

# From the Sir Henry R Interesting Items

Gilbert Ralph HLM

This edition continues the look through Archive of photographs of motor cars together

**right & below:** Here is an unusual door lock and key fitted to 1929 Phantom I, 73KR, a Windovers saloon. Delivered new to Charles Alexander of 'Tocal', Paterson, NSW. Owned by a number of Club members, including Max Roberts, and more recently by John Milverton, who carried out a superb restoration. It was sold to a Scone businessman, Allen Dunlop, who has donated it back to 'Tocal' and 73KR is housed once again in the 'Stone Barn'.  
The shop is for sale not the car!



**below & bottom:** These functional luggage brackets were an original fitting above the boot of John and Sofija Virgo's impressive 1934 Phantom II, 80SK, LWB Arthur Mulliner limousine. Arthur Mulliner Ltd of Northampton progressed from carriers to become one of England's premier coach-building enterprises which, during the 1930s, introduced the concept of incorporating the side lights into the front mudguards as on this car. They ceased building motor bodies at the outbreak of World War II in 1939 and never resumed after the War.



**above & right:** This hood holding bracket was common on American cars in the 1920s so I was surprised when I discovered it on David Vann's 1923 20hp, 67H8 in Queensland. The explanation lies in the fact that the tourer body was built by Peel Ltd of South Brisbane. It is the only body they ever fitted to a Rolls-Royce. The hood bracket is a proprietary item found on numerous makes of cars in that era. This car is now owned by Michelle and Mark Jensen in Brisbane.





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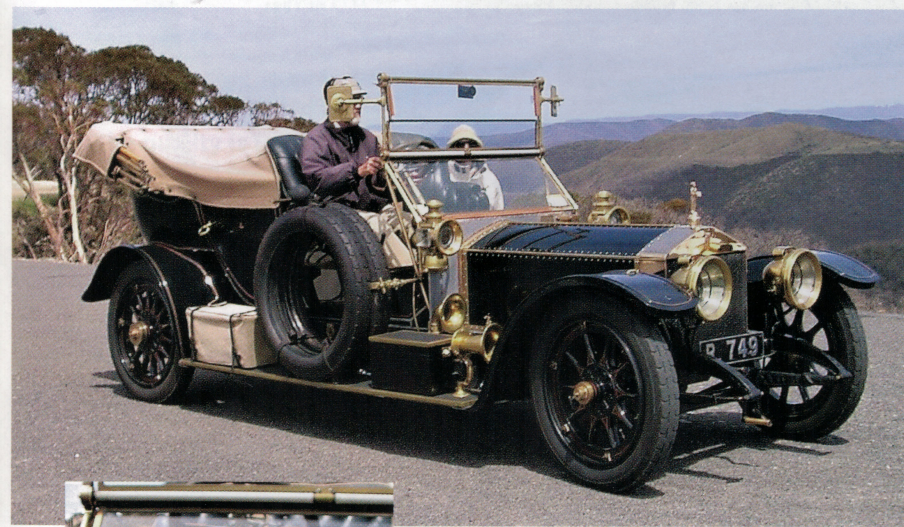
erial a little more closely. Here are a combination  
 an item of particular interest on that car.



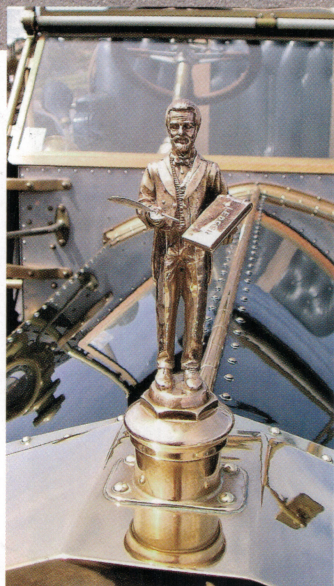
**left & above:** This striking-looking 1911 Silver Ghost, 1749, came to Australia in 1914 having been purchased by Miss Edith Walker of 'Yaralla' in Sydney and over subsequent years it had numerous owners and body changes until acquired by George Green. It is now owned by Adrian Garrett of Bay of Islands, New Zealand. I saw the car on a rally in Southern NSW years ago and was curious about the unusual wheel nuts. When I enquired about them Adrian explained that the original wooden wheels became loose and were replaced with wire-spoked wheels and they had to make the large octagonal nuts, and a spanner, so as to be able to tighten them sufficiently. They are unique.



**left & below:** This long wheelbase 1924 Silver Ghost 123EM car came to Australia in 1924 with a Park Ward all-weather body. It has had many owners prior to being rebodied by Dubois of Melbourne in the 1990s. Narrow bodied tourers like this have difficulty accommodating the gear and hand-brake levers within the body and as in this case the brake lever was reshaped to fit outside the body. Since being rebodied this car has been owned by Rex Vincent of Sydney and he and his wife, Nora, have participated in many rallies in Australia, South Africa and New Zealand.



**below & bottom:** David Jones fitted this tastefully made nameplate to his 1920 Silver Ghost, 15CW, Barker tourer in recognition of the name of original owner's property, 'Nareeb', in Toorak, Victoria. The car was not delivered to Alice and Gertrude Simpson at the 'Nareeb' estate until March 1922 and remained in the family until acquired by David Jones at auction in 1964. 15CW has won multiple awards in both Federal and Branch Concours and Age and Authenticity events over a long period.



**above & left:** Personalised mascots were common on earlier cars but this is a relatively new mascot on an early car. This unique mascot was sculptured and cast for Tony Dyas by David Gillings, son of Barrie and Margaret Gillings of NSW Branch. You will note that it depicts an accountant, complete with a quill, which reflects Tony's position at the time - Treasurer of the 20 Ghost Club in London. It is seen here at Mt Buller fitted to Tony's 1909 Silver Ghost, 1179, which he brought to Australia in 2003 to participate in an event in the Australian Alps.

