



above: In 1911 this Silver Ghost 1388 was purchased by Tom Barr Smith of Adelaide as a Salmons landaulet and it passed to his grandson, Jim Gosse, who drove it in a car rally in 1934. It had several other owners in the Barossa Valley region until Colin Angas bought it and used it as a farm utility. Later it went to a farm on Kangaroo Island. Laurie Vinall from Adelaide rescued it and restored it in 1958. It passed to his son David who displayed it here at Collingrove, the Angas family home at Angaston, in June 1995. It has since been sold to Bill Hall in Sydney.



above: Charles Angas of *Collingrove*, near Angaston, bought this Silver Ghost 1524 in 1911 as a Grosvenor brougham and it carried the name *The Dreamer*. In the 1930s it was rebodied and used as a taxi at Port Adelaide, then it went to a couple of property owners in the mid-north before being reacquired by Colin Angas as a farm utility. It was a wreck in 1954 when Colin gifted it to Gavin Sandford-Morgan who passed it on to Charles Wright in 1963. Over many years Charles restored the chassis and personally built a replica brougham shown here at the 1981 Federal Rally. After Charles died it passed to a Sydney enthusiast who removed the body and donated it to the Foundation where it is now on display at Bill Allsep House. A new replica body is being built by Roger Fry.

below: The chassis of GRO4, which had come off test on 1st February 1937, had originally been ordered by biscuit manufacturer, Herbert Laing, as a Hooper limousine. When this was cancelled the car arrived in Melbourne as a chassis and a Martin & King saloon was built for James O Watt. After a succession of Melbourne owners it was bought by John and Isobelle Salter from Camberwell. John spent several years restoring the car including enlarging the windscreen and transferring the spare wheel from the boot lid to a side mount. He won the Company Trophy for Best Restoration of the Year in 1983. Rory and Liz Poland from Adelaide purchased the car in several occasions. This car has toured all eastern states to attend events and Rory and Liz spent a month in New Zealand on a Tour in 2009. It is thought by many to be the best looking body built by Martin & King..



From the Sir Henry Royce A Brace of Cars from Gilbert M Ralph

Continuing the theme of displaying cars from where there is an abundance of interesting collection. In preparing the captions I *Rolls-Royce and Bentley*.



above: This photograph of a 1912 Silver Ghost 1997 with Eric Rainsford driving. It was originally imported Melbourne, Sir John Swanston, It had numerous owners by Eric Rainsford in Adelaide. He restored it using a B was bought by David Jones of Melbourne. It has won r is now in a mu



above: This Springfield Silver Ghost 353LF is now owned to Sarah Duke by her husband, Benjamin Duke, in 1 American Tobacco Company. James Duke bought Char consulted over the formation of Rolls-Royce of America by Ray Dietrich of LeBaron. This "Mayfair" Town Ca range. David says 352LF is superbly built and finished its \$15,800 you could have bought three Cadillacs, or years it was brought to Australia in 1994, virtually 100

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om each State I have moved to South Australia
resting cars. Here are a few selected from my
admit having been aided by reading:
in *The Sunburnt Country*.



was taken at Katoomba during the 1990 Federal Rally
d new as a Barker tourer by one-time Lord Mayor of
ers until 1960 when it was bought as a derelict chassis
arker limousine body from a 1912 Daimler. In 1990 it
more awards than any other Rolls-Royce in Australia. It
seum in Spain.



owned by David Forward. He told me that it was given
1924. Brothers Benjamin and James Duke owned the
les Rolls' shares after his death, and the brothers were
ca. They made their own bodies which were designed
ar was the most expensive in Springfield's extensive
d, still without rattles or creaks after ninety years. For
sixty-two Model T Fords! After lying in a barn for thirty
% complete, and was restored with the utmost fidelity.



above: In 1924 this 20, GAK33, came off test and was fitted with a Hooper landalette body and shipped to Australia where it was purchased by D A Craig of Sydney and later Penfold Hyland. In about 1948 it was fitted with a roadster body. Neil Collins bought it later and had Peter Lamb fit a replica Maloney boat-tail. Gavin Sandford-Morgan bought it in 1980 and a couple of years later sold it to Bill Wauchope. It was auctioned in 1997 and has since returned to UK where it is now sold by the Real Car Company.



above: James Chung from Adelaide has owned this 1926 20 GUK76 for many years. It has a rare saloon body with delightful interior furnishings by Bryden & McKay, a small Sydney firm which later changed ownership several times. Originally GUK76 was delivered to Andrew Charlton of Hunters Hill, with a Smith & Waddington tourer body which was replaced by the current body in 1931. It had several more Sydney owners, one of whom had a servo motor fitted and front-wheel brakes installed. It is seen here participating in a slow race at Tanunda.

below: Being a feature on South Australia, I could not resist including this photograph of David and John Shearer's 1897 steam 'car' which I saw when on a Rally. Whilst it has nothing to do with Rolls-Royce it is an important part of South Australia's transport history. Researchers agree that it is the oldest surviving Australian-built car. It has a wood-fired boiler operating at 350psi and a twin cylinder vertical steam engine driving the rear wheels by chain. David Shearer Ltd was an agricultural machinery-manufacturing enterprise located at Mannum on the River Murray. The vehicle is on display at the National Motor Museum at Birdwood, a popular destination for motoring enthusiasts.

