the consequences could not be measured in days alone!

Soon afterwards, the car was driven on the lawns near the lighthouse. John then 'deposited her in the carriage room in the stables where she still resides in her naked state'.

Early in 1997, John stated that 'She was delivered in her naked state, wearing only glasses (Lucas of course) to Waring Bros of Melbourne. Here she was adorned with an open tourer body, elegantly and excellently built.'



For the first time, this provided valuable confirmation that closely matched Peter Marquis-Kyle's recollections and altered the history that had previously been accepted.

So now we know that none of the bodywork fitted to Chassis 9LG when it was discovered and purchased in Chinchilla by Stan Marquis-Kyle was original to this chassis. What happened to its original coachwork remains a mystery. One hopes it survived, as several bare 1921 chassis presently under restoration in Australia were originally fitted with Waring Bros tourer bodies. One which still carries its original body is Chassis 34YG with Achalen Holmes of Geelong, now well advanced in its restoration.

In an article headed 'I'm Getting There (Really!)' — for which, regrettably, I neglected to record the issue and date—John felt that he was approaching the end of the rebuild. He noted: 'It is interesting to see in the November Newsletter a picture of 40YB, [now in America] which had a body by Waring Bros, and the doors appear to have been the same style as put on my car.' The proverbial penny was beginning to drop.

He planned to assemble the car's history gradually and establish the details of its body before rebuilding it. With some confidence, John continued: 'I will use the three parts I still have, and then we will be on the road again.'

I presume that the three parts to which he referred were the bonnet, cowl and front-seat section.

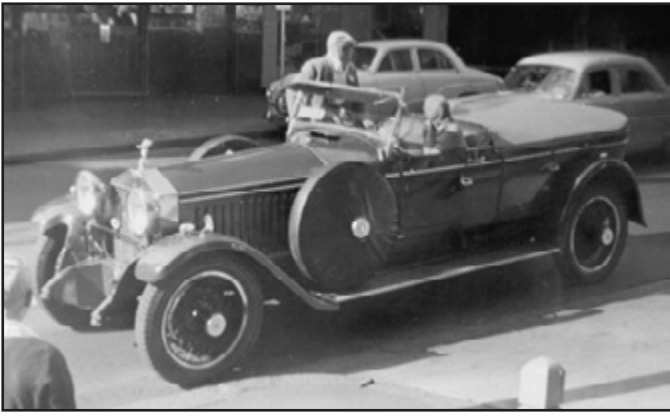
By 1997, the car had been sold, as John had bigger fish to fry.

John was sorely tempted when the former New South Wales 1924 Silver Ghost, Chassis 64EU, with its original Smith and Waddington tourer coachwork, was advertised for sale in the United States.

On Sunday, 17 March 1957, aged 16, I travelled by train to Town Hall Station and walked to Sydney Town Hall in George Street to join the public in welcoming the Veteran Car Club of Australia (NSW) cars back from their weekend Blue Mountains Rally. I was deeply impressed: 64EU was the first Silver Ghost I had ever seen.



Photograph taken by John in the late John Vawser's original workshop. John was pleased that Vawser soon had the car running and replaced several minor linkages and other small items with authentic originals.



*Chassis 64EU in glamourised form at Sydney Town Hall in 1957.
[Photo by the author, taken with my Kodak Box Brownie.]*

The owner, George Sevenoaks, had modified the car, as he was inclined to do, by fitting chrome strips along the body and bonnet sides and vertical shutters to the radiator. The original headlamps had been replaced by Zeiss lamps mounted on a Barker dipping mechanism taken from his parts stock. In my youth, such modification of a vintage Ford would have been called 'boy racer' treatment. It was my introduction to the world of the Silver Ghost, although in hindsight the alterations I now find unforgivable. This practice has long been described as 'titivating' a car.

At the same event, George Green had driven his 1912 Silver Ghost, Chassis 1958, but it did not make a return appearance in the busy central business district.

As events transpired, John Matheson was determined to repatriate 64EU to its 'state of origin', and 9LG was soon placed on the market. A detailed history of 64EU recently appeared in the June 2026 issue of *Praeclarum*. It is the yellow tourer now campaigned by Mick Matheson and a regular participant in Club activities.

That leads us to the acquisition of 9LG by Frank Kuulkers of Wollongong who had come to inspect the car with a view to possibly purchasing it. He had never previously restored an early car of any make but was keen to test his skills. I met Frank during the early stages of the restoration, and we had many long discussions about how he might approach the project.

Before I met Frank, he had purchased a challenging all-aluminium saloon body that had previously been fitted to the 1922 Silver Ghost, Chassis 2ZG.



This all-aluminium body had been professionally built by Queensland Motor Bodies and was complete with its hardware and mudguards, but Frank was beginning to question whether it was what he really wanted.

Frank considered the matter for some time. While he rehabilitated the body shell, he was introduced to the late George Fernandez, who had purchased from the United States the 1920 Silver Ghost, Chassis 69CW, with its spectacular original coachwork by Rheims & Auscher Successors, later J. Rothschild et Fils of Paris.

On seeing this exceptionally original vehicle, Frank was captivated, and Fernandez was highly encouraging. When Frank asked for permission to copy the body style, George gave him unrestricted access to the car so that he could take every conceivable measurement and prepare templates and photographs for the construction of an identical body for 9LG.

The factory sheets for 69CW are confusing and have been interpreted as indicating that the first owner was Prince Edouard—Prince Edward, Prince of Wales—with a subsequent owner in Argentina.

Chassis 69CW, fitted with Engine No. J200, was on test on 3 March 1920 and bodied as a cabriolet by Rheims & Auscher. Its original ownership remains uncertain. While on one hand, the factory source states that it was commissioned by Prince Edouard, later Edward VIII and Duke of Windsor, on the other hand the factory commission records Miguel de Rigos of Argentina.

There were two further owners, including one in Buenos Aires in February 1928. Soon afterwards it changed hands again, passing to Nazar Anchorena, said to have been one of Argentina's richest men, with whom it remained until 1969.

Reputedly used sparingly, the car is said still to display a low original mileage.

It was sold to the United States in 1969.



Chassis 69CW as presented at the 1996 Pebble Beach auction conducted by Christie's. During its restoration, the car was faithfully returned to its original internal and external specification.

Is it any wonder that Frank abandoned his intention of fitting 9LG with a copy of its own original body? He had been given the opportunity of a lifetime: to reproduce, in minute detail, the classic lines and style of the glorious body on 69CW.

Awards and Recognition

Already a multiple award winner, Frank's beautifully restored car earned the 2013 RROC NSW Car of the Year Award. Even greater recognition had preceded it:

Canberra, 2011 — Chassis 9LG was the overall winner of the RROCA Federal Rally Concours d'Elegance and received the Company Trophy for Best Restoration.

Sydney Harbour Concours d'Elegance — Chassis 9LG won the overall concours against all comers.

Melbourne Concours d'Elegance — Chassis 9LG again swept the field, winning this prestigious award against all comers.



These three achievements form a record that, to my knowledge, no other car in Australia has matched.

In recent correspondence, Peter Marquis-Kyle told me that, after I advised him of Frank's brilliant restoration and extraordinary early successes, he contacted Frank and travelled to see the car. He was deeply impressed by the quality of its finish in every respect.



Peter Marquis-Kyle's photograph from his visit to Wollongong to renew his acquaintance with 9LG captures both Frank's humility and his personal satisfaction as he reflected on the revival of the car he cherished as his pièce de résistance.

Footnote: In early August 2025, just after compiling the draft of this article for Frank to read, I received the sad news from Sally that Frank had died suddenly in late July. It was an enormous shock to us all. Once again, I extend my condolences to Sally and the family.

Frank Kuulkers was a very enthusiastic member of both the RROC Australia and the 20-Ghost Club. Frank was a wonderful family man and a close friend of mine:

humble, courteous and possessed of many superb skills. He will long be remembered and sadly missed.

Acknowledgements

The late Frank Kuulkers; Ms Sally Kuulkers; the late John Matheson; Mick Matheson; Jeanne Eve; the late Stan Marquis-Kyle; Peter Marquis-Kyle; the late John Vawser; Kodak Australasia; Frederick Gardner Clapp (New Zealand); *London & Derby*; and the RROCA NSW Branch, February 1997.

Notes

1. *The Australian Motorist*, June 1922, p 427.
2. Dr John Matheson, '9LG "Lady Godiva"', *London and Derby*, RROCA NSW, February 1997, p 2.
3. Correction received from Peter Marquis-Kyle, correspondence dated 17 November 2016, p 1.
4. Peter Marquis-Kyle, *ibid.*, p 1.
5. Dr John Matheson, *ibid.*, p 2.

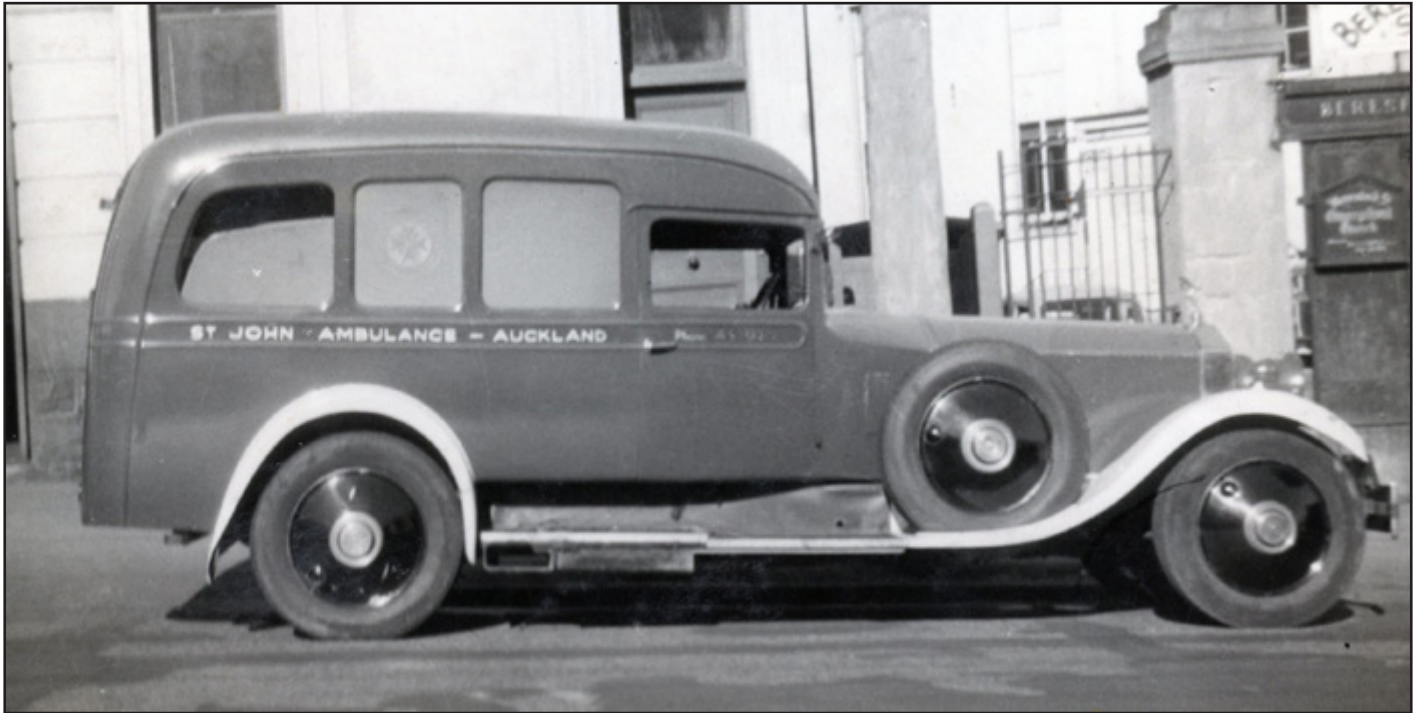
New Members

We welcome Ian Baker and Belinda Mackintosh from Merimbula. They have recently acquired the 1937 Phantom III, chassis 3AX49, Hooper Sedan de ville, adding to their collection which also includes the 1936 25/30, chassis GXM9, a Thrupp & Maberly Limousine.



A New Zealand Ambulance

Ian Berg (and someone else!)



Occasionally I come across some interesting snippets of early Rolls-Royces in Australia or New Zealand and save them for future reference. This one has been sitting on my computer for quite some time. Unfortunately, I am unaware of the original source so here goes - and with apologies to the original author!

The story does demonstrate quite a journey for this New Phantom both geographically and in terms of coachwork.

Ramon Farmer recently received this image from a friend, with a question about its identity.

We asked around, and here is the answer from knowledgeable sources:

Beverley Tse of St John New Zealand responded that the ambulance bodywork was paid for by Henry (later Sir Henry) Kelleher in 1943, on the chassis of a New Phantom Rolls-Royce originally owned by him. It served until the mid-1950s and was then re-bodied back to a Coupe. The photograph was taken in Pitt Street in Auckland, outside the St John Ambulance Station and shows the sign of the Beresford Congregational Church next door.

Richard Green trawled the invaluable resource Papers Past, and found this item from *The Auckland Star* of 7 August 1943:

‘A Rolls-Royce ambulance, presented to the Auckland St John Ambulance Association by Mr H.J. Kelleher, was dedicated by Bishop Liston at the ambulance station on Saturday afternoon. Mr Kelleher was thanked a letter from Sir Heaton Rhodes, Knight Commander of the Order of St John, and Mr DF Mackay, Auckland centre chairman’

John Stewart writes that when he was an apprentice refrigeration engineer at Fisher and Paykel’s workshop

in Parnell during the early 1940s, ‘I was cycling along Beach Road on a routine delivery of documents from the workshop to Head Office in Anzac Avenue, when I came across a brand-new Rolls-Royce ambulance outside the Joseph Lucas premises. For some reason I had my Baby Brownie box camera with me, or perhaps I had to return to the workshop to get it; I don’t recall which. In any case, I took a three-quarter front picture of it, which I still have somewhere. I made enquires and learned that the vehicle had just been delivered from the body builders to Lucas for re-wiring. I don’t know who the body builder was, but it may have been Reevely Ellis, who were literally just around the corner in Stanley Street. I understood at the time it was a Ghost, but many years later somebody who saw my photograph expressed some doubt about that. I should try and find the picture.’

Ian Irwin, of Australian Capital Territory, identified the chassis from his encyclopaedic knowledge of early Rolls-Royces in both our countries as Phantom I 37EH.

Ken White’s and Roy Tilley’s *Rolls-Royce and Bentley in the Land of the Silver Fern* (Tilley, Lower Hutt 2014)

gives the following further information: Chassis 37EH, engine HU85, with a saloon by HJ Mulliner, came to New Zealand new in 1928 for Henry Kelleher. After its career as an ambulance, it was fitted with a fixed-head coupe body, and had subsequent owners H.B. McMeekin, H. Gaisford, J.G. Somerville and H. Compter. In March 1965 37EH took part in the Vintage Car Club of New Zealand’s Haast Pass Rally during Hugh McMeekin’s ownership. By that time, it wore a Fisher four-door tourer body originally fitted to a Buick.

37EH was last heard of in Quebec, Canada, but does not appear in the current Rolls-Royce Owners’ Club Directory and Register.

For Sale and Wanted

FOR SALE

1920 Silver Ghost chassis 154BW

A short chassis example of a very early post-war Silver Ghost that has undergone an extremely comprehensive restoration, the car remains in excellent condition in every respect. Everything has been done to this Silver Ghost with a mechanical rebuild from the bare chassis up by Derby Works, touring coachwork by Jamie Downer and new radiator by Jeff Edwards. Since completion it has been fastidiously maintained, and I have toured it extensively including the 20-Ghost Club Nationals at Milawa, Wagga Wagga, Lancefield and Tasmania as well as several RROC interstate national rallies. The car is tour-ready for a new owner to use and enjoy. I have extensive files and records to demonstrate the extent of work done.

The car is definitely for sale, and I am open to sensible offers with a pricing expectation of a fraction of the restoration costs.

Neil Walker

Phone: 0427 508 735

Email: pinehallptyltd@gmail.com



FOR SALE

1937 Rolls-Royce 25/30 — Chassis GMP12

Park Ward semi-razor-edged sportsman's saloon

A rare and distinctive 1937 Rolls-Royce 25/30 with handsome Park Ward semi-razor-edged sportsman's saloon coachwork. Believed to be one of only three built to this design, it is thought to be the sole survivor.

Originally supplied by Jack Barclay Limited in London, GMP12 has enjoyed an interesting international history and has been extensively restored and mechanically upgraded.

The engine was comprehensively rebuilt by Fiennes Restoration, with further work including the brakes, kingpins, lubrication system, oil and fuel pumps, exhaust, wiring and lighting. A Laycock de Normanville overdrive makes it an excellent long-distance touring car, comfortably cruising at 100–110 km/h.

The interior is finished in pale grey Connolly leather with Wilton carpets, walnut trim and a West of England cloth headlining. The sunshine roof is fully operational.

Price: \$100,000

John McQuay — Mt Eliza, Victoria

0412 322 297

jvmcquay@gmail.com



FOR SALE

1925 Rolls-Royce 20hp — Chassis GNK50

Park Ward V-windscreen coachwork

A remarkably original and beautifully presented 1925 Rolls-Royce 20hp with handsome V-windscreen coachwork by Park Ward.

Delivered new in Sydney to Mrs Edith Hill of the Astor Flats, Macquarie Street, GNK50 was configured as an owner-driver car and retains many delightful period features, including adjustable front seats, original tool kits and six-wheel equipment.

The present owner first acquired the car in 1961 and, in 1963, took it to Europe, touring some 20 countries over ten months. After selling it in London in 1964, he re-acquired GNK50 nine years ago and has since comprehensively overhauled and restored it.

Reliable and well proven on 20-Ghost Club rallies, the car is fitted with overdrive and cruises comfortably at 80–90 km/h.

Fully registered in NSW and garaged two hours south of Sydney.

Asking \$190,000

Tony Strachan

0418 675 863

tony@zilco.com.au



Pictured in 1964, Tony Strachan's Twenty, GNK50 looks rather important in front of some very ornate iron gates in the UK.



Pictured at Marnong is Kevin Kane's 20/25 from 1932 chassis GHW8. Marnong Estate is a 1,200-acre historic working farm, vineyard, and rural retreat located in Mickleham, Victoria. The Club held its June winter luncheon which was attended by about 20 members. See page 15.