



above: 67H8 This very original 20 hp came off test in May 1923 and was imported via Brisbane Motors for Tom Winterbottom of the Carlton Hotel in Brisbane. It was fitted with this tourer body (No 2827) by Peel's Ltd of South Brisbane and it is unique in that it was the only one they ever built for a Rolls-Royce. Earlier photographs show it with an unventilated bonnet which suggests that cooling may have been a problem in Queensland heat. The hood line and small circular 'opera' windows are an unusual feature as are the 'carriage style' door handles. Subsequent owners were, H Bandidt of Monto, P Marshall, Robert Anthony and George Gilltrap. Kerry Bos bought the car in 1964 and he was the first RROCA member to own it. Graeme Soderlund from NSW had it for a few years then in 1969 he sold it to Brad Page from Coolumb Beach. Brad restored the car and was the Overall Winner at the Queensland Concours in 1995 and Best Pre-War Car on several occasions. David Vann owned 67H8 for a few years then sold it to Mark Jansen.



above: B64EF I found it difficult to trace the history of this car even though it has been owned by at least five RROCA members. The car is a 1935 Bentley 3 1/2 litre Park Ward sports saloon chassis No B64EF. This photograph was taken in 1991 when it was owned by Colin B Ruffel who at the time lived at Brookfield, Queensland. Colin had joined the Club in 1988. According to the RROCA 'Chassis Plate' Silver Ghost enthusiast, Graham Singer, from Kenmore, Qld also owned it for a year or two and one time President of RROCA SA Branch, Peter Cox, had owned B64EF. Another South Australian couple, Trevor and Maureen Shepherd owned B64EF from 2003 until 2009 and the only other listed owner was John C Love from ACT when it bore the registration odd number 'USA'. At the time this car was built about 90 percent of Park Ward's output was for Rolls-Royce and Bentley and four years later the firm was purchased by Rolls-Royce.



left: 21RC Chassis 21RC, a 1925 long wheel-base Phantom I, came to Australia in May 1926 after being used in UK by its owner A B Nagel, of 'Dillallah' pastoral property near Charleville in Queensland. He also had another property near Cunnamulla about 220km south of Charleville. It is reported to have travelled 400,000 km by 1939. It was bought by Ian and Marcia Hayne in 1967 by which time it had been rebodied twice. Ian was a founding member of the Queensland Branch of RROCA and he regularly participated in various events for several years. I took this photo at a 20 Ghost Club event in Toowoomba when 21RC was still owned by Ian Hayne. Since then Ben Stafford of Dayboro, Queensland, bought it and he is currently spending time and effort to enhance this impressive car.

From the Sir Henry R A Selection of Cars

Gilbert M Ralph

In this edition I have included photographs of cars from Australia but it has been in one family for 58 years and is now cared for by an enthusiastic lady enjoying the company of other countries than many Australians and another car for the rest of her lifetime. One other car has spent almost all of its life in Australia.

(Back Issues of *Præclarvm*: are available)



above: SWA102 This 1956 Hooper-bodied Silver Ghost was built in London at the time this photograph was taken in Canberra. It was collected in London by Mrs Bush of Brisbane. It was later replaced by Mrs Bush to Australia. She later replaced the leather upholstery with a grey cloth. Fred bought the car from Tim Osborne in Brisbane and he has attended many RROCA events. It won Best Post-War Rolls-Royce at the Queensland Concours since joining in 1967 and he was seven times President of the Queensland Branch of RROCA also a Federal Secretary. Over his many years he has been a member of the Queensland Branch of RROCA. Fred sold SWA102 to J W Martin in Wamberal in NSW in 1995. It was later sold to Mark Jansen.

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om Queensland. One is not only the oldest car in
another has been with one family for 54 years and
ne car, which came from USA, has visited more
covered more miles than some people have in a
years in Queensland. Perhaps it is the Sunshine!
: <http://praeclarum.rroc.org.au/> - ed)



SWA102, is now owned by Peter Moran in Sydney but
Federal Rally in 1970 it was owned by Fred Haughtey
(the tea family) who toured Europe and USA en-route
n fabric. It had a few other owners in Sydney before
I. He and Wanda used it regularly and participated in
Queensland in 1970. Fred has been active in RROCA
the Queensland Branch, twice Federal President and
ed seven different model Rolls-Royces. In about 1978
d he repainted in sand and sable. His son Bill Martin
this car.



above: S64LK I photographed this Springfield built Silver Ghost at the Federal Rally in Canberra in 2011 when it was owned by David Vann from Brisbane. It is S64LK a 1924 right-hand-drive Pickwick limousine by Willoughby & Co. Ian Irwin in his book *Silver Ghosts in Australia and New Zealand* gives a detailed account of its history prior to it being imported into Australia in 1989 by Ron McLeod of Bridgeman Downs in Queensland. In 1997 it was bought by Sydney enthusiast Dr John Matheson who took it on a 20 Ghost Club tour of Tasmania and the 1998 RROCA Federal Rally at Phillip Island where it won the Silver Ghost Trophy. At the 1999 Canberra Rally it was awarded the Age & Authenticity and Best Pre-War Car trophies. John also shipped the car to Europe for the Monte Carlo Concours in which it took out second place for originality and third place in the Concours de Elegance. It has also toured in South Africa and New Zealand and the 2003 Alpine Tour. David Vann purchased S64LK in 2003 and sold it a few years later to Matthew Kemsley in NSW.



above: GHJ37 H J Mulliner built this Doctor's Coupé on Chassis GHJ37, a 1926 20 hp Rolls-Royce. Only two families have owned the car since it was delivered to Price Hallows in London in April 1927. In 1963 Dr Eric Kilvert bought the car and imported it to Brisbane where he and his wife Patricia participated in Club events. When Eric died in 1993 it passed to his wife and subsequently to her son and four daughters. Interestingly they agreed that Sue, a qualified engineer, should take care of GHJ37. That was a wise decision as Sue had helped her father maintain the car since she was a teenager. Eric, who was a Founding Member of the RROCA Queensland Branch, had used the car regularly in his practice and by 1978 it had covered 150,000 miles and was in need of a major engine overhaul and serious body restoration. Sue and her husband, Greg Dunstan, assisted in this task and together they have enhanced the car to the point where it has won Queensland's Best Pre-War Car on several occasions, Overall Trophy in 1994 and a Masters Class.

right: 1122 This is the oldest Rolls-Royce in Australia. Built in 1909, Chassis 1122 did not arrive in Australia until 1926 after which it had owners in Melbourne, Sydney and Brisbane before it was purchased in 1946 by a Mr Bates of Charleville, 683 km west of Brisbane, by which time it had had major components and body changes. It was later owned by Ron Akers at 'Tyrone' Station near Charleville where after a few years it was partly dismantled. In 1959 David McPhee rescued 1122 and spent the next 50 years searching for components, restoring the chassis and building a new body. The restored car made its national debut at the Federal Rally in Canberra in 2000. David received the Sir Henry Royce Foundation Award in 2005 for the restoration of this car. David was a great enthusiast and was the Founding President of the Queensland Branch of the RROCA. After he died his family retained the car.

