

Silver Ghosts - Then and Now, Part One

By Ian Berg

The stories of the Rolls-Royce Silver Ghosts of the Veteran Car Club of Australia (Victoria)

November 1956 was a period of great excitement in Melbourne. The Olympic games were being held from November 22 to December 8, and the city was abuzz. There was also an exciting event for veteran car enthusiasts planned to be held on the weekend of November 17 and 18. This was the first of Golden Fleece rallies of the Veteran Car Club of Australia, Victoria (VCCA Vic). It was to take place just a year after that club's establishment. The rally, starting at the South Melbourne Town Hall and overnighting at Ballarat, established the tradition of the two-day annual veteran car rally. It has been held every November since, with sponsorship moving to the RACV in 1962. It was the 1956 rally that also encouraged a lot of interest in veteran Rolls-Royce Silver Ghosts, that were to become a feature of the VCCA (Vic), and the Rolls-Royce Owners Club (RROC) in the early years of these clubs

The 1956 rally attracted 32 interstate entrants amongst the 89 cars, including Gavin Sandford-Morgan, who in his freshly restored 1910 Rolls-Royce Silver Ghost drove across from Adelaide for the event. The Rolls-Royce, chassis 1425 so impressed Fred Miller-Robinson and Jim Cooper who witnessed it at the event, that they were determined to seek out a Silver Ghost for themselves. And they did, hence becoming active participants in both veteran car rallies and those of the RROC, the Victorian branch of which was to be established in 1957.



The Silver Ghost chassis 1425 at the 1956 Veteran Car Club rally.

In the veteran car rally held in 1957, also destined for Ballarat two Silver Ghosts entered being Adrian Garrett's 1907 and Maurice Markoff's 1910 (chassis 1334). Fred Miller-Robinson was to first enter a Golden Fleece rally in his Silver Ghost in 1958 as was Jim Cooper in the 1914 model, chassis 40YB albeit in

chassis form only. Through the late fifties and early sixties, the Markoff brothers had four Silver Ghosts entered in VCCA (Vic) rallies, Miller-Robinson was to have two, Jim Cooper one and chassis 1425, the Gavin Sandford-Morgan car was subsequently acquired by Reg Hunt who became an active participant. Others too were attracted by the presence, power and reliability of these half century old Silver Ghosts and in 1959 the group was joined by Claude Reilly. For the 1959 rally a 1911 Silver Ghost was even declined entry, as was reported by Herald Sun motoring journalist Keith Dunstan who accompanied the rally. Although the car was described as 'beautiful' it was not considered an appropriate entry by the then VCCA (Vic) President. It was a hearse. Dunstan went on to describe Reg Hunt's Silver Ghost in great detail and commented that the rally was 'thick with Roll-Royces'. He was right, in this period Rolls-Royce Silver Ghosts were very prominent. The 1960 veteran rally to Sorrento was to have a record seven Silver Ghosts entered.

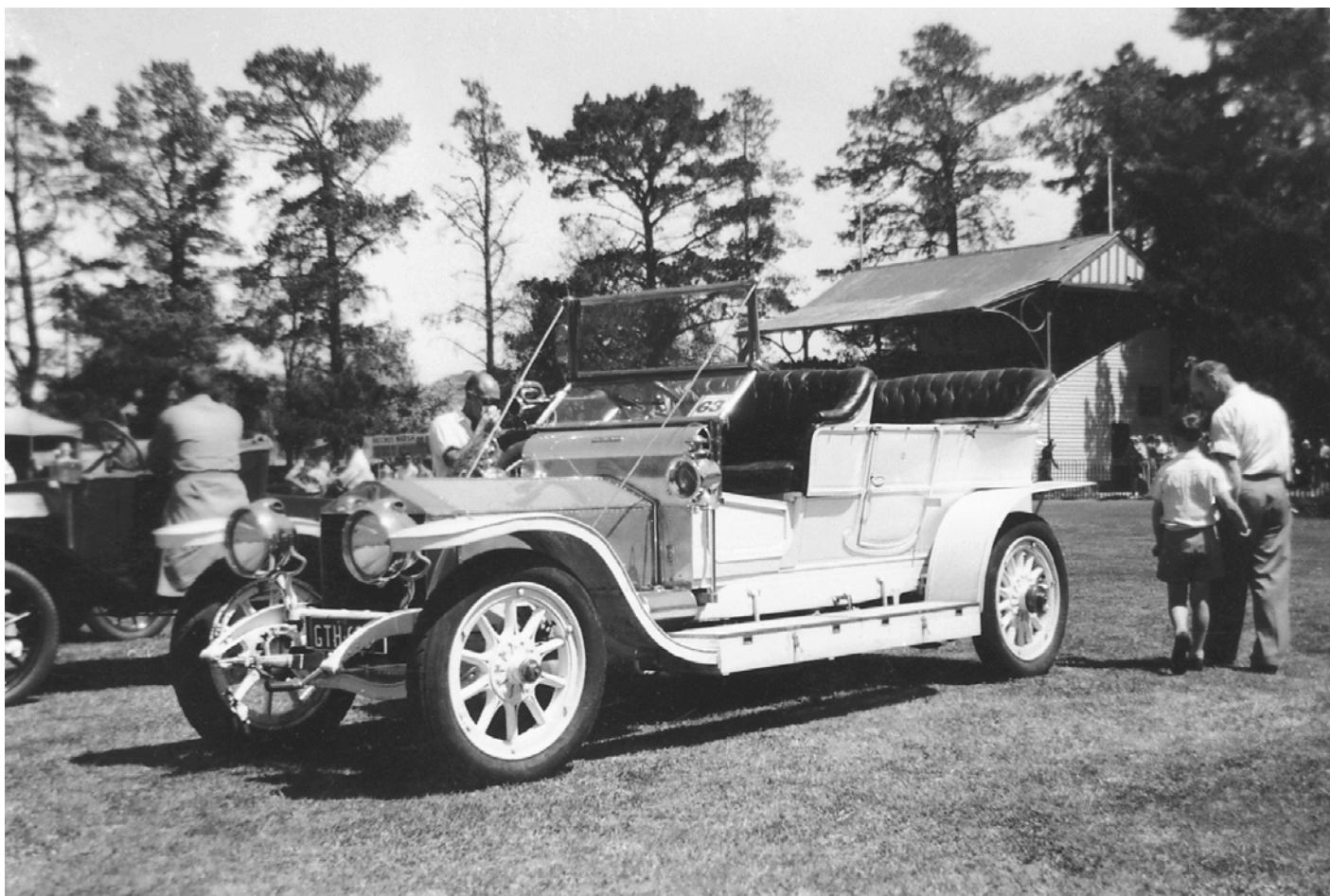
Over the years there have been some 17 veteran Silver Ghosts that have been a part of the VCCA (Vic) that I am aware of. Most owners have also been members of the RROC of Australia. While many of these cars no longer reside in Australia, they all have a story to tell. This article, a five-part series is about these veteran Rolls-Royce Silver Ghosts. Vehicle information is presented in order of the date of chassis manufacture, and by reference to the Rolls-Royce chassis number. Silver Ghosts, or model 40/50's as they were originally designated were manufactured from 1906 through 1926, all having a unique chassis number and factory records (chassis cards) still exist from when they were new.

Information for the article has been compiled from the VCCA (Vic) archives including early Newsletters and Brass Notes, and also the extensive Sir Henry Royce Foundation of Australia archives. Praeclarum, the journal of the RROC has also been a source of information. Important data has been sourced from the authoritative volumes *Rolls-Royce and Bentley in the Sunburnt Country* by Tom Clark and David Neely, and *Silver Ghosts of Australia and New Zealand* by Ian Irwin. These books provide meticulous records of not only the subject vehicles of this article but numerous other Rolls-Royce cars that have been in Australia. The VCCA (Vic) history *Dementia Prodest*, also provides additional information.

And now for the disclaimer! The article is based on a compilation of information from a host of sources. Considerable effort has been undertaken however no guarantee can be provided as to its completeness or accuracy. If readers can add anything more to these stories, or have additional information, I would love to hear from you. I do also thank Robert McDermott for his review of this article.

Silver Ghosts - Then and Now, Part One (Cont.)

By Ian Berg



Adrian's 1907 Rolls-Royce, the White Ghost, shown at the lunch-stop on the 1957 Golden Fleece Rally held at Ballarat. (VCCA Vic)

The White Ghost – 1907 model – Chassis 60588

While not strictly a VCCA (Vic) car, Adrian Garrett did participate in the 1957 Golden Fleece Veteran Car Rally to Ballarat in his very early Silver Ghost.

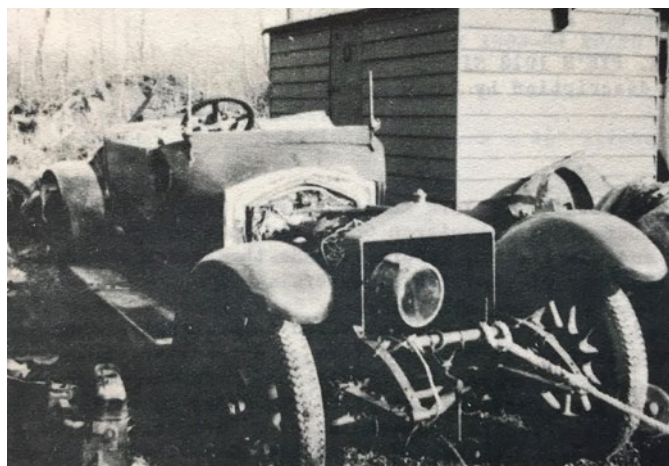
Adrian purchased chassis 60588 from an English wrecking yard in 1952, for £35. He then restored it using coachwork from a veteran Gladiator, this body having been purchased for £6 from another yard.

The car arrived in Australia as a result of a work transfer and while Adrian was in here he used it extensively. This included the 1957 veteran rally to Ballarat. Famously on that rally (at least within veteran car circles!) Adrian raced Hugh Guthrie in his 1916 Stutz Bearcat while on Ballarat Road. The Stutz won by a minute margin, and the success was reported by the Sun News Pictorial the following day by a journalist who had been following the encounter. The Silver Ghost however excelled on the same rally by winning both the Cold Start Competition and the Hill Climb event.

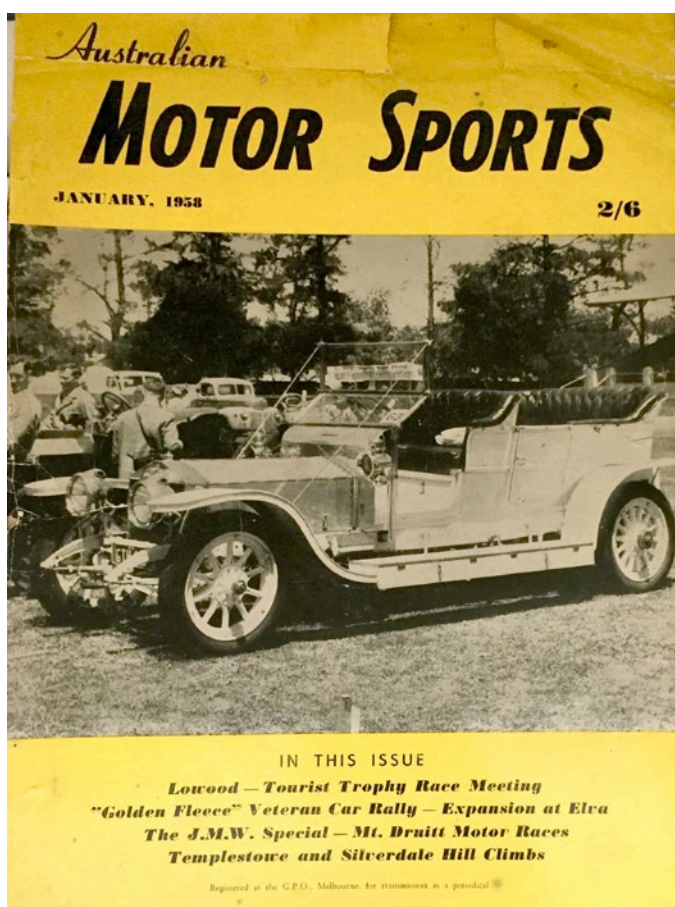
Earlier in 1957 Adrian had participated in a 50-year celebration of the Silver Ghost, an event held in Buxton in the UK. Along with the original Silver Ghost (AX201) which was owned by Rolls-Royce, he is pictured with the car in front of the *Cat and the Fiddle* hotel, the exact location that in 1907 the original Silver Ghost and three

other model 40/50's as they were known, rested during the 1500-mile RAC Trial. The same cars also can be seen in another photo at the exact same location in 2007 for the centenary event!

The actual chassis number 60588 is now thought to have been misidentified. However, Adrian's car, often referred to as the 'White Ghost' is clearly one of the oldest Silver Ghosts remaining. It now resides with him in New Zealand.



The car, as found in a breakers yard in 1952. Adrian was also looking at an Austin 7 but at 50 pounds considered it too expensive, purchasing the Rolls-Royce for 35 pounds. (Garrett)



Australian Motor Sports of January 1958 ran an article on the Golden Fleece Rally and the front cover featured the Silver Ghost.



In June of 1957 Adrian's car re-enacted the original trial and is pictured at the 'Cat and Fiddle Inn' alongside AX201. (Garrett)



In 2007 a centenary re-enactment was held and once again Adrian attended in his car. (Garrett)



The 1916 Stutz of Hugh Guthrie which challenged the Silver Ghost of Adrian Garrett in the 1957 rally. (VCCA Vic)



The original Silver Ghost, AX201 is pictured at the 'Cat and Fiddle Inn' Buxton in Derbyshire in 1907 on the RAC trial. (VCCA Vic)

Silver Ghosts - Then and Now, Part One (Cont.)

By Ian Berg

1909 Model – Chassis 60922

This is the oldest complete Silver Ghost to have been unearthed in Australia and was purchased by Fred Miller-Robinson and Harry Markoff in 1963 from a Camberwell backyard.

The original owner of 60922 was Charles Howard Angas a pastoralist from Augusta, South Australia. He purchased and used the car in Great Britain before shipping it to Australia. The Angas family owned a number of other notable cars of the veteran era as well as a number of Rolls-Royces. An interesting side to the story is that Charles Angas was the great grandfather of VCCA (Vic) and 20-Ghost Club Chairman, Peter Crauford's wife Elizabeth, and a photograph of the car when new exists, parked in front of the original coachbuilder's premises.

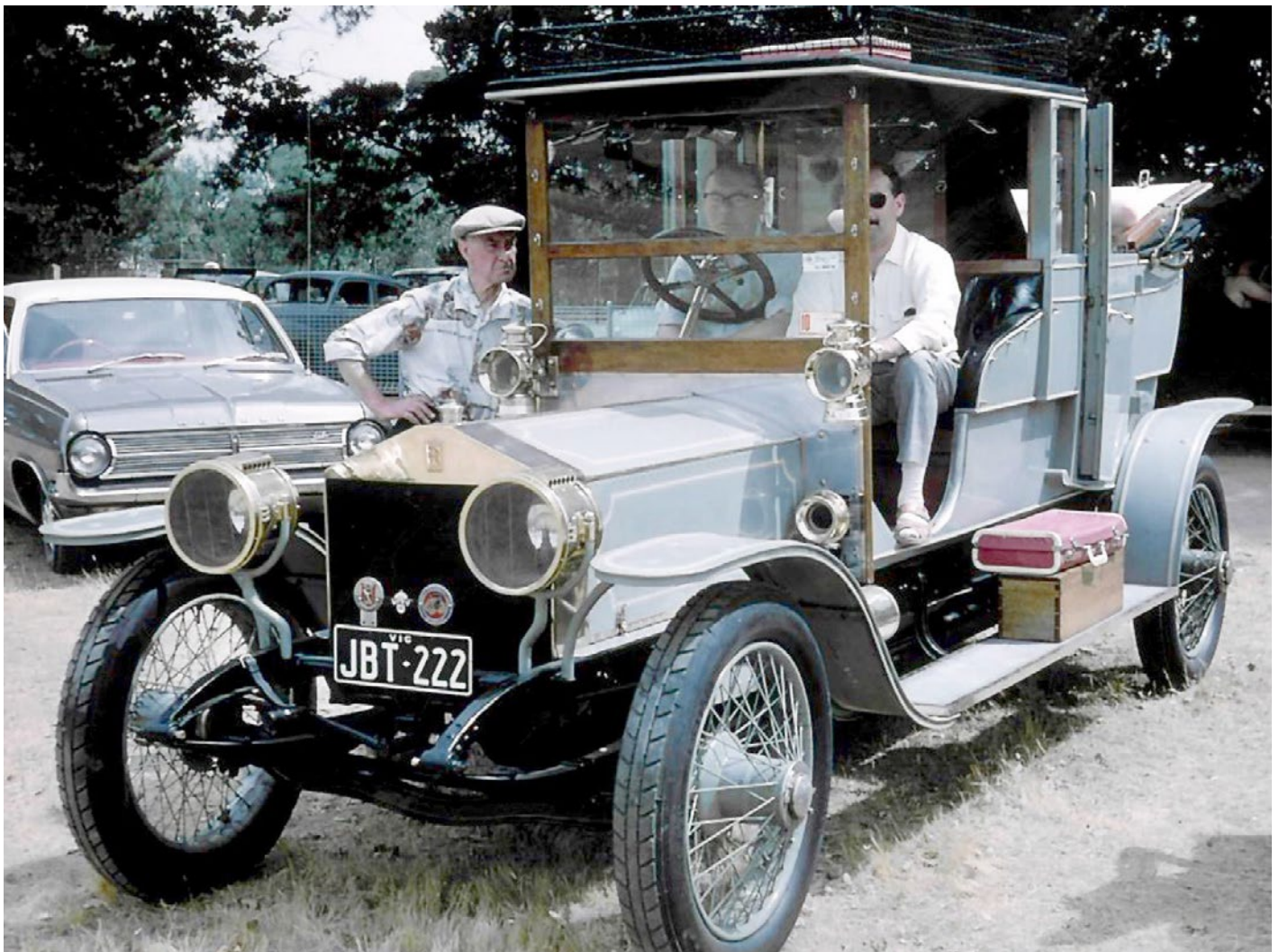
Harry Markoff quickly restored the Silver Ghost and it was rebodied in Melbourne as a landaulet. It toured on the annual veteran car rally held in Bendigo, as well as the National rally both held in 1965. The car was sold to a US buyer in 1968 and since leaving Australia has

had a number of owners. In recent years it has been re-restored to a spectacular standard by Rolls-Royce specialists P & A Wood of the UK. They were able to use a period correct Barker Roi-des-Belges body in this restoration with the car being shown at Pebble Beach in 2014.

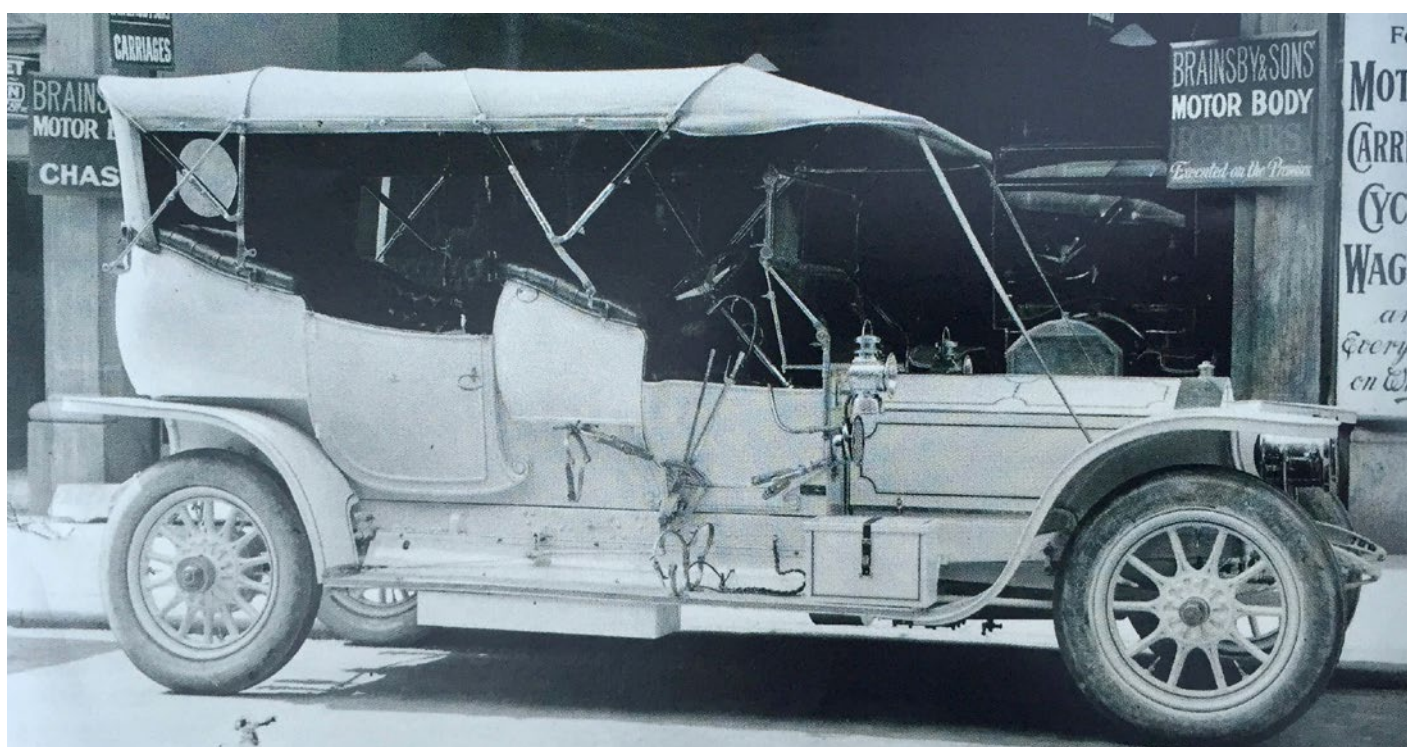
To be continued...



The Rolls-Royce is pictured on the 1965 National tour held between Sydney and Adelaide via Melbourne. (VCCA Vic)



The Markoff brothers are shown with the car on the 1965 Annual Rally held at Bendigo. (VCCA Vic)



Chassis 60922 is shown fitted with original coachwork by Brainsby and Sons of London, pictured when new in front of their premises. (*Praeclarum*)



In 2014 the car was a participant in the Pebble Beach tour and concours, after a fresh restoration and the fitting of Barker coachwork of the period.

Silver Ghosts - Then and Now, Part Two

By Ian Berg



Chassis 1332 was found in a damaged and abandoned state on a property in NSW. (Sir Henry Royce Foundation - SHRF)

The stories of the Rolls-Royce Silver Ghosts of the Veteran Car Club of Australia (Victoria)

Part 2

A continuation of the story of the 17 Rolls-Royce Silver Ghosts that have been a part of the life of the Veteran Car Club of Australia, Victoria (VCCA Vic). At one time there were a large number of Silver Ghosts in the VCCA (Vic), reflecting the high survival rate of early Rolls-Royce cars in general.

This series covers what we know of the specific cars of the club in Victoria. See our WINTER edition of the 20-Ghost Gazette for part 1.

1910 model – Chassis 1332

This car was originally an elaborate and imposing limousine and sold to an Australian who then exported it to Melbourne. A photo of it with original coachwork fortunately survives. After various owners it was rebodied in 1934 by Supreme Motor Body Builders as a sedan. Supreme was a Melbourne based coachbuilder that is thought to be have been connected to the Sydney coachbuilder Smith & Waddington.

Over many years 1332 had a number of modifications undertaken and indignities imposed in order to modernise the car. It was eventually recovered as a wreck in Jindabyne, NSW in 1955. After a series of owners, it is now owned by Garry Dubois who purchased the car, still in unrestored condition in 1987. It is yet to be seen on a rally however Garry is fitting the chassis with a period correct Roi-des-Belges body from a veteran Talbot, and he is well advanced with a very high-quality restoration.



When new chassis 1332 was a chauffeur driven limousine in Melbourne. The car had hand-painted vertical stripe-work on the elaborate coachwork. (Irwin)



The rear view shows the delightful Roi-des-Belges coachwork currently being fitted. (Berg)



A 2018 photo of chassis 1332 while undergoing restoration in the workshop of Garry Dubois. (Berg)

1910 model – Chassis 1334

Sold new via Kellow Motor Company in Melbourne to a pastoralist in NSW, chassis 1334 was originally fitted with a high sided Barker touring body. The car was subsequently rebodied as a more modern tourer and passed through a series of owners before falling into disuse.

In 1952, well before the formation of the either the VCCA (Vic) or the RROC, and before 'old crocks' came into vogue, Maurice Markoff tendered for the car when

it was a derelict chassis. He purchased it from the Housing Commission who had found it on a sawmill they owned near Beaufort. Maurice paid £25 for the car and had a rather basic replica touring body built during restoration. The car participated in the 1957 Golden Fleece rally to Ballarat and was shortly after sold to a US buyer. For many years it was part of the William Harrah collection, one of 16 Rolls-Royce cars Harrah owned through the 1960s, 1970s and 1980s. The car was rebodied in the USA, this time in the style of a Mulliner two-seater. When most of the Harrah collection was dispersed in 1988 the car was sold, and it has had a number of owners since. It is also believed to have been rebodied yet again.



This photo shows chassis 1334 when new and bodied by Barker. It was owned by a pastoralist in New South Wales. (Irwin)



The Rolls-Royce Silver Ghost is shown on the 1957 rally during a break at Bacchus Marsh. (VCCA Vic)

Silver Ghosts - Then and Now, Part Two (Cont.)

By Ian Berg



Another view of the car, chassis 1334 on the Golden Fleece rally. Alongside is a FN (Fabrique Nationale) which was also owned by the Markoff brothers. (VCCA Vic)



The Harrah collection featured chassis 1334 in their catalogue in the 1970s and 1980s.

1910 model – Chassis 1363

Originally purchased new by J Herbert Syme (of the Melbourne Age) this Rolls-Royce was fitted with a full sided Barker touring body but with no windscreen. It was rebodied as a more modern tourer in the 1920s by Angus and somewhere around 1930 the car was again rebodied as a sedan by Cheetham and Borwick, coach builders in Melbourne.

This was a frequent practice on many early Rolls-Royce cars by a number of coachbuilders. It was most commonly done however by Martin and King, who were



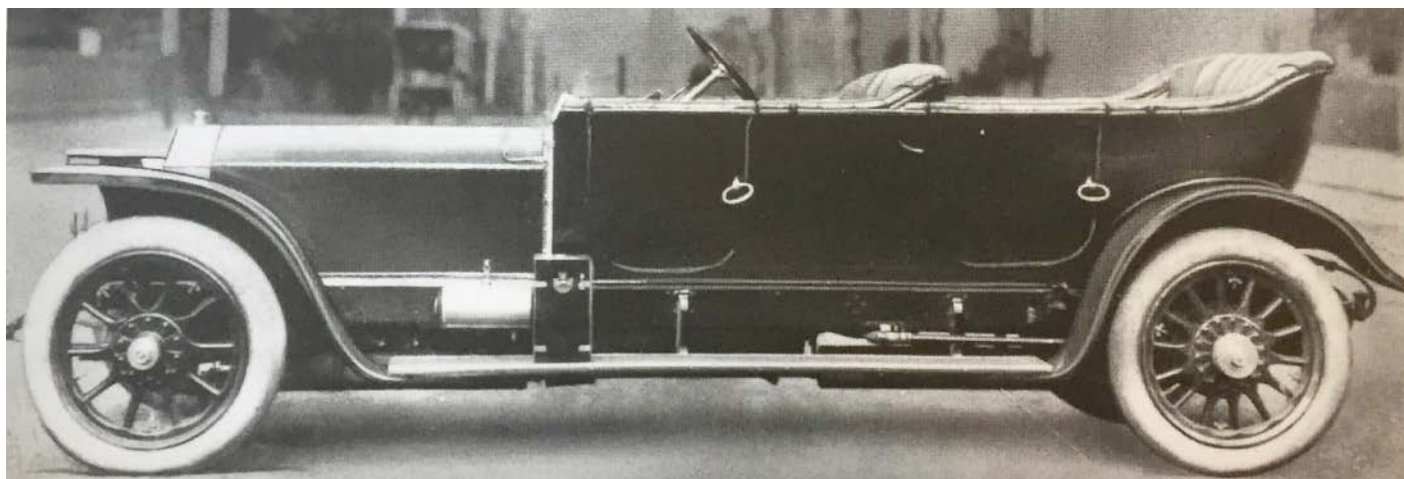
Photographed in 2016 in the workshop that was used for many years by John Griffiths, it still retained the Cheetham and Borwick body from c1930. (Berg)

also in Melbourne. Quite a number of Rolls-Royce cars were imported as second hand chassis to be rebodied by Martin and King in the early 1930s.

The car is one of the last remaining unrestored pre-war Silver Ghosts in Australia. It was owned and driven for many years by John Griffiths but rarely if ever participated in a veteran car rally. John had purchased the car in 1958 and with the help of Giff Hatfield towed it to his home in Hawthorn behind John's Rolls-Royce Phantom I. Following John's passing, the car was sold in 2017 and it has been recently purchased by Robert Stunden. I understand that Robert is to commence a full restoration including the reproduction of a period body faithful to the original style.



A family photograph of the car when owned by JH Syme. (SHRF)



Chassis 1363 when new as photographed by Algernon Darge

1910 – Chassis 1425

This car was originally fitted with a Barker landaulet body for a South Australian buyer. It was found in around 1954 by Gavin Sandford-Morgan in largely original condition, except that the original body had long been removed and the car was being used as a farm hack. Gavin negotiated it's purchase, drove it the 60 miles to his home and then undertook restoration to a high standard using a period correct Roi-des-Belges body. Gavin was determined to complete the car in time for the first Golden Fleece Rally to Ballarat in 1956. It performed on that rally with distinction in the hill climb and a speed event, and impressed many with its effortless power and grace.

Reg Hunt acquired the car in 1958 and was to own it for over 30 years, participating for many years on veteran car rallies, as well as the 1970 International Veteran

and Vintage Rally and other interstate rallies. In 1959 Fred Miller-Robinson and Reg Hunt drove 3000 miles in 1425 to Brisbane and back in order to participate in the Centenary of Queensland rally which was run between Brisbane and Surfer's Paradise. The trip was not without incident and the challenges included a sheared drive dog on the rear hub. Fortuitously (incredibly), they were carrying a spare and were able to proceed after some challenging repairs.

For a period of time chassis 1425 was also on display in Reg Hunt Motor's car showroom on Nepean Highway Elsternwick. The car for many years was then under the stewardship of Ian Irwin in Canberra and used as a reference vehicle while Ian was restoring his own Silver Ghost (chassis 1404). Chassis 1425 now resides in Melbourne, the owner being a resident of the UK.



The 1959 VCCA (Vic) rally overnighted at the Lord Mayor's Holiday Camp at Sorrento as it did for a number of years at this time. Chassis 1425 was at this time owned by Reg Hunt and pictured is Mavis Hunt. (VCCA Vic)



The elegant proportions of the period body fitted at the time of the restoration are clear in this photo. The rear part of the body was found when it was being used as a garden seat next to a suburban tennis court. (Irwin)



Chassis 1425, entrant number 32 on the Golden Fleece rally of 1959. Alongside is Jim Cooper's 1914 chassis 40YB. (VCCA Vic)

Silver Ghosts - Then and Now, Part Two (Cont.)

By Ian Berg



Gavin Sandford-Morgan is shown the day he acquired chassis 1425 from a property where it had been undertaking general farm duties. (Irwin)

1911 model – Chassis 1520

Originally built as a Hooper bodied Landaulet the car came to Australia in 1914 and was owned by Sir William Charles Cooper of Sydney. It was thought to have been rebodied sometime around 1916 as a tourer. Chassis 1520 subsequently came to Victoria in the 1920s, and in 1965 it became part of the Faris Palfreyman collection in Ingleside, Queensland. Palfreyman had assembled a large collection of veteran and vintage cars including an extraordinary 18 Rolls-Royce Silver Ghosts. Eleven of the Silver Ghosts were auctioned off in 1969 while a number of the veteran Ghosts remained with the Palfreyman family for some time.

The car has been owned by Robert McDermott since 1991. Driving chassis 1520, Robert entered the 1995 Targa Tasmania as competitor number one and it featured in much of the publicity around the event. It won its class and the Denny Hume award. Robert also participated in the ambitious Wholly Ghost tour of central Australia in 1996 along with 40 other Silver Ghosts and their enthusiastic owners from all over the world. Robert has been seen with the car, which displays a delightfully patinated finish at numerous events in and around Melbourne in recent times.



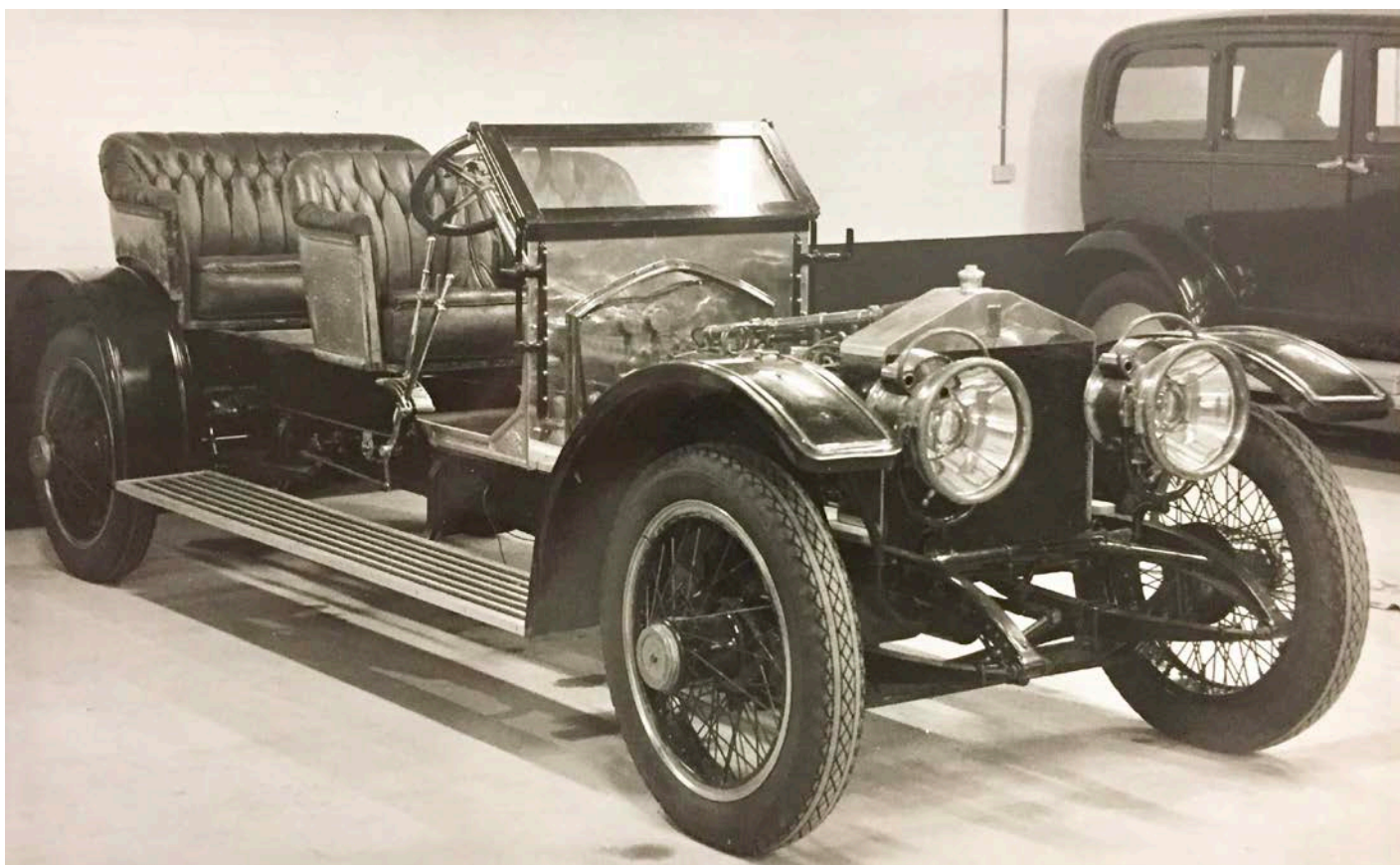
Robert McDermott is shown on the 1996 Wholly Ghost Outback tour shortly after he recommissioned the car. (Praeclarum)



Robert has used the car on many events and shows including the Mornington Great Australia Rally where it was pictured in 2017 (VCCA Vic)



This photograph is from the 1969 Auction catalogue. Chassis 1520 can be seen centre front row.



Chassis 1520 for some years was a part of the Palfreyman collection and is shown here amongst the other Rolls-Royce cars and chassis he owned in the 1960s. (SHRF)

Silver Ghosts - Then and Now, Part Three

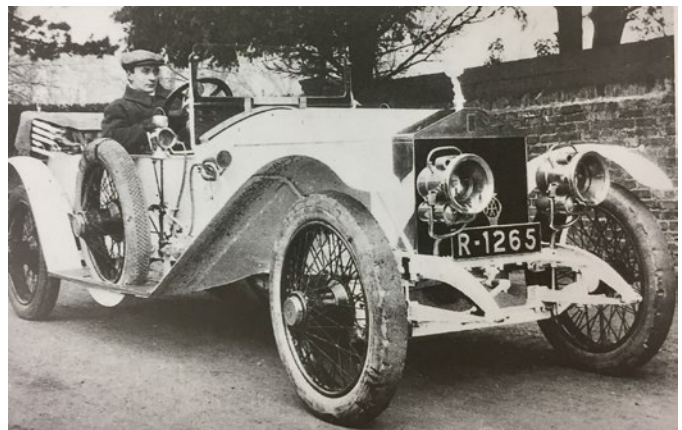
By Ian Berg

The stories of the Rolls-Royce Silver Ghosts of the Veteran Car Club of Australia (Victoria)

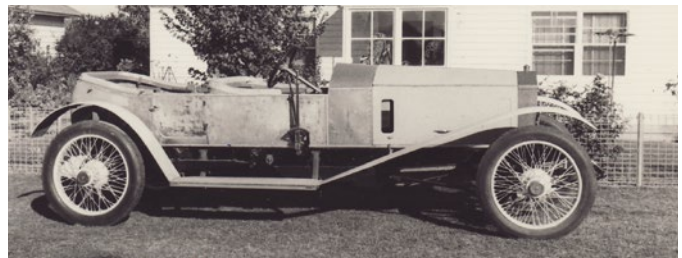
The continuation of the story of the Rolls-Royce Silver Ghosts of the Veteran Car Club of Australia, Victoria (VCCA Vic). See Winter and Spring issues of the 20-Ghost Gazette for parts 1 and 2.

The Mystery 1912 model - Chassis 1826E

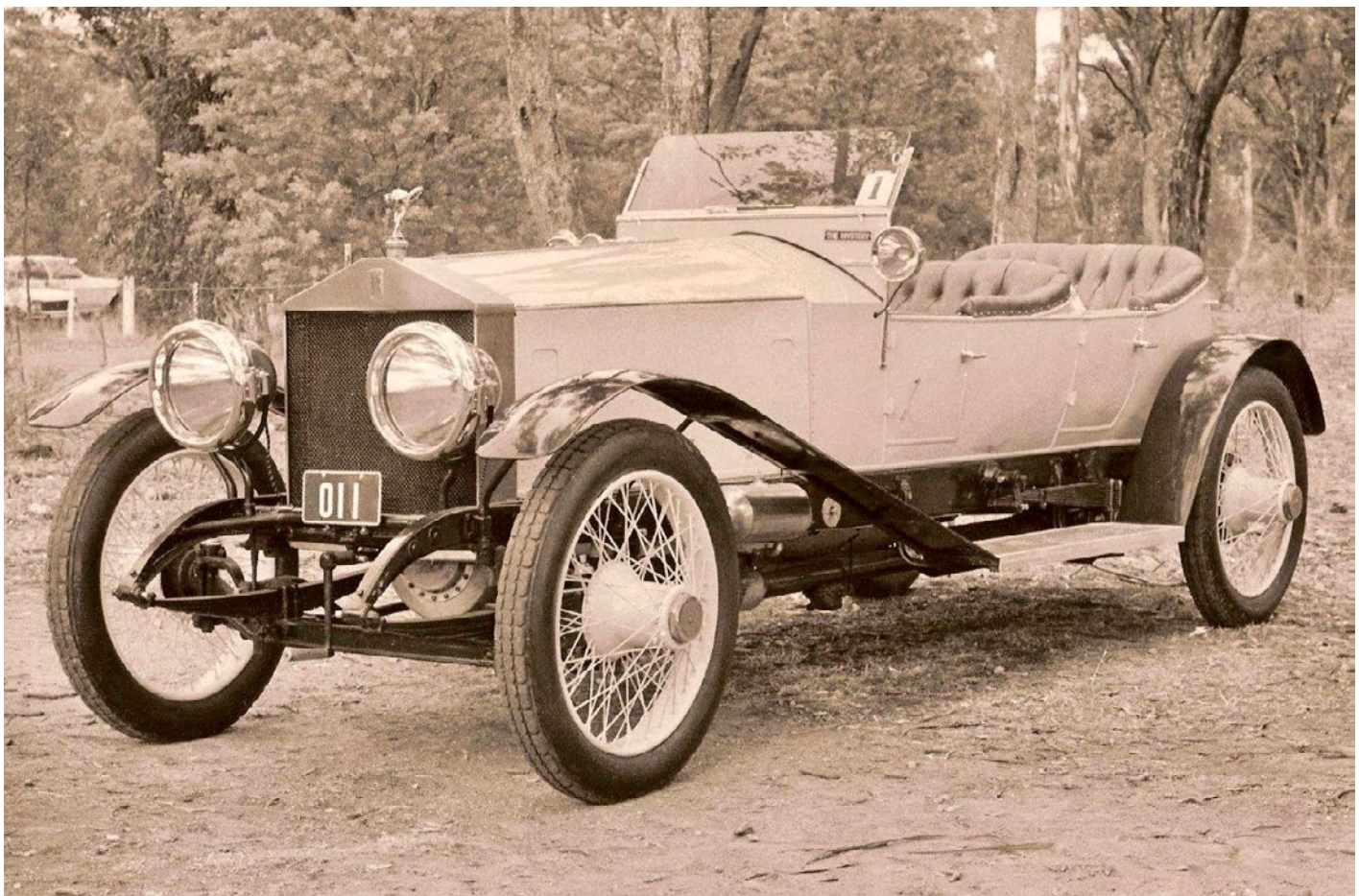
This is arguably the most interesting and historically important Rolls-Royce to have been in the VCCA (Vic). Originally the personal car of Claude Johnson, Managing Director of Rolls-Royce, it is a London to Edinburgh model, being a 'duplicate' of the famed Rolls-Royce which ran non-stop between London and Edinburgh in top gear and later lapped Brooklands at over 100mph. 1826E also accompanied the factory team cars in the 1913 Alpine Trials as an observer car. Only fourteen of the London to Edinburgh cars had the underslung rear suspension and 1826E is one of them. Rolls-Royce sold the car in 1915 and after a succession of owners it came to Melbourne sometime around 1927. Further ownership ultimately saw the car as an abandoned wreck on a farm in Donald, Victoria. It was from there that Val Stocks, a prolific restorer of cars purchased it for £5.



The car was the personal car of Claude Johnson and was used as a trial car including trips to the Continent. (Irwin).



The car is pictured during restoration in front of Val Stocks house. (VCCA Vic)



When Val Stocks restored the car in the late 1960s and early 1970s he was able to use a substantial amount of the original bodywork (VCCA Vic).

Amazingly, Val purchased the car the same weekend that he acquired Silver Ghost chassis 1230, a chassis that was subsequently resold a number of times and was ultimately shipped to the UK in 1982 where it was restored and is believed to remain.

Once he had it on the road Val participated in 1826E in a number of veteran car and RROC rallies in the 1970s. The car was sold by Val in 1979. For several years it was on display at Robert McDermott's workshop and later the York Motor Museum in Western Australia. It was acquired by a US collector, Rick Carroll in 1986. The car was then completely re-restored in the UK by specialist Jonathan Harley who had purchased it on behalf of Carroll who was a well-known collector of quality cars.

The car was given a name The Mystery by Claude Johnson, as was customary for important or company owned examples of the Silver Ghost in this era.

In 1990 Stanley Wanlass, an internationally known automotive sculptor and painter produced a series of hand-painted bronze sculptures, including a couple out for a drive in their 1912 Rolls-Royce Silver Ghost. The model for this sculpture was The Mystery, chassis number 1826E.



This photo was taken in 1988 following its second restoration in the UK. (VCCA Vic).



The bronze sculpture of 1826E by Stanley Wanlass. This photograph is from the RM Sotheby's catalogue when the sculpture was sold in 2017 for US\$43,000.

'The Eilya Ghost' – 1912 Model - Chassis 1910 E

Chassis 1910E has had an interesting life and was quite active in the veteran car rallies as well as those of the RROC of Australia. Originally produced with a Laundaulet body by Mulliners it was initially registered in the UK. It came to Melbourne after being purchased by a prominent pastoralist Albert Austin who resided in Toorak and owned various properties in Victoria and New South Wales. The Toorak house, in Albany Road had the name Eilya, and the name came to be extended to the car.

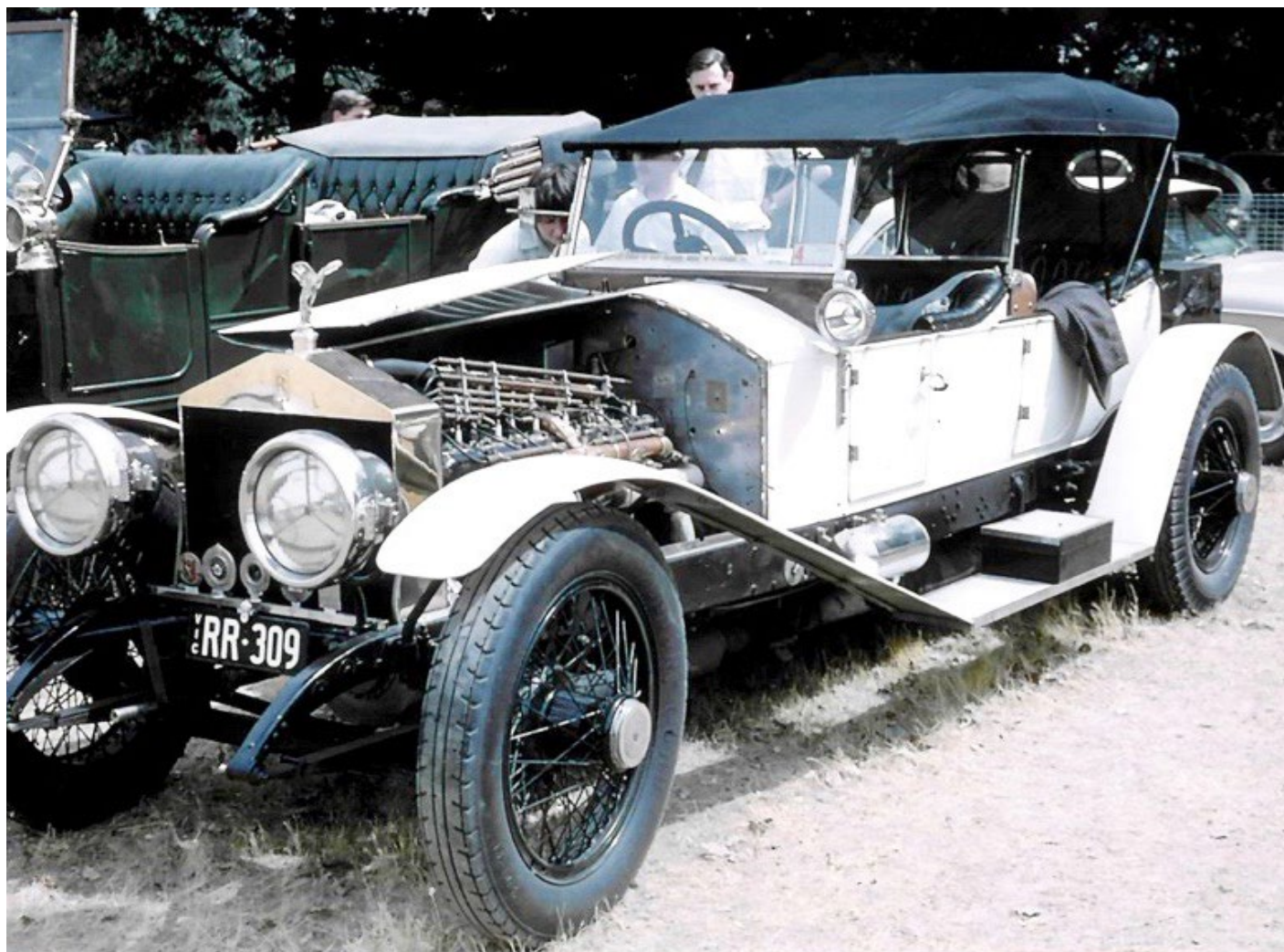
Having numerous owners and being rebodied with a Martin and King sedan body at some stage in the 1920s, it ended up in a backyard in Camberwell and was found sitting alongside chassis 60922 (see above). Fred Miller-Robinson acquired the car and completed the first restoration having had a replica London-Edinburgh body built for the car, by Horner and Ward.

Fred used the car extensively, the first rally being the 1960 veteran car rally to Sorrento. In 1961, along with Jim Cooper in his 1914 (chassis 40YB) Fred undertook an 828-mile journey in 1910E. This was a 50-year re-enactment of the original 1911 London to Edinburgh run conducted by Rolls-Royce. Fred and Jim's cars had the other forward gears locked off so that the re-enactment would be true to the original top gear only trial. The Australian re-enactment was overseen by Stuart Middlehurst and Owen Bailey, and Fred reported on the event comprehensively in the VCCA (Vic) Newsletter of October 1961. The journey took them from Melbourne to Griffith in New South Wales by way of Swan Hill and Balranald, returning through Lockhart, Deniliquin and Echuca. The 1914 model (chassis 6TB) owned by Claude Reilly also accompanied them to Swan Hill.

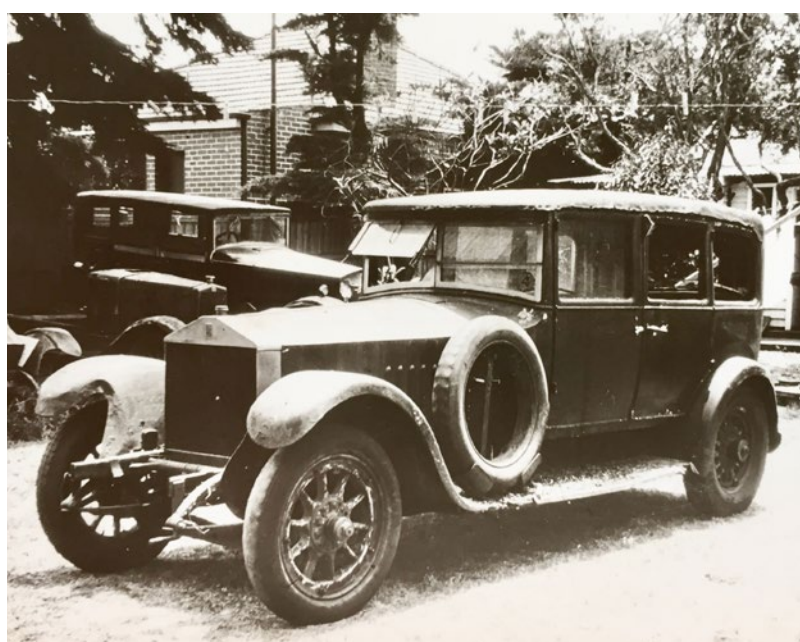
In 1970 the car was sold to Jack Jeffery in Sydney, and then it went to Western Australia, ultimately to return to Melbourne in the hands of David Jones. David commissioned additional restoration work including a vivid red paint job. It participated in a number of rallies in the early 1990s. The car was then sold again and is most recently reported as being in England. It now has a replica Roi-des-Belges body refitted to the chassis. A series of mechanical modifications that were made at the time of the earlier restoration have now been corrected, returning it to the original specifications.

Silver Ghosts - Then and Now, Part Three (Cont.)

By Ian Berg



Chassis 1910E is pictured on the 1965 annual VCCA Victoria veteran rally at Bendigo when owned by Fred Miller-Robinson. (VCCA Vic).



As found, with a later Martin and King body but still retaining its original wheels most likely cut down to a smaller tyre size. (Sir Henry Royce Foundation).



The car is pictured c1917 with the original Mulliner landaulet body. (Irwin).



The car as it is now having been rebodied in England c2004. (Praeclarum).



David and Diana Jones are pictured with the car chassis 1910E at the 1992 annual VCCA Victoria rally. (VCCA Vic).



Silver Ghost chassis 1997 is pictured on the 1996 annual VCCA Victoria rally. (Berg).

1912 model – Chassis 1997

This car was sold new via Kellow Falkiner to John Warren-Swanston who was later to become Lord Mayor of Melbourne. It was originally bodied by Barker as a tourer.

Photos of the car from the Australian War Memorial Archives show it being used at a training camp in Broadmeadows for recruits of the AIF. Likely the car was on loan by Warren-Swanston. It appears however that on this day that the Rolls-Royce needed assistance. The tow car shown is a Panhard Levassor supplied and owned by Kellow Falkiner.

In the early 1960s and after various owners, chassis 1997 was acquired by, and ultimately restored by Eric Rainsford in South Australia. The remains of a Barker limousine body from a Daimler of similar era were used in the restoration.

Eric Rainsford shipped the car to the USA in 1979 and it was an award winner at various RROC concourses celebrating the 75th anniversary of Rolls-Royce, as well as at Pebble Beach. The attention to detail and quality of the restoration was outstanding, with particular regard paid to the interior and fittings. The car was sold to David Jones in Melbourne in 1994 and participated in a number of veteran car rallies including the 1996 annual rally to Morwell and 1997 rally to Ballarat. Rolls-Royce chassis 1997 was to be the recipient of numerous VCCA (Vic) and RROC awards over a number of years.

The car was sold to an overseas buyer in 2005.



A tow was required at the AIF training camp when the car failed to proceed. Photo c1915. (Irwin).



The car was the overall winner of, and is pictured at the 2004 RROC concourse. (Praeclarum).

Silver Ghosts - Then and Now, Part Three (Cont.)

By Ian Berg



The Silver Ghost is shown at the Landsdowne Street at the start of the 1959 rally which was the first outing for the car following restoration. Seated in the back are Mrs Markoff and Mrs S Brandt. (VCCA Vic).

1912 model – Chassis 2006

Maurice Markoff purchased this car in 1958 where it laid disused in a shed for many years. The car, originally a Laundale was carrying later sedan bodywork at that time. The first owner of the car was JM Niall of London and Melbourne, who was Managing Director of Goldsbrough Mort. Chassis 2006 is what is referred to as a brass finish car which is somewhat unusual as most Silver Ghosts were in nickel finish at this time.

Maurice restored the car and had a replica Roi-des-Belges body constructed by Doug Horner in Melbourne. The car was painted deep maroon and had white leather upholstery. It had its debut at the 1959 annual veteran car rally where it jointly won best restoration of the year along with Fred Miller-Robinson's 1913 Silver Ghost, chassis 2320E.

Maurice used the car on many local rallies as well as interstate events through the early 1960s, and he referred to it as 'the love of his life'. It was placed on the international market in 1965 and sold to a USA buyer. Since then the car has been rebodied again, in more authentic style, and has also spent some time in a collection in Denmark. In 2016 the car was sold at Bonhams Auctions in Scottsdale.



The return trip through the bayside suburbs on the 1959 rally. (VCCA Vic).



The car as it is now and photographed for the Bonhams auction catalogue in 2016.

Silver Ghosts - Then and Now, Part Five

By Ian Berg

The stories of the Rolls-Royce Silver Ghosts of the Veteran Car Club of Australia (Victoria)

The final part to our series on Silver Ghosts of the Veteran Car Club of Australia, Victoria (VCCA Vic). See the immediate prior issues of the 20-Ghost Gazette for parts One to Four of this series.

1914 model – Chassis 6TB

Originally owned by Mr (later Sir) Edward Owen Cox, a Sydney businessman and philanthropist, chassis 6TB was a fully equipped London-Edinburgh chassis and fitted with a Barker torpedo three door touring body. The car was chauffeur driven and owned by Sir Owen until around 1927. It subsequently changed hands a number of times and ended its service life in Casterton, Victoria having been fitted with a vintage Delage Weyman style sedan body.



Sir Owen Cox is pictured in the car still retaining its original coachwork in 1923 when the car had completed 30,000 miles. (SHRF)

It had thrown a connecting rod through the crank-case and was at the time of recovery in a derelict condition.

The car was purchased by Claude Reilly from Geelong and together with Jim Bickett and Bill Morgan they rebuilt it, in the process fitting a fairly basic London-Edinburgh style body which they painted in British Racing Green. Jim Bickett was responsible for the daunting salvage of the badly damaged engine.

The car won the RROC Victorian Concourse in 1960 and also participated in the 1960 and 1961 veteran car annual rallies as well as other events of the time. It was ultimately was to pass through the Palfreyman collection in Ingleside, Queensland and was then owned by George Harris from Sydney.



The car is shown when fitted with the Delage body. (SHRF)



Photographed in 2016 at P & A Wood, Rolls-Royce dealers in the UK, chassis 6TB still presents very well. (Berg)

Silver Ghosts - Then and Now, Part Five (Cont.)

By Ian Berg

In 1979 George and Jim Redman drove 6TB from Sydney to Perth across the Nullabor for the Federal RROC rally of that year. The drive was done in an extraordinary 46 hours 57 minutes at an average speed of 55.76 mph. Subsequent owner and current Club member, John Milverton had the car rebodied by Vintage Motor Garage in New South Wales in 1992, and used it extensively including in the 80th Anniversary event of the Rolls-Royce success in the 1913 Austrian Alpine rally. The car has been a great performer, and this is testament not only to Rolls-Royce but also to those who have revived its fortunes in latter times.

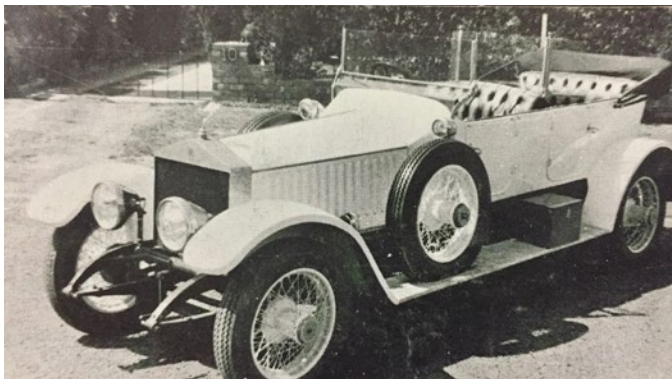
For some years the car has resided in the UK and was very recently sold by Rolls-Royce specialist P&A Wood.



Chassis 6TB Photographed on the 1961 Golden Fleece Rally when entered by Messrs Reilly Bickett and Morgan. (VCCA Vic)

1915 model – Chassis 3AD

Little is known of this car until it came into the ownership of Harry Markoff in 1959. Harry and Maurice Markoff were motor car dealers and between them



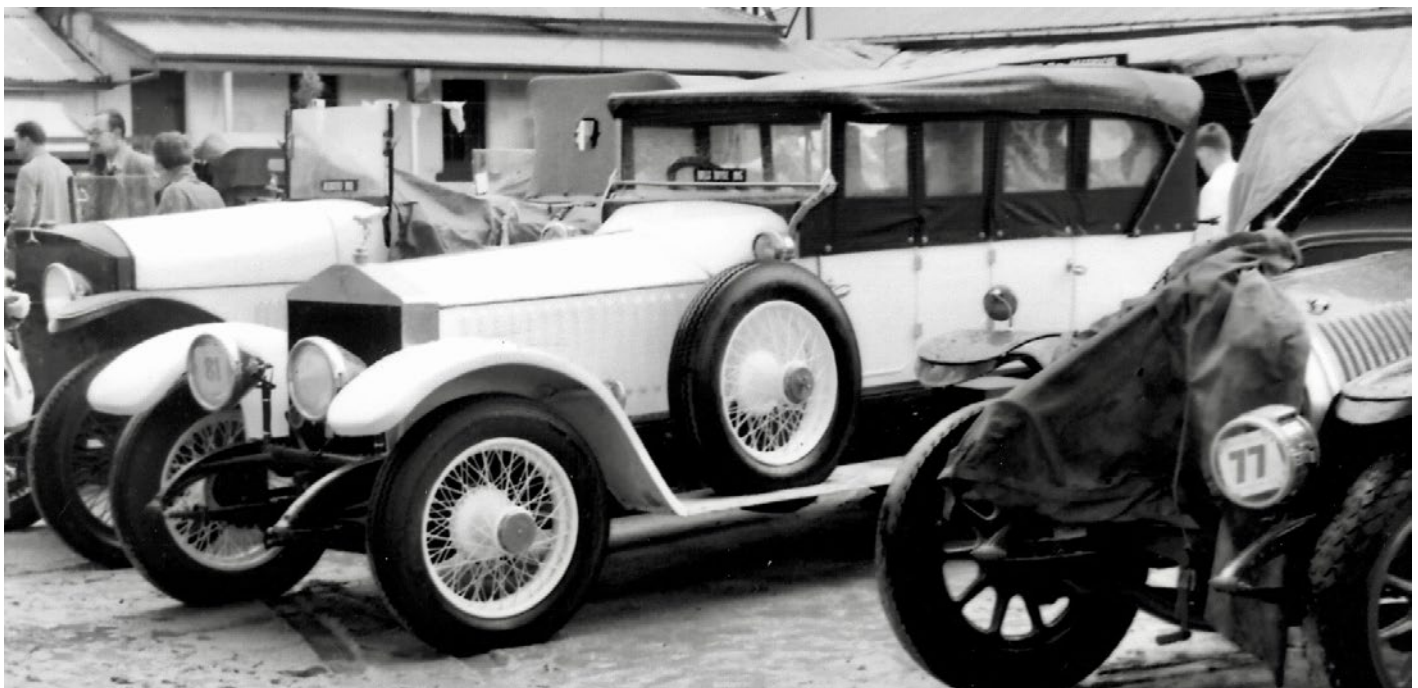
The car was advertised in the December 1963 issue of the Flying Lady, the publication of the Rolls-Royce Owners Club of the USA.

owned a number of Rolls-Royce Silver Ghosts as well as numerous other veteran cars, including De Dion Bouton, Phonomobile, Napier, FN and others. Many of these cars participated in veteran car rallies in the early years of the VCCA (Vic).

Some of the cars remain in Australia, and others have been exported. Rolls-Royce chassis 3AD was restored by the Markoff brothers and participated in the 1960 Golden Fleece Rally to Sorrento, and the 1961 Rally also to Sorrento.

The tourer body was a built during its restoration by Alan Wilkinson of Keilor, the original body being a landaulette by Mann Egerton of Norwich in the UK.

The car was sold to a USA buyer by Maurice Markoff in 1964.



Chassis 3AD is pictured at the Lord Mayor's Holiday Camp at Sorrento which was the stopover for the Golden Fleece Rally in 1960. (VCCA Vic)

The original Silver Ghost, AX201, chassis 60551

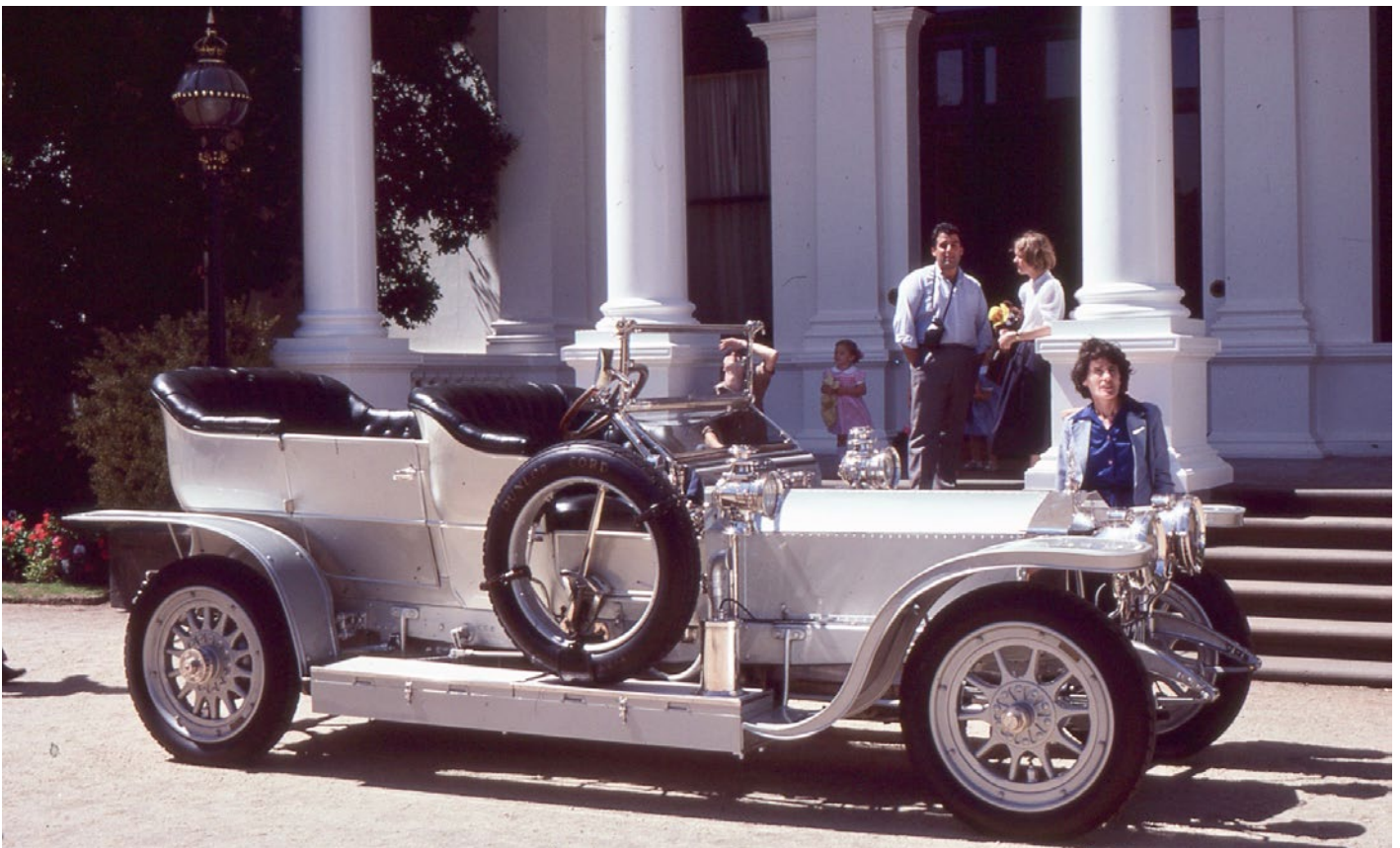
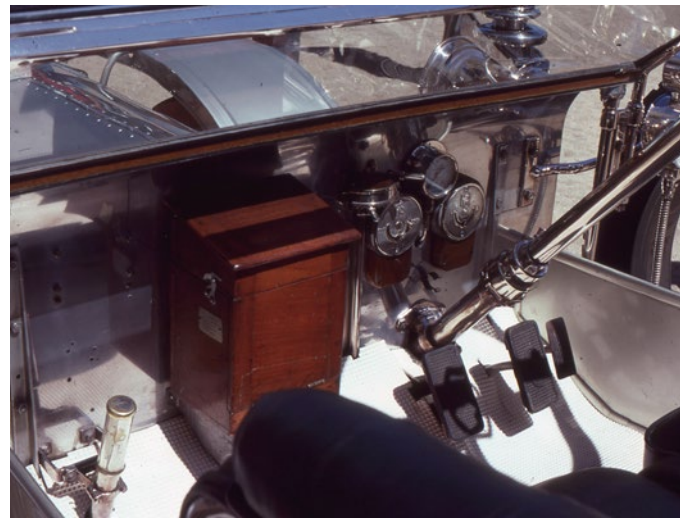
In 1984 Rolls-Royce celebrated the 80th anniversary of the meeting of CS Rolls and FH Royce. In March of that year the original 1907 Silver Ghost, AX201 was brought out to Australia. At this time the car, one of the most famous cars in the world, made an appearance at the Melbourne Motor Show and was also displayed at Government House in Melbourne. It went on to be shown in Brisbane, Sydney, Adelaide and Perth.

Technically this car, the 12th chassis produced and then retained as a promotional vehicle by the company is the only real Silver Ghost. The term arose when Claude Johnson named the car, 'The Silver Ghost' for its colour and 'extraordinary stealthiness'. It was extremely quiet, reliable and powerful. Following the success and fame of this vehicle the term came to be used for all 40/50hp models from 1907 until the Rolls-Royce Phantom was introduced in 1925.

The car had been in the ownership of Volkswagen since 1998. It was used on occasions as a promotional and heritage vehicle, having been bought back by Rolls-Royce in 1948. Recently the car has been sold to Sir Michael Kadoorie, who is a member of the 20-Ghost Club.

AX201 has certainly not been a car of the VCCA (Vic) or RROC, but as the original Silver Ghost is historically very important and having visited Australia certainly rates mention in this article.

Rolls-Royce Silver Ghosts were made between 1906 to 1926 and the cars have a relatively high survival rate. Many were rebodied more than once, the chassis having long survived the original coachwork. Of the 86 veteran Rolls-Royce Silver Ghosts which originally came to Australia it is thought that approximately two thirds still exist. Many of them however have been sold overseas but there are those that do remain. Australia was a good market for Silver Ghosts and in the life of the VCCA (Vic) and the RROC in Australia they have been well represented over the years. Hopefully we will continue to see and enjoy these remarkable cars well into the future.



AX201 is shown at the steps of Government House in Kings Domain, Melbourne in March 1984. Many members of both the VCCA (Vic) and the RROC were able to view the car on its Australian tour at that time. (VCCA Vic)

Silver Ghosts - Then and Now, Part Four

By Ian Berg

The stories of the Rolls-Royce Silver Ghosts of the Veteran Car Club of Australia (Victoria)

The continuation of the story of all the Rolls-Royce Silver Ghosts of the Veteran Car Club of Australia, Victoria (VCCA Vic). See the three immediately prior editions of the Gazette for parts one, two and three.

1912 model - Chassis 2009

This car was originally ordered by Mrs Eliza Hall, best known as benefactor for The Eliza Hall Institute of Research and Pathology at Melbourne University.

The car was originally fitted with a Barker Landaulette body. It was subsequently owned by Otway Falkiner a pastoralist and at one time manager of FS Falkiner and Sons, owners of reputedly the largest merino stud in the world. In 1919 he commissioned a new touring body for the Rolls-Royce by James Flood of Melbourne. The accompanying photo of the car with the later Flood body shows it on an extended tray Reo truck following a broken axle when on a shooting expedition near Deniliquin, around 1929.

In later years it was owned by Fred Miller-Robinson in chassis form, and ultimately was to be restored by Eric Rainsford in South Australia who constructed a Roi-des-Belges style body. Since 2004 it has been owned, used extensively and maintained fastidiously by George Forbes. Most recently it participated in the 2018 VCCA (Vic) Annual Rally to Cape Schanck and various day events in early 2019.



The kangaroo chase ended in a broken axle for chassis 2009 when owned by Mrs. Otway Falkiner. (D Lang)



The big seven litre engine of the Silver Ghost. Nothing beats engine capacity. (Berg)



George and Fiona Forbes are pictured at the RACV resort at Cape Schanck in November 2018. (VCCA Vic)

1912 Model – Chassis 2320E

A Barker touring body was originally commissioned for chassis 2320E and the first owner was Mrs. Henry Richards of Sydney. It then had a succession of owners but at one time was owned by George Lansell who was a prominent gold miner in Bendigo. The Lansell family home, Fortuna Villa is a well-known Bendigo mansion which for many years was owned by the Defence Department.

Lansell had the car rebodied by Cheetham and Borwick as a sedan around 1929, and it was ultimately to fall into disuse. It was purchased by Fred Miller-Robinson

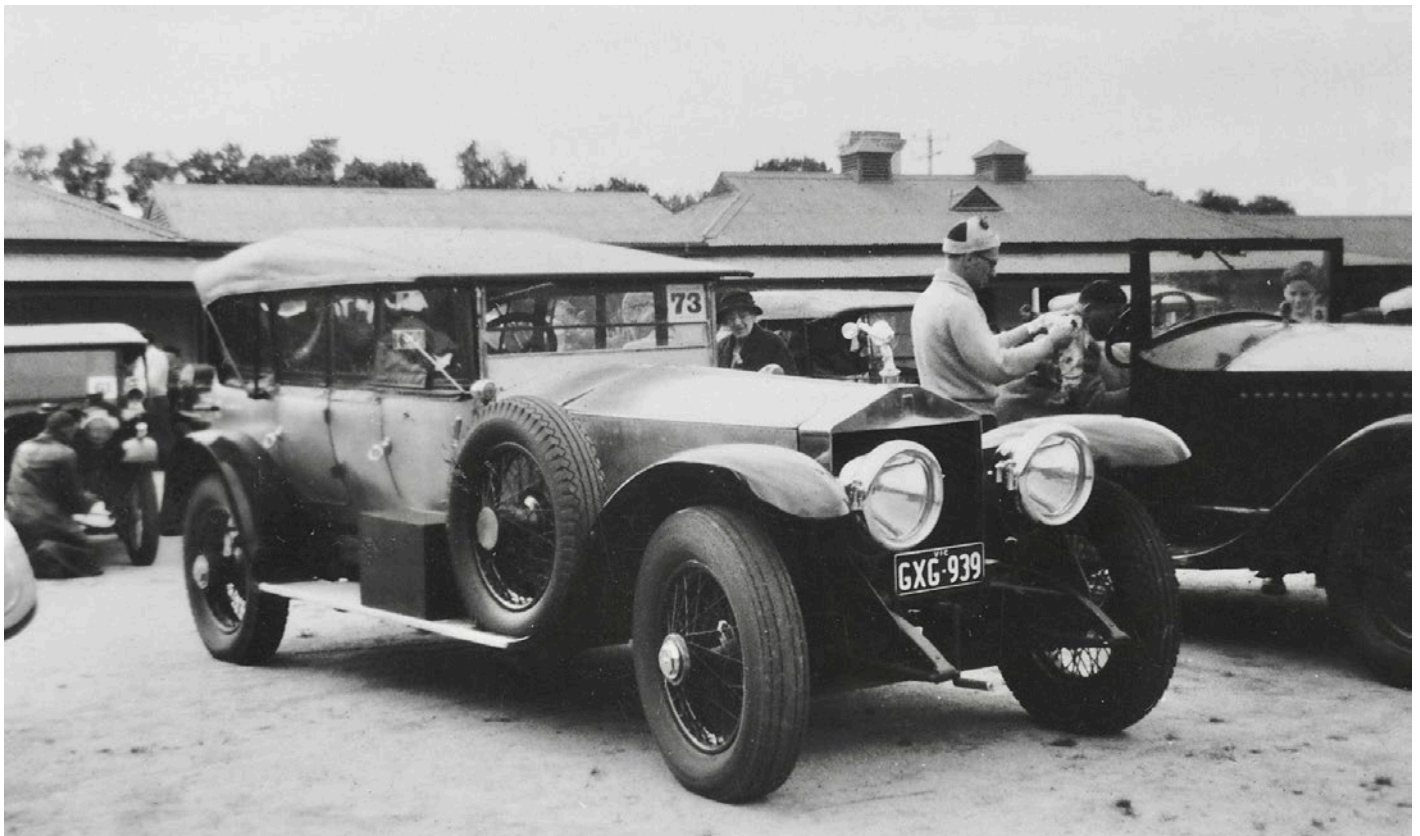


Noel Tishler owned the car in 1984 and it is seen here at the Exhibition Building start of the annual veteran car rally in that year. At this time, it had a red undercarriage, and had been rebodied by Noel. (VCCA Vic)

in poor condition in the late 1950s and he fitted a tourer body from a Vauxhall 23/60. The first veteran car rally it participated in was the 1958 Sorrento annual rally and it shared best restoration of the year with the Markoff Rolls-Royce, chassis 2006. Miller-Robinson sold the car and after a number of subsequent owners it was purchased by Noel Tishler who re-restored the car and built a more appropriate touring body. The car is now owned by Ken Russell who purchased it in 1995.



The car is now owned by Ken Russell and is photographed on the 1997 VCCA (Vic) Annual Rally. (VCCA Vic)



Wearing the somewhat incorrect vintage Vauxhall body, chassis 2320E is seen here at the 1958 VCCA (Vic) Rally. Alongside can be seen Jim Cooper and 40YB, not yet rebodied. The photograph was taken at the Lord Mayor's Holiday Camp at Sorrento. (VCCA Vic)

Silver Ghosts - Then and Now, Part Four (Cont.)

By Ian Berg

The Hordern Ghost - 1913 model – Chassis 2617

Chassis 2617 was ordered by Mrs (Later Lady) Samuel Hordern, of the Hordern retail dynasty of Sydney.

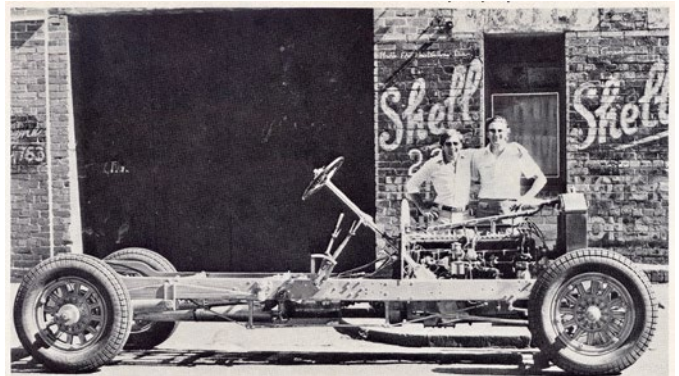
Sir Samuel Hordern had a host of interests and was to become the longest serving President of the Royal Automobile Club of Australia (1910-1912 and 1914-1930).

When new, the car was fitted with a Barker limousine body, and was retained by the family into the 1920s. In 1927 it was purchased by a Sydney firm of undertakers, possibly being used as a hearse. It was later purchased by a collector and stored on a property in Mt. Martha for many years.

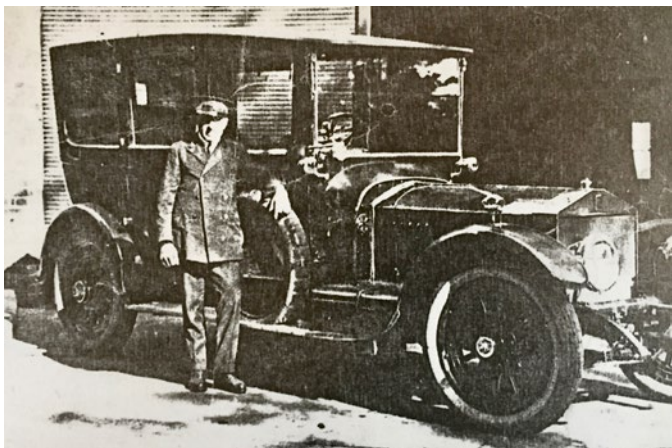
The car, in good complete chassis form was purchased by David Jones and Rob Griffith in 1977. They had the car restored in the UK where it was rebodied by Wilkinson of Derby in the Roi-des-Belges style, including coachwork brush-painted in the traditional manner.

David and Rob participated in the 25th Anniversary VCCA (Vic) annual rally to Ballarat in the car in 1980. A multi award-winning car it won best veteran of the year, VCCA (Vic) in 1981 as well as a number of RROC awards in 1980 and 1981.

The car was sold to the USA in 1985 and has appeared in various collections and auctions since.



Rob Griffith and David Jones are pictured next to the running chassis prior to shipping it to England for restoration. (R Griffith)



When new the car was fitted with a limousine body and is pictured here. (Irwin)



In 1984 the original Silver Ghost AX201 was on display at Government House Melbourne. It is pictured alongside chassis 2617. (VCCA Vic)



Photographed at the Quail Lodge Auction in Monterey in 2014 the Hordern Ghost was at one time in a collection in the Channel Islands. (Photo courtesy Bonhams)

1914 model- Chassis 40YB

Chassis 40YB was to be driven 'in the raw' on the 1958 Golden Fleece Rally by an enthusiastic Jim Cooper.

Jim had been looking for a Silver Ghost since watching the Sandford-Morgan 1910 model gracefully participate in the hill climb event at Anthony's Cutting just outside Bacchus Marsh, on the 1956 rally. He eventually sourced 40YB languishing in a shed carrying later Packard coachwork and sitting wheel deep in mud. Following purchase Jim quickly recommissioned the chassis for its debut on the 1958 rally.

The car originally was fitted with Landaulette body by Flewitt and spent its early years in Melbourne with various owners. In 1930 it was fitted with the Packard sedan body and also Packard disc wheels welded onto the original hubs. It was used as a taxi.



As found by Jim Cooper with the vintage Packard body fitted.

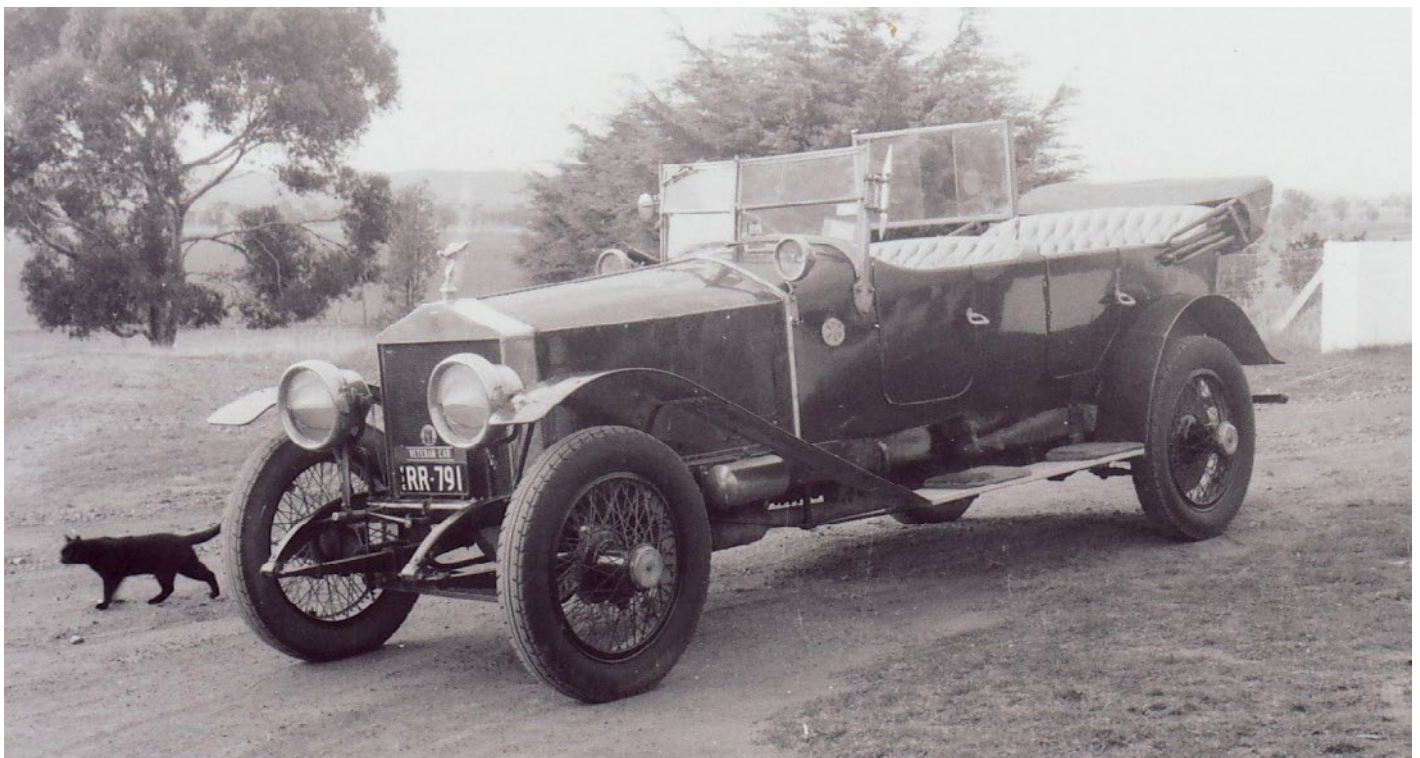
Jim secured a period body from a 1913 Mercedes, coachwork by Waring Bros of Melbourne, from fellow VCCA (Vic) club member Jack Nelson. He fitted this to the restored chassis and in this form he used the car extensively both with the VCCA (Vic) and the RROC.

Together with Fred Miller-Robinson and Chassis 1910E, Jim also undertook the 50th Anniversary Commemoration Run of the top-gear 850-mile London to Edinburgh run. See 1910E description.

Following Jim's ownership, the car went to Sydney and was owned by FL Palmer's Menswear store and used as a promotional vehicle. It was sold to the USA by Rolls-Royce dealer George Sevenoaks to the USA in 1972, re-restored still with the Waring body and used extensively by a California enthusiast for many years. Chassis 40YB was sold at the Goodings and Company Pebble Beach auction in 2009.



The car shown upon removal of the Packard sedan body. In this form Jim Cooper rallied it on the 1958 VCCA (Vic) rally. (VCCA Vic)



Photographed shortly after restoration and incorporating the 1913 Mercedes body. (VCCA Vic)