

Rolls-Royce and Bentley in the Sunburnt Country: the first fifty years in Australia

Supplement, May 2019

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'*Sunburnt Country*' was published by the Foundation in April 1999. The authors are grateful to readers who have sent in various corrections and improvements for this supplement. Information gleaned from Ian Irwin's book '*Silver Ghosts of Australia and New Zealand*' (1999) has also been included. It is not the intention of this supplement to cover ownerships, body changes and other facts dated **after** the publication of the original volume. It is suggested instead that branches of the Rolls-Royce Owners' Club of Australia should maintain histories of members' cars to record these developments. Particular thanks to David Manson of Chatswood and Robert S. Clarke of Wagga Wagga who supplied much additional information. Other contributors are noted in the picture captions.

Changes or additions to the text in the original volume are shown inside quotation marks, sometimes preceded by a brief text also in quotation marks to find the position of the change on a page.

Since the appearance of '*Sunburnt Country*' the death has occurred of George Sevenoaks whose Foreword we gratefully included in our book. George died on 2nd June 2000 aged 92. We salute his place in the history of Rolls-Royce in Australia.

Tom C. Clarke
David R. Neely

Chapter 1: Getting established

Page 1. Isaac Phizackerley claimed the Rolls-Royce sole agency on his body plates of ca 1908-11 along with Talbot, Minerva, Argyll and Standard. He first sold bicycles at 359 George Street for many years before moving to showrooms at 169-171 Elizabeth Street. (This was once the site of the Hyde Park Livery Stables of Wood Bros., later known as Wood Coffill Ltd.) The building was double-frontaged onto Castlereagh Street, as mentioned in '*Sunburnt*', and it was at this end that the Automobile Club had some proper accommodation on the first floor. The Club had first rented a

room at Challis House. Phizackerley records for 1911-27 survive in South Australia and do not list any Rolls-Royces. This lends support to the view that Kellow's east coast agency ran from 1910 and not 1908 after all. Therefore Phizackerley would have been N.S.W. agent until early 1910 at the latest, and with only 60799 as a confirmed sale. (Thanks to David Manson for this amplification.)

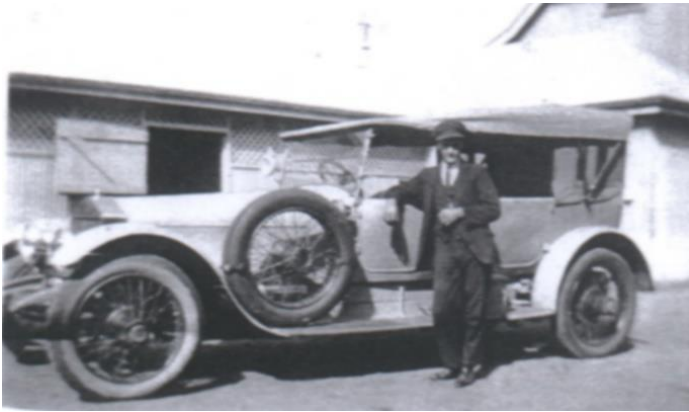
40509 p.6. Add 'reg'd VIC-876'. On p.9, end of second line, add new information about this car: Kellow-Falkiner sold the car in 1947 to Bruce T. Myers of 20 Water St., Ballarat, Vic., a very young Bugatti and Bentley enthusiast. They stipulated that the car should be made available to them for displays but the car was not running and was never actually removed from the Kellow-Falkiner premises by Myers. In late April 1948 Myers 'gave' it to John Troxell of Narberth, Pennsylvania as "*one of two models missing from Mr. Troxell's collection of vintage English carriages*". Troxell shipped the car from Melbourne in May 1948 to D. Cameron Peck of Chicago, U.S.A. for £A225 plus costs. Its engine number was noted as 'T95' (actually a part number) and the body was black. Peck sold the car in the 1950s and the Harrah Collection in Nevada bought it in 1972. Thus the history of the car is complete from new to the present day. Peck bought at least one other car in Melbourne in the 1940s, including a 15 h.p. Hispano-Suiza from Lyndon Duckett. (1948 information courtesy of the Detroit Public Library.)



Picture: 1906 20 h.p. 40509 photographed on Melbourne docks in May 1948, remarkably intact. Note the added ventilation panels in the bonnet top. (Courtesy of the National Automotive History Collection, Detroit Public Library, U.S.A.)

40532 p.9. Add 'reg'd VIC-1-887 or 1-900'. The *Argus* 31 Jan 1925 p.4 noted an auction by Linacre's of Melbourne which included a Rolls-Royce, chassis only, with Star back axle.

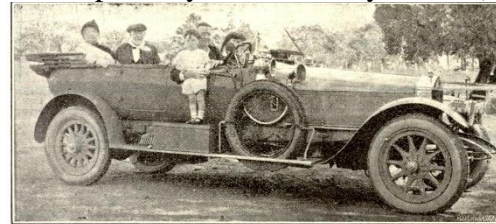
60589 p.13. Add 'reg'd VIC-534'. Delete 'In September 1927 it was still owned by his wife' and insert 'Rebodied for Currie as a tourer, 1920s. (As Currie lived near Ballarat it is possible the coachbuilder was Cutter.) Part exchanged for GLK57 in late 1925. Mrs. Currie's chauffeur at this time was Wilfred Facey'.



Picture: 1907 Silver Ghost 60589 with its early 1920s Australian tourer body shortly before being part-exchanged in 1925 for 20 h.p. GLK57. The chauffeur is Wilfred Facey. The modernised car shows a raised radiator, rounded and tapered bonnet to suit the fine tourer body. The wheels date from 1912. (Courtesy of Graham Facey, via George Forbes)

Page 2, 2nd paragraph: it is now known that an earlier veteran car run took place in May 1933, organised by the Victorian Light Car Club (The South Australian Motor May 1933 p.13). No Rolls-Royce participated on this occasion.

60546 possibly or other early Ghost (see p.300).



MR. C. DUVAL (at wheel),
MRS. DUVAL, family and
party in Rolls Royce. The
"family" is making himself
prominent.

Picture: This very early Silver Ghost, numbered 605- or 607-, owned by Charles Duval by and before 1917, is not his chassis 60922. This picture shows a car pre 60734 with turned-in, not tapered, chassis frame; and forged iron step brackets rather than the pressed steel type introduced after chassis 60710. One Duval car by June 1918 was reg'd NSW-11 (not their 60922 or 2242). This might therefore be 60546. (W.A. Motorist 1917)

60739 p.13. After 'Niall' add 'reg'd VIC-19'.

60747 p.14. After 'Staughton...Vic.,' add 'reg'd VIC-1-481;' Delete 'He had probably ... car' and insert 'Now believed not to be a Rolls-Royce'. After 'McGuigan...1930s' add 'reg'd VIC-10*' and 'rebodied as a 1920s tourer'. The recreated car referred to at the end is believed to be based on 60757, see below.

60749 p.15. Change 'Bellerine' to 'Bellarine'. Add 'Rebodied by Waring or Flood as a tourer ca 1929'.

60757 p.15. Delete 'R. L. Carrol'. On p.16 add 'Believed to be the rebodied saloon in 1930s style shown in Irwin's book p.118 (i.e. not 1332). This style was used by the undertakers Wood Coffill. Sold to Maggs Bros., Sydney; acquired by Bill Mitchell, Goulburn, N.S.W., 1940s and engine fitted to 1332. 60757 then scrapped. Note: this information was initially connected to 60747 because the replacement engine in 1332 was wrongly thought in recent years to have come from that car.' Change 'Argyle' to 'Argyll'.

60760 p.16. Adams (b.1884) of Torquay, England, emigrated to W.A. in 1906 and began to work for the American Motor Car & Vehicle Co. of 621

Hay Street in Perth. In January 1907 he became driver to A. E. Morgans of 293 St. George's Tce., and in August to the Emanuel family. Their Silver Ghost arrived in Perth in late 1908 and on 23rd December Adams was given a 'speeding ticket' for exceeding 12 m.p.h. on the Albany Road in Perth. On the 29th he was fined £7.10.0 plus 14/- costs. He bought a half interest in the Perth Motor House in 1909, listed in the Silver Ghost catalogue as Rolls-Royce agents. From the 1920s Adams' exploits with Willys and Overland were often reported. (Information from Rob Everett, N.S.W., Adams's grandson.). Also add 'Rebodied as landaulet with basketwork side panels, owned Mr. Achurch, Hove, U.K. (*Autocar* 24.1.1920)'.

60764 p.17. *The Daily Telegraph* for 16 October 1926 p.1 reported that the agent and dealer Boyd Edkins (d.1930) lost about 42 cars in a fire at his premises in Wentworth Ave., Sydney. As he did not sell new Rolls-Royces it must be assumed that the few Rolls-Royce losses referred to were secondhand cars. No chassis numbers can be confirmed. Nevertheless, early cars up to the mid 1920s whose history is abbreviated could have been victims. 60764 and 1142 remain possibilities.

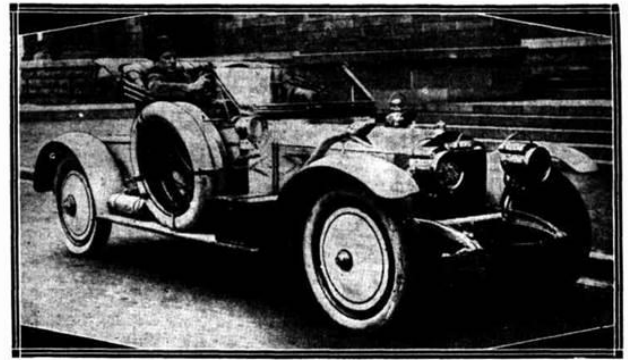
60799 p.17. A testimonial from Charley in the *RAC Journal*, London, 1 Dec. 1911 p.439 (ref. 101) about one of his epic journeys is reproduced in *Praeclarum* Feb. 2001 p.3666.

60922 p.19. Delete the name 'Silver Dawn' and 'SA-881' (see 1126). The first body was by Brainsby's of London and Peterborough, not Grosvenor. The arrival of the car was reported in *The Observer*, Adelaide, 18 Dec. 1909 and it was registered that month. The car, painted a light shade of yellow, carried the name plate 'Golden ----' (probably 'Dawn' to contrast with Angus's 'Silver Dawn' 1126).



Picture: 1909 Silver Ghost 60922 at a rally in 1965 with its 1964 Horner landaulette body. (Foundation Collection via Tom Clarke)

1126 p.21. Delete 'second' and 'ex 60922'. The picture at the bottom shows a family outing, Angaston to Cape Jervis, with R. F. Angus's Lancia leading in the Second Valley. When rebodied in 1914 the car was renamed 'Silver Wings' on a radiator plate. The first body was by Brainsby's of London and Peterborough.



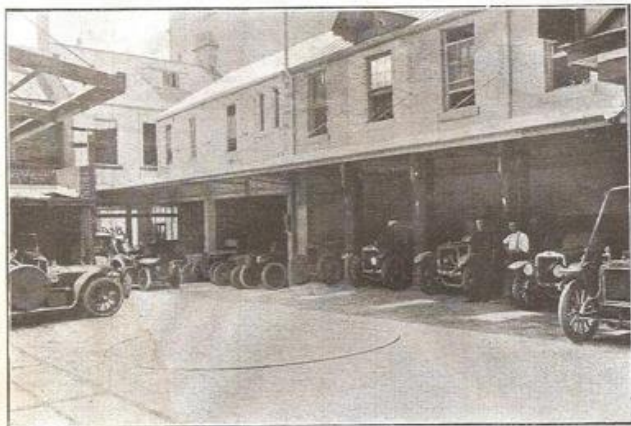
Introducing the Disc Wheel to Australia.
1.- Reg L. Baker's 30 h.p. six-cylinder Rolls-Royce. This is one of the two single-seater Rolls-Royce cars in New South Wales, and has the distinction of being the only one in New South Wales to be fitted with disc wheels. Record-breaking automobiles stripped for action on the famous Brooklands track are equipped with these special discs.

Picture: Chassis 1142, modernised, now fitted with disc wheels during the ownership of Reg Baker. (*The Sun*, Sydney 11 July 1914 p.3)

1194 p.23. After 'South Yarra, Melb.' add 'reg'd VIC-2-970'. Not the car referred to in Sunburnt Country on p.23 as used by Cardinal Mannix reg'd VIC-8-223, see 1230 below.

1219 p.25. Reg'd AY-1372 in England 23 May 1910 for Mrs Hordern, a brown limousine.

1230 p.25. Reg'd AY-1322 in England 1 Apr 1910 not long before Anthony Hordern collected it, a grey tourer. The Maillard & Co. garage in Phillip Street, Sydney sold Brasier cars. By 1919 at least, when it became Light Cars Ltd., Anthony and Lebbeus Hordern were directors. The Ghost seen at Maillard in 1913 is likely therefore to be Anthony Hordern's 1230 (*Motor in Australia* Feb. 1913 p.46). Harold Arthur Wood, a Rolls-Royce trained mechanic, came from England with one of Anthony Hordern's cars but the period is not known. Wood later worked for Middleton's Touring Service on the Jenolan Caves run. With its second body it is seen in Ian Irwin's book in the Frontispiece and p.267-8 as '2570E'. The car was in England until at least late Jan. 1920 after it had been given a heavy overhaul and modernisation (taper bonnet etc) but Rudge Whitworth wire wheel spares were also recorded up to Nov. 1921 (probably a clerical error for 1203) – 1230 today is still on wooden wheels.



Interior of Messrs. Mailard & Co.'s Garage in Phillip Street.

Picture: Believed to be 1230 on the far left at Mailard's Garage, Phillip St., Sydney. (Motor in Australia, Feb 1913)



Picture: Almost certainly 1230, and not 1194 as once thought, at the V.C. parade in Melbourne on St. Patrick's Day 1920 reg'd VIC-8-223. (Frank Murphy 'Daniel Mannix', 1948)

1254 p.24. After 'Toorak, Melb.' add 'reg'd VIC-3-156'. Mrs Archibald Menzies gave it to the Army in May 1916 as a tourer (*Argus* 16 May 1916 p.7).

1291 p.26. Delete entry from 'No subsequent...'. See under 1520 for new identification of the pictures wrongly said to be 1291 in the entry for 1291 in the original book.



Picture: 1910 Ghost 1291 Barker tourer in 1930 at John Brown's estate 'Segenhoe' near Scone with

Brown's niece who had just been given the car. On the back of the photo appeared 'Two old girls together, both aged 21, 1930'. The car was still in its original form. (Courtesy of John Hughes)



Picture: John Brown's funeral in Newcastle, 1930, showing the enormous cortege photographed from Hunter Street as the funeral procession came down Wolfe Street on its way to the station. Brown had a wooden house with sweeping views, also called 'Segenhoe', in Wolfe Street past which the procession came. The coffin was taken by train to East Maitland where Brown was buried. The Rolls-Royces are mostly from funeral director Wood Coffill of Sydney. The leading hearse is almost certainly 1912 Ghost 2177. The scuttle of the original Barker body can be seen with, unusually, a taper bonnet (possibly a replacement). The registration could be NSW-37-444. The car behind has some Rolls-Royce features but is too narrow. The car level with the first banner being drawn down the street is 1922 Ghost 70SG Sphinx limousine from South Australia. This car had a distinctive front roof shape and windscreen and was acquired by Wood Coffill before 1930. Because all of the other Wood Coffill Rolls-Royces can be accounted for the identities above have the best claim. (Courtesy of John Hughes)

1327 p.26. Believed originally reg'd VIC-3-668. Wrongly listed as VIC-9-248 on p.26 where the bottom picture actually shows 1997.

1332 p.27. After 'Melb., 1919' add '(believed to be the car in Irwin p.144, not 1425 as claimed)'. Delete the word 'Windham' and '(no. 0332)' as this plate added only recently. (Information courtesy of Ian Irwin.)

1334 p.27. A testimonial in *Praeclarum* Feb. 2001 p.3666 (from the *Rolls-Royce Bulletin* August 1912 ref. 136) is believed to be from Meares; there is some evidence in a Fagan family file indicating

ownership 1917-19 although this is curiously similar to Fagan's 1884; displayed as a tourer on the Angus stand at the Moore Park Motor Trade Display 22-31 January 1921 (*Motor in Australia* 1 Feb. 1921 p.226); Oswald George Stoneman Lane, the 1922 owner, died in 1931 (see *Sydney Morning Herald* 24 June 1931). He was in business with W. Scott Fell & Co. When seen at rallies in the 1950s the car had a curved-centre front axle, presumably from an even earlier pre 1100 series car.



Picture: 1910 Silver Ghost 1334 rebodied as an Angus tourer at the Moore Park Motor Trade Display January 1921 (*Motor in Australia* 1 Feb. 1921 p.226)



Picture: 1910 Silver Ghost 1363 with its 1930s Cheetham & Borwick saloon body, photographed in 2004. (Courtesy of Gilbert M. Ralph, M.B.E.)

1379 p.29. This car was brought to Australia. See description in *Punch* (Melbourne) 12 Dec 1912 p.43: 2 centre doors, grey cloth interior, swing front seats.

1388 p.29. Barr Smith was 1863-1941. After 'Nuriotpa, S.A.' add 'reg'd SA-T-717'. After 'SA-T-0865;' add 'Harry Kruger, Parndana, Kangaroo Island, ca 1950-60s;'.

1425 p.30. Auctioned for Vincent A. Zed of 'Sunnyside', Glen Osmond, S.A., 6-7 Dec 1921 (see *Argus* 1 Dec 1921 p.2); before Cooper Motor Body Works, delete all text between 'Rebodied...by' and insert 'Fitted Roi-des-Belges body designed by Gavin Sandford-Morgan comprising period rear

seat and doors, front seat by Tom Butterfield, wings and front seat base by...'.



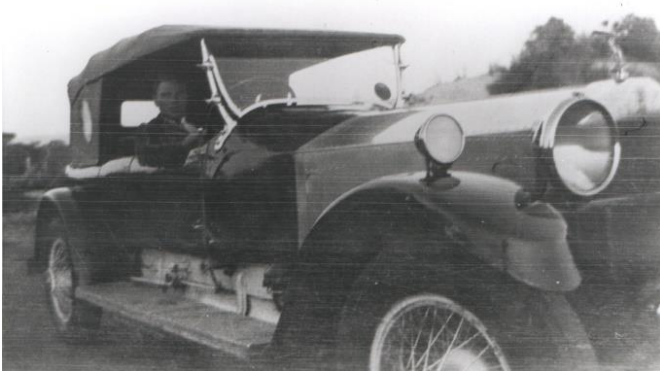
Picture: 1910 Silver Ghost 1425 with its 1920s body but still with earlier (original?) CAV headlamps, this body taken from another make and probably the ca 1925 Dawson body referred to in 'Sunburnt Country'. This also shows the 1922 registration SA-13-310 when owned by Tom Tait. And the scene is probably Glenelg where the car's first owner W. Kither once lived. Tom Tait lived nearby. (Courtesy of Margaret Messenger)

1492 p.31. Kinsella Funerals also used the reg'n NSW-CK-101 (*Sydney Morning Herald* 18 Oct. 1938)

1500 p.31. Change 'Pritchard' to 'Mitchell'. Change 'VIC-4-949' to 'VIC-4-948'. After 'coachwork.' add 'Fitted Colonial front axle from new.'. After 'J. R. Hartley, Melb.' add 'Oct. 1919 possibly Melba's chauffeur, and still in 1927)'. After 'coachwork' add 'with Nightingale whistle'. After 'open tourer' add 'reg'd XW-6648 Mar. 1925 in London for Joaquin de Samte of Bilbao (perhaps a friend of Melba); still in Melba's name Oct. 1926 when weighed at Rolls-Royce Ltd. and believed shipped to Australia in Dec. 1926 when Melba sailed on the S.S. Naldera from Marseilles; RR records in Nov. 1930, and later the ca 1938 Jack Scott list, show 1500 with H. V. McKay II. It is possible that McKay, who also owned 1404, transferred the tourer body from 1500 to his 1404'. Delete Condon and Rouston entries. An interesting tailpiece is a letter in *The Motor* 25 Nov. 1924 p.907 describing a holiday in France with a 1910 Ghost chassis ex R. Kennerley Rumford (i.e. 1181) with the French landaulette body ex a Nellie Melba car. No such body that would fit a Ghost is known with Melba so it is possible it was actually the Barker landaulette transferred from 1500.

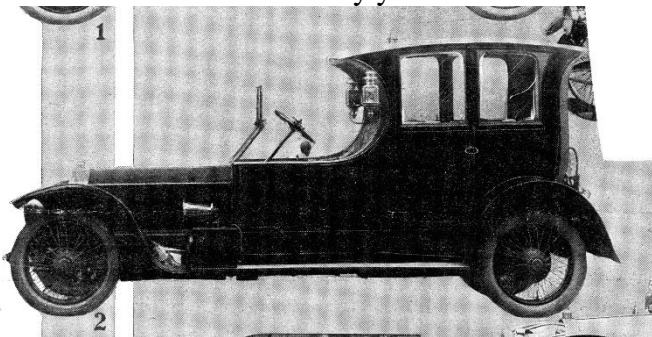
1520 p.32. After 'Melb., 1930;' add 'Probably the car owned by Walter Brown, St. Kilda, Vic., 1930s reg'd VIC-13-095 (see *Praeclarum* p.1575)'. This is almost certainly the car listed as 'VIC-13-085'

to W. McCrohan, Dec. 1931, in Victoria Automobile Chamber of Commerce records. McCrohan was in business in Swanston St., Carlton and then Gore St., Fitzroy. Brown was also in business in Fitzroy including in secondhand cars.

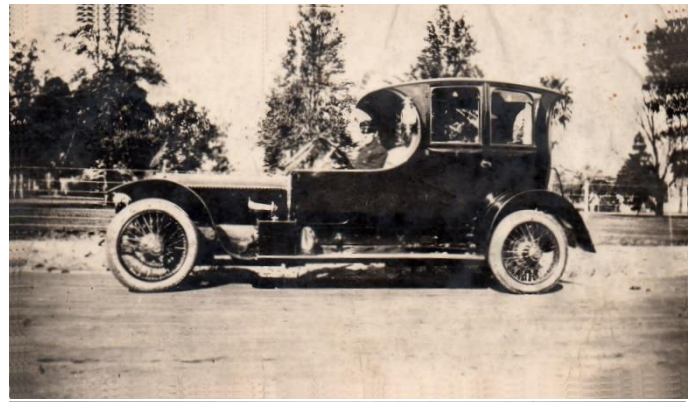


Picture: Believed to be 1911 Silver Ghost 1520 with its 1920s James Flood tourer body and post-War type bonnet. A further photograph, not used here, shows the car registered VIC-13-095. The wheels are the 20" Dunlop split rim type fitted to so many cars in later years. Alfred Brown, son of the then owner Walter Brown, is at the wheel during a visit to South Australia. (Courtesy of Ed. J. Harris)

1524 p.32. First body by Hooper removed ca May 1912. Grosvenor body fitted soon after and photographed in *Motor Age* (U.S.) 21 Nov. 1912. Angas's chauffeur was Frank Johnson. Believed rebodied as a tourer not many years after new.



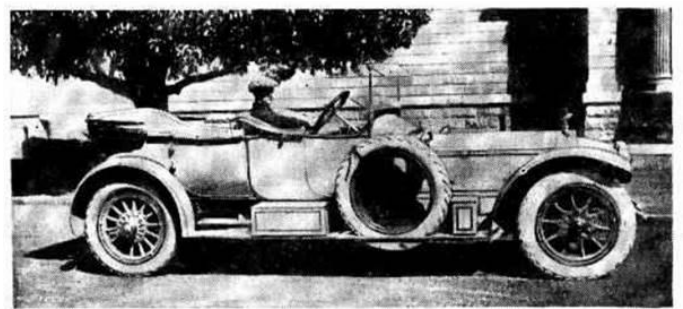
Picture: 1524 seen with its second body, by Grosvenor, in Motor Age 21 Nov. 1912. Notice the vertical chamfers at the rear corners of the body, and the angled chamfer on the front curved pillars, all in a contrasting colour along with the roof top.



Pictures: 1524 near new with chauffeur Frank Johnson; and believed to be 1524 rebodied as a tourer.

1606 p.34. Delete motor show data. After 'NSW-185' add 'and NSW-17'.

1663 p.35. Add picture source: *Once upon a family*, by Elizabeth Plimer, 1995. *Smith's Weekly* 29 Jan 1927 noted the use of the car by Rolfe Bros. of Blackheath for mountain tourism.



*Sir Herbert Maitland's Rolls-Royce Car,
Fitted with Goodyear 164 millimetre tyres.*

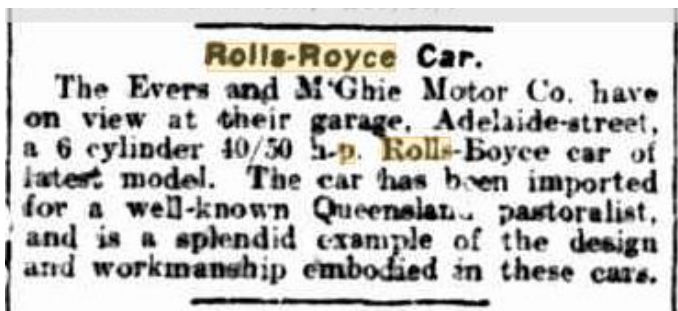
Picture: Chassis 1663 with its Arthur Mulliner body. (The Sun, Sydney, 12 Feb 1916 p.8)



Picture: 1911 Silver Ghost 1663 with its 1920s Australian tourer body when used by A. Rolfe after 1927 for hire tours to the Jenolan Caves. It is seen here at Hartley Courthouse. Nearest the camera in the middle row is Mary Swann of Elizabeth Farm. (Courtesy of Mrs. Elizabeth Plimer)

1710 p.35. Probably the tow truck, 26½ years old, referred to in the *Sydney Morning Herald* 27 Mar 1935 as acquired after an accident when still with the first family. 500,000 miles by 1935 it was claimed, towing 40 cars per day!

1730 p.304. Entry moved to this earlier section of the supplement from p.304 because the car arrived near new after all, via Evers & M'Ghie Motor Co. of Adelaide St., Brisbane, reg'd QLD-A-70. The *Brisbane Courier* in February 1912 revealed that the car had already arrived and thus Arthur Youngman's ownership was earlier than realised. Remove sentence starting '(Our man Wilson....)'. Insert Errington-Redgrave entry (taken from chassis 1988) after 'Parts supplied in 1927;'.



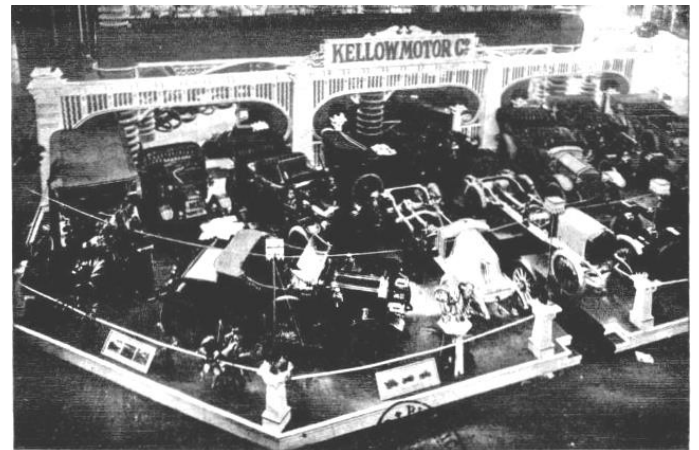
Picture: (*Brisbane Courier* 21 Feb 1912 p.3).

1732 p.36. When Chaffey recovered the car after war-time ambulance use it was fitted with a roadster body, not a saloon (*Table Talk* 24 Dec 1919) but it was a saloon by 1927. After 'Bishop...1920s' add 'reg'd VIC-7'. After 'Qld' add 'owned by the Mount Tamborine Bus Co. (Front axle, earlier used for a trailer, now with Dr. J. Milverton)'. Note: information received about J. Bristoe of Maryborough. Qld., relates that he owned a ca

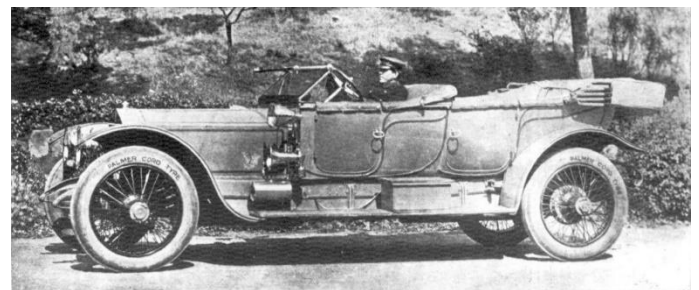
1911 Ghost in the 1940s or 50s. Likely cars are 1730, 1732 or 1888.

1749 p.36. After Board entry add 'large rear brakes fitted ca 1930s; Peter Thomas ca 1951-53 reg'd NSW-RR-408;'. On p.37 note an additional chauffeur, Englishman Geoffrey Ralph Thurlow ca 1918.

1853E p.38. After 'p.1664).' add 'According to the *Australian Motorist* 2 Sept. 1912 and *The Age* 3 Sept p.10 ('body built completely in C. B. Kellow's factory') the body was by Kellow and not Hooper as in *Sunburnt Country*. However, the sales record for this car specifically records the chassis going to Hooper. It also notes that Rolls-Royce's own final charge to Kellows, allowing £550 for the normal discounted chassis price, was £837 rather than the usual £788. It must be likely that the £49 difference was accounted for by some Hooper involvement. Exhibited at the Melb. Motor Show 1912.' Delete 'Front diagonal stays never fitted'.



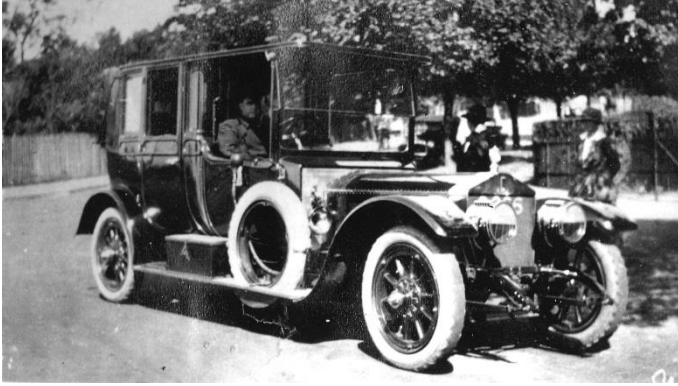
Picture: 1853E Kellow tourer at the 1912 Melbourne Motor Show, far right rear (*Punch* 5 Sept 1912 p.25)



Picture: 1853E Kellow tourer shown in *Punch* (Melbourne) 15 May 1913 p.21.

1884 p.39 first para. Bert Ward's recollections were optimistic because the printed results show the car returned 13.80 m.p.g. and weighed 5,488 lbs. Steve Stuart's ownership was prior to 26 Dec. 1925, not 1926 as stated, when it was used as a control car in a six-day motor cycle trial.

1910E p.39. Correct spelling of Austin's home was 'Eilyer'. Auctioned 5 Aug 1918 (see *Argus* 30 July 1918 p.2), car noted as royal blue.



Picture: 1912 Silver Ghost 1910E Mulliners of Birmingham landaulette when new. (Courtesy of the Hallenstein family)

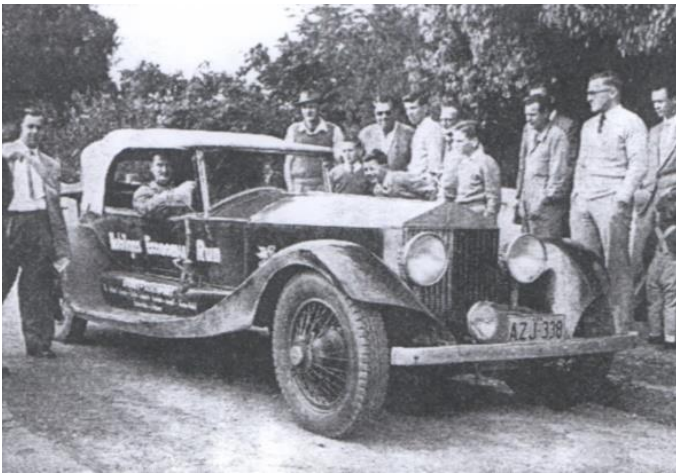
1958 p.41. First Australian owner James A. Johnston (a horse breeder and exporter) was given the car by the Maharaja of Patiala; now not believed to be the car in *Praeclarum* p.1836 at the docks greeting troops in 1919 – see 2678; owner Louis Melville Whyte (1890-1975) was ca 1920-21; later owner J. A. C. Blair was John Arthur Blair, a Melbourne solicitor. On 7 March 1923 he knocked down Charles D. Hicks (70) in an accident near Werribee, killing Hicks; after 'V2212P,' add 'Alfred Lyndhurst Blannin (1899-), Vic., Oct. 1935 (not Arthur L. Blannin d.1934)'; change Jeffery ownership from '1940s' to '1946'; in Dec. 1946 it was sold to E. Bennett Bremner by Jack Jeffery of Harbour View Service Station, Dover Heights, Sydney; the Oliver 'Butch' Garvin ownership was from 1949; add John Taylor, 1950; G. C. or R. Doddemeade, 'Coombe Park', Marsden Swamp, near Bathurst, by Jan. 1952; Richard Cobden by 1953 (*Sports Car World* Nov. 1958 p.15-17), car driven for him in the Mobilgas Economy Run by John Crouch and Russell Short, late 1956 (see *Wheels* Dec. 1956 p.80); change Green ownership to 1956-83; original body removed by Illich and Holmes replica fitted, reworked by next owner Weir; sold to U.K. 1990, currently with yet another Holmes replica.



Picture: 1912 Silver Ghost 1958 Holmes tourer with the Blair family in the 1920s. (Courtesy of Blair family via Jim Weir)



Pictures: 1912 Silver Ghost 1958 after modernisation for A. L. Blannin in or after 1935. (Courtesy of Simon Pilbeam)



Picture: 1912 Silver Ghost 1958 driven by John Crouch during the Mobilgas Economy Run in 1956. (Wheels Dec. 1956 p.80)

1997 p.41. Reg'd VIC-9-248. Shown on p.26 bottom of *Sunburnt Country*, not 1327 as claimed.



Pictures: 1912 Silver Ghost 1997 Barker tourer, on the right reg'd VIC-9-248. The rear view shows it being towed by the Kellow-Falkiner depot car, a Panhard, or was the Ghost towing the Panhard in reverse?! The scene shows military manoeuvres at Broadmeadows in mid January 1915.

2006 p.42. After 'Melbourne' add '. Fitted Gabriel exhaust horn from new'. In Markoff entry add date of purchase Oct. 1958 reg'd VIC-HBR-103 and later reg'd NSW-*XN-59 (*Aust. Motor Sports* Feb. 1961 p.39-41). The picture at the bottom of p.42 cannot be 2006 because axle radius arms at the rear can be detected and the car is thus in the 1100-1699 series. The Nightingale whistle (horn) was known on 1404, 1500, 1554 and 2006. 1425 also shows signs that an exhaust whistle was probably fitted. All of these cars can be discounted, except 1404, as being elsewhere or with different bodies in this period.

2009 p.43. Move 'the Misses F. & S. Wippell' to p.42 before Falkiner; Wheeler had a blue/black sedan with Victoria Police engine no. V1179P reg'd VIC-268-812 on 21 Oct. 1938.

2018 p.43. Possibly the tourer photographed at Hampden Bridge, Kangaroo Valley, N.S.W., ca pre 1914 reg'd NSW?-967?. Possibly the tow truck offered by Randall Motors, Sydney, in May 1949. After 'had been raised;' add 'large rear brakes and/or whole axle from later series fitted after 1989;'.



Picture: A ca 1911-12 Silver Ghost at Hampden Bridge, N.S.W. showing the registration 967.

2068E p.43. *The Sydney Morning Herald* 15 Feb 1928 referred to an auction on behalf of Mrs T. G. Hopkins to sell this car, thus ownership was earlier than 1936. Hopkins, a sporting figure, owned it ca 1924-ca 1936. This car, or **2133** p.44, might be the car advertised in the *Sydney Morning Herald* 1 Apr. 1931 as 'Owing to the termination of a partnership...tourer, electric lights and starter, 6 wire wheels...low-set with sports 5-seater body in aluminium...battleship grey and black guards... W. T. Kelly, auctioneer, Riley St. [Sydney]'.

2104 p.44. Martindale Hall is 90 miles north, not west, of Adelaide. The photograph on p.44 does

not after all show 2104 but rather 2101, a non Australian car.

2133 p.44. Change 'Rowe' to 'Septimus Godolphin Rowe (director of Bank of N.S.W., 1950s)'. See also under 2068E above. After purchase by L. C. O'Neil on 24 Oct. 1959, O'Neil had the under-slung rear springs modification fitted, not in ca1919 or after any theft (contrary to p.44 in *Sunburnt Country*).



Picture: Believed to be the Hordern family's Silver Ghost 2133 Barker tourer when new. Not 2617 as claimed in Restored Cars Jan/Feb 1981. 2133 was a Colonial chassis with taper bonnet but was not a London to Edinburgh model.

2142 p.45. Leonard Ernest Raven (1887-1931) was born in England and in 1910 sailed to Australia as the employee of W. J. Adams of Sydney. On board was a non-Rolls-Royce car that Raven was to drive and maintain. In 1913, whilst Mr. and Mrs. Adams travelled to America, Raven was sent to England to the Rolls-Royce School of Instruction. He then drove and maintained their new car, 2142. After wartime service in France he returned to Australia and, probably after the death of Adams in 1921, worked as a chauffeur for several members of the Hordern family until 1924.

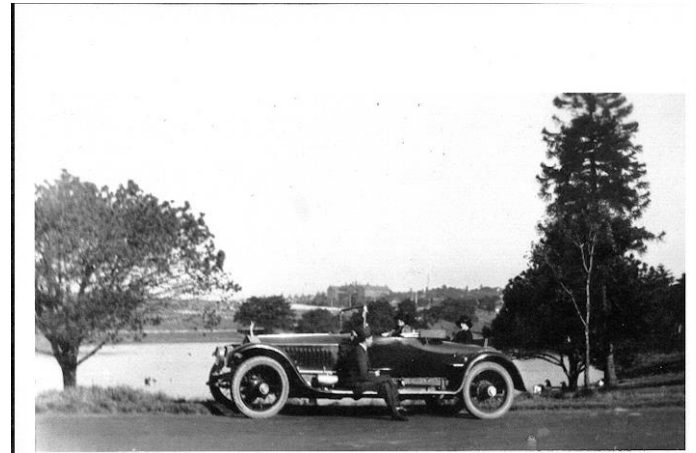


Picture: 1912 Silver Ghost 2142 Maythorn tourer with chauffeur Leonard Ernest Raven at the wheel. It is believed this shows the car virtually new and un-registered at the home of the first owner, W. J. Adams.

It is certainly pre October 1914 when front diagonal stays were added to the frame. However, it also shows replacement wings with softer edges than the original which would indicate a slightly later photograph. (Courtesy of Mrs. Marge Raven)



Picture: 1912 Silver Ghost 2142 with a Wolseley and chauffeur Raven, photographed in the same setting as the earlier photograph and believed at the home of the owner, W. J. Adams. (Courtesy of Mrs. Marge Raven)



Picture: 1912 Silver Ghost 2142 in the ownership of Lebbeus Hordern, early 1920s, with its two-seater body fitted around 1919. It shows a later taper bonnet but retains the original Rudge Whitworth wheel hubs. Soon afterwards Dunlop wheels and hubs were fitted, Rushmore lamps fitted above the large CAV lamps and an electric horn fitted on the off-side wing. The reg'n was now NSW-23-297. See also 2317 for another picture including 2142. (Courtesy of the Mitchell Library, Hordern collection)

2145 p.45. Before 'found' add 'Mr. Bosisto, S.A., 1950s;'. Change SA-222-200 to SA-222-240, derelict in Broken Hill, 1950s

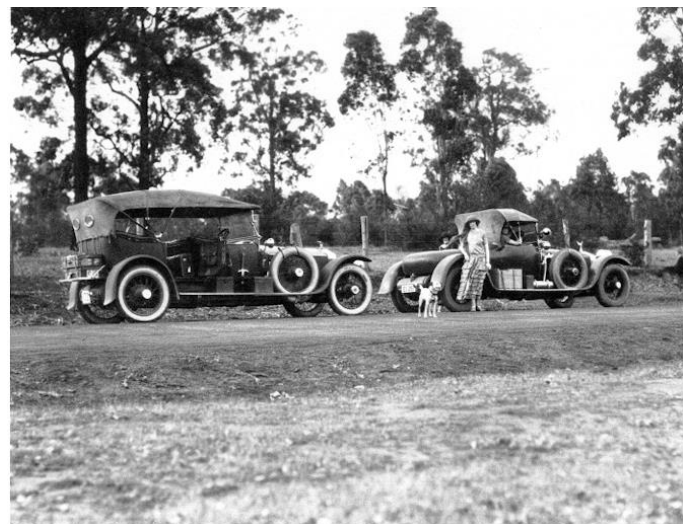
2177 p.46. At end of entry add 'Parts later with Faris Palfreyman. Gearbox, carrying no.2139, initially used for re-created car '2139' in the 1990s using engine 44A (see 2142). '2139' now known as '2142' in the U.K. See under 1291 for a picture of 2177 as a hearse at a 1930 funeral.

2242 p.46. Maas was agent for the Rolls-Razor Co. and a property developer. It is believed Mrs. Maas was sister of Harry H. Rickards the theatrical impresario. Delete 'VIC or'. After 'QLD-206-296' add 'and QLD-428-125 ca 1945'. Before 'QLD-013' add 'QLD-NHR-187 and'. Replace 'Rebodied as a tourer' with 'Rebodied as a 2-seater 1920s (made into tourer ca 1929)'. Note: Col. I. V. W. Rutherford (Kipler Hall, Scorton, Darlington, England) mentioned in Ian Irwin's book was connected with 2240, not 2242.

2243E p.47. Chauffeur was John Hughes.

2282 p.47. After 'Victoria' add 'reg'd VIC-5-776'. Gresson probably an error for his actual car 2382 and Connibere thus the first owner. Possibly the tourer in blue with aluminium bonnet with Charles Irwin, S.A., reg'd SA-0-7682 and listed in *The Mail* 25 Sept 1920. Irwin's car was sold in Dec. 1923 after his death.

2317 p.48. When owned by Lebbeus Hordern the car was reg'd NSW-63 (not 53) and then NSW-172. Delete Fagan entry. Before 'when this car' insert 'Hylton Blazley, Carcoar, 1941; engine sold to Mr. Snider, Carcoar, 1942. Frame used by Blazley for trailer'.



Picture: Two Silver Ghosts in the early 1920s when owned by Lebbeus Hordern. Left, 1913 chassis 2317 Watson tourer, now reg'd NSW-172; right, 1912 chassis 2142 reg'd NSW-23-297 with its second body, a local 1919 two-seater with dickey. (Courtesy of the Mitchell Library, Hordern collection)

2320E p.49. Under Fred Robinson ownership also reg'd VIC-RR-309. At end add 'reg'd VIC-025'.



Picture: 1913 Silver Ghost 2320E with its ca 1929 Cheetham & Borwick 6-light saloon bodywork, seen here in 1959 following an accident. Note the diagonal stays fitted ca 1915. (Courtesy of Fred Robinson)



Picture: 2320E in 1959 after repair, rebodied with a Vauxhall tourer but reusing the non-original 1920s bonnet. Fred Robinson at the wheel. (Courtesy of Fred Robinson)



Picture: 1913 Silver Ghost 2448 Grosvenor tourer in Britain just prior to its dispatch to Australia. (Courtesy of Justin Otto-Jones, U.K.)

Page 50, insert new car before 2519: 1913 chassis **2500** Barker landaulette owned new by William Oswald Gilchrist (1843-1920), of 'Oakley Hall' in Basingstoke, England, an Australian shipping

owner and industrialist in England, and pastoralist in Australia with Gilchrist, Watt & Co. Nothing is known after his ownership. His widow Clara Elizabeth (née Knox, 1851-1930) later bought 20 h.p. GXL71.

2519 p.50. After 'Colonial' add 'London to Edinburgh'. Change 'Wearin' to 'Dr. Walter H. Wearn (dentist) famous for his Far West Children's Health Scheme, taking his dental equipment in his car to run his country service. However, his plan for an estate body on 2519 did not eventuate.'



Picture: 1913 Silver Ghost 2519 Vanden Plas two-seater photographed in ca 1918 with fashion models to show the latest styles for men and women. The body was originally a tourer so this two-seater conversion by Propert must have been undertaken quite early in the car's life. (Courtesy of Ian Irwin)

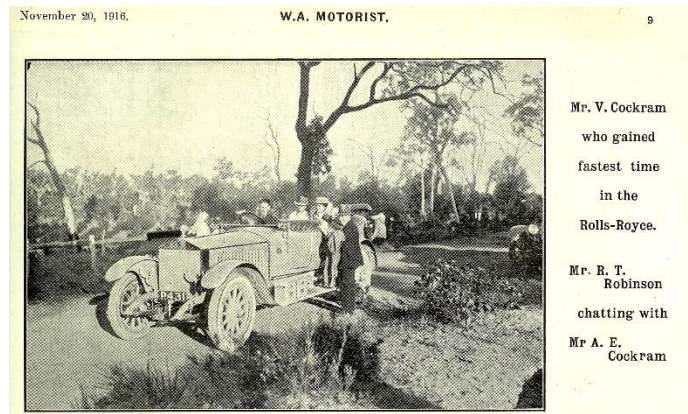
2570E p.50. Correct spelling of Austin's home was Eilyer. After 'July 1939.' add 'Fitted wire wheels and oil tank 7" further back from new.'

2617 p.51. It is likely Mrs Hordern was the widow referred to in *Punch* (Melbourne) 15 Feb 1917 offering tuition in the Ghost to women drivers, in aid of a wartime patriotic fund.

2678 p.52. Believed to be the car seen in *Praeclarum* p.1836 at the docks greeting troops in 1919, not 1958. Change 'Douglas' to 'William C. Douglass'.

45NA p.53 see George Wallace car after 56AG further below.

50NA p.53. After 'maker' add 'Possibly a modified Kellow body.'. Delete 'Bob Hizack' etc entry. Add new picture source *W.A. Motorist* 20 Nov. 1916 p.9.



Picture: 50NA in the *W.A. Motorist* 20 Nov. 1916.

38RB p.54 top picture. This picture was used to promote the Automobile Maintenance Association Ltd., South Dowling Street, in 1929 by which time it was the home of Black & White Taxis. It is possible there was a Rolls-Royce connection and that 38RB was being altered there. Second Australian owner Frank Albert reg'd the car NSW-77-777. H. Osmond Jolly owned the car prior to August 1929.

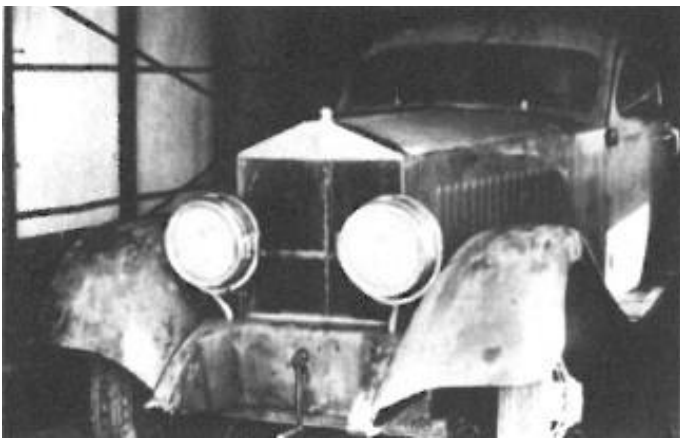
40YB p.54. Before 'S. Palisi' add 'James Davies, Nth. Brighton, Vic., ca 1934;'. On p.55 after 'VIC-RR-791' add ', VIC-031'.

47YB p.55. Barr Smith was 1863-1941; in Symonds' ownership (by 1924, not 1926) the body was a single seater (see *Sydney Morning Herald* 23 Aug 1924) with self starter by 1924 (not 1929).

6TB p.55. T. S. Reynolds used a Rolls-Royce at a hill climb reported in *Punch* (Melbourne) 13 April 1914. As this predates 6TB he must also have owned an earlier car. Owner Jackson was John Sydney Jackson (grazier), of St. Marys in 1928 (see *Daily Telegraph Pictorial* 7 June 1928 p.5). In June 1928 he was fined for smoking a cigar in his car whilst on a Circular Quay ferry loaded with explosives! Albert Broue was a pioneer motorist who drove around N.S.W. in 1901 on his De Dion tricycle.

7BD p.56. Add first reg'n of 'NSW-485', moved to 1663 in 1922; add 'Colonial chassis' before 'off test'. After 'NSW-7;' add 'Arthur Lang, Wangaratta, Vic., 1960s; Ivan Saxton, Vic., 1970s;'.

10AD p.56. Add 'Colonial London to Edinburgh chassis' before 'off test'. Possibly the car burned in 1946 at Helensburgh during ownership of a Max Fitzsimmons, see *Illawarra Mercury* 17 May 1946.

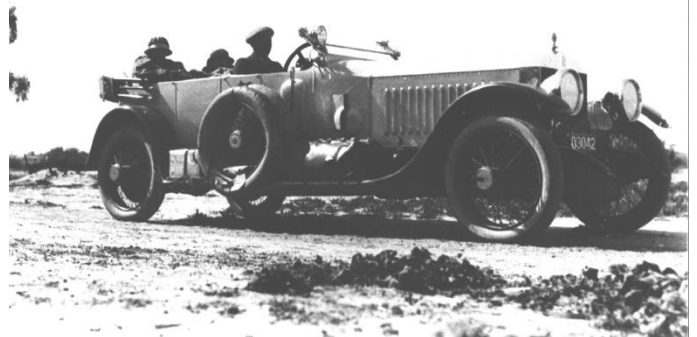


Picture: 1915 chassis 10AD seen in Sydney in 1959 with its original bonnet sides and drum headlamps (lamps later stolen). The body is believed from a late 1930s Studebaker.

34ED p.59. In Crowle's ownership it was reg'd NSW-37-745, fitted with artillery wheels and drum headlamps; possible owner in the 1950s was W. H. Davis, Seaforth, N.S.W., who owned an Edwardian 2-door Ghost.



Pictures: 34ED whilst still in England, with and without wheel discs.



Picture: 34ED on a tour in 1920, sporting a Gladstone bag tied to the running board. (State Library of S.A. image B55933)



Picture: 34ED with W. A. Crowle leaving "Wyldefel Hall" in the mid 1920s for an overseas departure, now with artillery wheels. (Milton Kent photograph)



Picture: 1915 Silver Ghost 34ED in the Waddington works, ca 1931-32, when its new body was completed. Behind can be glimpsed the original Grosvenor body. (Courtesy of John Dunn via David Neely)

17CB p.59 Reg'd WA-6-559 in Sept. 1924 to Mary Falconer

Unkown car: *Daily Herald*, Adelaide 17 May 1918 p.8 refers to a Rolls-Royce reg'n SA-0-601 for Hubert C. Daniel of Port Augusta. But *The Transcontinental*, Port Augusta, 6 September 1918 noted that 'On Saturday last, Mr H.C. Daniel had the misfortune to have his motor car totally destroyed by fire at his farm at Baroota. Mr Daniel was trying to start the engine when it back fired and an explosion took place and the car burst into flames. The motor was a 40-50 HP Rolls-Royce, and it is said to be the only one of this make in South Australia.' *The Register*, 23 October 1918 p.5, then noted that SA-0-1445 was with the Liverpool, London and Globe Insurance Company, Grenfell St., Adelaide, a 48.6 HP Rolls-Royce. Was this the same car as Daniel's? Probably unlikely. Research reveals that Hubert Clive Daniel was an active businessman in Port Augusta, with mining connections and at one time a hotel owner there also.

Chapter 2: the boom years of the 1920s

Page 62, 2nd para: Before early 1920 the Bridge Street premises were occupied by the Australian Aircraft and Engineering Co. (q.v. in *Sunburnt Country*).

Page 69, top caption: change 'White cars' to 'White trucks'; 2nd para., Peat went to England in March 1920 for six months; at end of 2nd para. add 'Sir Henry Braddon, Chairman of Dalgety, was the father of Val Arnott and it was members of the Arnott family who were avid Rolls-Royce owners. It is thought likely that their experience influenced Braddon to take up the agency.'



Dalgety's Sydney Garage.

Page 70: End of 3rd para change date in 'Silver Shadow in' to '1965'.

Page 73, caption: After 'Silver Ghosts' add '60764 by the workshop's rear window'.

Page 74. Change Appleby's indenture to 5 July 1910.

Page 75. The All-British agency began in Sept. 1925 (see *The Argus* 18 Sept. 1925)

Important Announcement!

ROLLS-ROYCE



The Best Car in the World

In consequence of Messrs. Dalgety and Company Ltd. retiring from motor activities in Melbourne, The All-British Motor Company Pty. Ltd. have been officially appointed Sole Distributors for ROLLS-ROYCE Cars for the States of Victoria and Tasmania.

**40/50-h.p., 6-cylinder Chassis
SILVER GHOST MODEL**

**On View STAND 123, Show
Grounds**

THE ALL-BRITISH MOTOR CO. Pty. Ltd.
Cor. Little Collins and Russell Streets... MELBOURNE

**SIR ROSS SMITH'S MESSAGE TO READERS
OF SEA, LAND AND AIR**

Written at Ipswich, Q., January 30, 1920.

Now that our Rolls Royce engine has been tested I would like to say how pleased I am with the results of the test, and also how very much I appreciate the great assistance which we have been given by the Ipswich Works. The work carried out here has been done quickly and skilfully and reflects the greatest credit on all concerned. I am now quite confident that the engine will carry us on safely to the end of our flight. The new propeller which has been made is an excellent piece of workmanship and I am sure it will carry us along successfully.

Ross Smith.

Page 77. After Ross Smith's epic flight it was found that one of the engines needed an overhaul. This was done at the Ipswich Workshops of the Queensland Railway Department, the first Rolls-Royce aero engine overhaul in the country. A pair of connecting rods were made, the cracked crankcase plated over. Two spare cylinders were also fitted and a new propeller made. The engine was then tested on an outdoor jury rig. (See *Sea, Land and Air* Feb. 1920 p.737-739).

Picture: Sir Ross Smith's letter about the engine overhaul, written at Ipswich 30 January 1920. (*Sea, Land and Air*, Feb. 1920 p.739)



THE FUTURE OF FLYING
DEPENDS ON TRUSTWORTHINESS

The Supreme Test of Endurance

THE wonderful record flight
half way round the earth,
made by Capt. Sir Ross Smith
in his Vickers-Vimy aeroplane,
was achieved with two Rolls-
Royce, Series VIII "Eagle"
type twelve-cylinder engines

Rolls-Royce Aero Engines, like Rolls-Royce
Cars, are the Best in the World



Australian Depot: 2 SMAIL STREET (off Bay Street), SYDNEY



THE FUTURE OF FLYING
DEPENDS ON RELIABILITY

The following is an extract from a leading article by the DAILY MAIL
(LONDON), October 9, 1919:—

"A LANDMARK IN FLIGHT."

Flights scheduled	86	Interrupted by weather	1
Flights accomplished	83	Interrupted by mechanical defect ..	1
Prevented by weather	1	Number of miles flown	20,750

"The above figures, reflecting the opening six weeks' activity of the London-Paris Air Express Service, need little elaboration. Reliability in the air has been achieved.

"At 12.30 p.m. each day from Paris and from London, the London-Paris Air pilots have started off more punctually than many a train. They have averaged 106 miles an hour and covered the 250 miles systematically in 2 1/2 hours. The machines are a peace offshoot of the famous de Havilland bombers, and the pilots—an all-important factor—are the cream of the R.A.F. Business men have booked up the service for a month ahead. The Company is aiming at an hourly schedule, but we believe its main immediate success will be in carrying mails at a speed by which it will be possible to get a reply, by tea-time, to a letter air-mailed to Paris after breakfast.

"Reliability must be guaranteed the public. That it is so guaranteed emerges forcibly if we consider that the London-Paris stretch is the worst in the whole world for rapid weather changes, and that in the six weeks above tabulated only eight days were officially reported as 'favourable for flying.'"

ROLLS-ROYCE ENGINES, WITH FEW EXCEPTIONS, ARE USED ON ALL THE MACHINES OF THE LONDON-PARIS AIR EXPRESS SERVICE.

THE FIRST DIRECT ATLANTIC FLIGHT WAS ACCOMPLISHED WITH ROLLS-ROYCE ENGINES IN A VICKERS-VIMY AEROPLANE.

THE FIRST FLIGHT FROM ENGLAND TO AUSTRALIA WAS ACCOMPLISHED WITH ROLLS-ROYCE ENGINES IN A VICKERS-VIMY AEROPLANE.



Australian Service Depot: 2 Smail Street (off Bay Street), Sydney

Page 79: Bank of N.S.W. Eagle engine. This was scrapped in the early 1950s.

Page 80: At the end of the 2nd para add 'Wizard Smith built another record car in 1930, the "Fred. H. Stewart Special" (Stewart owned Silver Ghost 158BW) in 1930. This new car was Napier powered (*The Autocar* 2 Jan. 1931 p.38)'.

Page 80, caption: The Ninety Mile Beach in question was the one in New Zealand, not Victoria, where Norman Smith was briefly taken up by Sir Henry Kelliher, owner of a 1928 Rolls-Royce 40/50 h.p. phaeton. Smith's next record car was powered by a Napier Lion engine. Smith died on 1 Dec. 1958 and Harkness in 1973. (See '*The Real story of Wizard Smith*' by Steve Simpson. Sydney: Murray, 1977.)



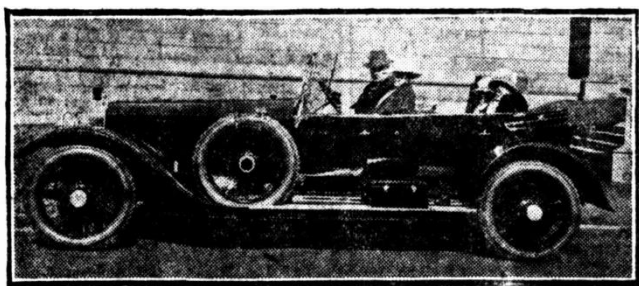
Picture: A line of eleven Rolls-Royces, mostly Silver Ghost tourers, at the arrival of Lord Somers, Governor of Victoria, in Melbourne during 1926. The first car is seemingly registered VIC-34 and features heavily-scalloped sides as well as a radiator guard and bumpers. It could be 32EE which was VIC-343. The body is almost certainly Australian which would mean 32EE arrived as a chassis. In later years 32EE was illustrated with the high-set front bumper. The second car carries the registration VIC-62 and is therefore 39BW. The third car is 1920 15CW Barker tourer. The fourth car is a Waring V-screen tourer with polished bonnet but is thought not to be either 97LK (because its hood line does not match period photographs) or 14HG (which had a California top). However, it could be 65LK. (*The Autocar* 3 Sept. 1926)

3PP p.81. Change 'SA-22-5*4' to SA-22-504.

15TW p.81-2. Some doubt about photo being 15TW. Text beginning 'Believed to be the ca 1927 ...' up to 'Second World War for £100' applies to 30AE. This arises from confusion with the engine number which both cars shared at one stage.

18TW p.82. Change Andshah to Anschau. Francis Bernard Anschau (b.1870) used the car at the wedding of Roger Breden and Marion Paine in Windsor, 18 July 1923; after 'George Green ... 1960s' add 'frame given to Peter Cable, Sydney, 1960s; then to Neil Martin, Sydney, to 1984; John Ham, 1984'. Delete entire entry for Hedges.

Pictures: Two advertisements placed by the Company's Australian representative B. A. Peat after Ross Smith's flight. (Sea, Land and Air, Jan. 1920 p.705 and Feb. 1920 p.773)



FIRST POST-WAR ROLLS-ROYCE LANDED IN SYDNEY, OWNED BY MR. S. B. ANCHAU, OF WINDSOR. BODY WORK BY I. PHIZACKERLEY.

Picture: 18TW seen in the Sunday Times, Sydney, 12 September 1920. This report confirmed the Phizackerley body.

28TW p.82 See *Argus* 28 June 1921 p.8 for Buckingham's Ltd. announcement re arrival of chassis; recaption p.82: this picture actually shows another Jackson, Jones & Collins body, 1ZG. First owner of 28TW was William Westbrook.



Picture: Seen in The Sun 3 June 1922 p.8, a body that looks Jackson, Jones & Collins in the spare wheel well treatment (compare with 64PE), hence possibly 28TW.

47CW p.83. Timmins was Rowland Timmins, still with the car in 1937

62CW made into a hearse by Grice in mid 1932, reg'd NSW-L-5-249. L signified undertakers.



Pictures: Two views of 62CW outside Grice in the 1940s.

34FW p.84. Change 'NSW-LM-477' to LN-477. Delete 'Ronald Payne, ca 1941;'.



Picture: 1920 Silver Ghost 34FW with its late 1920s saloon body taken from another car. Seen here on 17 March 1943 with the father of the late George Sevenoaks, photograph taken by W. Harry Beenham. (Foundation Collection)

51FW p.85. Cecil Harden, N.S.W., 1940s reg'd NSW-207-456; Thompson was possibly W. B. Thompson, Grand Prix race winner and dealer in

Bugattis. After Beckett's ownership add Jerry O'Keefe pre 1956, crashed soon after.



Picture: 1920 Silver Ghost 51FW in the 1950s with its ca 1934 Martin & King saloon body.



Picture: 51FW in the 1940s when owned by Cecil Harden, N.S.W. Taken from moving picture film.

99FW p.86. Delete entry from '[Peter Lamb] replica tourer fitted...'. This applies to 94FW, not an Australian car.



Picture: 1920 Silver Ghost 99FW with Kellow-Falkiner two-seater coachwork, believed fitted from George Tye's Hispano-Suiza. The photograph was

taken outside Tye's house at the corner of Tennyson and Dickens Streets in St. Kilda, Melbourne. (Courtesy of Stuart Murdoch via Denis Deasey)

39BW p.86. Jacobs was Morris Jacobs, Jr, still with the car in 1933.

59BW p.86. Jack Scott Fell and O. G. S. Lane ran a shale oil business.

127BW p.86. Possibly the rebodied saloon (Agate features); acquired by Basil Monckton, 1949 reg'd NSW-PO-814

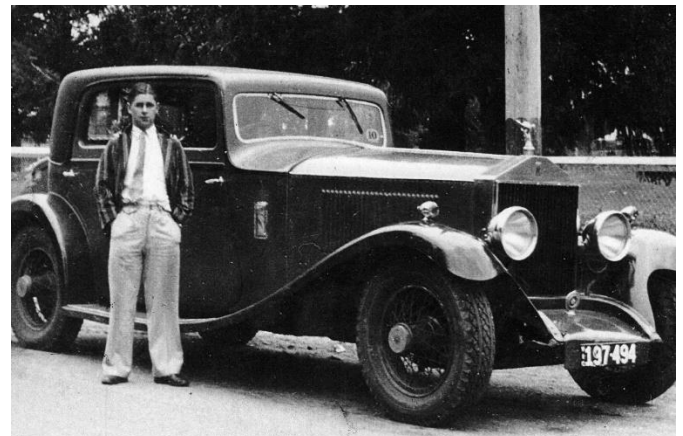


Picture: Thought to be 1920 Silver Ghost 127BW by Agate, seen around 1949.

143BW p.97 advertised in The Herald 10 Aug. 1930 p.23 still with original body

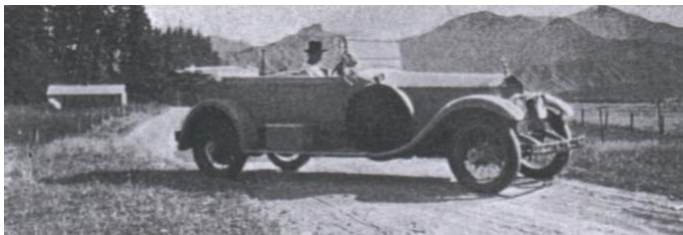
158BW p.88. Delete '(sill plates?)'. Before 'Neville Vassallo' add 'Philip Kinsella, N.S.W., 1980s;'.

30AE p.88. Imported by John Millsom, Brighton Beach, Vic. This car is not the rebodied car on p.81 of Sunburnt Country (i.e. not 15TW either). Information under 15TW re Wotherspoon, Dutton, McRae, Lethbridge, Mitchie applies to 30AE.

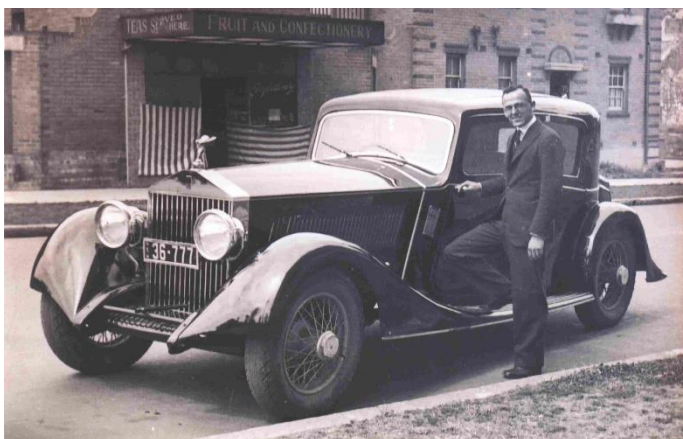


Picture: 30AE in the 1930s. The body is probably by Supreme. (Courtesy of Matthew Millsom)

96AE p.89. Advertised by widow Mrs Reginald Hastings Clarke (1885-1926, née Ernestine Maud Govett), of 'Amesbury House', Domain Rd., South Yarra, as a 1919 touring car in *The Argus* 26 Sept 1923 and by her chauffeur in *The Argus* 4 Oct. 1923 and later issues – the car was English-bodied, 7-seater, had twin spares, 10,000 miles covered; later recorded with a 2-dr saloon body and therefore might have been the Waddington Body Co. car ca 1936 reg'd NSW-36-777. See also under 65SG.



Picture: A post-War Silver Ghost tourer, almost certainly an English body with the front wings looking somewhat Barker. Seen here about to descend Brown Mountain near Bega, N.S.W. The likely chassis is Hooper 96AE, or just possibly Barker 65SG. (The Sphere 4 Sept. 1926 p.36)

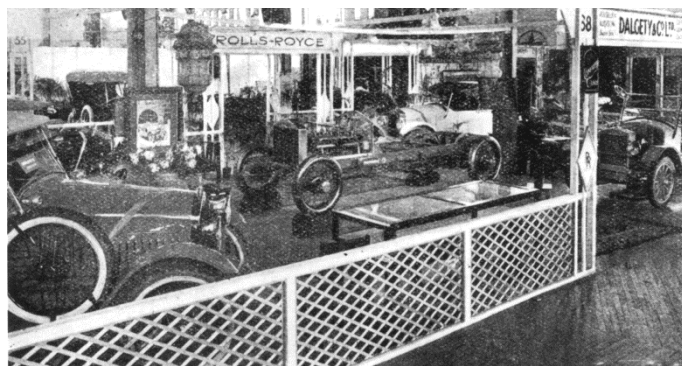


Picture: The Waddington Body Co. 2-dr saloon on a 2-wheel brake 1920s Silver Ghost reg'd NSW-36-777. 96AE is a candidate for this unusual body. (Courtesy of John Dunn)

110AE originally ordered by Dr. E. J. Thring of Sydney with 'Enough aluminium to build body in Australia' but the sale did not proceed. Later fitted Howarth & Co. coachwork.

53LE p.90. Change 'Sherry' to 'Cherie'. Now in the U.S. with replica Brooklands racer body like 1701.

64PE p.89-90. Add after the picture source: 'and at the Easter Show 1921 near Anthony Hordern's hangar. A jury seat was fitted (*Motor in Australia* 1 May 1921 p.692)'.



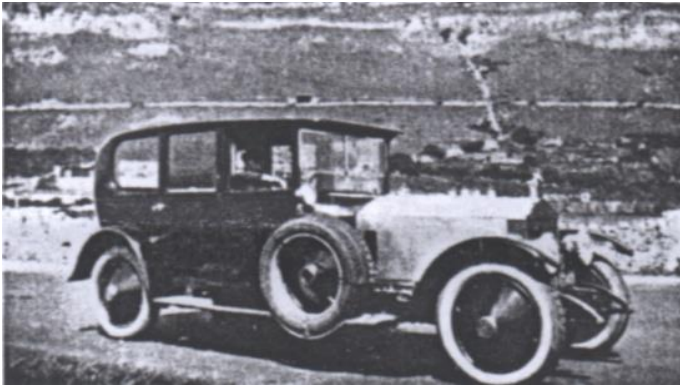
Picture: 1920 Silver Ghost 64PE as a chassis at the Easter Show 1921. (Motor in Australia 1 May 1921 p.692)



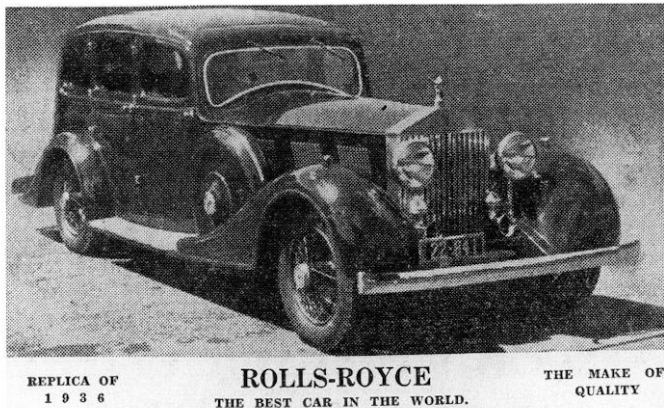
Picture: 1920 Silver Ghost 53LE with its mid-1930s saloon body by an unknown Australian maker. For this period Diskon & Molyneux or Propert are likely makers. Photographed in California in 1999. (Courtesy of David S. Morrison, U.S.A.)

1TE p.90. Delete 'S. Feldon'. Confirm 'William Foden, 'Minimbah', Whittingham, near Singleton'. Add 'Brought to Melb., Vic., in Jan. 1925. The Silver Ghost 1TE is shown as a limousine in *Foden News* no.122 Dec. 1967 which confirms that this body was on the car prior to arrival in Australia in Jan. 1925 reg'd VIC-71-314. (Foden initially lived in Caulfield, Vic.) The conversion by Jackson, Jones & Collins was probably removing the division to make a saloon. James E. Foden's 3-litre Bentley chassis 75 reg'd XL-2953, then YK-4624, was also brought and reg'd in June 1925. It survives in the U.K. It initially retained its 1930s second body, an Australian two-seater with dickey having a cigar shaped rear! Foden owned the lorry works in Sandbach, Cheshire. **1TE** was possibly the car rebodied in 1936 as a 'replica' saloon, similar to 102SC, perhaps by Diskon & Molyneux or Waddington Body Co. (and perhaps even using a body taken from another make), reg'd NSW-22-841 (1922-23 registration). In this form it was owned briefly by Walter G. Stuart (1882-1956) of the Stuart Bros building company in late 1936. Stuart sold it to buy 35MC soon afterwards.

The car was offered by Coombes Motorage, Sydney, in the *Daily Telegraph* 25 Mar. 1937 p.20. The same reg'n number was connected to a green 'Phantom I' [sic] limousine owned in the 1950s by Dr. S. Goldberg, possibly confusing observers because of the added radiator shutters.



Picture: 1921 Silver Ghost ITE Cockshoot limousine photographed in England. (Foden News no.122 Dec. 1967, via the Foden Society)



Picture: A car rebodied in 1936, probably Silver Ghost ITE, somewhat in the style of Diskon & Molyneux or Waddington, reg'd NSW-22-841. (Daily Telegraph 25 Mar. 1937 p.20, courtesy of the Mitchell Library)



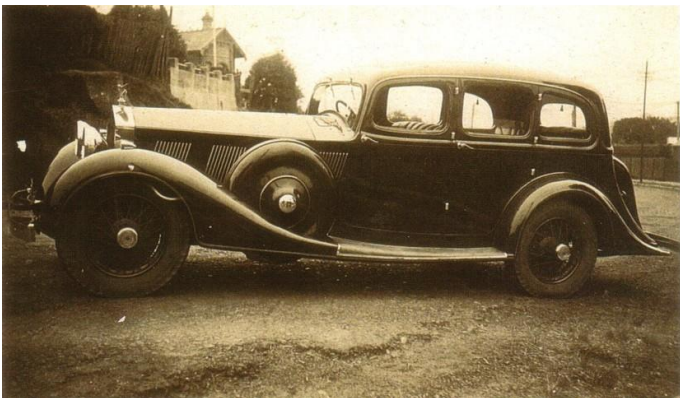
Pictures: Images supplied by the Stuart family, thus it is likely this must be their ITE.

69TE page 90. Paul took the car to New Zealand Oct 1929 for an unknown period. E. W. S. Paul died on 12 Nov 1951 aged 78, not 1948.

59CE p.91. After the 'Fairymead' ownership add 'Mr. Howarth, Randwick, N.S.W., 1940s, for sale July 1946 £860'. Seen with reg'n NSW-815. F. Howarth of Randwick offered this 'Alpine Eagle' car in *The Sydney Morning Herald* 22 July 1931 with tourer body covered in red fabrikoid and well-base wheel rims.



Picture: 59CE seen in the 1950s with its second body. (Courtesy of Henk Gerritsen)



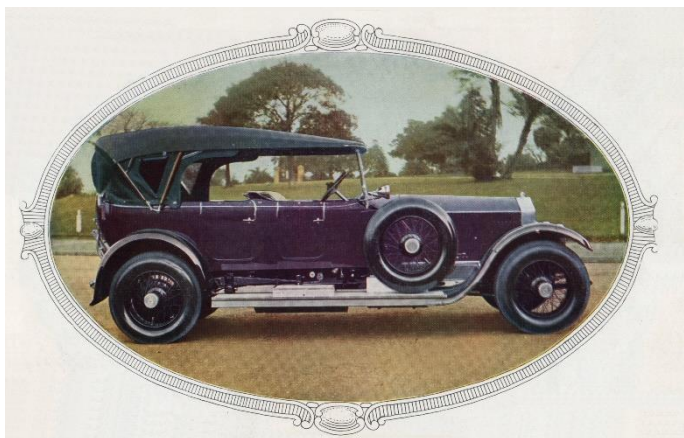
Picture: 1921 Silver Ghost 56NE with its ca 1928 Jackson, Jones & Collins 2dr saloon body dismantled.

96NE p.92. Glick must have had a Victoria reg'n until June 1924 when it was newly reg'd WA-5-595 (see *Sunday Times* 29 June 1924)



Picture: 96NE outside Ronaldson Bros & Tippet Pty. Ltd., Bourke St., Melbourne with a reg'n seemingly ending in 73. (Courtesy of Tom Binns)

56AG p.94. Line 7, correct the mis-spelling of Waddington. Also illustrated in *Illustrated London News* 13 Oct. 1923 p.678 and *Daily Telegraph* (Sydney) 17 Nov. 1924 p.2 in advertisement for Hean's Tonic Nerve Nuts, 'the Rolls-Royce of nerve foods & tonics'!



Picture: A 1923 colour advertisement featuring 56AG.

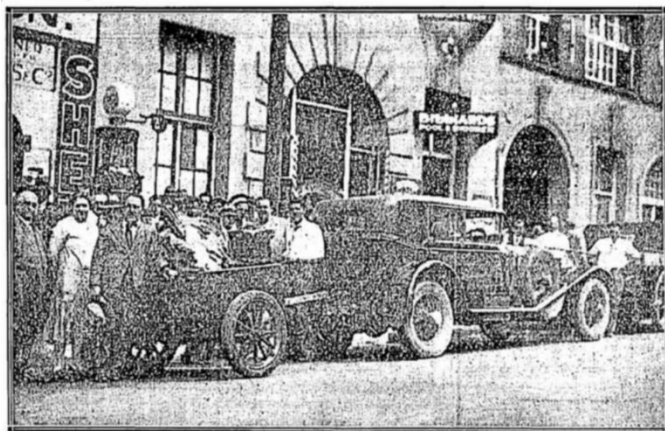
85AG page 94. Packard tourer body referred to now believed to be ex Cadillac.

Unknown car. Bought via Gordon Car Sales by comedian George Wallace and used in Qld as a hard-top tourer reg'd QLD-138-362, with speed-style front wings (referred to in *Table Talk* 5 Nov 1931). The Maythorn body on 85AG had been converted into an allweather saloon but this Coombes car with the same feature isn't 85AG. Another possibility is 45NA.



Pride of possession. Mr. George Wallace with the Super-Sports Sedan Rolls-Royce which he recently acquired through the Gordon Car Sales. It is an exceptionally long Car painted in green with a polished Aluminium Bonnet.

A ROLLS ROYCE AND A TRAILER



Mr. George Wallace and some of the Members of his Revue Company photographed just prior to leaving Brisbane for the South in Mr. Wallace's Rolls Royce Motor Car.

Pictures: Two views from *The Telegraph* in Queensland for 1 Sept and 20 Oct 1931 showing George Wallace with his car. Could it be 45NA?

143AG p.96. After 'Groves's car' add '. Hard top removed, period style wings reinstated'.

9LG p.96. Delete note on reg'n VIC-159-601, see 20 h.p. GYL29 instead.

24LG p.96-97. See under 1334 for information about O. G. S. Lane. It is possible the Fisher body was ex Buick.



Picture: Possibly 24LG at Jenolan Caves in front of Hartley Courthouse, ca 1929.

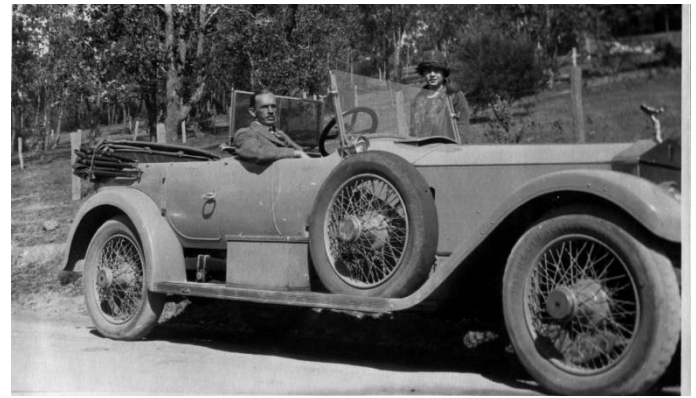


Picture: A further view when new of 1921 Silver Ghost 38MG by Smith & Waddington showing more detail such as dashboard, rear screen, and luggage rack. Milton Kent photograph. (Courtesy of John Dunn via David Neely)



Pictures: 1921 Silver Ghost 38MG in 1997 with the ca 1922 body from 2242 (fitted to 38MG in 1970). (Courtesy of Judith Merlin)

179MG p.99. Serviced for the Tennants by Raven's Pier Service Station, Glenelg. After 'Oct. 1925;' add 'rebodied mid 1930s as a saloon, believed by Supreme; used on farm near Naracoorte, S.A., with rear of body removed, for superphosphate spreading reg'd SA-176-377; found near Naracoorte ca 1945 by Ben Tillett, bought by Alfred Hughes, 'Nockatunga Station', on S.A./Qld/N.S.W. border;'.



Pictures: 25JG with the Raper family.



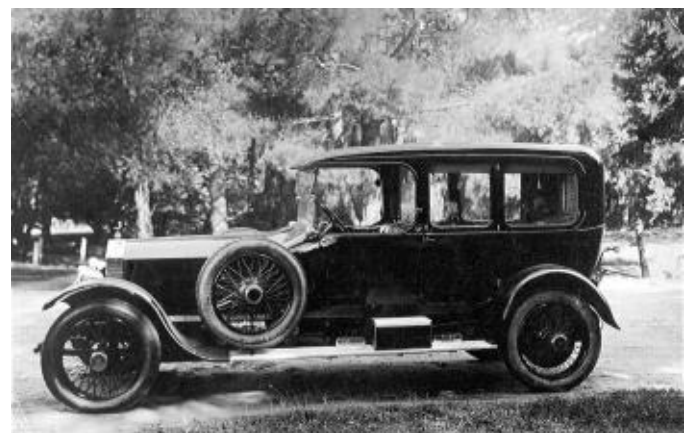
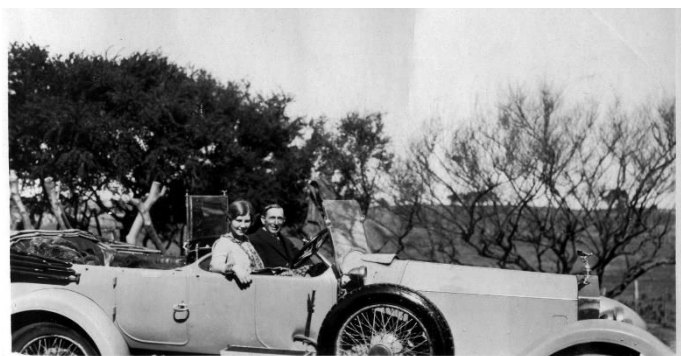
Pictures: 1921 Silver Ghost 179MG as a farm vehicle and still wearing the remains of its second body, photographed late 1946 or early 1947. Note the distinctive style of the windscreen as used by Supreme (see 1332 and 20HG). The accompanying car is 1920 Silver Ghost 3PP Barker tourer. (Courtesy of Gavin Sandford-Morgan)

62JG p.100. Used as the official RAC car during a 6-day reliability trial in Sept. 1924. Change 'McLaurin' to 'Prof. E. C. B. Maclaurin'.

76JG p.100. On 18 May 1924 the owner Gordon Henry Cocks (wrongly quoted in the press as Gordon Cox), formerly of The Motor Garage, 27 Pall Mall, Bendigo and then a licensee of the Recreation Hotel, North Fitzroy, was killed in the car. The accident took place at Blacks' Spur near Healesville. Next owner Tressider was Ernest P., a local politician in Randwick; from ca 1929-34 believed owned by Margaret Bennetts, Kensington, N.S.W., and then possibly her family. Add new owner '; Max Houston, N.S.W., 1998'.

65SG p.100. Possibly the car illustrated in *Praeclarum* p.3417 (from *The Sphere* 4 Sept. 1926 p.vi), reg'd NSW-*11*? See under 96AE for possible photo.

70SG p.100. See below; and under 1291 for a photograph at a 1930 Newcastle funeral.

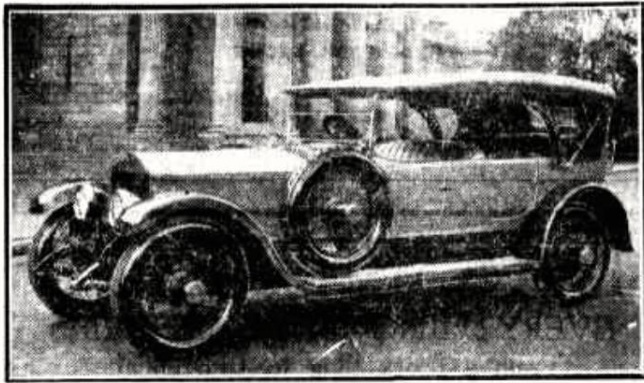




Pictures: 1922 Silver Ghost 70SG Sphinx open drive limousine being delivered new to Dr. Mark Symons at 64 Palmer Place, North Adelaide. The men on the left could be the three in the Sphinx partnership. On the right is Walter Mastin, previously known as Walter Mastin-Townsend in England, the Dalgety representative who formerly worked for Kellow-Falkiner. The mascot, a 'fairy sitting on a post', survives. (Courtesy of Phil Keane, via Roly Forss and Gavin Sandford-Morgan, S.A.)

30KG p.102. *The Sun* 25 Nov 1922 showed the view used in *Sunburnt Country* p.102 and noted A. P. Wade, thus confirming the caption for 30KG in preference to 12HG. This car was advertised in the *Sydney Morning Herald* 9 March 1929 by J. Morgan of Castlewood, Woolloware Rd., Cronulla as a 7-seater limousine with 7,500 miles for £2,200. Change 1956 order of names/references to 'Malcolm Johns; Read; Motor Sport...'.
33KG p.102. When the car was used in Adelaide, Friday 4 May 1945, for the visit of the Duke and Duchess of Gloucester, it was noted as being yellow and black, with green tonneau. The chauffeur was the Duke's J. Emslie. Sir Willoughby Norrie's Phantom III was the backup car. The 1960s sale

THE LATEST ROLLS ROYCE



The body for this chassis was built by Smith and Waddington. The car was purchased by Mr. A. P. Wade. Dalgety and Co, Sydney agents.

Picture: 30KG seen in The Sun 25 Nov 1922.

33KG p.102. When the car was used in Adelaide, Friday 4 May 1945, for the visit of the Duke and Duchess of Gloucester, it was noted as being yellow and black, with green tonneau. The chauffeur was the Duke's J. Emslie. Sir Willoughby Norrie's Phantom III was the backup car. The 1960s sale

was to Terry M. Bennett, a doctor and not a teacher and the car ended up in the U.S.

40RG p.104. Still with Scarfe in August 1927 when a chauffeur was sought

33YG p.104. The Bentley referred to was ordered by J. H. Syme for his younger brother Oswald J. Syme.

34YG p.104. Used for the visit of Amy Johnson reg'd VIC-41-855 (see *The Australasian Pictorial* 28 June 1930).

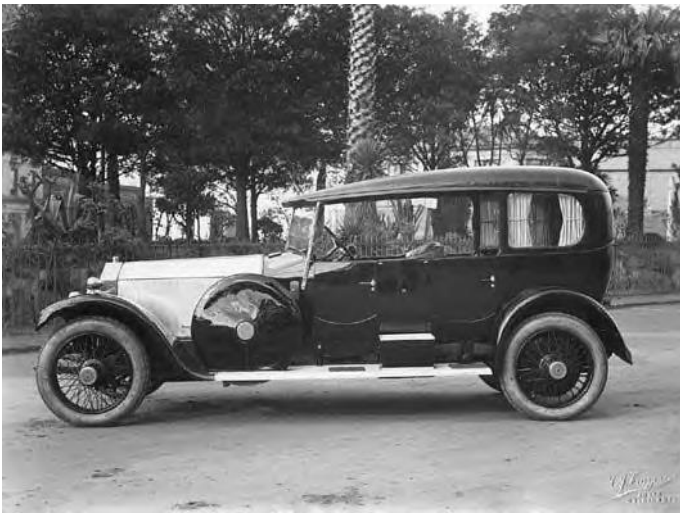


Picture: 34YG with Miss Amy Johnson. (Australasian Pictorial 28 June 1930)

1ZG p.104. The car shown on p.82 is actually 1ZG rather than 28TW. Dr. J. R. McLean of Too-woomba, formerly of Grafton, owned the car at the time of the accident in 1935 (see *Maitland Mercury* 10 Oct 1935). Reg'd in 1980s as NSW-1913 when known as 2317.

2ZG p.105. Current body built by John Spalding.

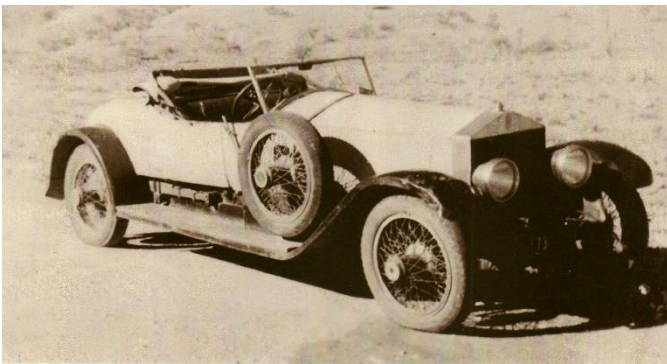
12HG p.106. Line 9, retain 'builder' but delete 'a builder'. The story of its theft and damage is recorded in *The Sun* 14 May 1928, possibly not the 12 Jan 1924 theft noted in Maroubra. The 1928 theft ended in Rushcutters Bay.



Picture: 1923 Silver Ghost 14HG Waring V-screen California top tourer. (Courtesy of State Library of Victoria)

17HG p.106. In 1961 Wheeler registered this car with engine SL149 as VIC-GB-048.

52LK p.108. For sale in the *Sydney Morning Herald* 15 Aug. 1931 as '4-door sedan, model K52, 1925 ... fitted with 6 wire wheels ... built-in ice chest ... Lyne's Auto Sales, 251-3 Elizabeth St. [Sydney]'. There was no K52 engine in an Australian car. 52LK is the most likely candidate. Possibly Dr. Chapple's car in the N.T., see also 62LK.

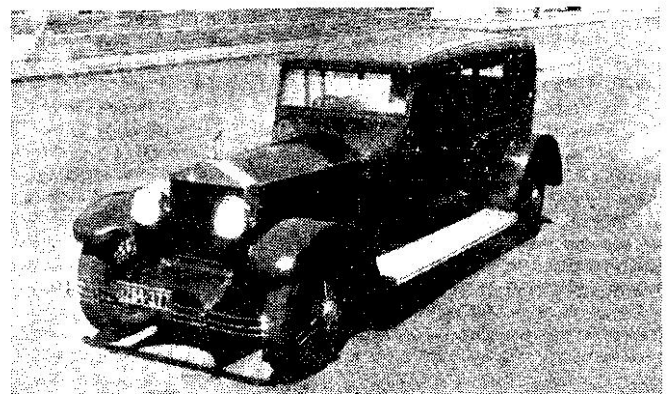


DR. CHAPPLE'S ROLLS ROYCE GHOST - 1952

Picture: Probably 52LK seen in 1952.

59LK p.108. After 'at least.' add 'Bayles was a close friend of R. S. Falkiner of Colley Manor, Reigate Heath, Surrey, England, and also of Melbourne. Car believed to be the Windovers limousine reg'd BH-9448 in U.K.;'. It is believed the Bayles family was linked to the Sugdens. Joah H. Sugden, of the Tweedvale, and Onkaparinga, Woollen Mill in Tweedvale (a.k.a. Lobethal) S.A., was married to Cassie Bayles (and Joshua Humphreys Hoaston Sugden, 1837-1914, was married to Annie Marie Bayles). A newspaper report on 7 June 1927, concerning their son W. F. Sugden in a motorcycle accident, referred to Sugden Sr. using a Rolls-Royce.

62LK p.109. The *Daily Telegraph* 7 April 1925 noted its colour as biscuit. *Sydney Morning Herald* 8 April 1925 noted probably this car as the Sydney Show example. Thus the body was fitted before Arnott's purchase. Possibly the modified tourer reg'd NSW-264-377 offered by Coombes Motorage, Sydney, in the *Daily Telegraph* 25 Mar. 1937 p.20. This, or less likely 52LK, believed to be the roadster with Dr. Chapple, known in Broken Hill area, 1950s, reg'd NSW?-***-573



Pictured above is an excellent Rolls-Royce chassis with modernised body and features, proving a car to suit all discerning buyers.

Picture: A 1920s Silver Ghost with modified body. It could be 62LK. (*Daily Telegraph* 25 Mar. 1937 p.20, courtesy of the Mitchell Library)

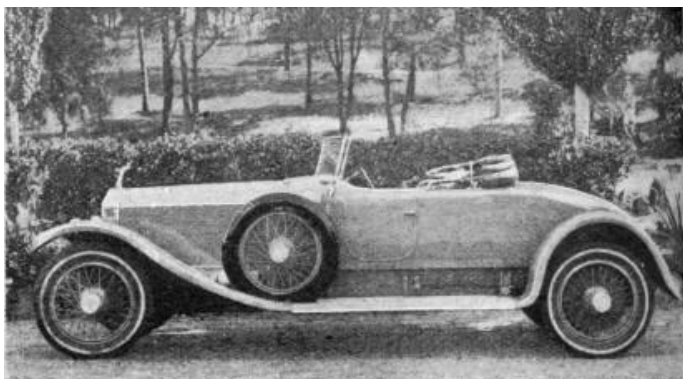
65LK p.109. Gazzard body fitted prior to Dec. 1964. Change VIC-HTC-256 to VIC-HCT-256

67LK p.110. Wheeler reg'd and insured some of his 40/50s quoting the crankcase part number E20742.



Picture: 1923 Silver Ghost 67LK seen at the 1967 RROC Federal Rally with its later Martin & King body. Helsham Wheeler stands alongside. Note the added shutters and front wheel brakes. (Courtesy of Fred Robinson)

88LK p.110. Davie of Elwood, Vic., re-reg'd the car on 14 Oct 1932 as VIC-850 and sold it on 4 Nov 1946 to Ralf Perston of Hampton, Vic.; to Anthony G. Carr, Magill, S.A., 14 Apr 1947; Renold Gerlach, Hawthorn, Vic., 30 June 1948 and reg'd VIC-LV-993, 27 July 1948, VIC-OR-531, 13 Dec 1949, VIC-GAN-751, 14 Apr 1953; Norman M. Carter, Camberwell, Vic., 18 Jan 1957; Dr D. Bryan Hartley, North Balwyn, Vic., 12 July 1960 and taken to Tas. Martin & King body fitted to 34UF in 2004 and converted into a landaulette. Replica of original body then fitted on 88LK.



Picture: 1923 Silver Ghost 88LK new with the hood lowered. (The Motor 2 Sept. 1924 p.194)

97LK p.111. Reg'd VIC-788 from new. Shown in *The Autocar* 20 Feb. 1925 p.299. After 'ca 1936;' insert 'to Davie's nephew Alan Male, 1940s;'.



Picture: 1923 Silver Ghost 97LK Waring tourer on a picnic when new.



Picture: 1923 Silver Ghost 97LK Waring tourer at the 1967 RROCA Federal Rally. (Courtesy of Fred Robinson)

22NK p.113. Chauffeur was John Hughes; in caption add 'and rear' in front of 'wings'. Seen at Pitt Town races near Windsor, 1960s, as NSW-UX-758 in *Restored Cars* 145 Mar./Apr. 2001 p.2.



Picture: 22NK when new. (Courtesy of Malcolm Johns)

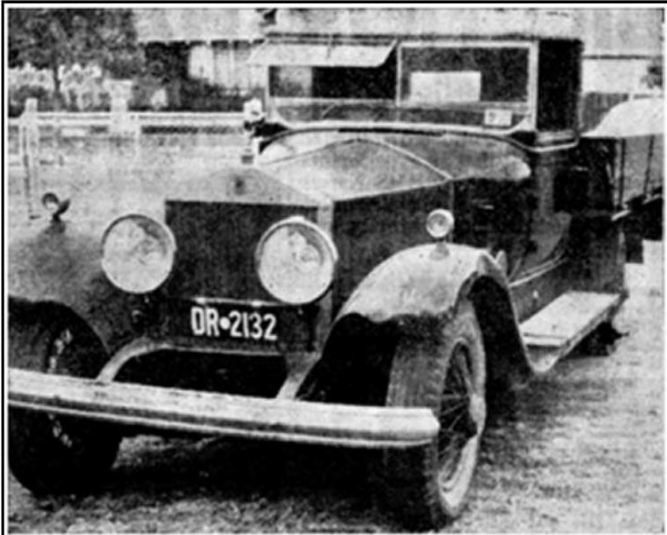


Picture: 1923 Silver Ghost 33NK Barker tourer with Smith & Waddington hard-top, Michelin disc wheels. (Courtesy of C. B. Alexander Foundation)

72EM p.114. First reg'd in England as HM3846, bought by McLeish in April 1927

page 114 insert extra car: **115EM** completed 3 April 1924, Arthur Mulliner limousine and brought to Australia by May Brookes. Front wheel brakes fitted soon after new. See *Table Talk* 9 Dec 1926 referring to 115EM and a Bugatti brought by her from England, also 17 Feb 1927 issue. 115EM possibly returned to U.K.

39LM p.114. Also reg'd WA-DR-2132. See *The Mirror* (Perth) 3 Mar 1956 p.4. Sultan of Johore probably originally intended for this chassis but not fulfilled. The ute conversion is claimed to have been done by Mr Greenwood of central Perth, and commercial coachbuilders Campbell & Mannix.



The Rolls-Royce one owned by the Sultan of Johore. The traditional Winged Venus on the radiator cap is of solid silver. The dealer has to remove it every night for safe-keeping to prevent it being souvenired.

Picture: 39LM in the 1950s after the rear of its body was removed for a ute conversion.

15RM p.115. It appears there was a Police error with the first reg'n which was VIC-3-666 rather than VIC-6-666. Gilpin's 20 h.p. cars were 3-664 and 665. Change VIC-GU-058 to VIC-CU-058. The van was built by Martin & King ca 1933 and driven for many years by Bill Veldt Sr. Later made into a utility and used by a garage in Moonie Ponds. Phantom I axle referred to believed ex 68RC.



Picture: 1924 Silver Ghost 48RM in its later lengthened form. (Courtesy of Prof. Barrie Gillings)

6TM p.116. Bristoe initially used the trade reg'n QD-190. Car to U.S. ca 1985, body removed by Marshall.



Picture: 1925 Silver Ghost 110AUB Windovers 3/4 coupe seen here new with the Tye family. Although dummy front brakes are claimed to have been fitted it is clear they are not present and no double front shackle is evident. (Courtesy of Stuart Murdoch, via Denis Deasey)

58TM p.117. Reg'd NSW-BME-018 in July 1957, sold to Malcolm Johns by 790 Car Sales, 790 Pittwater Road, Brookvale, 23 February 1958 for £135 plus trade-in of a 1949 Renault 750.



A "NEW PHANTOM" IN AUSTRALIA: The recently erected War Memorial —the work of Sir Bertram Mackennal, K.C.V.O., R.A., at Sydney, N.S.W. The bodywork of the 40-50 h.p. Rolls-Royce "New Phantom" has been constructed in Australia to suit local conditions.

Picture: The controversial 1924 Ghost 47AU seen in Sydney in mid 1926 now bodied for the first time as a Smith & Waddington tourer, used as a demonstrator. In Sunburnt Country it was thought the car was only bodied three years after the first owner in Victoria refused delivery (because the engine boiled) but clearly it was two years or less. (AutoMotor Journal 22 July 1926 p.553)



Picture: 1924 Silver Ghost 47AU touring in the mountains, published in Rolls-Royce Bulletin Oct. 1930 p.19.

57AU p.118-119. Delete 'with California hard top' in entry and caption. The Cramp reboddy retained the Jackson, Jones & Collins wings, running boards and spare wheel mounting, with Packard (?) main body and replacement rounded bonnet.



Picture: 1924 Silver Ghost 57AU in the 1930s at Mt. Wellington, Tasmania showing the neat updating by Cramp of Hobart with a Packard (?) body but original Jackson, Jones & Collins wings. (Courtesy of Andrew Marfell, U.K.)

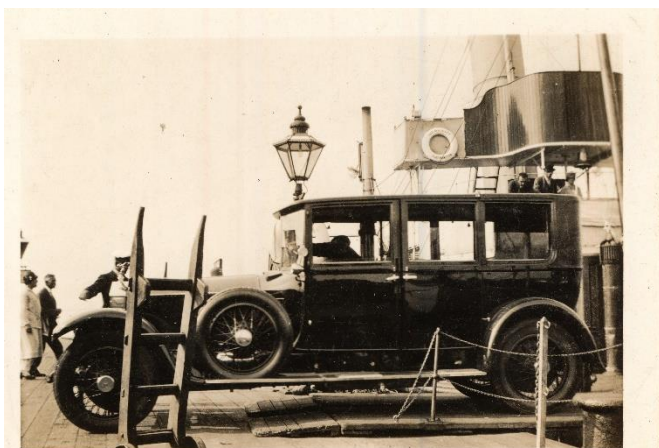
67AU p.119. H. B. Gilchrist, Bomaderry, N.S.W., 1940s, offered for sale in Canberra Times 7 May 1947, £725 in cream and black

ROLLS ROYCE 40 50

MARTIN & KING DE LUXE 4-DOOR SALOON BODY
FULLY EQUIPPED AND FITTED WITH EVERY CONCEIVABLE EXTRA. REGISTERED AND INSURED. GENUINE MILEAGE ONLY 31,000.
OWNER WILL SACRIFICE AT £1500
 Inspection and Full Particulars:
KELLOW FALKINER PTY. LTD.,
 — 379 St. Kilda Road, Melbourne, S.C.2. Win. 3784. —

Picture: 67AU in The Argus 19 Jan. 1935.

125AU p.120. Chauffeur was John Hughes; add new owner '; David Berthon, N.S.W., 1998'.



Pictures: Silver Ghost 125AU Hooper landaulette seen new in England (top), and in Australia (lower). (Courtesy of Malcolm Johns)

40EU p.120. In Rolls-Royce and Barker records the first owner is T. A. Stirton, not Stanton. A 1933 newspaper quoted the name as Sturton (see *The Argus* 13 Dec 1933). California top body from new. Playfair was Edmund Strathmore ('Strath') Playfair, a wholesale meat merchant and son of Edmund Playfair who owned Ghost 1230. Hugh Campbell owned 'Urawilkie' Station, Coonamble, N.S.W. and sold the car to auctioneer Cecil James Stewart, Melb., Apr 1933, £650; Stewart's agent Thomas Alan Thorley sold 40EU to Alexander Mackie Younger, Caulfield, Vic., on 2 June 1933, £1,025. This led to a court case in Dec. 1933 claiming the wrong date was given to the car, 1929, stating that it was the latest model (this probably being the date of the replacement body). Robert Menzies, K.C., acted for Younger who won the case.



Picture. An official Barker photograph of the first body on 1925 Silver Ghost 40EU, a California top type.

64EU p.121. Body no. 3302.



Pictures: Views of 1924 Silver Ghost 64EU Smith & Waddington tourer in the U.S., 2002, prior to its repatriation to Australia. The interior woodwork is of great interest but the upholstery is believed to be more recent and in a different form.

121EU p.121. As a chassis with investor Albert Henry Watson (see *Sunday Times*, Sydney 29 May 1927 p.5). As the car was known in Sydney in the April-May 1927 period its shipment back to England in April must be in doubt. Watson and a friend

drove it as a chassis from Melb to Sydney in May 1927.

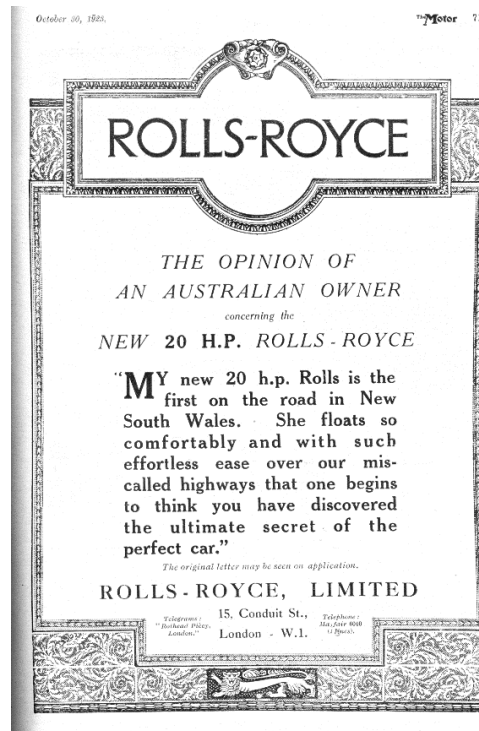
Page 122: Insert new chassis, '122EU off test in 1925. The Australian mining magnate W. S. Robinson, based in England, also owned this car in the U.K. It was a Windovers limousine, latterly used by Mrs. W. S. Robinson, but in 1928 was rebodied as a Gill fixed head coupe.' Although strictly outside the scope of this supplement (because of its earliest decades in England only) it is worth recording that in 2001 the car came to Australia for the first time when bought by Robinson's great-grandson Denis Deasey. Robinson's son bought 20 h.p. GHJ37 (q.v.) for use in England.

20 h.p. p.123. A story is known of a 20 h.p. front axle being used on an Indianapolis Ballot in 1926-27. The Ballot had destroyed its rear axle but when seen in August 1926 with Don Harkness it seemed no longer to have front wheel brakes and thus for a time, perhaps, the claimed 20 h.p. front (not rear) axle. See *Motor Life* 12 Feb. 1927.

40G9 p.125. Delete 'It survives in Sri Lanka'.

41G8 p.124. After 'Shipped Oct. 1928;' add 'Mr. Fearnshaw?, Menangle;'. Before 'Narrabri' add 'Mr. Vic Melbourne' and delete 'Vic.; Melb.'; some parts mixed with 79A1 during O'Neil ownership.

42G1 p.125. Remove 'ugly' from line 9. After 'modernisations' add 'reg'd NSW-**-717'. See *Praeclarum* Dec. 1999 p.3452, Oct. 2002 p.3975 for the ca 1928 4-dr body in 1937, not 70A2 as thought on p.3452. This 1928 body by Smith & Waddington reused parts of the original 2-dr (scuttle, dash); Liberty Motors, Sydney, 1937? and the 4-dr body was modernized again from the waist up, and in the wings, into its bulbous appearance, possibly by Propert's and using some of the 1928 body, see *Praeclarum* p.3975.



Picture: Arnott's testimonial to Rolls-Royce for 42G1, published in *The Motor* 30 Oct. 1923.

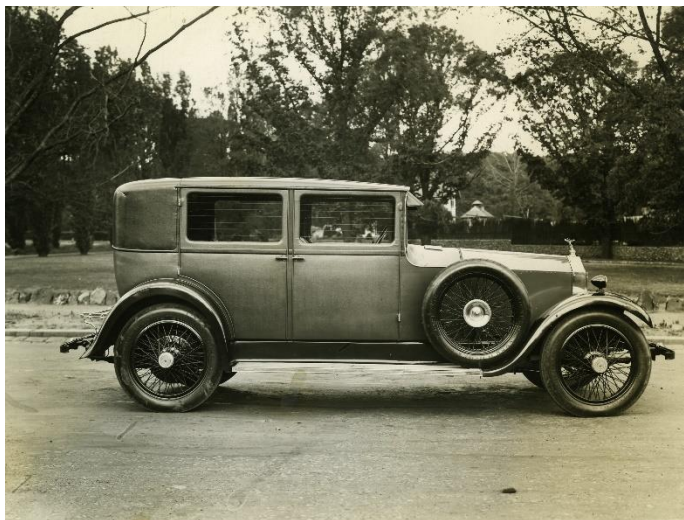


Picture: 1922 20 h.p. 42G1 Smith & Waddington saloon photographed for sale in October 1937. This was the second body on the chassis, fitted in 1928, and formed the basis for a subsequent bulbous modernisation. (Courtesy of the State Library of N.S.W.)



Picture: An early 20 h.p. by Waring. (BWP3,252)

44G6 p.125. If the picture below can be confirmed as this car then it follows the car was rebodied ca 1929 as a fabric saloon. This in turn was modernised to form the crude 'Mutton bird' car shown on p.125.

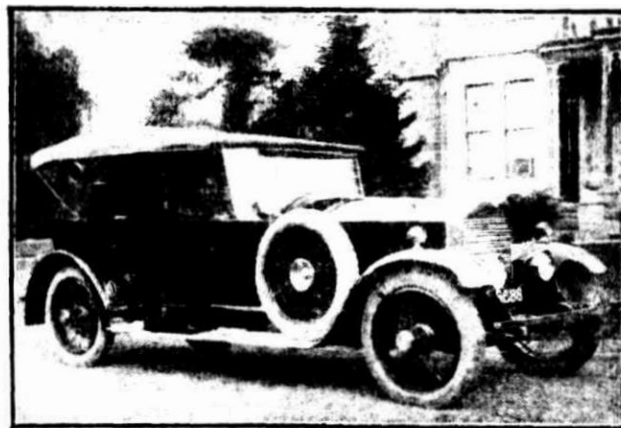


Picture: An unidentified early 20 h.p. but believed to be 44G6 with later Australian fabric coachwork of ca 1929-30, photographed some years after new. The photograph was held by Maurice Shmith and therefore All-British Motors, or Melbourne Motor Body, might be connected to this car. (Courtesy of David Shmith collection, now at Royce Foundation, Melbourne)

45G5 p.126. Delete 'engine to GPK42'.

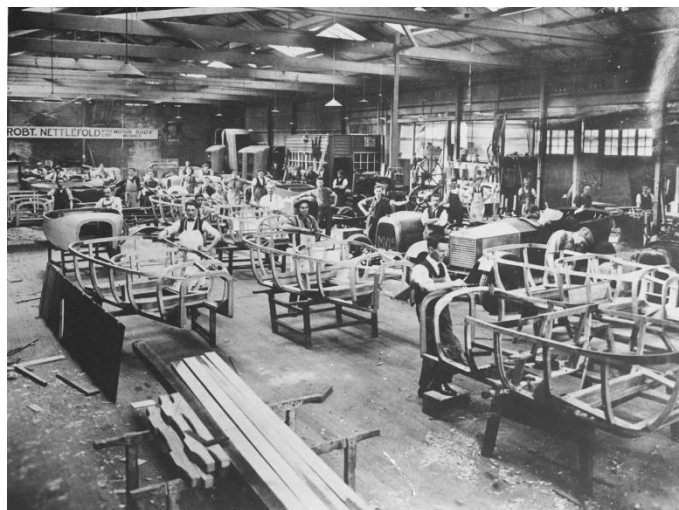
53S7 p.126. A picture published in the *Hobart Mercury* on 9 August 1924 p.13 confirms that the first body was a Nettlefold of Hobart tourer for the Hon. L. C. Clifford, reg'd TAS-6-688. It was inspected by the Rolls-Royce representative, probably Ernie Ford of Melbourne, who arrived on the visiting H.M.S. Hood during its Empire Cruise. Recollections by the late Leighton West also point to brewer Robert Boag of Hobart being the second owner but this is doubtful. The Barker barrel-sided tourer, on the chassis before 1952 (body 5076), probably came from cars no longer surviving, such as 64H6 or GH68. Amend third owner Haggard to Mrs. Marjorie Haggard (née Syme) who had a Martin & King saloon fitted. This body removed some time between 1939-50 by next owner Wotherspoon who probably found the Barker body in Horsham ex 64H6. Sandford-Morgan bought the car from Wotherspoon ca 1951 and sold it to Prof. A. 'Derry' Norman Jeffares in August 1952. First name of owner Van Senden was Max and he entered the car in the 1953 Redex Trial but used a Nash instead. Sold to John Michel ca 1954. Move owner A. G. 'Peter' Radford, ca 1960 to ca 1980,

before Scammell, reg'd NSW-BDF-787. See *Motor Sport* Dec 1953 for history.



Hon. L. J. Clifford's handsome Rolls Royce. The whole of the body work was executed in Hobart. The representative of the Rolls Royce Co., who visited Hobart in H.M.S. Hood, pronounced the body and fittings to be the finest he had ever seen.

Picture: 1923 20 h.p. 53S7 Nettlefold tourer when new. (Hobart Mercury 9 Aug. 1924 p.13)



Picture: A picture published ca early 1924 showing 1923 20 h.p. 53S7 as a tourer (centre right) under construction at Robert Nettlefold Pty Ltd, Hobart, Tasmania. When this picture was used in another publication in 1928, captioned as 'In an Australian wood-work factory', the Nettlefold sign was brushed out.

THE WORLD'S BEST
20 h.p.
ROLLS-ROYCE
JUST ARRIVED

All interested Motorists and others are
cordially invited to inspect this magnifi-
cent chassis at our showrooms.

Write for particulars
Robt. NETTLEFOLD Pty. Ltd.
113-115 Macquarie Street

Picture: Advertisement from the Hobart Mercury relating to 53S7.

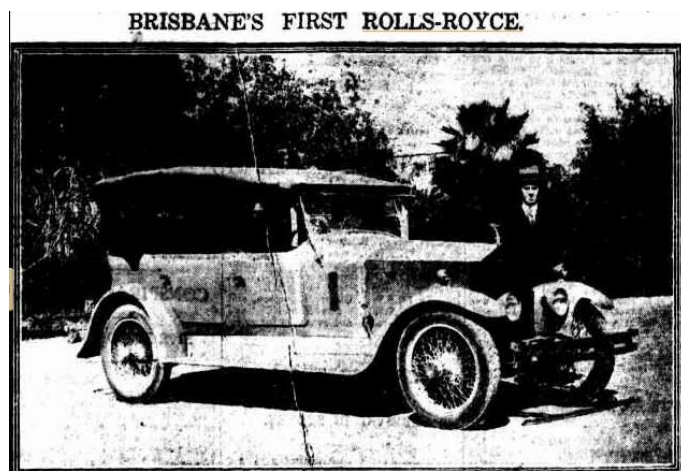
59S7 p.127. Barker body no. is 5035. Change Bristow to Nov. 1996 reg'd VIC-57-244

64H5 p.127. The Katoomba Thousand No.3 Gigantic Art Union lottery in aid of the Blue Mountains Anzac Memorial Hospital was advertised in May 1923 valuing the Rolls-Royce at £1,850 although a Dalgety's advertisement said £1,750 complete with Australian body. The lottery was drawn in December 1923 so the car must have been ordered specially as it was only shipped around May 1923. The accident in the 1930s occurred on 27 May 1934 at Casula, N.S.W. when driven by Charles King Cornell whose ownership, therefore, was pre 1935. The car was repaired and was mentioned in Cornell's 1937 divorce. Skinned in aluminium 1999.



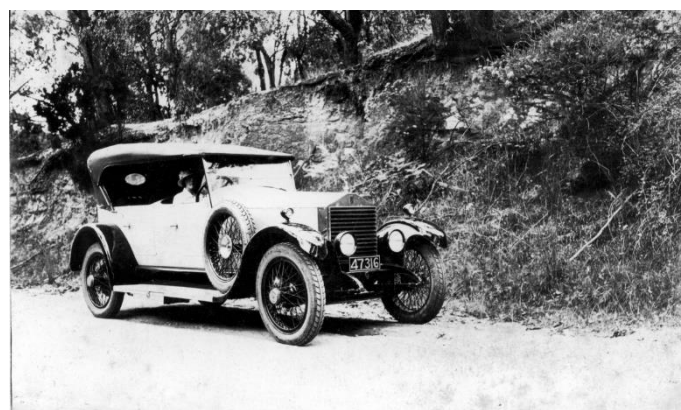
Pictures: 1923 20 h.p. 64H5 Smith & Waddington tourer in the 1960s-70s.

67H2 p.128. After data about Grimes note that the ca 1934 Martin & King (?) body he owned is now fitted to 83K8. 67H2 to U.K. in ca 2001.



Mr. T. Winterbottom has the distinction of being the first Brisbane citizen to own and drive a Rolls-Royce car. The photograph shows him with his purchase, which is a 20 h.p. model, the latest product of the famous British firm.

Picture: 67H8 Peel tourer. (Brisbane Courier 9 July 1924)

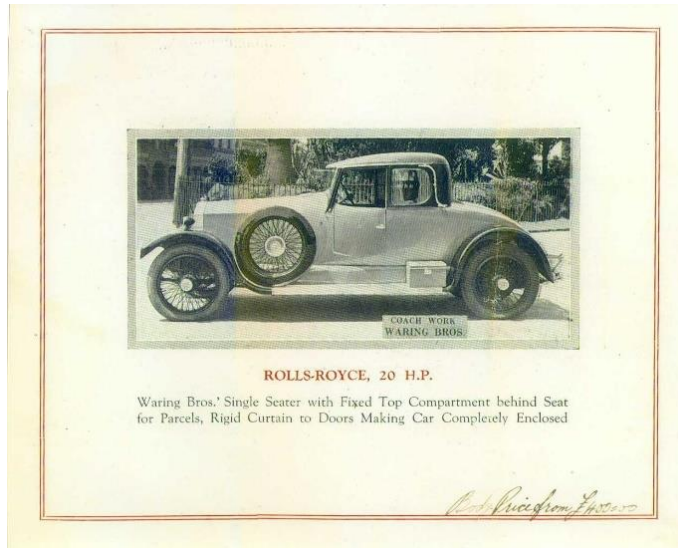


Picture: 1923 20 h.p. 69H8 Waring tourer in Victoria when new, probably with Fria Dale at the wheel. (Courtesy of Bryan K. Goodman, U.K.)

73A4 p.130. Delete 'Hitch', confirm 'Illich'.

74A8 p.130. Delete 'fitted 1978' and insert 'from U.K.'. On last line add 'fitted 1994'.

75A8 p.131. Delete 'V-screen'. On p.132 after '1954' add 'in Kyneton, dickey seat removed, modified into utility'. Change McHardy ownership to 1960s and insert this before Spencer. Snape ownership was 1974, Holyoake 1980. Add new owner 'Robert S. Clarke, N.S.W., Dec.1999. NSW-9-574 fitted'. On p.132 delete 'V-screen' from caption. See also the Note after GF36.



Picture: 20 h.p. 75A8 in the 1924 Waring catalogue. The body price was from £400. (Courtesy of Ian Irwin via Robert Clarke)

77A2 p.133. Delete 'rebodied as Martin & King ex-Fiat tourer'. Original body still fitted. Unknown Tas. owner before Clifford.

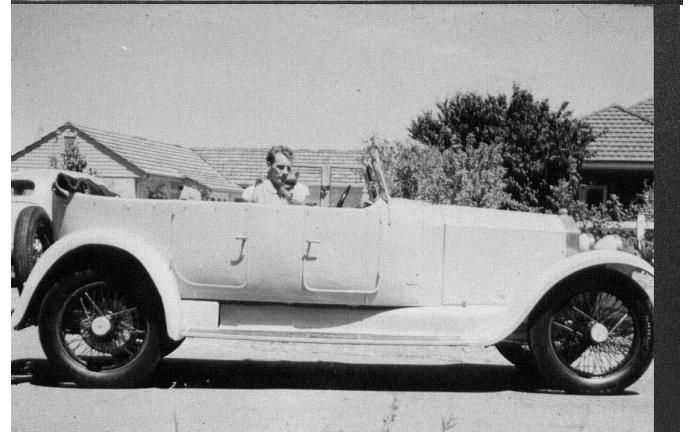
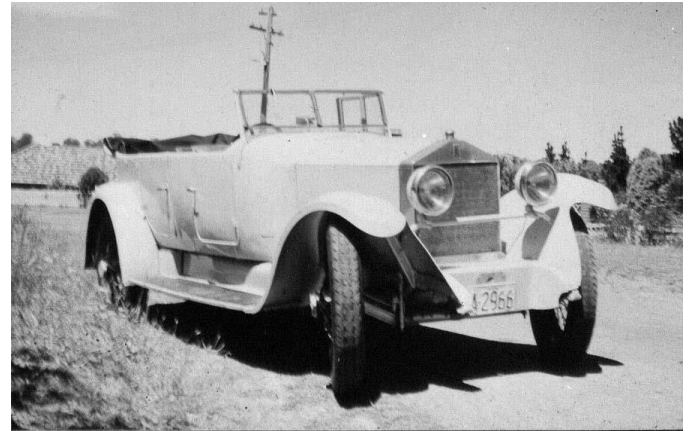


Picture: 77A3 Windovers limousine in New Zealand 2017, where the car has spent its whole life with just a brief sojourn in Australia en route when new.

77A5 p.133-4. Change 'tourer' to 'roadster'. Change 'rebodied as' to 'modified by Martin & King into f.h.c. based on the roadster'. Willied to Miss

Cooper (later known as Mrs. Herschell). Change 'Sound' to 'Ground'.

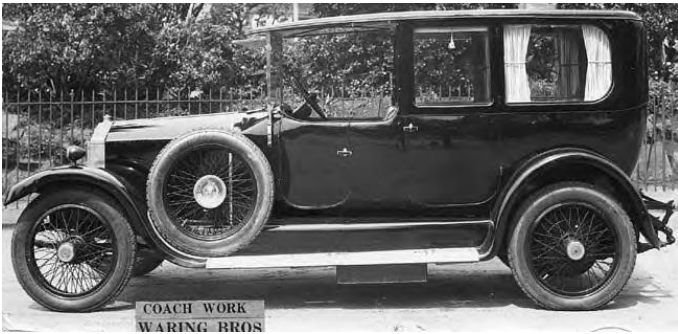
78A1 p.134. Report in the *Argus* 20 Jan 1927 p.17 noted its theft from McKay in South Yarra, body quoted as a cabriolet. Reg'n VIC-63-833 was actually from McKay's ownership onwards, not 1960s as originally stated. Delete "fitted with ca 1927 Windovers saloon...roof sealed" and replace with "rebodied as a Martin & King saloon ca 1929". Under Usher delete reference to 1927 Windovers saloon and 82K5. Under McKenna note that the Martin & King body was moved to GDK17, and then 78A1 was sold as a chassis. Note that the photograph on p.134 is 82K5, not 78A1.



Pictures: 1923 20 h.p. 79A1 Windovers tourer in the 1950s or 60s with Tony Purchase at the wheel.

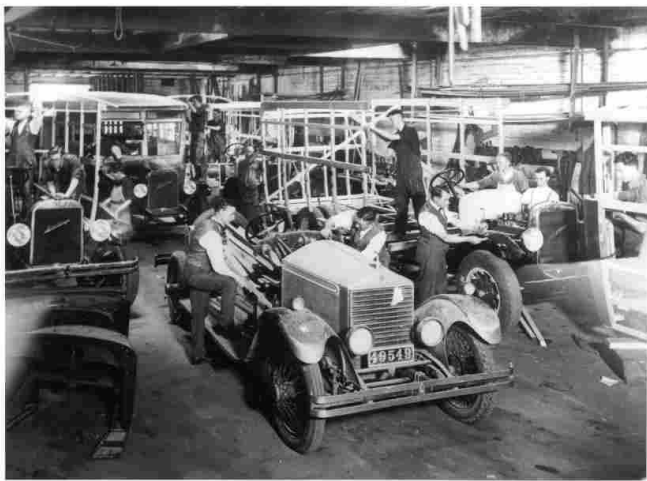
79A1 p.134. Confirm first owner as Tait, not Tate. U.K. registrations R-4587 and YX-2774 probably unconnected. During O'Neil ownership, 1959-71, seen with N.S.W. trade plate A-2966 1960s (and some parts mixed with 41G8); given to Peter Meindertsma in 1971 and sold to owner in Castle Hill, 1980; change Noel Eastment to Annandale, 1981; delete Vic Melbourne (see 41G8); change Lamb to 1994. Believed car auctioned at Molong, N.S.W., 1999 (see *The Automobile* Feb. 2000 p.65). See also the Note after GF36.

80K9 p.134. This car, from new, was a Waring open drive limousine and remains so.



Picture: 1923 chassis 80K9 when new with its rare Waring open drive limousine coachwork.

82K3 p.134. Original body had rounded-end moulding on bonnet sides. Rebodied by Martin & King 1930s.



Picture: 1923 20 h.p. 82K3 in the Martin & King works 1930s about to be rebodied. (Courtesy of Ian Irwin)

82K5 p.135. The ca 1929 Martin & King body with occasional seats was not moved to 78A1 and GDK17 and is still on the 82K5 chassis. Note that the photograph on p.134 shows 82K5, not 78A1. Under Usher delete reference to the 1927 saloon ex 78A1. After Cooper ownership insert 'possibly sold to Peter Briese, Apr 1980; via R. McDermott Oct 1981 to John Elliott, Wagga, Jan. 1982 reg'd NSW-030 in 1983;'. Change Johnston ownership to 1984. Change Vered to 1985-95. Delete 'with dentist...' (this was Cooper). Remove Briese 1982 entry and the note 'sold to Ballarat Feb. 1995'. Add at the end 'Adrian Scarra, Mandurama, N.S.W., 1995'

82K9 p.135. Alfred and Clare Evans, Orange, N.S.W., pre 1953 reg'd NSW-HA-670; Robert Clarke recalls the original mudguards in 1974 possibly being by Clothier. The Martin & King body was a rounded swept tail, large rear window, and with rear spare. Still in this form in 1980.



Picture: 1923 20 h.p. 82K9 Martin & King 2-door saloon in the late 1940s or early 1950s when owned by Alfred Evans of Orange. The body is in its 1937 form, echoing Martin & King's designs on GVO2 and GLB27. (Courtesy of Sue Perry)

83K5 p.135. Change Bennett to 1963, complete reg'n as NSW-CET-860. Johnston ownership from 1969.

83K7 p.135. Additional owners of this black tourer were J. J. Denton, Ivanhoe, Vic., 11 Feb 1932; with saloon body via Autotermes, Melb., 8 June 1942 to Oswald Gratton, Heidelberg on 11 June 1942, reg'd VIC-EB-065; via Autotermes 3 Oct 1942 to William Paterson, Edithvale, Vic.; Aaron Brain, Shepparton, 3 Oct 1945; Arthur R. Cooper, Yarra and Oakleigh, 13 Aug 1946; via Club Motor Insurance Agency to John W. Fleming, Glen Iris, 7 Dec 1948; Wallace J. Raeburn, Beaumaris and Caulfield, 14 June 1949; blue tourer fitted, Terry Bruce, Oakleigh, 1950s; owner before Helsham Wheeler was H. N. Halford. Sold to Wheeler 13 Apr 1964 £100 with GCK69, both dismantled and unregistered;

83K8 p.136. Believed to be the 1934 coupe reg'd NSW-58-572 offered by Christeys in 1948; at the end note that it is now fitted with the ca 1934 Martin & King (?) high-sided saloon ex 67H2. Vertical shutters apparent.

84K2 p.136. Extra picture source the *Sydney Morning Herald* 18 Mar. 1925 p.11. Mr. Butler was Benjamin Roe Butler, Greenwich, N.S.W., 1936-50s, reg'd NSW-XS-755 still with original body. After Butler delete 'rebodied...Austin...1950s'. After Jack insert Tom Dash, N.S.W., 1962-63 already fitted with ex-Reo saloon, soon rebodied again with ex-Austin saloon. Dash sold car to a man in Bondi Junction, 1963. Delete Layton. Original wings still fitted.



Picture: Another period view of 1923 20 h.p. 84K2 Smith & Waddington saloon. (Milton Kent photography, Sydney)



Picture: 84K2 as a hot-dog stand in Sydney, 1949.

84K3 p.137. Tocumal is Tocumwal. Add new owner 'Stuart Motor Museum, Alice Springs'.



Picture: An unidentified 20 h.p. at Jamieson, Vic., 1936. It is possibly the ca 1929 second body on 84K8 or more likely GUJ62. (Courtesy of David den Hollander, U.K.)

88K0 p.139. VIC-9-483 was 1937.

GA12 p.139. Change C. H. Bucknall to Norman Charles Bucknell (1867-1949). Amend ownership as: first Norman Bucknell, then his wife Ruby Leah Cohen (1884-1940) – car known as 'Ruby'. To brother Jim Cohen and wife Doris in 1940 and to his son Edward ('Ted') James Cohen (d.2015) pre 1989. Car finally left the Bucknell/Cohen family in 2014 with sale to James and Dianne Brigden still called 'Ruby'.

GA52 p.140. Change 'Mossgil' to 'Mossgiel' and insert 'Pomingalarna' before Wagga. Owner Ladd now in Tas.

GA79 p.140-141. The photograph and drawings now known not to be this car. Possible cars to fit the photograph and drawing are GF3 and GF8 ('tourer' was often quoted for stock chassis not yet bodied, as in the case of GA79 itself).



Picture: A recent view of GA79 Agate saloon.



Picture: The coachplate from GA79. (Courtesy of Peter Moran via Bryan Inder)

GF1 p.141. Jaguar body was Mk.V.

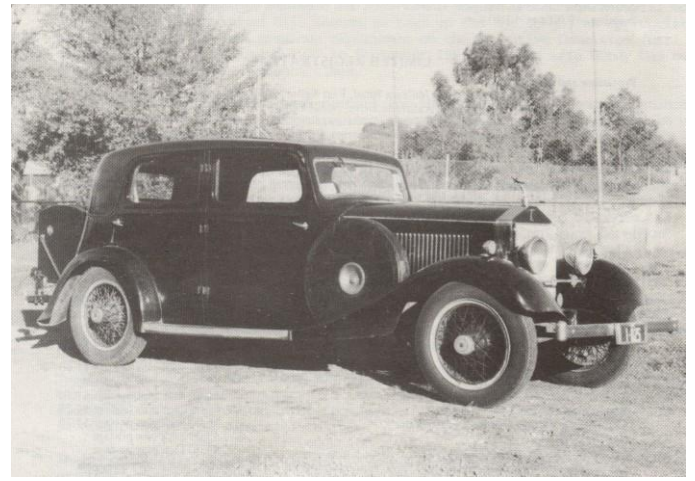
GF2 p.141. Still with Hiscock in 1940; second Waring body (4-door 6-light) ca 1925, picture source RREC Advertiser 225 p.31.



Picture: 1923 20 h.p. GF2 Waring saloon in the 1960s. (Courtesy of Nick Lang)

GF3 p.142. First body believed by Waring for Kellow-Falkiner; delete Harris ownership (applies to GDK2); as a utility, Allan C. Tye, Selby, Vic., sold to Helsham Wheeler, 22 Aug 1956 reg'd VIC-40-827; see also note at GA79. **Note:** the entry in *Sunburnt Country* is incorrect about the Supreme body and some stages of the ownerships and reg'n numbers so please read GDK2 later in this supplement to see how the cars were mixed up.

Bob Clarke adds: all the running gear (engine, gear-box, rear axle) was moved in 1957 to GDK2 by Helsham Wheeler. In 1966 Wheeler fitted the GF3 chassis plate to the dashboard of GDK2. For the history of the car in this form see GDK2. After 1957 Wheeler completed the swap between the two cars by overhauling the engine and running gear taken from GDK2 and now fitting them to GF3 and the utility was now used as a breakdown truck; sold to George N. Edwards, Albury, N.S.W. 1968 carrying GDK2 chassis plate; rear section of a roadster body was then fitted to the remaining front portion of the Kellow-Falkiner tourer in 1969 (although it is likely Waring Bros. actually made the original body for Kellows), reg'd VIC-1225 Nov 1969; to Helen Martin (daughter of Edwards), Albury, N.S.W., Aug 2007 reg'd NSW-017



Picture: 1923 20 h.p. GF3 in the 1960s. The Supreme body was on GDK2 until ca 1957. The vertical shutters on GF3 also came from GDK2.

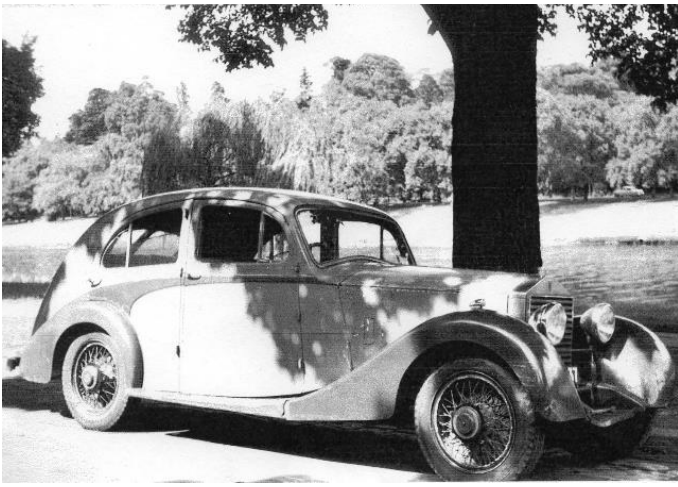
GF8 p.142. After 1932 add 'Samuel Kirkham, Hopefield, Corowa, N.S.W., 1930s-48 reg'd NSW-DJ-183;' reg'd NSW-DML-705 by 1967. See also note at GA79.



Picture: 1923 20 h.p. GF8 with Samuel Kirkham and his family in N.S.W., probably mid 1940s. The body is the 1932 Martin & King fabric saloon. (Courtesy of J. L. Murray)

GF9 p.142. Mrs Moore ownership was 1965 for son Kenneth Moore; Waring body at end was actually the replica by S. Ward earlier fitted for Shellard whose ownership possibly 1972 onwards, to 2005.

GF14 p.142. It is possible that the Cheetham body noted in 1926 was and is the original body, its appearance in the 1926 journal noted merely indicating an old photograph being used. Mrs E. Gedy, 'The Moorings', Middle Brighton, had this car from late 1926 (see *Table Talk* 25 Nov 1926); Hagedorn was 1963. Eng. G938 ex GMK43 was to be fitted.



Picture: Likely to be one of the following 20 h.p. cars, GF30, 74A0, 76A8, 83K8

GF36 p.144. The top picture is probably not GF36 but rather GNK8 (see picture below here).

Unknown car ca 1924: The *Sunday Times* (WA) 7 Sept. 1924 reported that 'John Guilfoyle's birthday present to his son, Doctor Dinny, was a baby Rolls-Royce. It is a beautiful single-seater, small, compact and able to throw the road behind at 60 m.p.h. Dr. Dinny, however, never goes more than 50 – unless he is in a hurry to reach a patient.' Dr Dennis 'Dinny' Paul Guilfoyle (1893-1938) was a well-known medico in Perth and Bega, N.S.W. Possible cars matching this description are 42G7 and 75A8, both with delayed first ownerships. Or perhaps this 'car' was a toy or even a Rolls-Royce lookalike such as a Roamer or Moon.

GH21 p.144. After 'Smart' entry add 'Michael and Rory Poland, S.A., 1960s-70s'.

GH32 p.144. Sold by Robey, Hanson & Strong Ltd. of Manly in the *Sydney Morning Herald* 17 Mar 1926, £1,800 with 5,000 miles

GH45 p.145. Change 'Taro' to 'Tarro'. Engine later in GPK42. In the caption on p. 146 note: the top picture shows the Sydney Botanical Gardens administration building in Mrs. Macquarie's Road just beyond the Art Gallery. Additional picture source Autocar 25 Apr 1924 p.748 where it was described as 'café au lait' with brown leather, rear Auster screen, detachable trunk

Page 146, caption: place 'Lady' in front of 'Macquarie's'. Change 'Point' to 'Chair'.

GH65 p.146. Change 'Frescowthick' to 'Trescowthick'. It was reg'd VIC-17 either new with Charles Trescowthick or by the time of Fred and Agnes Lory ownership 1928 (wrongly noted in Sunburnt Country that Lory ownership was an error). Shmith ownership was 1929 and immediately sold to Upjohn. 2nd body changed 1991 with 2"

higher front roof, screen, and front doors. Rear-window reduced in size.

GH67 p.147. Add additional picture sources 'The Sphere 9 May 1925 p.viii, The Autocar 8 May 1925 p.797, The Motor 19 Oct. 1926 p.538'. After 'Appleby & Ward' add '. Converted into saloon by 1929 (see *Praeclarum* Dec. 1999 p.3452 for 1929 photo)'. During 1927 the car was reg'd in Canberra FCT-4, a special series for senior figures. FCT-2 was the Prime Minister's number but for some reason the car was always seen with FCT-4, the number issued to the Commonwealth Director of Health. Grant ownership was 1974.



Picture: 1924 20 h.p. GH67 Maddox V-screen cabriolet at Government House, Canberra, on 21 October 1929 when Prime Minister Stanley Bruce presented his resignation to the Governor-General, Lord Stonehaven. The official FCT-4 registration was blanked out. By this time the car had actually been converted into a fixed-roof saloon by Martin & King. (By kind permission of the National Archives of Australia, via Steve Stuckey, A-3560, 6112/6117)

GAK33 p.148. Add 'Frank and Gladys' before 'F. Penfold Hyland'. Delete auction at end.

GAK57 p.148. Before 'Neil Martin' insert 'Toby Bent, Sydney'. '(ex 74A8)' now confirmed.

GMK43 p.149. Delete '(removed 1960s?)'

GMK62 p.149 rediscovered 2015.



Picture: 1924 20 h.p. GMK43 with its later Martin & King body in recent years. (Courtesy of bob Clarke)

GLK2 p.151. Ford was 1975.

GLK48 p.151. Now reg'd SA-14-120. Change 'Rieger' to 'Reiger'.

GLK49 p.151. Third owner was Oscar William Walters, not Waters, a commercial agent. Rediscovered in Victoria 2003 with Windovers limousine body ex GPK52, reusing original GLK49 bonnet. Artillery wheels from GPK52 and 4wb front axle (from an early 20/25) fitted many years ago although non-servo gearbox retained. Darryl Carr, Vic., 2003; Robert Clarke, N.S.W., 2006



Picture: GLK49 in 2006 wearing the body originally on GPK52. (Courtesy of Bob Clarke)

GLK57 p.151. First owner traded 1907 Silver Ghost 60589 for this 20 h.p. After 'VIC-50-083' insert 'Nov. 1932'. Spencer body was timber clad roadster.

GLK66 p.152. Mrs Myerson was Florence and she bought the car on hire purchase. See *The Advertiser*, S.A., 2 Sept. 1926 for the bankruptcy of her company Elite Tailors.

GLK74 p.153. 'Dunglisson' is 'Dunglison'. Dalton was 1974. Delete Cutts. Budd was 1976.

GNK8 p.153. Change body to 'roadster'. Add picture source '*The Autocar* 1 July 1927 p.46'. It is believed the second body was by Waddington ca 1936, a fixed head coupe with boot or dickey.



Picture: 1925 20 h.p. GNK8 Smith & Waddington roadster, the only known picture of the original body before it was modified and transferred to several other Charlton family Rolls-Royces. In its final move the body was so different that it could scarcely be thought of as a transfer.



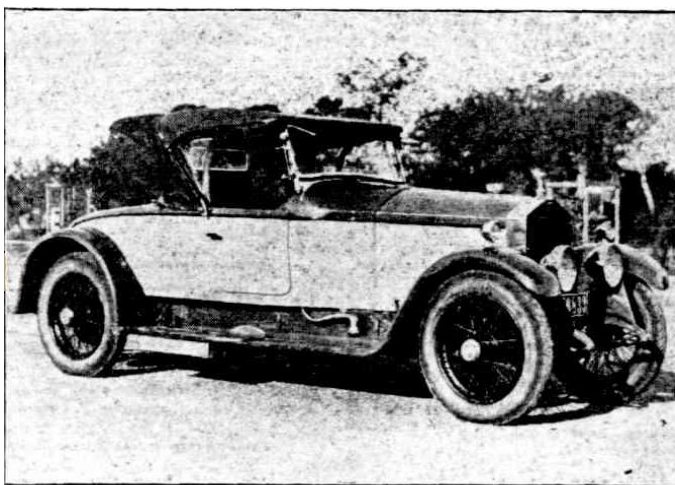
Picture: A 1925 20 h.p. with ca 1936 fixed head coupe coachwork by Waddington. It is likely to be GNK8 in view of the Charlton family always using Smith & Waddington earlier and preferring coupe bodies of this type. (Courtesy of John Dunn via David Neely)

GNK50 p.153. Change 'NSW-CML-694' to 'NSW-CLM-694'. In U.K. 10 Nov 1965 reg'd GLY5C. Sold in London Nov. 1965 to Constantine ('Gus') S. Savalas, US Embassy. Later with Charles H. Gill, Virginia. Returned to Australia ex USA 2017.



Picture: 1923 20 h.p. GNK63 Waring limousine seen here at the 1967 RROC Federal Rally. Above the bonnet in the background, left to right, are 20 h.p. cars GF2, GF8, an unidentified tourer, and GNK50. (Courtesy of Fred Robinson)

GNK86 p.155. First body was a Smith & Waddington roadster (see *The Register*, S.A., 24 Mar. 1926 p.3) possibly reg'd SA-14-633. Confirm Cowan (not Cohen) as name of owner; to Frank Harty Motors, Colac; then Wood; change Durban to Dunbar Kirk; destroyed by fire in Mildura 1991. Possibly the James Flood (rather than Martin & King) saloon offered by Ford & Peat in *The Age* 27 Jan 1934 on a 3-speed Twenty



The 20-h.p. Rolls Royce roadster owned by Mr. J. Lewis, of Wilcannia. Mr. Lewis is at present residing at Glenelg. This car, delivered by Motors, Limited, in August last year, has just returned to South Australia via the overland route from Sydney. Mr. Lewis, in speaking of the brilliant performance of the Rolls Royce, said, "If people knew what Rolls Royce motoring meant there would be dozens more sold." This from a man who has sampled various costly cars is sufficient proof that Rolls Royce are better than the best, and well worth the difference in price.

Picture: GNK86 seen in *The Register* newspaper on 24 March 1926

GPK42 p.155. Change first owner name to G. H. 'Jimmy' Liddle; replacement eng. G827 was ex GH45. Naylor was G. H. Naylor.

SERVICE! That's the word!
Every Motorist Gets It When he Calls at

TAYLOR & LOCKWOOD'S
Tourist Service Station
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District Agents for Hudson, Essex, Rolls-Royce, and Fiat Cars; also Bean and White Trucks.

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Pictures: 20 h.p. GPK42 was sold through Dalgety's sub-agent Taylor & Lockwood of Goulburn. The directory page above notes their connection. The plaque was photographed inside the car. Our thanks to Geoff Harrison.

GPK52 p.156. Original body and wheels but except bonnet fitted to GLK49 after 1936; owner before Manley was David Melhuish, Wilson, W.A., 1970s-80 reg'd WA-6DW-969.



Picture: 1925 20 h.p. GPK52 when new and unidentified in the source quoted. (J. Fasal 'The Rolls-Royce Twenty' p.297 top)

GCK8 p.158. Lory ownership was 1929-30 onwards. Possibly the rebodied saloon in The Argus 1 Apr 1939.

MAGNIFICENT
**ROLLS ROYCE
LIMOUSINE**
SUPERFINE CAR FOR THE CONNOISSEUR

A MASTERPIECE IN EVERY RESPECT

This beautiful car has had one owner since new, and has had every possible care and attention.

Fitted with glorious De Luxe body, and equipped with every conceivable luxurious extra and accessory—a triumph for the maker.

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Absolutely unmarked and unblemished in any way.

For Immediate Sale.

EARLY INSPECTION ADVISED AT
LANE'S MOTORS PTY. LTD.,
89-105 EXHIBITION STREET.
CENT. 1010.

Picture: Possibly GCK8 rebodied in the late 1930s, shown in The Argus 1 Apr 1939.

GCK10 p.158. Change 'June' 1926 to April. Change 'in July 1926' to 'late 1926 after death of parents'. Delete 'To his wife Lady Holden'. After 'in 1936' add 'for £500'; p. 160 top photograph. Delete Buttfield information in caption. Insert 'Lady Holden' before 'is with the car'.

20-H.P. ROLLS ROYCE SALOON

EXCLUSIVE CUSTOM-BUILT Saloon body by Martin and King. Upholstered in finest soft finish fawn coloured leather, with exquisite inlaid figured polished walnut and mahogany window and dash trim. Driver's seat is adjustable in three ways, and folds flat to make a camping bed with the rear seat. Back of front seat has a flush button folding table. Other body fittings include silver smoking and vanity sets, electrically illuminated mirror, two reading lights, robe tail, centre armrest, side armrests, pockets in all four doors and two pockets at rear of front seat, overhead parcel rack. Blinds on rear window and both rear doors. Beveled plate-glass in rear window. Ribbon alarm cords, two smoked glass chromium-framed sun visors, rear-view mirror, double-blade Bosch electric windscreen wipers. All doors have outside smoked glass sun rain and ventilating flaps. Body finished in black lacquer with side trimming of tin chromium beading and gold striping. Bumpers front and rear, chromium-plated luggage carrier. Five wire wheels fitted with nearly new Olympic 19 x 4 1/2 tires. Registered until July 25, 1937.

Mechanical condition as well as body absolutely impeccable throughout. This is the finest, smartest-looking, and best maintained 20-h.p. Rolls Royce we have seen, and will instantly appeal to a discriminating buyer who prefers the smaller Rolls Royce model for ease of handling and economy of ownership. Capable of 18 to 20 m.p.h., yet has high road-hold ability, low centre of gravity—marvellous four-wheel brakes and controlled riding comfort. Particularly suitable for a doctor or other professional man or for a woman owner-driver.

This Rolls Royce is now on view at our Showrooms at 265 Exhibition Street, and is offered subject to any expert examination at a price less than one-third of its original cost. Rarely does one of these magnificent 20-h.p. Rolls come on the market while at the low price asked it is certain to be bought by the first genuine Rolls Royce purchaser who examines it. We recommend courteous inquiries in telegraph or telephone to avoid disappointment. Subject to prior sale a series of photographs and complete details will be mailed to out-of-town inquiries.

STOKOE MOTORS PTY. LTD.
265 Exhibition Street, Melbourne. F4161.

Picture: A Stokoe Motors advertisement from The Argus 9 Jan 1937 for a car reg'd until 25 July 1937. Possibly GPK52 or similar GZK12.

GPK73 p.156. Windovers body on third last line prev. fitted to an Oldsmobile. Alsop was 1979.

Page 157 bottom picture is now thought to be GUK53.



Picture: Holden badge. (Courtesy of Robert S. Clarke)

GCK18 p.160. Change 'Scott' to 'Prof. Cecil Allison Scutt'.


GCK23 p.161. Later SA-RVL-108, now reg'd SA-VRR-206.



Picture: 1926 20 h.p. GCK23 with its later Martin & King body, seen in the 1950s or 60s.

GCK50 p.162. The owner Haliford (?) might be G. M. Halford of GCK69 and thus not connected to GCK50 at all; now Mark Wakeham, Dundas, 1999.


GCK69 p.162. Owner before Helsham Wheeler was H. N. Halford. Sold to Wheeler 13 Apr 1964 £100 with 83K7, both dismantled and unregistered.



ROLLS-ROYCE

"The Best Car in the World"

This fine 20 H.P. 6-Cylinder,
5-Passenger Saloon, finished
in dark blue with blue leather
upholstery, is available for
immediate delivery.



Price **£1990**

We will shortly have in stock 20 H.P.
and 40-50 H.P. Chassis, fitted with
Weymann Fabric Bodies.

DALGETY & COMPANY, LIMITED
136 Phillip-street ————— Sydney

Picture: GCK50, GOK63, or GZK42 saloon in dark blue with blue leather, £1,990 from Dalgety, Sydney, in Sydney Morning Herald 12 June 1928 p.7.

GOK7 p.162. Before owner 'Holland' insert 'Helen Mercer, Houghton, S.A., to 1985, reg'd SA-RBW-371'. Change 'Holland 1980s' to 'July 1985. External boot removed 1986'. After 'Holland' entry insert 'Stephen Dynes, Yarra Glen, Vic., Oct. 1986 to 1988'. Change 'Clifford' to 'S.A. and now Tas., and at 1999'.

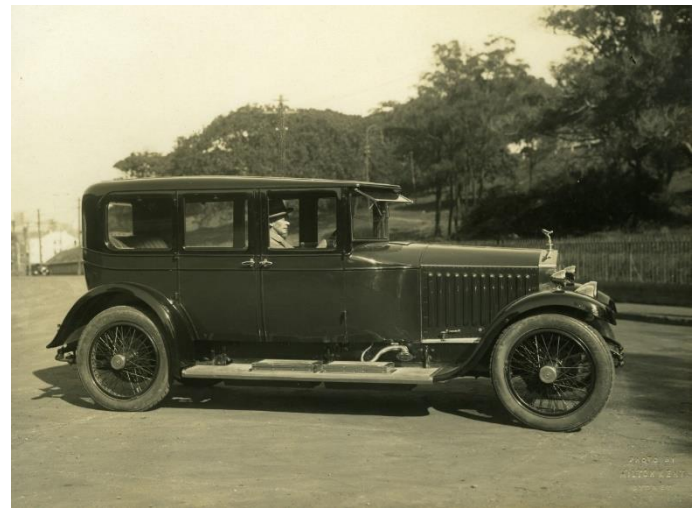


Picture: 1926 GOK7 with its 1933 Richards saloon body. The original bonnet was not reused. (Courtesy of Peter Cox)



Pictures: Different badge styles for T. J. Richards of South Australia, body builders of GOK7 to which the topmost plate was fitted. The last plate is fitted to a 1934 Hillman Minx. (Top courtesy of Robert S. Clarke)

GOK69 p.163. Hooper conversion was 1997. New owner Peter McBeth, Feb. 1999.



Picture: 1927 20 h.p. GOK74 Agate saloon when new being delivered to Maurice Shmith. (Courtesy of David Shmith collection now in the Royce Foundation, Melbourne)

GOK71 p.173. Still in U.S. 2008, now with pointed tail speedster replica body by Academy Classic

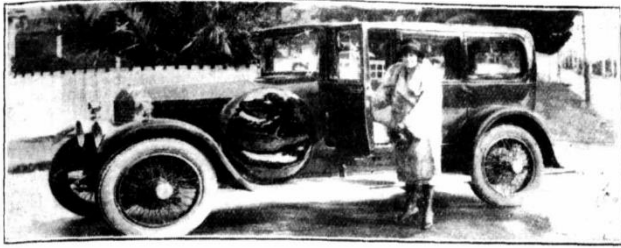
GOK81 p.164. Brought from U.K. with the Maddox body by jockey Sid 'Monkey' Bennett; delete Bayliss. Before 'Birdwood Museum' insert 'Noel Roscrow, S.A.'.

GUK11 p.165. Winton was 1985.

GUK21 p.165. First owner Allen was an analytical chemist whose eau de Cologne product was called 1648, his phone no. was 1648 and his R-R was reg'd 1-648; after 'Prince' add 'reg'd SA-7-973'. The removed original body of this car was found in N.S.W. in the 1960s and placed on 20/25 h.p. GXO21

GUK53 p.165. VIC-130 May 19** reg'n was actually 1927. This might have been the Melb. Motor

Body saloon seen on p.157. The 1940s reboddy was 4-light. After 'Watkins' add 'Dec. 1986'.



Mrs Louis Ellinson, of Balacava road, Caulfield, and her recent purchase, a 20 h.p. Rolls Royce Saloon.

Picture: GUK53 with its original saloon body and Mrs Ellinson. (Table Talk 30 June 1927)

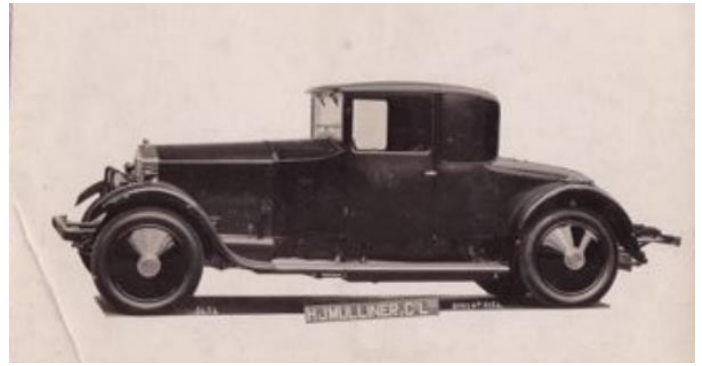


Picture: GUK53 seen in 1970 with its ca 1946 body, probably by Kellow-Falkiner.

GUK76 p.166. Delete Stead. Recent observation leads to Smith & Waddington being the actual maker rather than Bryden & McKay. **Bryden & McKay** were capitalised in July 1932 as W. H. Peters, G. R. Bryden and H. N. McKay, £5,000, the name now being **Peters, Bryden & McKay Ltd.** This implies they were operating as B & M before Peters came in or that Peters later left so that the name reverted to B & M. They called themselves coachbuilders and were in Phillip St., Redfern. But when they advertised they they offered only 'body renovations and ducoing'.

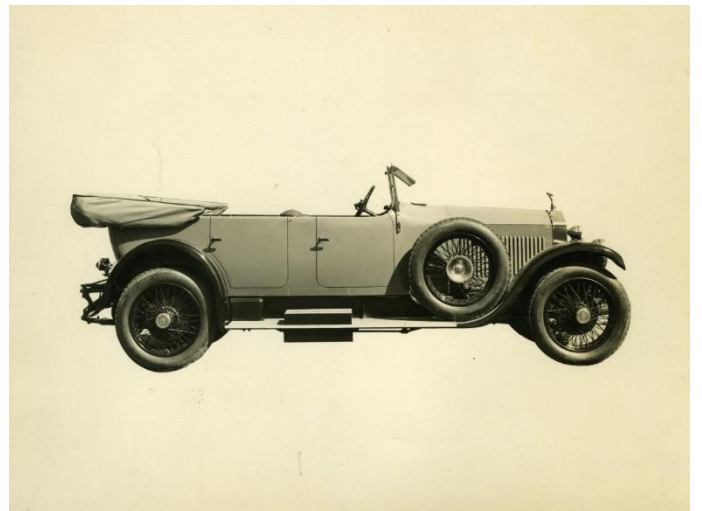
GYK47 p.166. New owner D. George Forbes, Vic., Dec. 1998.

Page 166: Insert extra car before GHJ64: **GHJ37** H. J. Mulliner Weymann fixed head coupe reg'd YF7288 in England. Bought secondhand in England by Mrs. Gertrude M. Robinson, second wife of the Australian industrial magnate W. S. Robinson (owner of Ghost 122EU), and later given to Robinson's son. It remained there until, in the 1940s, it was bought by Dr. Eric Kilvert of England and brought by him to Australia in 1963.



Picture: 1927 20 h.p. GHJ37 H. J. Mulliner Weymann fixed head coupe. (Courtesy of Denis Deasey)

GHJ64 p.166. Probably one of two cars on the All British stand at the motor show, Sept. 1927. See also GAJ26



Picture: 1927 20 h.p. GHJ64 Melbourne Motor Body tourer when new with the hood lowered. C. J. Frazer of Melb. photograph. (Courtesy of David Shmith Collection now at the Royce Foundation, Melbourne)



The Wonderful Display of British Cars by the All British Motor Co. Ltd.

Picture: The All-British stand at the Melbourne motor show, Sept. 1927. (North Eastern Ensign 30 Sept. 1927)

GAJ4 p.167. First owner Dr Cecil William Abernethy (1885-1970); owner from 1990 Ralph King, W.A.

GAJ17 p.167. Wells was the first owner as U.K. sale to Dr. M. Bender not completed. Wells was of the Lythte Explosives Co., Sydney



Picture: GAJ17 with its 1937 Moriarty body about to be dismantled in the 1970s.

GAJ26 p.168. Probably one of two cars on the All British stand at the motor show, Sept. 1927 – see also GHJ64; change ‘Clark’ to ‘Clarke’.



Picture: 1927 20 h.p. GAJ26 Melbourne Motor Body saloon in the 1930s. (Courtesy of Robert S. Clarke)

GAJ75 p.169. Gilpin reg'n believed to be VIC-3-665. Gilpin also had 3-664. Robert Craig owned no other 20 h.p. despite listing in index for more than GAJ75. VIC-848 finally left on GSK34.



Picture: Melbourne Motor Body badge. (Courtesy of Robert S. Clarke)



Picture: 1927 20 h.p. GRJ24 Windovers limousine when owned new by Roy Milne in Adelaide. The chauffeur is John Hughes. (Courtesy of Malcolm Johns)



Picture: An unidentified 1927-28 20 h.p. boxy fabric saloon in Victoria ca 1929-32. Wheel disc fittings are evident on the hubs and the absence of bonnet louvres might or might not mean a car first sold into the British market. (Restored Cars Jan/Feb 2017 p.32).

GUJ62 p.170. Believed to be the fixed head coupe reg'd VIC-GZM-56*. Robert Craig owner was different person from Robert Craig with GAJ75.



Picture: An unidentified 20 h.p. at Jamieson, Vic., 1936. It is possibly the ca 1929 second body on 84K8 or more likely GUY62. (Courtesy of David den Hollander, U.K.)



Pictures: Believed to be 1927 20 h.p. GUY62 in Melbourne, 1960s, with its later Martin & King coupe body.

GYL29 p.170. Change first reg'n to VIC-159-601. Also with this number from 24 Nov 19** in Police records with engine given as "256" [sic].

GYL60 p.170. Thought to be the saloon at the 1929 Sydney Motor Show, *Motor in Australia* 1 Feb. 1929 p.37.



Picture: 1928 20 h.p. GWL33 with its later Flood body.

GBM32 p.171 First owner Burke for all of 1928-46; owner prior to D. P. Flockart (Dermot Flockart) was Charles F. Emmett, sold on his behalf by John Bailey 21 Dec 1955 for £350; from May 2011 with Burke's son Richard

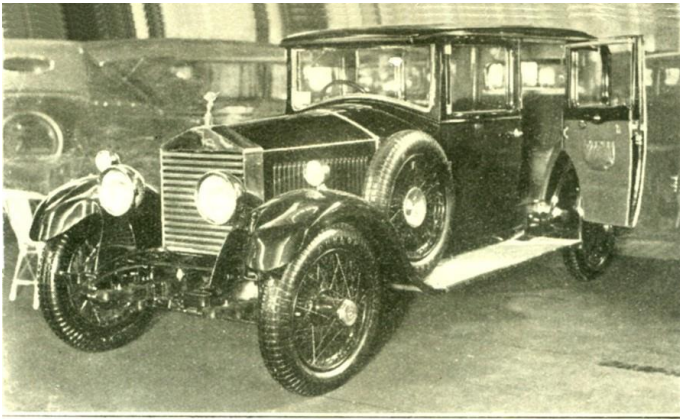
GBM43 p.171. *Table Talk* 31 Jan 1929 described the car as a 'single seater', possibly a 2-dr fixed head coupe, or a roadster, for John B. Armstrong. This car survives, with ca 1934 Martin & King saloon body; Alan Purss, Terrigal, N.S.W., 1964 (and in 2003)



Picture: GBM43 seen in 2007, a smart design. (Courtesy of Robert S. Clarke)

GKM60 p.171. This might have been the ‘sedan’ offered in the December 1930 raffle for the Mildura District Hospital rebuilding, valued at £2,150. It appears the raffle failed and was not drawn.

GTM7 p.172. Original body probably the Martin & King ‘rebody’ referred to; VIC-159-630 missing from Index; body removed 1961; chassis sold to John Brady, not Bradey, in ca1964; latest body by Ward & Jones 1970. For the earlier owners first dates, Thompson was 18 June 1934; Runge was 19 Sept 1950; Evans was 29 Nov 1950; Rivers was 9 Mar 1951; Hogg was 3 June 1952, not 1951; R. K. Ballantyne was 18 July 1952; sold by Betts to Overend on 6 July 1962



The ne plus ultra of motoring—the Rolls-Royce with Martin and King local bodywork.

Picture: GTM7 at the Melbourne Motor Show in 1929. Same image in Table Talk 9 May 1929. (Tom Clarke)



Picture: 1928 20 h.p. GTM7 Martin & King saloon seen in the 1950s. (Courtesy of Nick Lang)

GEN66 p.172. It seems the Martin & King body was fitted after all and then moved to GXO42 (front floorboards of the latter, supplied by R-R Ltd., are stamped GEN66)

Picture (to be sourced): The ca 1928 20 h.p. saloon with English coachwork offered in the December 1930 raffle for the Mildura District Hospital rebuilding.

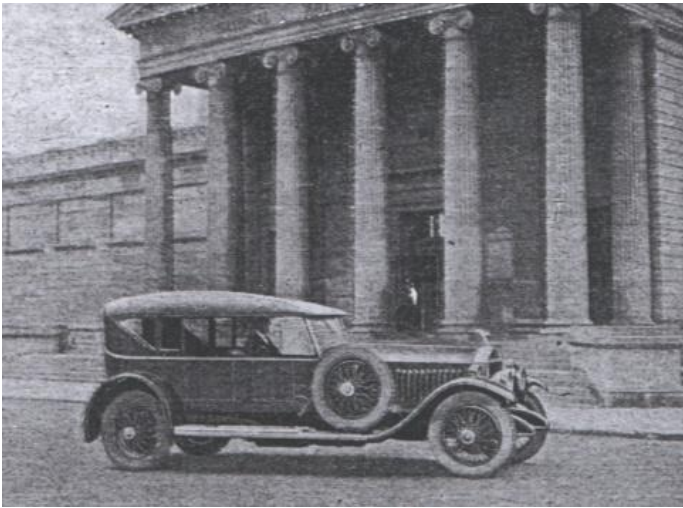
GVO2 p.173. Gilpin reg’n believed to be VIC-3-664. Gilpin also had 3-665. Studebaker body also removed by Hunter. Ferguson was 1977. Dalziel was 1977, rebuilt as roadster, 1990s (with orig. M&K wings?). See picture at GPK60 in Supplement.

Page 174. Fifteen Rolls-Royces were reg’d in N.S.W. for the year up to 31 July 1928 (see *Sydney Morning Herald* 9 Aug 1928)

Chapter 3: the lead-up to the Depression

Page 176: At end of first paragraph add ‘For the twelve months to July 1928 15 Rolls-Royces were sold new (*Sydney Morning Herald* 9 August 1928 p.7)’. Secondhand dealers in this time included George Oates of 215 Bourke Street, Sydney who held high class stock. In the *Sydney Morning Herald* 10 March 1928 p.9 he advertised a 1923 tourer for £1,000, 2 June 1928 p.8 he advertised a chassis with under 20,000 miles and still under guarantee for £450. Bradley Bros. of Wentworth Ave., Sydney advertised in the same newspaper, 24 March 1928 p.9, a Rolls-Royce tourer body for £40. Dealers Ira L. and H. C. Berk of Flinders Street, Adelaide and 72-76 William Street, Sydney offered in the 31 March 1928 issue p.10 a Barker cabriolet de ville but this was probably a Ghost rather than New Phantom, perhaps 26PK.

10MC p.177. The first body had a permanent California top. Additional photo sources *The Autocar* 2 Apr. 1926 p.578, *Motor Owner* May 1926 p.10; the second body has a sliding division and occasional seat with table.



Picture: 1925 Phantom I 10MC Jackson, Jones & Collins tourer outside the National Art Gallery in Sydney. (*The Autocar* 2 Apr. 1926 p.578)

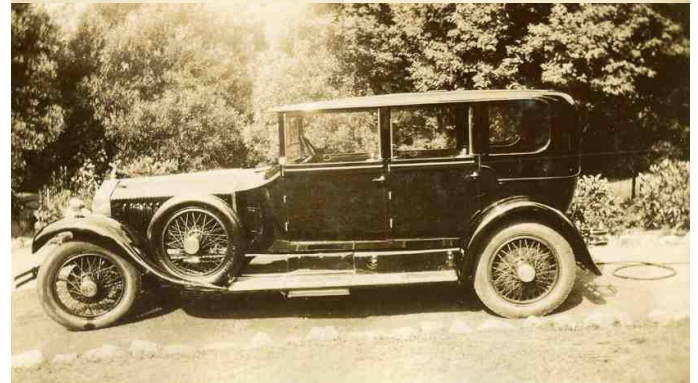
35MC p.178. Dick Robinson ownership probably applies to 127WR. See note at 127WR.

78MC p.178. After the Arthur Baker entry add owner "Raymond Douglas McComb, Melb., ca 1962-63;"



Picture: 1925 Phantom I 78MC in the 1960s still showing some gold plate surviving on its mid 1930s Martin & King saloon body. The set-in wheel discs indicate that the original artillery wheels are still fitted. (Courtesy of Prof. Arthur McComb)

85MC p.179. Original reg'n was VIC-96-114. The allweather head of the Windovers body was later removed and a fixed top fitted. The later Martin & King body permanently removed 1990s.



Pictures: 85MC after the roof conversion. (Courtesy of Peter Rooke)

109MC p.179. 21st birthday present to Quigley, see *Blytheswood, history of Warrawee Public School 1906-1981* by Rosemary Pye (1983), for two pictures of the car new

11RC p.180. MacPherson Robertson ownership is after late 1932, if at all. Stolen 18 Nov. 1931, whilst still in Fogarty ownership, and found stripped and burnt at Kinglake. Axles, wheels, radiator, gearbox, dashboard dumped in the river at Templestowe and elsewhere. Wreck bought at Ford & Peat from the insurance company by P. T. Mitchell for £175 and car reassembled at Alexandra by George Redburn Box using Studebaker replacement components. Early reports claimed the thieves themselves reassembled the car with the recovered parts they had put into the river. The thieves were apprehended in late 1932. Peter Thomas Mitchell rebuilt it for his 'bus' service and in Sept. 1933 he sued *The Age* newspaper for implying he had been part of the gang. Mitchell won £300 in damages. The 1960s reg'n VIC-1224 should be VIC-1-224 (1930s use of this number was 72EM). To U.K. in late 1990s.

21RC p.180. In Windovers sales records as reg'd YL4674, sold to Nagel 10 May 1926. Possibly the saloon donated by A. B. Mitchell of Cunnamulla to the Air Force Art Union lottery in Jan. 1941, valued at £200 (*Praeclarum* Oct. 2008 p.5236, *Courier Mail* 28 Nov 1940) but 21RC survives with the original front seat and scuttle of the

Windovers tourer body. Consequently, the car referred to on p.177, and the reference on p.180 to 250,000 miles and two further bodies, might not apply to this car. Nagel might possibly have had a second Rolls-Royce. 'Mitchell' might have been a change of name for Nagel, or used to retain anonymity during the auction.



Picture: 21RC near new in Queensland. (Courtesy of Ian Irwin)

44RC p.180. Barr Smith was 1904-68. Car reg'd SA-357.

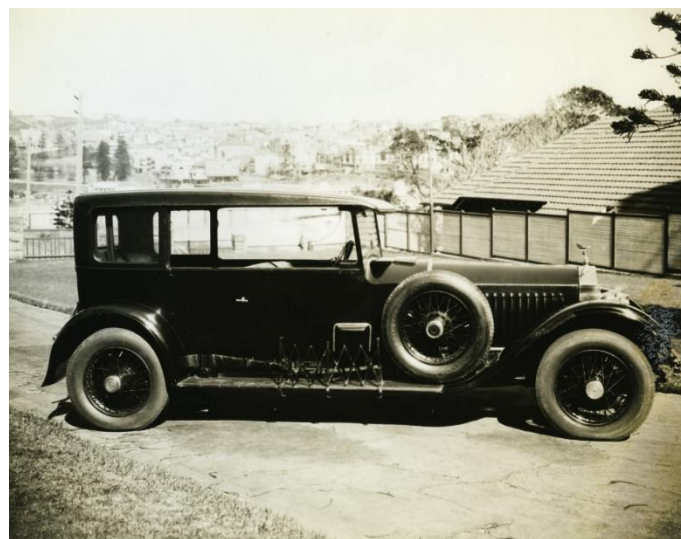


Picture: 44RC as shown in The News, Adelaide, 26 Jan 1926.

101RC p.180. Survives in Liechtenstein, 2009, as a Hooper 2-door 4-light saloon, possibly the type on the chassis when new or a later conversion.

2HC p.180. Sent to Japan in the late 1990s, now in the Prince Rainier collection, Monaco.

100HC p.181. Reg'd NSW-4-444 during Shmith's ownership which might indicate the car was earlier owned by Sir Herbert or Lady Maitland.



Pictures: 1925 Phantom I 100HC Brewster California top tourer when in the ownership of Maurice Shmith before it was rebodied. Note that the windows slid back into the rear quarter. (Courtesy of David Shmith collection now at the Royce Foundation, Melbourne)

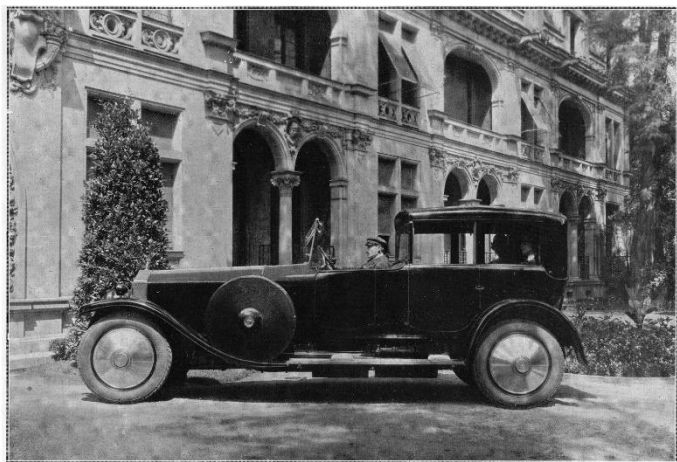
30LC p.181. Believed in the Wagga or Williamstown area during the Second World War owned by a member of the RAAF; Edward Dee, Morpeth, N.S.W., mid 1940s, then fitted with tray body for towing; before entry for Dr. Eric Marshman insert Ron Grant, Bankstown, N.S.W., 1950s; Colin Hopkins, late 1950s as a chassis then sold to Marshman; change TAS-WHP-222 to TAS-WUP-222.

64LC p.182, caption. The trailer is believed to be a Kap type. Martin & King also fitted a one-wheel type to a 1930s non-Rolls-Royce car.

96LC p.182. Additional picture source *Daily Telegraph* 20 Nov. 1926; reg'd NSW-RJ-000 when owned by Reg. Fagan in the 1970s.

111LC p.183. Recollections of the car include black japanned shutters and lamps, red leather interior with matching carpet and lining, black interior

woodwork with German silver inlay. Offered in the *Sydney Morning Herald* 16 Oct 1948 from 16 Appian Way, Burwood as a limousine (converted from the Saoutchik original?), believed by the chauffeur of Mrs Myra Ross who lived at that address. Mr Ross died on 20 June 1937. When a truck in the 1950s only the Saoutchik wings survived, but the original scuttle, screen, and all four doors were later found in Cabramatta and were part of the auction of Ghost 10AD years later (not used in the final U.S. restoration of 10AD).



Rolls-Royce, modèle New Phantom, munie d'une carrosserie cabriolet-limousine brevettée Saoutchik.



Picture: 1926 Phantom I 102SC Salmons landaulette at the Waddington works in 1936 prior to being rebodied. (Courtesy of John Dunn via David Neely)



Picture: 1926 Phantom I 102SC as a later Waddington saloon photographed by W. Harry Beenham on 21 April 1946. The people are Bill Crouch, Mrs. Beenham, and her sister. Note the later R-100 headlamps. (Foundation Collection)

Picture: 111LC new in France in 1926. (*L'Illustration* 2 Oct 1926)

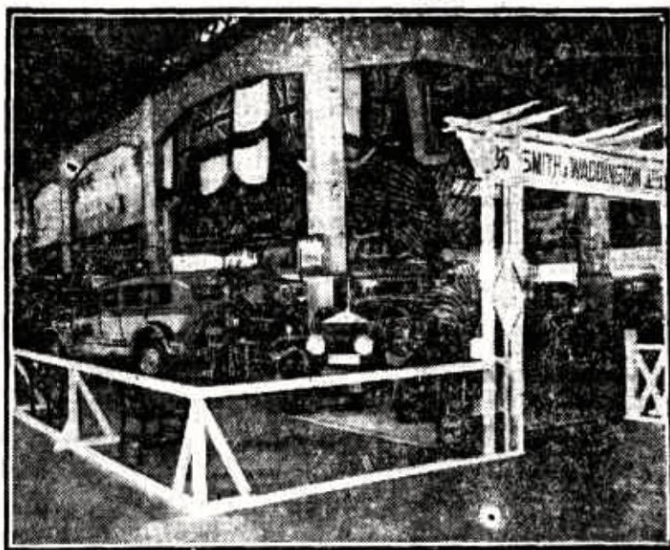
44SC p.184. The car was not rebodied as a tourer. In Oct. 1932 the log book was reissued to the first owner, Anthony J. J. Lucas, showing the first body as green and black reg'd VIC-410. Then Eirene P. and Marea V. P. Lucas, Frankston, Sept. 1946; Francis F. Sierp, Kew, Nov. 1949 via Paramount Used Cars. Note Stocks ownership as Aug. 1967, C. N. Haeusler, Berrigan, as May 1973, followed by Noel W. Parry, Bli Bli, Qld., July 1981, and A. Kinloch Nov. 1989.

61SC p.184. Delete NSW-36-777. Sold to W. Szarka by Windovers 3 July 1928 reg'd YN1721

102SC p.184. Delete 'unused 1938-59 and reg'd NSW-36-777?' and replace with W. Harry Beenham, N.S.W., 1940s still reg'd NSW-80-084. After Shepherdson insert reg'd NSW-CFR-856.

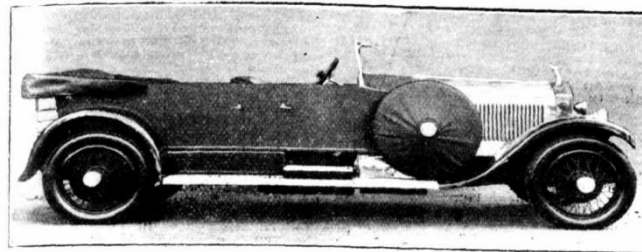
25DC page 186. Bodyless chassis left in shipping container in the Mallee region, Vic., and water-filled after a flash flood.

111DC p.186. Additional picture sources *Daily Telegraph* 17 July 1926 p.13 (line drawing) and 6 Nov. 1926, *Sydney Morning Herald* 14 Jan. 1928 p.11 (for photographs as used in 'Sunburnt'); delete reference to car in Morpeth area (was 30LC) and delete ownership by Grant and Hopkins (see 30LC). First owner John Joseph Gregory McGirr was active in the Labor Party, see the *Singleton Argus* 18 Dec. 1926 for a diatribe about rich Labor supporters. The accident, head on with a Studebaker service car and tearing the body from 111DC, occurred on 2 Nov 1931. Three people were killed. See also McGirr's Phantom II 99WJ.



Picture: A poor glimpse of 111DC at the motor show. (Sunday Times 27 Jan 1926)

The MOTORIST

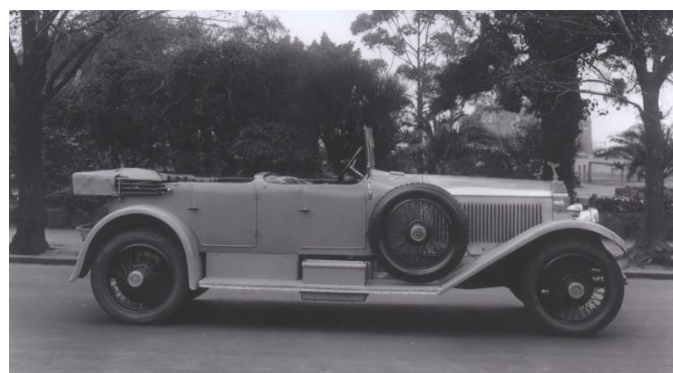


Mr Cyril Steele, 13 Queen's Road, St. Kilda, is now driving a 40/50 h.p. New Phantom Model Rolls-Royce, fitted with a pretty streamline touring body painted buff with aluminium bonnet. The upholstery is in brown English leather, matching the dark buff mudguards and valances. The color scheme is quite unique, and adds greatly to the well-designed body — one of the most attractive new Phantom Model Rolls-Royces on the road.

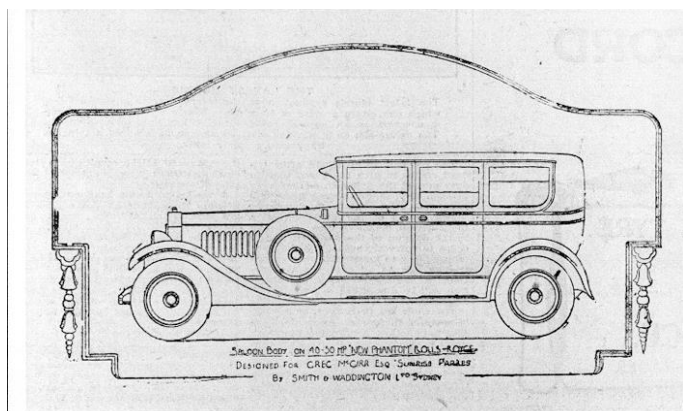
Picture: 9YC seen in Table Talk 10 March 1927.



Picture: 9YC when new. A Darge photograph. (Courtesy of Nick Lang)



Picture: 1926 Phantom I 48YC Martin & King tourer when new, sold to Leslie W. Thompson of Toomuc Valley. (Courtesy of Dennis Belcher, via Ed. J. Harris)



Picture: 1926 Phantom I 111DC Smith & Waddington limousine, shown in the coachbuilder's outline drawing. (Daily Telegraph 17 July 1926 p.13, courtesy of the Mitchell Library)

17TC p.186. Williams reboddy was by Williams & Redfern.

79TC p.3. Damaged in accident, see *The Southern Mail* 6 Oct 1931. Mrs. O. Leventhal and Alexander Leventhal were being driven by chauffeur C. Hall.

9YC p.187. Change VIC-533 to VIC-553. Not rebodied by Kellow-Falkiner but rather the original body was modified and remains on the car.



Picture: 1926 Phantom I 48YC Martin & King tourer during a fishing expedition, 1936. (Courtesy of Dave den Hollander, U.K.)

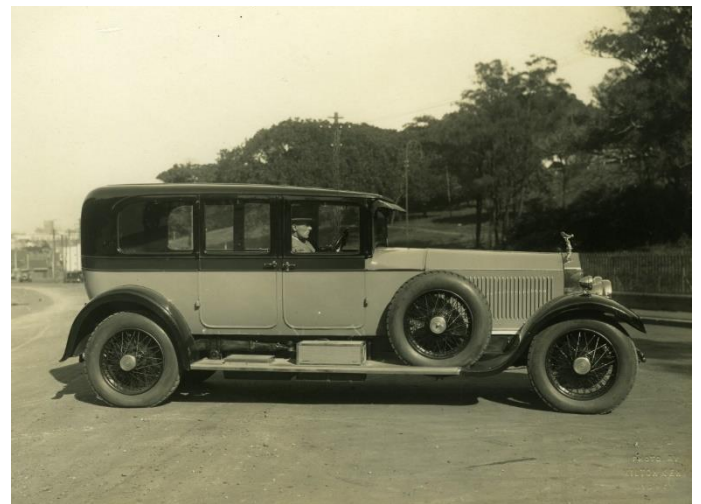
120YC p.188. Additional picture source *The Autocar* 15 July 1927 p.136.

59NC p.189. Delete picture source. Add new owner 'Mrs. Maisie Spencer with original 4-door saloon'. On p.190 delete '59NC' from lower caption.



Picture: 1927 Phantom I 59NC with its original and very narrow Martin & King body seen here in the early 1960s. (Courtesy of Fred Robinson)

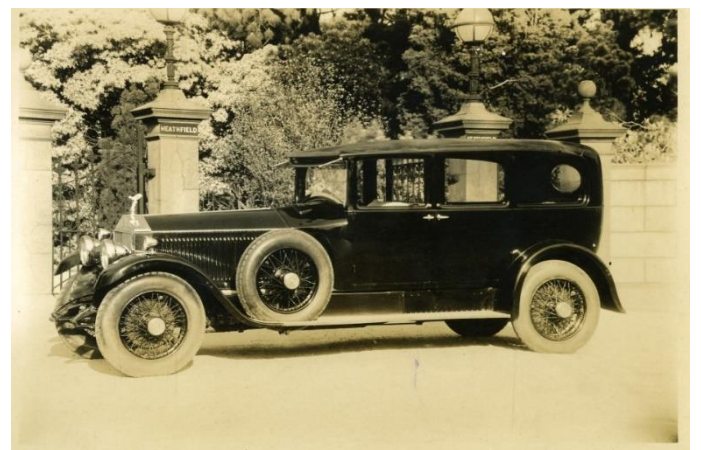
29EF p.190. This might be the car offered in Art Union lottery. See the *Daily Telegraph* 12 Feb. 1927 p.5 for details of lottery for Casino War Memorial Hospital. Car was said to be worth £3000. The RROC NSW Branch circular for 26 June 1962 noted major components from this car for sale in Lismore with Charles Purdue. Engine LO15 now with 25DC.



Picture: 1927 Phantom I 29EF Agate saloon when new being delivered to Maurice Shmith. This body was not on the car long and possibly soon after was fitted to Silver Ghost 40EU. Notice how cramped the front compartment is for the driver; and how far the steering wheel seems from the windscreen. (Courtesy of David Shmith)

25LF p.190. Not the car on p.191 top, which is 61LF first body; sold to John Jones, Qld., late 1970s; probably to Vic., 2006

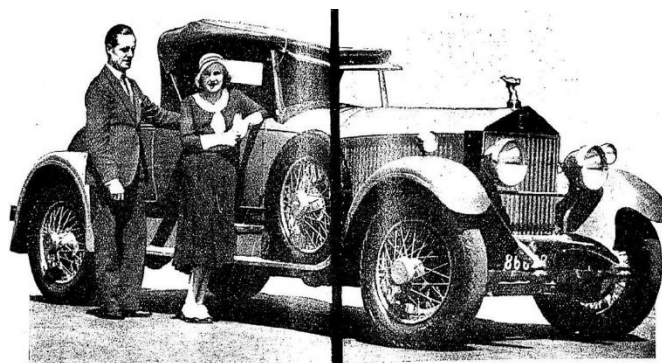
57LF p.192. Jim Cairns ownership in doubt. After 'Lamb' add 'Fred Heming, N.S.W.'.



Picture: A 1927-28 Phantom I limousine by Martin & King photographed outside 'Heathfield' in Melbourne in summer weather. Note the well-base wheels fitted from mid series onwards. This might be the first body on 45NC, and 25LF might apply. Original photography by C. J. Frazer, Melbourne. (Courtesy of David Shmith collection now at the Royce Foundation, Melbourne)

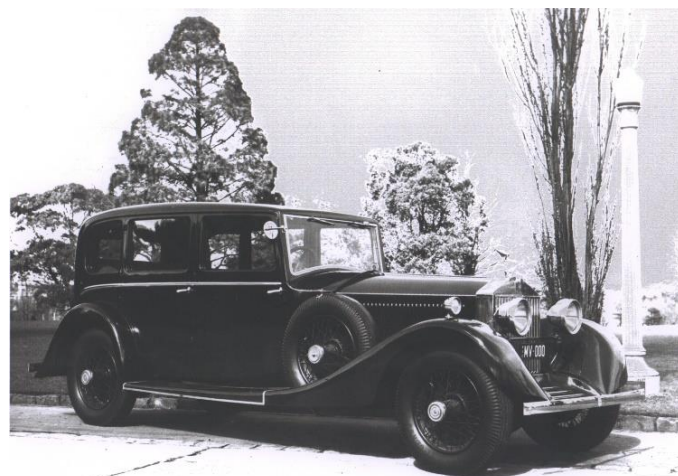
61LF p.192. First body was a roadster. Lovell was Arnold Lovell. *The Argus* 20 Sept 1928, noting a speeding offence for Lovell, noted the policeman's description of the car as a 'large single-seater'.

This almost certainly confirms that the 1930 're-body' date is an error.



Recently engaged—Miss Garda Howse with Mr Dudley Brunton, who drives the latest model of the Rolls Royce.

Picture: 61LF as new fitted with a Martin & King roadster body. Seen here with Dudley Brunton and his fiancée Garda Howse in Table Talk 5 Nov 1931.

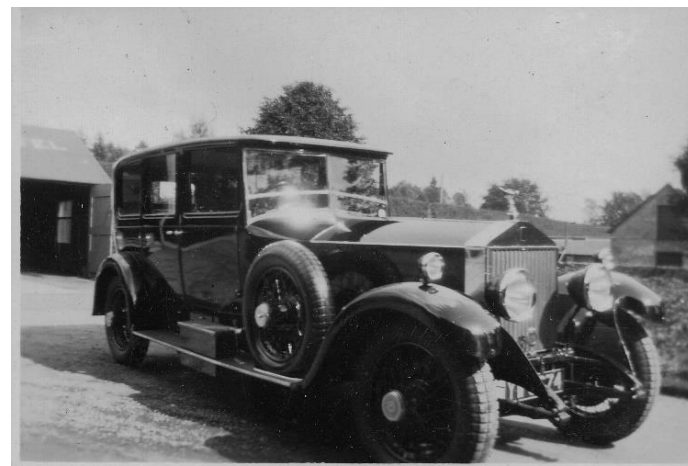


Picture: 1927 Phantom I 48UF Windovers limousine photographed at the Nicholas family home in 1949 prior to the car's sale. The body was fitted in 1935. (Courtesy of Steve Hubbard, U.K.)

40EH p.195. Barr Smith was 1904-68. Reg'd YW3674 in England when delivered.



Picture: 1927 61LF with its early 1930s Martin & King fixed head coupe rebody. Seen here in the early 1970s after some restoration. (Courtesy of Robert S. Clarke)



Pictures: Two views from the Barr Smith family album of their new 1927 Phantom I 40EH Park Ward limousine whilst in England.

87RF p.194. Before 'Limon' add 'John E. Ryder, Coonabarabran, N.S.W., 1960s-70s; Craig Robson, N.S.W., 1979; Peter Limon, Feb. 1981'.

41UF p.195. The Sydney Morning Herald 10 July 1940 p.13 noted that C. F. Johnson (possibly the son of B. J. Johnson, first owner) made an unpremeditated gift of the car when he visited the Army's Victoria Barracks to donate some field glasses. The car had done 10,000 miles. Current body is 4dr boat tail, still in Aust.

48UF p.195. At Bullen entry add 'Sold to Bullen Sept. 1949 for £1,500'.

80EH p.196. At the end add ‘; George Williams coupe de ville replica body fitted 1970s; Alan Pearce, Sydney, to 1990s.’

71FH p.196. Taxi shown in *The Autocar* 4 Dec. 1936 p.1122.

92FH p.197. At Neely entry add ‘reg’d NSW-RR-353’.

101FH p.198. Add extra picture source the *Sydney Morning Herald* 22 Jan. 1929 p.6. The car cost £3,500. In New Zealand before 1997.



Picture: 1928 Phantom I 101FH Windovers saloon during the Ampol Trial, 1957.



Picture: A rarely seen car, Phantom I 32AL with its later Martin & King body.

96AL p.198. The *Sydney Morning Herald* 21 Dec 1928 referred to a 40/50 h.p. Windovers Weymann body, lavishly equipped and with dipping headlamps, being displayed at Dalgety from that date. The body was in blue fabric, with blue leather interior. Correct the spelling in lower caption to ‘Windovers’ and ‘saloon’.

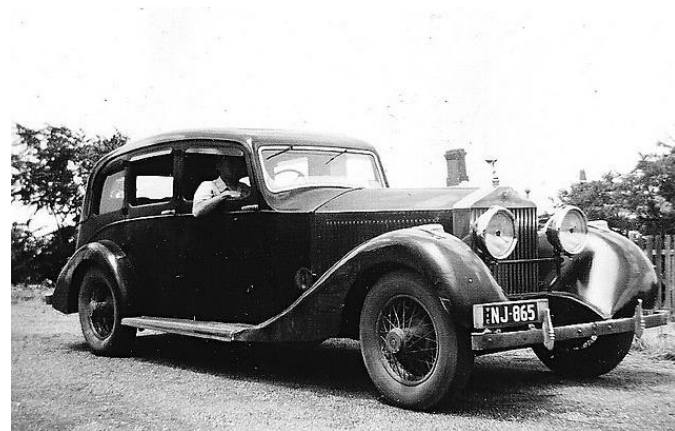
Page 198: Insert extra car after 96AL: ‘**5CL** engine EY75 Thrupp & Maberly limousine de ville owned in England by Joseph C. Fell of East Melbourne, in 1928 only. Car not shipped.

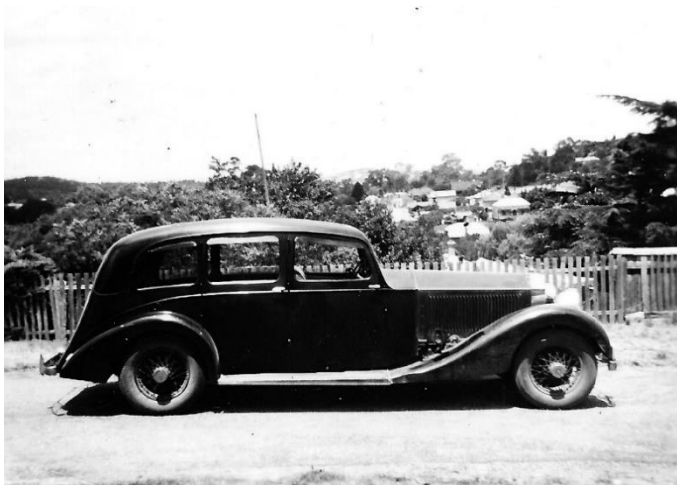
33CL p.200. Martin & King modernisation into a saloon retained the division; Wotherspoon ownership was pre June 1948 when he offered the car for sale at £1,000. Hence Anthony Barker ownership cannot have lasted to 1950 unless Wotherspoon was acting as dealer for him. Owned by Roger Giles, Bathurst, NSW, 1970-

44WR p.200. UK reg’n was MY36. Shipped Dec. 1929. Original body illustrated in *The Automobile* Nov. 2001 p.64.



Picture: 1928 Phantom I 44WR Windovers limousine. (Courtesy of the Ramsay family)



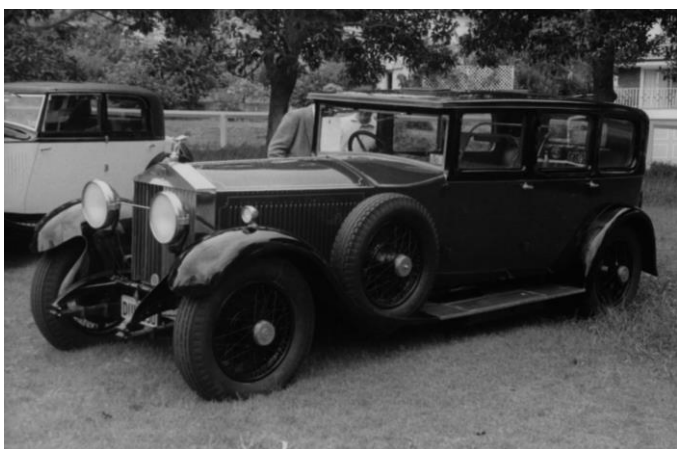


Pictures: 44WR seen in Castlemaine in 1957 wearing its 1935 Martin & King limousine body.

127WR p.201. Picture in *Illustrated London News* 16 March 1929 p.468; first Australian owners' full names were Arthur Brook Eli Carter, a grazier owning Aberfoyle Station in Qld., and Elizabeth Grace Hilton Carter; Dick Robinson, an American living in Melbourne, is believed to have taken the car as a 4-light Martin & King saloon to the U.S. in the 1970s, not 35MC.

56KR p.201. In the caption on p.202 note that this car did have the narrow Jackson, Jones & Collins opening ventilation panel at the top of the wind-screen but it was later removed.

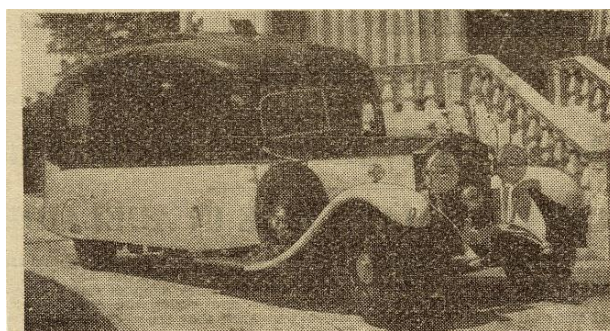
73KR p.201. After Alexander's death in June 1947 the car passed to his nieces Marguerita and Myrtle Curtis. In 1954 it was sold via the Public Trustee to J. E. M. Smith, Mayfield, N.S.W. for £500



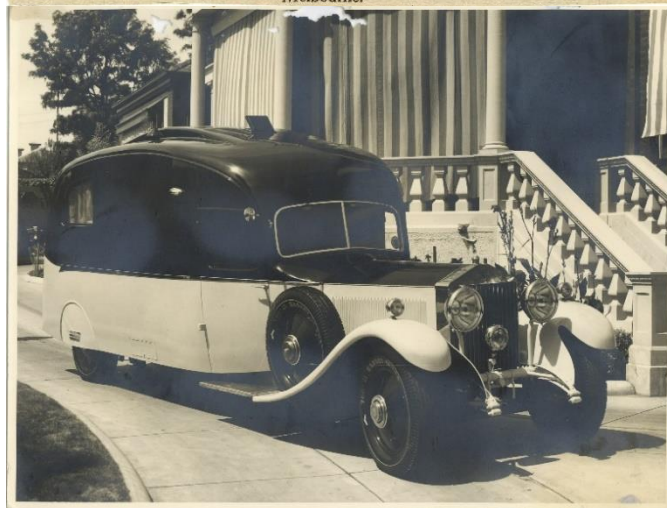
Picture: 1929 Phantom I 73KR Windovers saloon in the 1960s, with Phantom II 99MW alongside. (Courtesy of Judith Merlin)

48OR p.202. Fitted with caravan body (sleeping 4), not hearse, on lengthened chassis in 1937 by the Romany Road Caravan Co. Pty Ltd. of South Melbourne. It weighed 3½ tons and was 21ft 10in long

– see *The Argus* 8 Feb 1938. A sleeping berth for the chauffeur was at the front.



BUILT ON THE CHASSIS OF A 40-50-H. P. ROLLS ROYCE, this luxury caravan has been delivered to Mr. G. R. Nicholas, of Toorak, Melbourne.



Pictures: 1929 Phantom I 48OR with its 1937 caravan body. (The Australasian 19 Feb. 1938 p.41)

59OR p.203. After 'Wherry' add 'and Jock McAusland'.

Chapter 4: Rebuilding in the 1930s

Page 206: Appleby & Ward's agency was announced in *The Sydney Morning Herald* 27 May 1938.



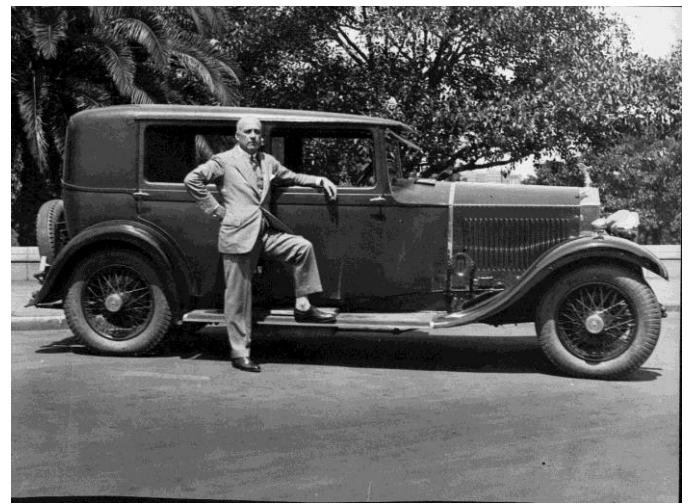


Pictures: Early views of Appleby & Ward. (Courtesy of Trove)

Page 208: Robert Nettlefold, a coachbuilder, insurance agent and import/export agent, at 113-115 Macquarie Street, Hobart, became an agent during 1926. Interestingly, in Oct. 1929 the Service Co. of Tasmania Pty. Ltd. claimed to have the Tasmanian R-R agency. They were at 56 Paterson St., Launceston

Page 213: Napier Birks died in 1955.

GXO21 p.214. The original Motor Bodies & Engineering saloon body from GUK21 was fitted in the 1960s, not a London Auto Bodies as thought.



Picture: 1929 20/25 h.p. GXO21 Martin & King fabric saloon, possibly with first owner David Troy in 1931 or earlier with B. A. Peat (compare with p.215 in Sunburnt Country). Original photography by C. J. Frazer, Melbourne. It is doubtful that Martin & King used the Weymann system and therefore this is simply a plain fabric covered body – see The Argus 18 Dec 1930 for the claim that just leather covered the body. (Courtesy of David Shmith collection now in the Royce Foundation, Melbourne)

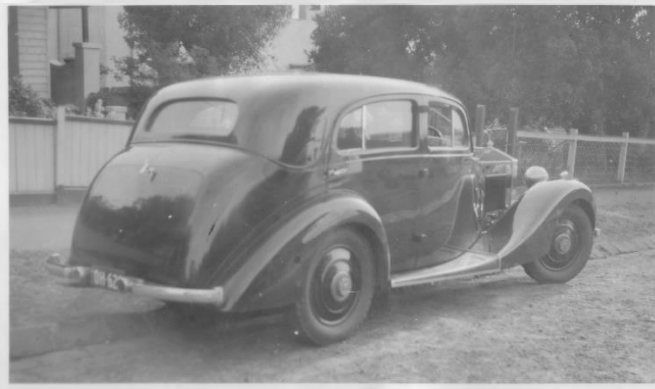
GXO42 p.216. Body confirmed as ex-GEN66, front floorboards are stamped GEN66.



Picture: 1930 20/25 h.p. GXO91 photographed in 2003 with its ca 1939 Martin & King fixed head coupe coachwork. Note that the original riveted bonnet was reused. (Courtesy of Daniel L. Brown)

GXO91 page 216. First reg'd August 1932 which could indicate it remained an unsold chassis or was a demonstration car. Rebodied by Martin & King ca 1939 as a fixed head coupe; Miss Turner owned it ca1932-ca47; R. F. Ballis, Vic., ca 1947-53; C. F. Emmett, West Footscray, Vic., ca1953-72; owner 1972-84; B. Swartzenburg, Sunbury, Vic., 1984-ca2000; C. Ruggiero, Doncaster, Vic., Apr

2000-03; Daniel L. Brown, Lilydale, Vic., 2003 still with original reg'n.



Pictures: GGP5 in the 1950s.



Picture: 1929 20/25 h.p. GGP19 shooting brake by J. Rae in Sydney, 1959; completed by Frank Cove in 1961.

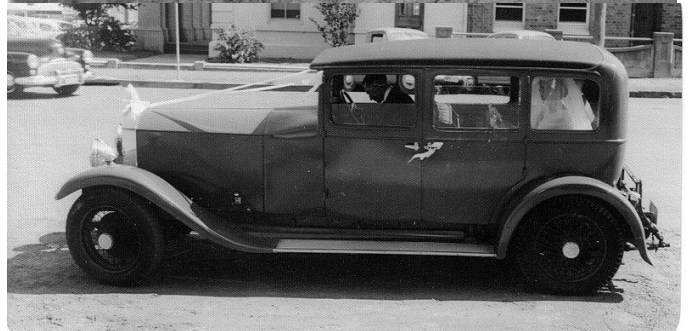
Page 217: After GGP71 insert additional car: **GBT23** H. J. Mulliner saloon bought secondhand from Jack Barclay in London, Nov. 1932, by A. B. Ritchie of Victoria. Believed not taken to Australia.

GRW67 p.217. Reg'd VIC-CGU-996 until late 1970; later owned by Casey Zarb, Qld.

Page 217: After GRW67 insert additional car: **GEX12** off test Feb. 1933, H. J. Mulliner saloon with division owned in London by the Australian

industrialist W. S. Robinson reg'd ALB828 but not brought to Australia. It survives in the U.S.

GEX49. Evans ownership was Alfred and Clare Evans of Orange, N.S.W., early 1950s-70s, also reg'd NSW-BSJ-412.



Pictures: 1933 20/25 h.p. GEX49 Smith & Waddington saloon when owned by Mrs. Clare Evans. (Courtesy of Sue Perry)

GWX75 p.217. Move Welsh before the Cairns ownership. Racing commentator Eric Welch, not Welsh, accidentally drove the car into the Duke & Orr dry dock in Melbourne on 21 Jan 1939. One passenger was drowned.

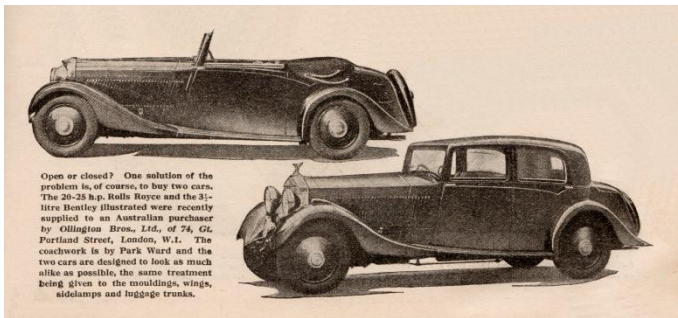


Picture: GWX75 in the 1950s.

GLB27 p.219. Original registration was VIC-3-664.
GRC12 p.219. Seen in the *Sydney Morning Herald* 21 April 1936 p.14 at a wedding.

GED30 p.220. Illustrated with the owner's B107BL in *The Motor* 6 Nov. 1934 p.693. The accident on 28 March 1937 at Oliver's Hill, Frankston, killed

Richard Wilkinson (27) who was a partner in Riverside Motors, Ian Mowbray Heath (33) of G. J. Coles Ltd., and Alistair Hughes (27), an architect (*Labor Daily* 29 Mar 1937).



Picture: B107BL and GED30 in *The Motor* 6 Nov 1934 p.693.

GYD12 p.220. Insert latest known owner Jonaas Zilinskas, Ashton's Circus, 1990s; Tom Roberts, Vic., 2002 reg'd VIC-TOM-32.



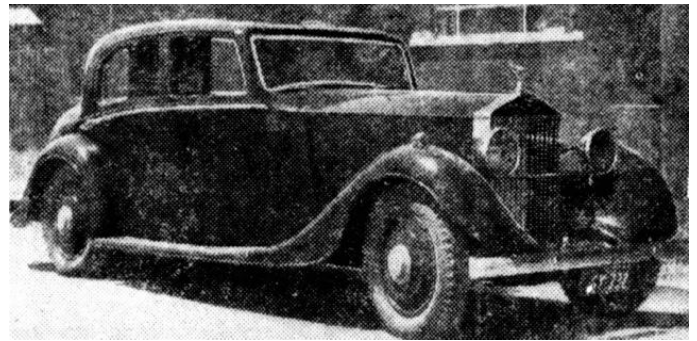
Picture: 1934 20/25 h.p. GYD15 Martin & King saloon when new at the home of Cecil N. McKay. (Courtesy of the Museum of Victoria, image MM17669)

GAE65 p.221. Change VIC-JFG-771 to VIC-JSG-771; in UK 2005 (*Automobile* Dec. 2005)

GAE74 p.221. At the end add '; Ray Kleinschmidt, Qld., ca 1980s; in nightclub at Sheraton Mirage Hotel, Qld., 1990s'.

GWE16 p.222. Naylor was G. H. Naylor.

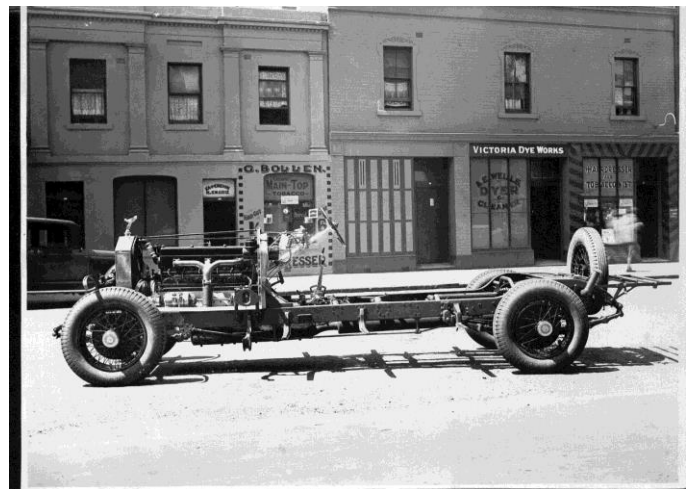
GBJ39 p.222. First owner was Vallence Edward James Royle d.1968



Picture: GBJ39 in 1950 when owned by Dr. Goldberg. (*Truth* 5 Feb 1950)

GBJ78 p.222. Car to N.Z. ca 2002.

Phantom II p.222-223. At end of paragraph add: 'Peat inserted an announcement about the new model in the *Sydney Morning Herald* 18 Sept. 1929'.



Picture: The chassis of 1929 Phantom II 61WJ outside Martin & King's works. Original photography by C. J. Frazer, Melbourne. (Courtesy of David Shmith collection now at the Royce Foundation, Melbourne)

99WJ p.224. The *Sydney Morning Herald* 21 April 1930 revealed Dalgety's involvement with Weymann in England for the making of the coachwork. A report in a Parkes newspaper on 28 Jan 1932, and soon afterwards in *Gilgandra*, noted John Joseph Gregory McGirr ordering a Phantom II intended for the opening of Sydney Harbour Bridge (and to replace his crashed 111DC). This was chassis 99WJ in which he was seen in April. It is therefore likely that he acquired this car from the first owners or borrowed it from the agents. At one point in the 1950s 99WJ was owned by Frank Martinelli, N.S.W.

DALGETY AND CO. LTD.

On Dalgety's stand, No. 29, the display includes a £3450 Phantom II., Rolls-Royce, Weymann Saloon, and new models of Hudson and Essex cars. The new "eight" Hudson, it is claimed, combines record performance with a smaller horse-power and lighter chassis, which makes an appeal to the pocket in price and running cost. The Essex has once more been built sturdier than previously, and it is hard to recognise the original light Essex-Six in the new 113in wheelbase model, which is a miniature Hudson. The new Essex will be known as "The Super Challenger," as it represents an advance on the original Challenger in the matter of size and horse-power.

Dalgety's are also showing examples of the Greater Hudson-Six and the Essex Challenger, which will find a ready response from those who study price in relation to quality.

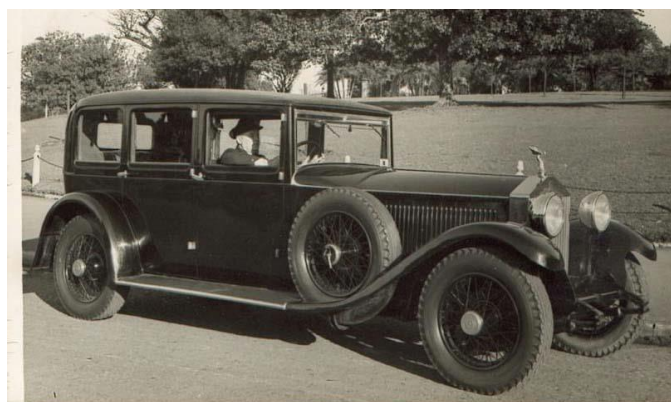
Details of the cars on view are:—

Rolls-Royce: A luxurious British Weymann fabric saloon on the new Phantom II. chassis, which is notable for its higher speed, increased acceleration, lower centre of gravity, improved steering control, greatly improved suspension, and still greater refinement throughout. The fabric bodywork was specially built for Australian conditions, under the supervision of Dalgety's Rolls-Royce expert, Mr. R. A. Reid, who was in England during its construction.



Picture: 111WJ, with 51RY behind, at Alice Springs in the 1950s. (Courtesy of the Connellan family)

120XJ, p.226. Reg'n in the 1960s was VIC-UA-227, not VA.



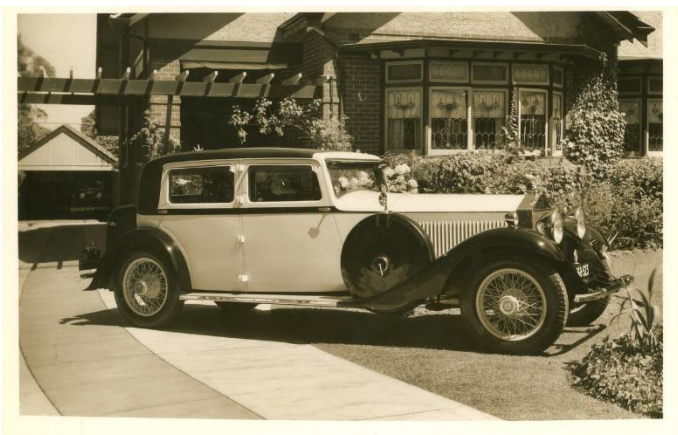
Picture: 1929 Phantom II 120XJ Jackson, Jones & Collins limousine when in the hands of Hughes hire car service in the 1930s. Note the small headlamps of unidentified make and intercom tube, neither fitted today. (Courtesy of David Neely via Ian Irwin)

186XJ p.226. Purchased by Arthur L. Blannin (d.1934) in 1933 for £3,300, either already rebodied or soon rebodied. Unsuccessfully auctioned August 1935 and remained with his son Alfred Lyndhurst Blannin, offered for £1,500. Car a wreck decades later, now recovered, with Peter Oliaro, Melb., 2004

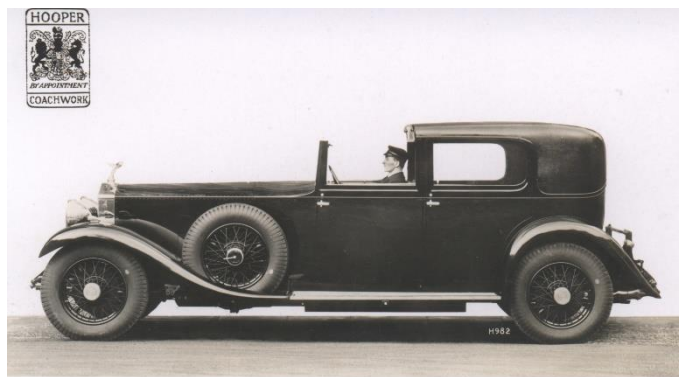


Picture: 1929 Phantom II 99WJ in the 1960s with possibly its original body tub reskinned and heavily modified, with later wings. (Courtesy of Judith Merlin)

111WJ p.224. Delete Hardige ownership (applies to 116WJ elsewhere in the book) and delete note about tourer for Connellan. Add to Brian Anderson, Adelaide, ca 1980 as a chassis (body removed ca 1960) and replica tourer fitted by George Williams in that period; Paul Lukes, Sydney, Dec. 2004 at 82,129 miles



Picture: Phantom II 186XJ at the home of owner Alfred Lyndhurst Blannin (1899-) after being rebodied, 1933. (Courtesy of Simon Pilbeam)



"HOOPER" Sedan on 40/50 h.p. ROLLS-ROYCE Long chassis.

Picture: 1931 Phantom II 19JS Hooper sedan de ville when new before its arrival in Australia. It was sold via Kevill-Davies & March in London, July 1934. (T. Clarke).



Picture: 1930 Phantom II 60GN Martin & King saloon in 1934 at the home of Cecil N. McKay shortly before it was taken to England. The design was identical to 186XJ. Note how the doors had top ventilators. These were later removed, either in Australia or England, and quarter windows substituted. The front wings were also modernised. Other curious features include the rear door handles at the very edge of the door and facing backwards, and the thin panel above the opening windscreen (to produce a pleasant wind-screen shape?). (Courtesy of the Museum of Victoria, image MM17651)



Picture: 1931 Phantom II 19JS Hooper sedan de ville in the 1970s. (Courtesy of Judith Merlin)

26MY p.227. Barr Smith was 1904-68. The car was stolen on 25 Feb 1937 and extensively damaged. Barr Smith took it to England on the S. S. 'Strathnaver' in March to have repairs done at Derby. Possibly the car advertised by E. W. Godfrey in *The Argus* 18 May 1950.



ROLLS ROYCE CAR, belonging to Mr. T. E. Barr Smith, jun., and valued at £2,500, photographed as it was recovered after a tyre exploded and it caught fire. Hotly pursued by police, joyriders set a thrilling pace through Adelaide and suburbs. This was the fifth car they had stolen in the night.

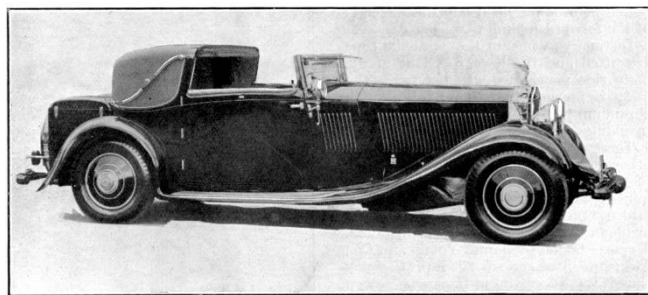
Picture: 26MY after the theft. (The Advertiser 26 Feb 1937 p.25)

Page 226: Insert extra car after 126GN: '47GX engine DH25 (and M2B?) off test Dec. 1930, short Continental chassis, Arthur Mulliner saloon owned in London 1932-34 by Warwick Onslow Fairfax (1901-1987), Sydney (L. Dalton 'Those elegant Rolls-Royce' p.134).'



Pictures: 1933 Phantom II 26MY seen in the late 1940s with trade unionist Maurice A. Callard (d.1951) and Mrs Ellen May Callard, friends of owner Dr. Joske. (Courtesy of Graeme Cocks)

Page 228: Insert extra car before 93MW: '74MY engine OW55 off test Feb. 1933, short Continental chassis, Gurney Nutting 'Owen' sedan coupe, owned in England by Maj. Norman Gordon Stewart-Dawson, the Australian sportsman (1890-1940). Car shipped to Australia in June 1933, arriving on the S.S. Monterey 17 July, but soon returned to U.K. where it survives'. Also pictured in *Truth* 21 May 1933 p.12 prior to arrival.



An unusual style of body by J. Gurney Nutting and Co., Ltd., on a Rolls-Royce chassis.

Picture: 74MY when new. (Automobile Engineer Apr 1933)

93MW p.228. Brookes, not Brooks, was 1874-1938, tennis player and artist. May Brookes's car was 'saxe blue' with 'blue and grey mottled leather'

(see *West Australian* 28 Mar 1934). Her previous brief ownership in U.K. was 148MS (q.v.).

99MW p.228. After its first brief ownership it was sold in London by Jack Barclay to Richard Carlyon in Feb. 1934 and in April 1934 to A. B. Ritchie of Vic. The car was green. The Ritchie family also acquired GBT23 (q.v.). This renowned grazier family had been Bentley owners since 1927. Original photo in R. Gentile 'The Rolls-Royce Phantom II Continental' p.177 wrongly shown as 82MY.

76MS p.229. The pictures were taken at Bondi Beach on 10 March 1934. A report on the Concours appeared in the *Sydney Morning Herald* 12 March 1934 p.14. The Concours judges included George Mackey the coachbuilder. The car won its class. Veteran cars were also judged and S. Stuart won with his 1912 Silver Ghost 1884.

Page 229 insert extra car: **148MS** Short chassis Arthur Mulliner limousine owned in England for two months from 15 August 1933 by Miss May Brookes, after which see 93MW.

86PY reg'd AXF23 in UK before export.

51RY p.229. Saloon body still fitted in Eddie Connellan's ownership, later used as a utility.



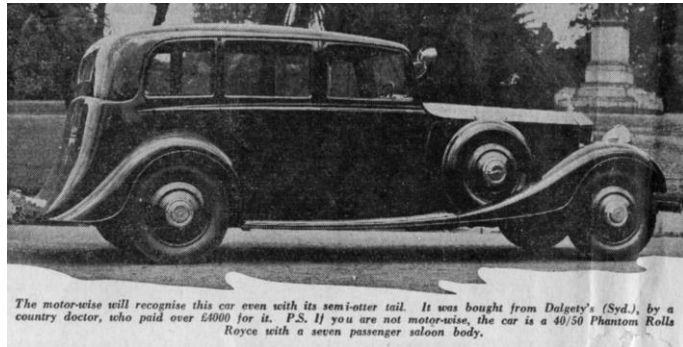
Picture: 1932 Phantom II 76MS Martin & King fixed head coupe photographed in Goulburn Street Sydney, 25 August 1938, by the late W. Harry Beenham. Note the painted profile on the boot. (Foundation Collection)

151RY p.230. Offered by B. Hynes of Canberra in Canberra Times 19 Apr 1950; during James's ownership an experimental air conditioning system was mounted in front of the radiator and in the boot.

173RY p.230. After Alexander's death in June 1947 the car passed to his nieces Marguerita and Myrtle Curtis. In 1954 it was sold via the Public Trustee to J. E. M. Smith, Mayfield, N.S.W. for £1,000, reg'd NSW-APF-268; Gifford, Narrabri, N.S.W., was 1964 at least, reg'd NSW-CYX-013 (see *People* May 20 1964); De Bono was 1966

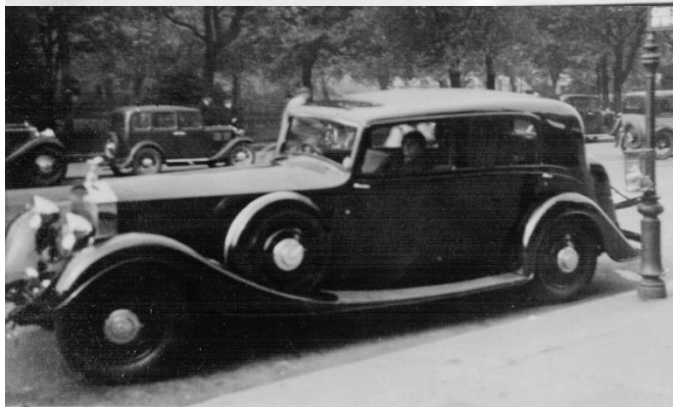
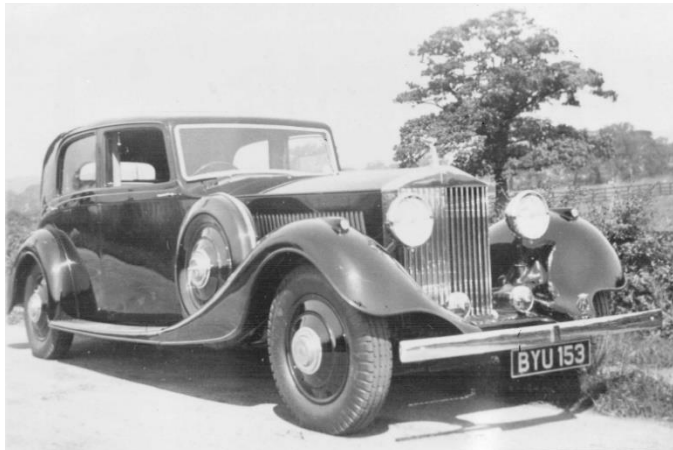
14SK p.231. Recent research now shows that the Gurney Nutting body was a sedanca coupe, soon converted into a fixed head coupe (the actual car on p.247 of L. Dalton 'Rolls-Royce: the Derby Phantoms', not 37RY as claimed), later converted a third time into a saloon coupe.

159TA p.231. Not a gift from Alexander or ordered through him. Instead, Dr. Samuel Stoops Gardiner (1892-1958) purchased it new.



Picture: 159TA seen in *Smith's Weekly* 16 Nov 1935.

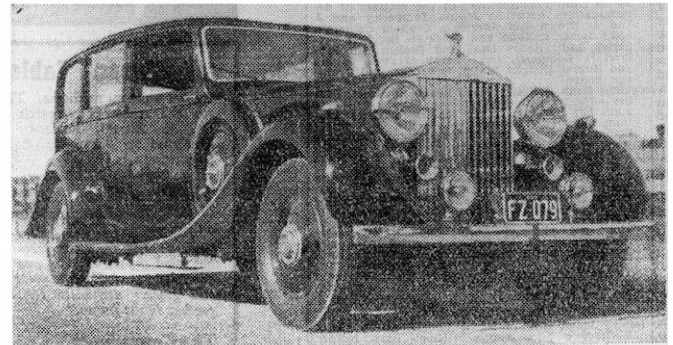
44UK p.231. Was a saloon with division when new, not sedanca de ville. Change 'Baillie' to 'Bailie'.



Pictures: 44UK in the U.K. soon after delivery. (Courtesy of the Sir Henry Royce Memorial Foundation)

3AZ56 p.232. Believed sold to Gengoult-Smith in 1949, see advertisement in *The Argus* 10 Dec. 1949 being sold by or through "EWH".

3AX99 p.234. First reg'n was NSW-FZ-079; a picture appeared in the *Sydney Morning Herald* 27 June 1939 p.6; for sale by Soviet Embassy in *Sydney Morning Herald* 24 July 1948 for £2,335; change 'Deeton' to 'Deaton'. Bristoe reg'n was QLD-643-893.



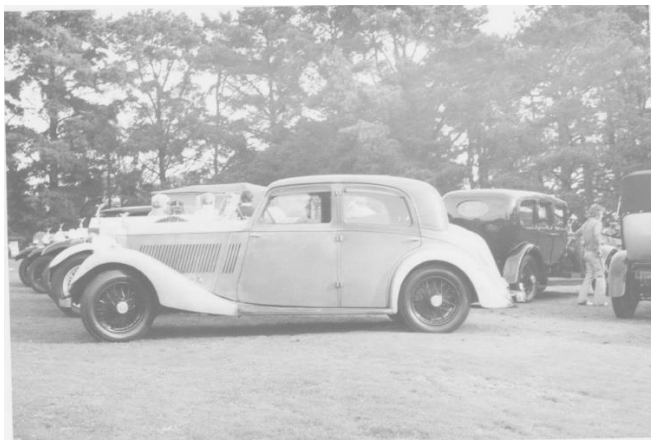
The 12-cylinder Rolls-Royce Phantom III.

Picture: 1936 Phantom III 3AX99 Park Ward limousine when virtually new. (*Sydney Morning Herald* 27 June 1939 p.6, courtesy of the Mitchell Library)

3DH203 p.234. This was almost certainly Park Ward body 9314, design 13724, saloon for C. B. Alexander, never completed, see picture below.



GHL14 p.235. Change 'McLaurin' to 'Prof. E. C. B. Maclaurin'.



Pictures: GRO4 Martin & King saloon photographed by R. Andrew Brownell in 1974.

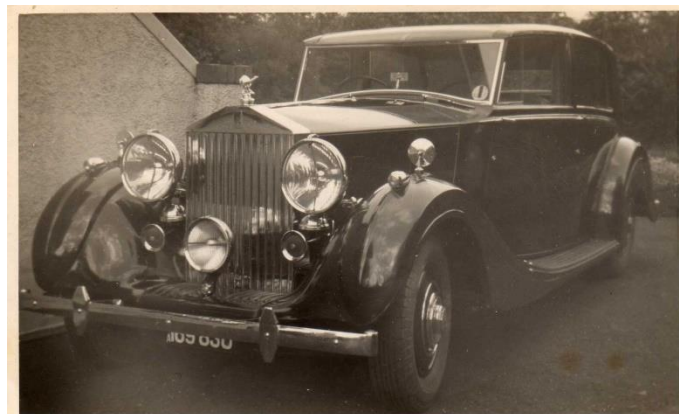
GH051 p.236. Arthur G. Baxter, Toorak (later at Lilydale and Mornington) owned the car by at least May 1949 and probably took it to and from the U.K. earlier; known at Kellow-Falkiner until at least Aug. 1955 with Baxter, around the time it returned to U.K.

GLP5 p.237. 'Nowry' might be 'Nyora'.

GAR43 p.238. After 'Le Messurier' entry add 'Rob Ladd, Tanunda, S.A. for approx. two years'.

GGR79 p.238. After Charlton entry add 'reg'd NSW-3-737 until May 1957'. Hall ownership was Dec. 1956.

WXA68 p.239. Tennant's postwar chauffeur was A. Canaban (see *Examiner* 28 Dec 1949) and before that Leon Aitken (who denied the story on p.239 about Mrs Tennant's rivalry with Mrs Young). Car serviced by Raven's Pier Service Station, Glenelg.



Picture: WXA68 when near new.

WRB40 p.239. 1975 dealer was Warrick Gillin.

WHC72 p.240. The car was pale grey when new; 1960s reg'n NSW-CXH-388.

B36AH p.241. Shipped 31 March 1934 to become the first 3½-litre in Australia.

B107BL p.241. Modernised by Martin & King for Wilkinson, moving rear spare to nearside; illustrated with the owner's GED30 in *Motor* 6 Nov. 1934 p.693 (see image at GED30); reg'd VIC-337-755 in the 1990s

B175BL p.241. Win Fowles was licensee of the Queen's Beach Hotel, Bowen, Qld., from at least 1937.

B8DG p.242. See *Praeclarum* Feb. 1980 p.530 for Bert Ward's recollection of this car briefly in Australia. Presented by Mr. and Mrs. Phillip Bushell to their daughter Pamela when she married Morgan Morgan-Giles. Car was green.

B20EF p.244. Casey had it briefly reg'd FCT-11 (predecessor of ACT plates, see *Praeclarum* p.7217).

B39EJ p.244. Change 'H. Dunbar Kirk' to 'H. Durban Kirk'.

B28GA p.246. Chassis bought by Steele in England. Displayed first as a chassis at the 1936 Show.

B172HK p.246. Capt. T. E. Barr Smith was 1904-68. **B7HM** was reg'd VIC-24.

B47KU p.247. Ditto. Add Doug Jarvis, S.A., 1965 reg'd SA-111-118

Chapter 5: Australian motor body building

Page 254-260: Three recent views below of the forlorn L. E. Cutter building in Ballarat.



Page 261, caption: Change 'Angus & Co.' to 'Angus & Son'. P. 262 second paragraph, add chassis 18TW to list of Angus bodies.

Page 269, caption: The Ghost on the left is now thought to be 1ZG. Another photograph taken the same day is shown on p.82 of *Sunburnt Country*. The car on the right is likely to be 48RM.

Page 270: 57AU was a tourer without California hard top.

Page 271: At end of first paragraph add: 'The Jackson family are believed to have become furniture makers in Parramatta after the bodyworks closure'. Smith & Waddington: further descriptions of this maker appeared in the *Daily Guardian* 21 March 1924 two-p. spread with pictures.

Page 274: In the Smith & Waddington list, under GNK8 in the left hand column, between the chassis number and 'fixed head coupe' add: 'roadster, later modified into'. Smith & Bassett Pty. Ltd. were at 9 Australia St., Camperdown before 1938 as body repairers. Also add extra car, GNK86 roadster. Under Waddington Body Co. note that this company probably rebodied Silver Ghost 96AE.

Page 276: Under Propert, they showed a limousine at the 1926 Sydney Motor Show. Few details. See *Sydney Morning Herald* 31 March 1926.



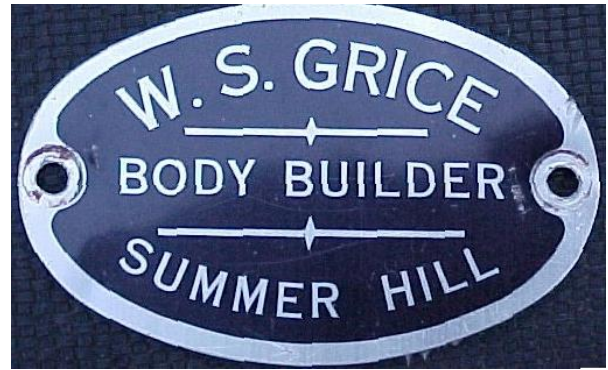
Picture: A late 1920s view of George Street (Parramatta Road), Sydney showing the near-new multi-storey Smith & Waddington works in the distance and a demonstration or parade along the road. (Courtesy of John Dunn via David Neely)



Picture: On 4 September 1926 this photograph was taken of Smith & Waddington's additional premises at 39-61 Parramatta Road opposite the main works. (City of Sydney archives, 001/001468)

Page 279: Under 'Clothier' add '584 (upstairs) Parramatta Road, Petersham, also bodied a Bugatti Brescia for the Scott family of Wallendbeen, N.S.W.'.

Page 279: Under 'Smaller companies' add 'Charles Kirkham, 80-84 Parramatta Road, Petersham (at Upward St., Leichhardt by ca 1927 and Foster Street near Jackson, Jones & Collins). He built batch bodies for Maxwell, Alvis, and Sunbeam cars but is known to have built a Rolls-Royce, or at least painted it, for a Show ca 1926-27.' In the paragraph on photographers add 'E. B. Studios were photographers for Motor Life magazine.'. Grice built a hearse or fitted a hearse to 62CW in 1932. For Bryden & McKay see note under GUK76.



Picture: Grice body badge. (Courtesy of Robert S. Clarke)

Page 281: under Waring Bros., it is thought they bodied GF3 when new.

Page 282: under William James King (b.17 July 1902) note his death on 19 July 2000. After his death just four of his large drawings for bodies were discovered. Hundreds of rolled drawings had been destroyed some years before. The four remaining are for a fastback coupe on a 1935 Delage D8 (similar to another built in 1934), an Alvis tourer for the Jolly family, a Phantom 1 saloon rebody ca 1934 with design number 1004, and a Ghost or Phantom I saloon rebody ca 1934 for the Watts family, quoted as design 626.

Page 285-6: Martin & King, under *Rebodied 20 h.p.*, after 82K5 delete "(to 78A1, GDK17 1960s)", and insert extra cars: 53S7 saloon late 1930s, 78A1 saloon ca 1929, 82K3 1930s, GBM43 saloon ca 1934; under *New Phantom I* change: 61LF saloon? to 61LF fixed head coupe, and under *Rebodied Phantom I* insert: 103HC limousine 1930s, 16FH limousine 1930s, 9LF limousine ca 1934; and remove: 61LF body 1930 entirely; under *Rebodied 20/25 h.p.* insert: GXO91 fixed head coupe ca 1939.

Page 287: Tarrant. In *La Vie Automobile* 25 Sept. 1924 p.clv C. T. Weymann noted that Tarrant's Autocar Industries had a Weymann licence. This was probably the route for Melbourne Motor Body & Assembling to make Weymann fabric bodies.

Page 290: Under Supreme Motor Body Builders after '1332' add ', 179MG'. They also bodied GDK2 in 1934



Picture: The Damyon coachworks in Melbourne. (Courtesy of Trove)

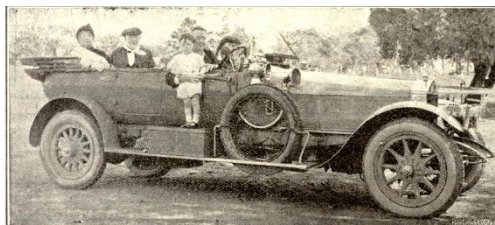
Page 294: Cramp Bros. Pty Ltd were at 152 Harrington St. A further Tasmanian coachbuilder can now be included, Robert Nettlefold Pty Ltd of Hobart, founded in 1910, with 20 h.p. 53S7 to their credit. Isaac Robert Nettlefold (1877-1946), one of five brothers, was active in business and politics.

Chapter 6: late arrivals in Australia

An intriguing lead to the source for some of the Ghosts that came to Australia in this period can be seen in the records of Southern Motors in England, owned by the May family. A ledger for 1922-33 reveals three cars and the names of the Australian buyers: 1924 40/50 h.p. allweather reg'd MO-1726 sold as a chassis on 21 April 1933 for £168 to Ken Moore of Melbourne. This was 25LK; both the 1924 40/50 h.p. tourer reg'd XU-3964 sold as a chassis for £170, and the 1924 40/50 h.p. tourer reg'd XR-3936 also sold as a chassis for £170 to Mr. Peterson, Melbourne on 7 June 1933. XR-3936 was 54EM and the other could have been 103EM or 123EM but not 32LM which retained its Park Ward tourer body in Australia.

Page 298 caption: This taxi is 103HC.

60546 p.300. Add 'P. Somerville, Camperdown, Vic., 1920s'. Change 'unknown' to 'large early tourer'.



MR. C. DUVAL (at wheel),
MRS. DUVAL, family and
party in Rolls Royce. The
"family" is making himself
prominent.

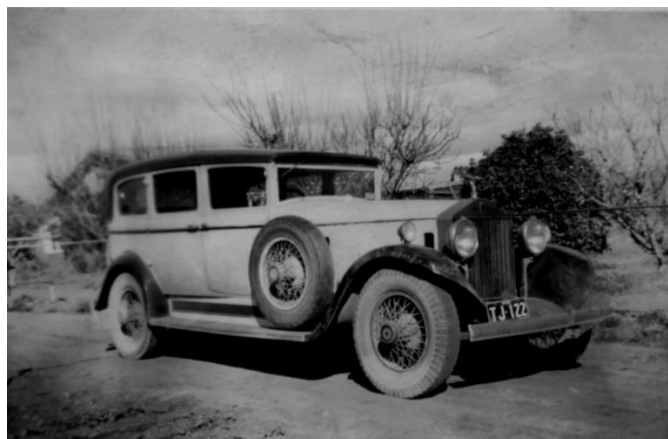
Picture: This very early Silver Ghost, numbered 605- or 607--, owned by Charles Duval by and before 1917, is not his chassis 60922. This picture shows a car pre 60734 with turned-in, not tapered, chassis

frame; and forged iron step brackets rather than the pressed steel type introduced after chassis 60710. One Duval car by June 1918 was reg'd NSW-11 (not their 60922 or 2242). This might therefore be 60546. (W.A. Motorist 1917)

60714 p.301 (a.k.a. 60588), also reg'd VIC-GTH-626 in the late 1950s.

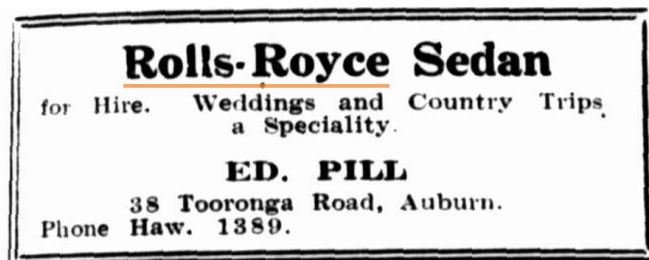
1122 p.301. First British owner George Joseph Plevins was 1858-1945. Mr. Bates is now thought to be Robin Tait.

1166 p.302. Later reg'd NSW-TJ-122.



Picture: 1909 Silver Ghost 1166 with its 1920s American body in the 1950s. (Courtesy of Judith Merlin)

1237 p.303. Rebodyed as an open drive limousine by Grahame-White Co., London, in the 1919-20 period (see *The Motor* 19 Jan 1921); after 'repaired by Peat;' add 'John S. H. (Oscar) Asche, London and Melbourne, 1921;'. After the car was finally dismantled ca 1946 the front axle and springs were used under a trailer. The remains of this were found by a roadside in northern Victoria ca 2001. Michelin hubs had clearly been fitted at some point. The front axle has now been sent to N.Z., via Ian Irwin of the A.C.T., to assist in the restoration of chassis 1447.



Picture: From Table Talk 16 Dec 1926, one many similar adverts for 1237 from 1920s owner Pill.

1404 p.303. Delete 'after 1931' (this information came from a card for chassis 18LW which was for

many years wrongly filed with 1404 in official records). After 'countryside' add '. Owned by H. V. McKay Jr., Henty, N.S.W., ca1926-35, reg'd NSW-48-438 ca 1928. Fitted with Nightingale whistle and engine vibration damper from almost new; Hugh L. Condon, Great Southern Motors, Wagga Wagga, 1937; Tom Rowston, Gundagai, ca 1937; Les Browning, Gundagai, ca 1937 reg'd NSW-CD-501'. Delete 'it was later owned by a doctor...Buderim, Qld.;'.

1730 p.304. Entry moved to earlier section of this supplement because it arrived near new after all.

1826E p.305. H. M. Cousens had the car in 1932 reg'd VIC-78 (later on WVA71); delete '(farmer)' after 'Les Burns'; owner before Burns was 'Arnold Cumming'.

1988 p.306. Move entry for Errington-Redgrave to chassis 1730. Before 'known' add 'owned by printer Willis Hanke, Brisbane, 1930s or 40s and frame cut behind the engine for use as a power supply;'.

2100E p.306. Delete rest of entry from 'A front axle...'. This applies to chassis 1732.

2316 p.306. Maple-Brown offered the car as a utility for £190, and a Silver Ghost engine with starter, in *Sydney Morning Herald* 19 Aug 1952

2583 p.306-7. When used on 26 Jan. 1951 parade the reg'n was NSW-*LF-8**

42EB p.307. Colin Robert Duncan was 1892-1966. This car was not the Jenkins rebody noted. It was destroyed in a fire on 19 Nov. 1935 during Austin Frauenfelder's ownership (purchased ca 1928 for his fiancée Kathleen Trautwein). This was the same car noted with Duncan on p.308 which is therefore now identified as 42EB. Frauenfelder is believed to have rebodied the car, probably as a saloon, not long before the fire. He had bought the car from Willsford's, Nash agents in Sydney.

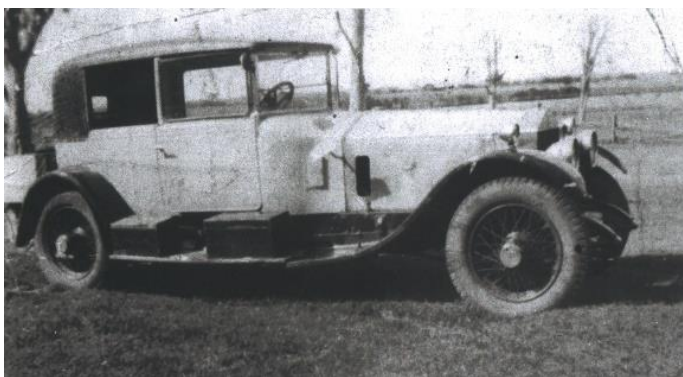
Page 309: Insert new car before 35TW: **40LW**, engine J165, off test Mar. 1920, coupe cabriolet sold to Gaston René Alexandre Saint, Mont St. Aignan, Rouen, France in 1923. Saint, a carpet manufacturer, had come to Melbourne in the 1890s. He met his Australian wife, Elizabeth Gilmour, when she visited France and they married there in June 1898. Their only child was René Jules Thomas (1899-1976) – other Saint children Mercedes Margaret Adele (1901-1917), Marie Victorine Lucie (1902-2003), and André (1908-1964) were probably cousins. After his death in February 1924 his widow kept the car and around 1929 it was rebodied as a cabriolet de ville, probably by Hibbard & Darrin, and was known briefly in England in 1929. In the late 1920s or early 1930s René and his widowed mother brought their Rolls-Royce to Melbourne with their French chauffeur. They also

lived in the Burke's Flat area of Victoria (see *Table Talk* 12 April 1934). René's only son was Gaston Jr. Mme Saint donated the statue 'Meditation' to Fitzroy Gardens in Melb. Many years later it was claimed that the Rolls-Royce had been pushed down a goldmine shaft at Burke's Flat but in fact it survived to be sold ca 1956 in Preston, Vic., around the time of Mme Saint's death. This is the only Saint known in Rolls-Royce records. In Victoria Police records there was a car with engine '165' listed (no prefix as with other Ghosts), reg'd VIC-164-967, most likely to have been 40LW or whatever chassis the Saints had. On p.170 this was assumed to be 20 h.p. GUJ62 with engine '16S'. It cannot be 51TG (P165) which was always in N.S.W. but see also 32JG.

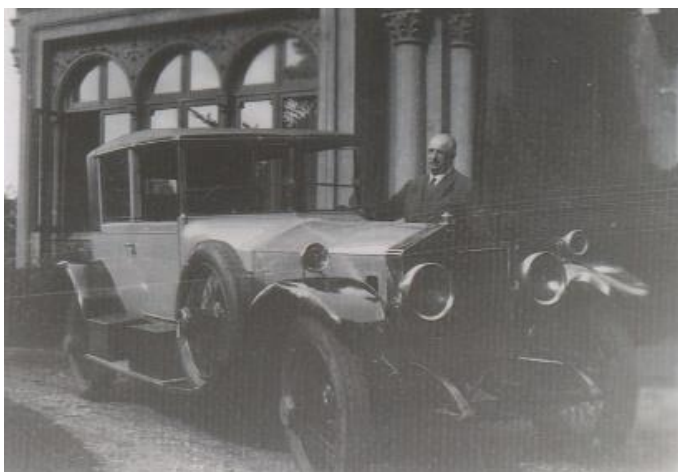


Picture: Believed to be 1920 Silver Ghost 40LW, probably rebodied ca 1929 (Hibbard & Darrin the likely coachbuilder), owned by René Saint in Burke's Flat, Victoria. The 'driver' is George Truscott, merely posing in the car in the 1930s. The location of the buildings now confirms Burke's Flat. (Courtesy of Isabel Truscott)

35TW p.309. After 'tourer' add ', believed owned by Siam ambassador in London,'. After 'Melb., 1927' add 'When acquired the car was painted yellow with a polished aluminium bonnet and Siamese crest on the doors. This car appears in the Windovers records as reg'd YP8030, ex Rama Raghob, sold to Falkiner 10 May 1927, primrose colour. After 'Melb., 1927;' add 'given to Ronald Payne (son-in-law of R. S. Falkiner), Vic., ca 1941 as a wedding present, reg'd VIC-*.*50. Gas producer fitted during War;'. At the end add 'Tourer body by Graeme Wilkinson, 1980s, fitted in more recent years'.



Picture: 1920 Silver Ghost 35TW Harrison V-screen 2-door allweather tourer when owned by Ft.-Lt. Ronald Payne in the 1940s. Later wheels have been fitted. (Courtesy of Professor Adrian Payne, U.K.)



Picture: Silver Ghost 35TW with Ralph S. Falkiner at Colley Manor, Reigate, Surrey in the 1920s. (Courtesy of Bill Falkiner, Queensland)



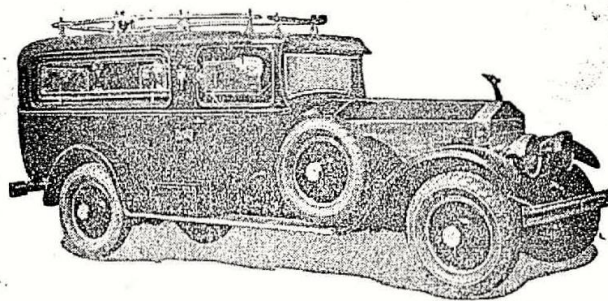
Picture: Ft.-Lt. Ronald Payne with his wedding present, Silver Ghost 35TW, in the 1940s. (Courtesy of Bill Falkiner, Queensland)

62CW p.309. By Nov. 1932 this hearse was being used in advertisements in the *Dubbo Liberal and Macquarie Advocate*.

REDUCTION IN FUNERAL COSTS

ADULT FUNERALS conducted from £8.

The Best All POLISHED CEDAR, QUEENSLAND MAPLE and OAK CASKETS, with the best of Fittings, £25.



W. Larcombe & Son

**Rolls Royce Motor Funeral Directors
AND MONUMENTAL MASONS**

52 TALBRAGAR ST., DUBBO. Phone 206, Day or Night.

Funerals Conducted to all Parts of the District

Picture: 62CW in 1932.

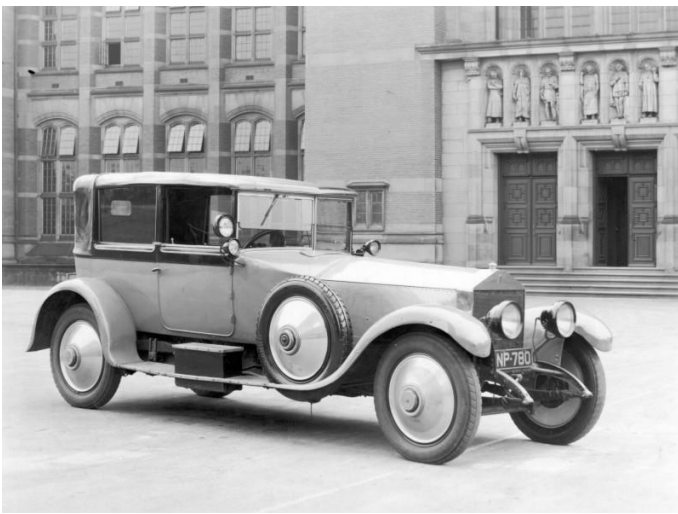
62FW p.310. A kinsman of owner A. S. Baillieu was Sir Clive, later Lord, Baillieu of Surrey, England, who owned 78EF, GRK34, GMK77, B36GA, B74LJ, and B138WH none of which was taken to Australia.

154BW p.310. By 1948 reg'd NSW-XP-695 or 895 when owned and offered for sale by Colin Wall, Manly as a Ghost 'sports car'.

32EE p.310. Also reg'd NT-1169.

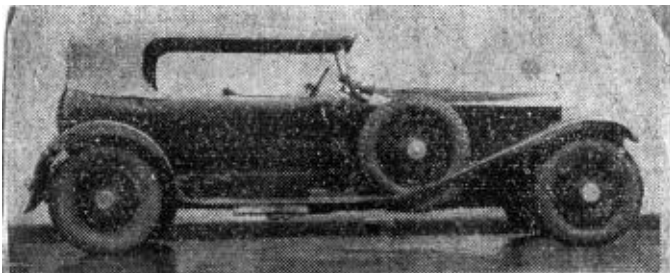
26PE p.311. Add 'With Murray Rainey to U.K., 1980s'.

Page 311: Insert extra chassis: 206MG, first sold in London to the family of James Gordon Bennett but also noted in later official records with Brig-Gen Henry Gordon Bennett (1887-1962) of Cremorne, Sydney in the 1920s. He was a clothing manufacturer after 1919. This seems an unlikely connection as 206MG was never noted in Australian R-R records. It is therefore possible H. G. Bennett's name was attached in error, or might apply to another Silver Ghost close to 206MG.



Picture: 1920 Silver Ghost 58NE Park Ward 2dr cabriolet whilst in England pre 1933. It was in Australia 1933-59. (Courtesy of Steve Hubbard, U.K.)

Page 312: Insert extra chassis: ca 1922 Silver Ghost tourer, English body, for sale in Elizabeth Street, Melbourne ca 1938-39 as 'one of six...built for the Royal Air Force in England'. These War Office cars were chassis 260WO (engine O.373, formerly chassis 29LE) on test 6 Nov.1920; 261WO (O.171, 90AG) 14 Feb. 1921; 262WO (O.172, 68LG) 10 Feb. 1921; 263WO (O.167, 101LG) 12 Feb. 1921; 264WO (O.176, 179AG) 9 Feb. 1921; 265WO (N.295, 32GE) 27 Nov. 1920. None of these numbers is known in Australian records and it is possible the Melbourne dealer was merely weaving a story around the use of Rolls-Royces in the Great War. (RAF car information courtesy of Steve Hubbard, U.K.)



Picture: The 1938-39 advertisement for the Royal Air Force Silver Ghost. Note the smaller diameter rear wheels with balloon tyres. Could this be 99FW? (Courtesy of Oliver Dixon, W.A.)

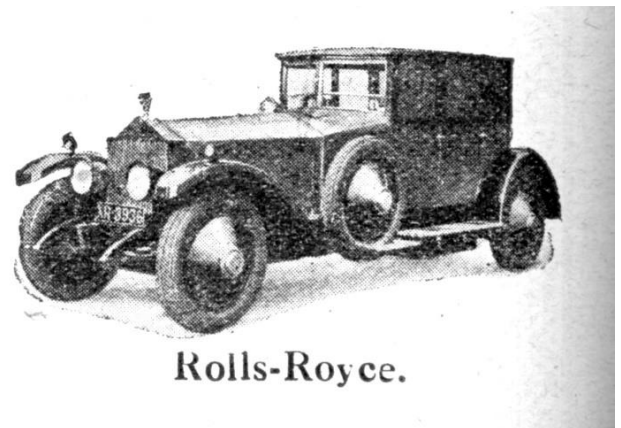
25LK p.312. Bought as a chassis from Southern Motors, UK, reg'd MO-1726, in April 1933 by Ken Moore of Melbourne.

27LK p.312. Possibly the car offered in *The Argus* 26 Nov. 1931 by Ford & Peat for a Capt. Lloyd, returning to UK, already rebodied as a Martin & King 5-seater (saloon?), £1,100.

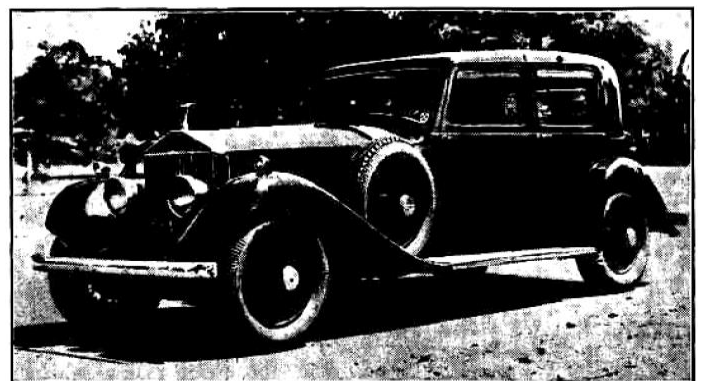
14PK p.312. Confirm George E. Merivale ownership. He brought the car with him from England after a trip prior to March 1935, see *The Truth* 10 Mar 1935 p.23, and *Motor in Australia and Flying* 1 May 1936 p.12. Add: 'Sterling collection, Vic., 1990s; Laurie Ogle, N.S.W., 2000'. George Merivale's name was missed in the original name index.

26PK p.312. Dealers Ira L. and H. C. Berk of Flinders Street, Adelaide and 72-76 William Street, Sydney offered in the *Sydney Morning Herald* 31 March 1928 p.10 a Barker cabriolet de ville, probably 26PK rather than a New Phantom. Change 'Spower' to 'Maj. Allen Spowers of Sotheby's'.

54EM p.313. Bought as a chassis from Southern Motors, UK, reg'd XR-3936, in June 1933 by Mr. Peterson of Melbourne. This car was a Mulliner Weymann saloon, not tourer, when new (see *The Motor* 21 Oct. 1924 adv p.174). Reg'd WA-5-647 in Dec. 1934 for Jacoby of Swan Brewery, Perth. The car with its new body was fully described in the *West Australian* 17 Jan 1935 p.6.



Picture: 1924 Silver Ghost 54EM when new showing its H. J. Mulliner Weymann V-screen saloon coachwork with added radiator shutters and wheel discs. (*Motor* 21 Oct 1924 adv p.174)



Picture: 54EM rebodied, seen in the *West Australian* 17 Jan 1935 p.6

103EM, 123EM p. 313-4. One of these is believed to be the 1924 4wb ex-tourer chassis bought from Southern Motors, UK, reg'd XU-3964, in June 1933 by Mr. Peterson of Melbourne.

103EM p.313. After 'England' add '(L. Dalton 'Those elegant Rolls-Royce' p.21)'. P. 314, under owner 'Self' add 'reg'd TAS-*C-0037 (see *RREC Bulletin* no. 111 p.36)'. The Martin & King body was similar to 6TM.

123EM see above

32LM p.314. British reg'n was XT4591. Change 'Tabilk' to 'Tahbilk'.



Picture: An unidentified rebodied Silver Ghost offered in the Courier Mail, Brisbane, 5 June 1936. It is not unlike 1AU by Martin & King. Isles, Love & Co. were real estate agents and auctioneers in Brisbane.

154BG p.316. Delete 'Brewster' and insert 'Rolls-Royce Custom Coachwork by Smith, Springfield, Massachusetts'.

GF30 p.316. Change 'Murrundi' to 'Murrurundi'.

GDK2 p.317. Before 'rebodied' add 'shipped to Australia by Jack Compton Ltd., London, 4 Aug. 1934, to George F. Harris, Fairfield, Vic. and rebodied as Supreme saloon, on 21 Dec 1934 for £228.18.0, 200,000 miles from 1934-53; sold by Harris to Helsham Wheeler, Euroa, Vic., 7 Dec 1953 £125 as blue/black sedan; reg'd VIC-193-155 15 Dec 1953. **Note:** see revised entry for GF3 to see how *Sunburnt Country* was in error about various owners and reg'n numbers. Then,

Bob Clarke continues the story from 1957 (from story of GF3 earlier): with GDK2 now fitted with the engine, gearbox, and rear axle, from GF3 in 1957 (and GF3's chassis plate in 1966), GDK2 was sold

to Derek Gibson, Melb., Nov 1966 reg'd VIC-1-025; Wheeler subsequently overhauled the engine and running gear earlier taken out of GDK2 and fitted those to GF3 (completing the swap); GDK2 sold to Dr. Tom Stevenson, Urrbrae, S.A., 1989-2015 latterly in New Zealand; to Clive Edmonds, Napier, N.Z., 2015. Later observation has confirmed the chassis frame was GDK2.

GDK17 p.317. Under Gerald McKenna, note that Martin & King saloon fitted was from 78A1, not 82K5.

GPK47 p.317. Engine is 'G1393', not 'G1398'. Owner is 'Edmund' not 'Edward' Waters, 1983 not '89.

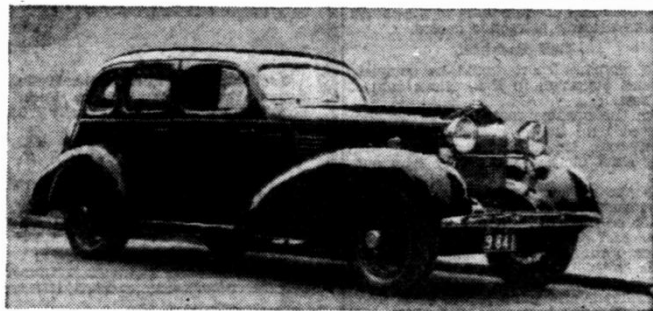
GPK60 p.318. At first body insert 'V-screen'. The body is not 1920 as thought, despite the low body number. Before 'Hurley' add 'Raymond R. Black, St. Kilda, Vic., 1964/65'.



Picture: 1925 20 h.p. GPK60 Park Ward saloon seen in probably the 1960s. Behind is 20 h.p. GVO2.

GZK12 p.318. The Martin & King body was the same 4-door 4-light style as on GPK52 and others.

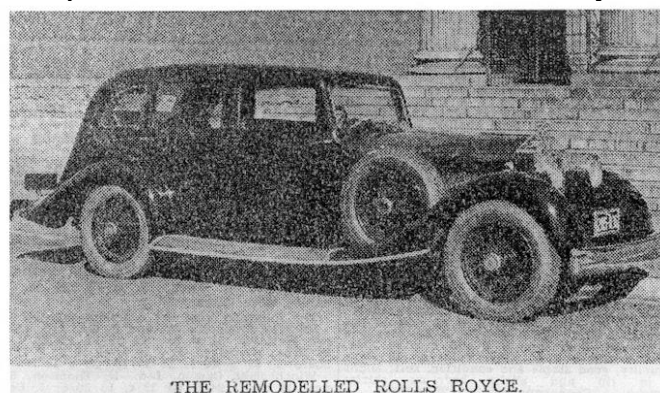
GZK30 p.318. Probably the chassis imported by T. Davies of Cottesloe, Perth, and reported in *The West Australian* 29 Apr 1937 p.7, with a local body fitted (probably the Oldsmobile noted in *Sunburnt Country*). Radiator raised 4 inches.



Pictures: GZK30 in 1937 reg'd WA-9-84.

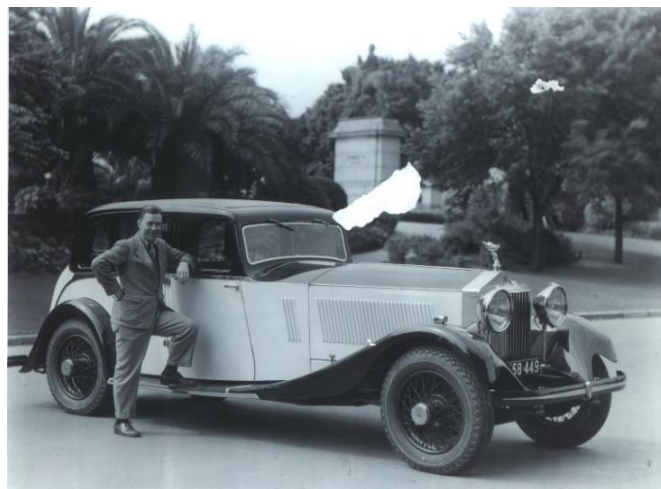


shutters conversion, 19" wheels, and the later wide bonnet, all fitted by Southern Motors in England to both GYL82 and GBM55 in 1936 before despatch as chassis. (Courtesy of Dr. Brian Jenkins)



Picture: 1928 20 h.p. GBM55 after being rebodied by Probert's in 1936, quite a sporting style. (Sydney Morning Herald 19 Jan. 1937 p.7, courtesy of the Mitchell Library)

Picture: 1928 20 h.p. GBM55 in 2016 with its Moriarty body ex GAJ17.





Pictures: 1925 Phantom I 12RC in Melbourne, late 1934, with its new Martin & King body and owner Paul Radford. Note the lamps stanchions and P-100 headlamps fitted by the coachbuilder to give a later appearance. The louvred bonnet side was also their work. The chrome detail can also be seen on the running board lower edge. This pleasing design was one of Martin & King's best. (Courtesy of Mr. Radford via Damien Duigan)

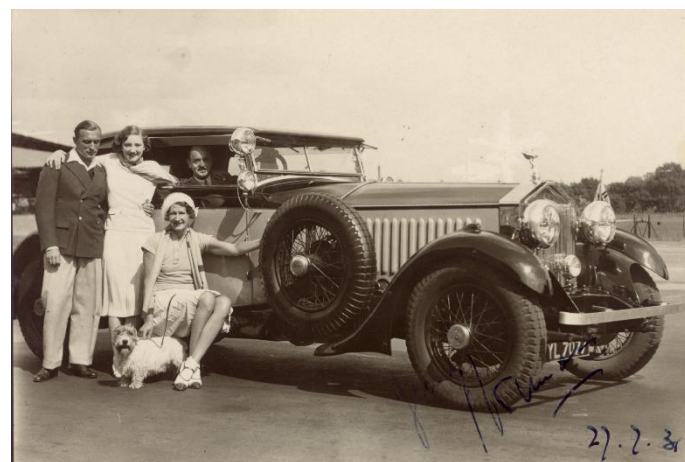


Picture: Philip Hoskins in the 1950s with his 1925 Phantom I 31HC. The body was fitted by James

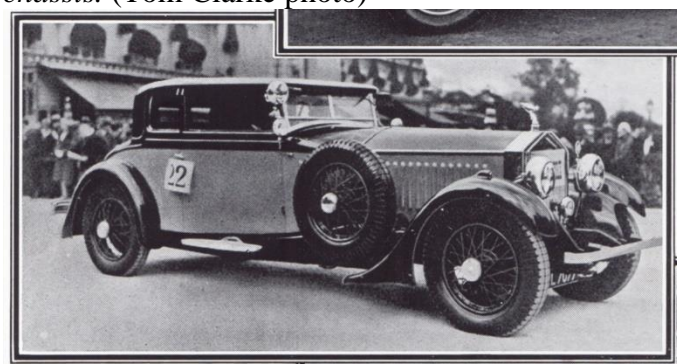
Young in 1932 and the car was formerly the Villiers supercharged car owned by Capt. Kruse in England. (Courtesy of the Hoskins family)

12RC p.321. After '1930s' insert 'to Paul Radford, Melb.'

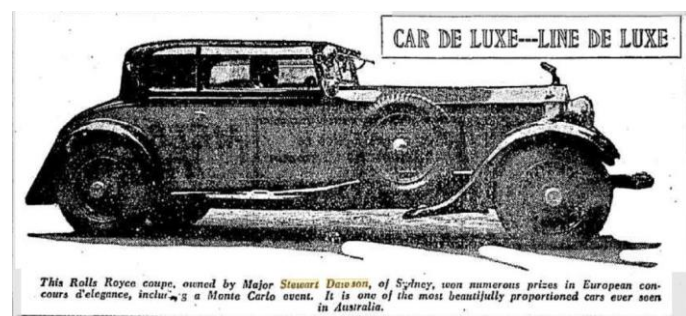
Mystery car. Ca 1925-26 Phantom I owned in England by Maj. Norman Gordon Stewart-Dawson (1890-1940) reg'd YL-7077 but rebodied by him in 1929-30 with a Carlton fixed head coupe body, brought to Australia in March 1932 and taken back soon afterwards. See also his 74MY.



Picture: Norman Stewart-Dawson in Berlin 27 July 1931 with his Phantom I concours car YL-7077 (unidentified), soon brought to Australia for a brief period. This was a ca1929-30 body on a ca1925-26 chassis. (Tom Clarke photo)



Picture: Norman Stewart-Dawson with his ca1925-26 car, rebodied 1929-30, at the Monte Carlo concours March 1931. (Rolls-Royce Bulletin June 1932 p.19)



Picture: Proof that Dawson brought his ca 1926 Phantom I to Australia is this image from The Referee 11 May 1932. He was seen with various women in the car during the few months he kept it in the country.

89HC p.322. Robert Campbell Cleland lost his car in late 1936 in a court case brought by a money lending company to which he owed £400. It was revealed he also owed money to Ford & Peat in Melbourne who had probably done the mechanical improvements. See the *Courier Mail* 6 Nov. 1936 p.13 and 7 Nov. p.13. The *West Australian* 27 Sept 1934 reported on an earlier S.A. hearing into his business affairs after which he tried to flee the state in his Rolls. Note: *Praeclarum* reference p.67 was 1975, not 1974.



Picture: 1925 Phantom I 89HC as a 1935 Martin & King 2-door saloon photographed at Gore Hill near Crow's Nest in Sydney on 20 February 1944 by its then owner, the late W. Harry Beenham far right. His companion is Bob Nasmyth. (Foundation Collection)



Picture: 89HC in the Sunday Mail (Qld) 17 March 1935. This is the earliest view known. Later the central spotlamp and headlamps were changed by other owners.

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By fully meeting the needs of an ever growing City for an exclusive private hire service, we have played no small part in Melbourne's exceptional development. No city in the world can boast of a better service than that of the City Motor Service. Luxurious Rolls Royce and Pierce Arrow Saloons, driven by thoroughly experienced drivers, are available at any time, day or night.

Our top illustration portrays the pride of our fleet in 1912, while the lower one illustrates one of our present Rolls Royce Saloons, the pinnacle of luxurious and safe transport. Whatever your travelling need—call a City Motor Service Saloon.

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32 Flinders Lane, Melbourne.
Ring --- Central 5633

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RING CENTRAL 5633

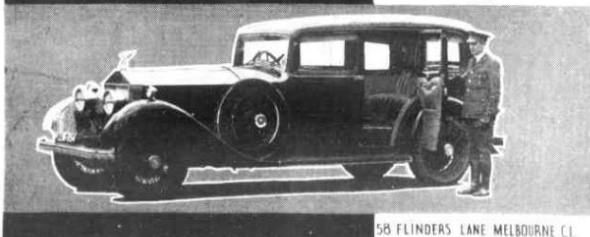
THE ROLLS-ROYCE HIRE SERVICE CITY MOTOR SERVICE LTD.
32 FLINDERS LANE & 52 COLLINS PLACE MELBOURNE

the CITY MOTOR SERVICE will take us home



"We can always rely on the City Motor Service. Their luxurious Rolls Royce Saloons are the very essence of refinement and give us all the comfort and privacy of our own lounge! No worries for us. We just ring Central 5623 and have a Rolls Royce at our service."

THE
CITY
MOTOR
SERVICE
LTD.



58 FLINDERS LANE MELBOURNE C.I.

Pictures: City Motor Service taxis from advertisements in Table Talk 1 Aug 1934, 3 Oct 1935, and 10 Dec 1936.



Picture: One of the City Motor Service Phantom Is outside their art deco headquarters.

103HC p.323. Discovered ca 2007 and found to be a mid 1930s Martin & King limousine in the same style as the City Service Taxis. Likely, therefore, to have been the Palfreyman syndicate's import;

see page 298 of Sunburnt Country for early photo reg'd VIC-93-074; in S.A. 2007 reg'd SA-RR-1925

Table Talk (Melbourne, Vic. : 1885 - 1939) (about) Thursday 25 January 1934 Page 37 of 55

BRITAIN'S FOREMOST CARS ROLLS ROYCE

An Exclusive Range of
PHANTOM 1 and 20 HORSEPOWER SALOONS
Prices from - - - £975

NEW RILEY "9" SALOONS &
GAMECOCK SPORTS CHASSIS

Plus
ULTRA
SALOONS £435

"Gamecock"
Chassis £355

including Tax

Positively only a very limited number of these World-famous cars available at these remarkable BARGAIN PRICES.

Full Warranty and Service. Your car traded. Finance arranged.

F. A. PALFREYMAN Pty. Ltd.

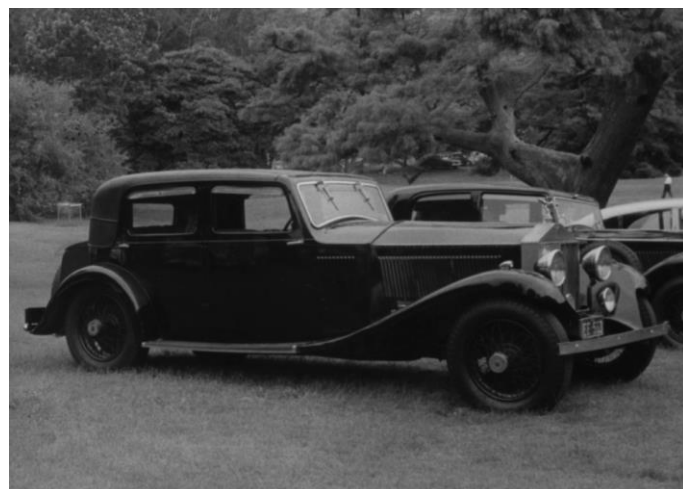
670 CHAPEL STREET, SOUTH YARRA,

Between Toorak Road and Church St. Bridge. Wins. 4426-7.

From Table Talk 25 January 1934 p.37 showing Palfreyman's company active in promoting Rolls-Royces.

119LC p.323. Delete reference to taxi noted in *The Home*, 1933 – this was 103HC seen on p.298; 119LC now with Sam Jaquet, N.S.W.

123LC p.323. First owner after arrival in Australia was A. K. Miller, said to be a tourer and then bodied as the Martin & King saloon. Later to Miller's daughter Mrs. Alma Marr (not Mair), Vaucluse, N.S.W., who was chauffeured in it until the early 1950s. (Mrs. Marr also had a Silver Ghost chassis out in the open next to her house but it was removed by the local council and scrapped, 1960s!); sold to Tom Broadbent, ca 1968.



Picture: 1926 Phantom I 123LC in the 1960s. It was rebodied in 1934 by Martin & King as a saloon. (Courtesy of Judith Merlin)

25DC p.324. Add new owner 'Ron McKenzie, Diamond Creek, Vic., at 1998. Engine LO15 ex 29EF acquired for the chassis; auctioned 2001; John McKeddie, Queenscliff, Vic.'. The Martin & King fixed head coupe body was offered separately in 2006 and showed signs of conversion into a utility. The original bonnet had been used for the 1930s body. To be used on 25LF

84DC p.324. Lord Mayor's car not purchased until after Aug. 1933 for the use of Cllr. H. Gengoult-Smith. The car was plum coloured. In May 1937 it was disposed of.

121YC p.325. This was sold to Jack Compton, the London dealer, in May 1933 for £200 by Jack Barclay. Compton was thus a likely source for the Australian syndicate. Owned by J. Graeme Simpson 1963-2004, sold to Austria.



Pictures: Views of 121YC under restoration in the 1960s.

97NC p.325. The first owner in Australia, Miss Bettine 'Betty' Alberta Fairbairn (1906-77), married Ross Grey-Smith in January 1932 and she purchased the car in October, reg'd on 24 Oct. 1932. It was offered for war work, reg'd to D. H. Macintyre, RAAF, Canberra, 8 Jan. 1940 and George

L. Fuller, Sydney, 20 Jan. 1940; relicensed to Bettine Grey-Smith, 27 Feb. 1945; Ronald J. How, South Broken Hill and then Harold Britain, East Prahran and then Robert A. Watts, Sandringham, all on 1 Mar. 1945 unreg'd; Clive A. Walker, Mitcham, 16 Sept. 1946 reg'd (i.e. second body now fitted probably; Cheney Used Car House, Melb., 4 Feb. 1947; Swanston Used Cars, 4 Feb. 1947; John S. Barton, East St. Kilda, 14 Feb. 1947; Swanston Used Cars, 28 Feb. 1947; Keith Boundy, Dandenong, 7 Mar. 1947; Reeman Motors, Hawthorn, Feb. 1955. After Elliott (15 Dec. 1955) enlarge details as William Arthur Vickery, 21 Dec. 1956; Edwards was 26 Oct. 1967

9LF p.327. Reg'd YT-7855 in the U.K., it was sold by Jack Barclay to George Brand in the U.K. in 1933 which could be a link to its arrival in Australia. Rebodied as a Martin & King limousine ca 1934 (see *Praeclarum* p.4185), same style as 60RF, 67RF, 71FH and thus possibly a City Service Taxi, Melbourne; Roy Wheeler, Lismore, N.S.W., 1950s reg'd NSW-WG-114?; sold to circus owner, Newcastle; the engine is currently with 61EH.

25LF p.190. To be fitted with second body from 25DC.

82LF p.327. An advertisement by the Pioneer Tourist Bureau in *Walkabout* 1 Nov. 1934 p.48 illustrates this car. This therefore explains the Pioneer coachplates on the car. Page 328: after 'F. P. Shine' add 'John Rhodin (dealer), Sydney, 1980s reg'd NSW-LRK-576 (*Praeclarum* Aug. 1983 p.874 as 1926 62LF [sic], wrongly claimed to be Smith & Waddington); via dealer to Bill Hurd, Sydney, 1983; Frank Severino, Sydney, 1980s'.



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Delightful Travel-Holidays throughout Australia . . .

Come with Pioneer and see Australia at its best. See the magnificent bush and coastlands for which the country is so justly famous.

We know the most picturesque routes—the most romantic by-ways. And we'll take you there in the comfort of roomy Saloon cars, with expert driver-guides to explain the many sights you see. Yet the fares—moderate as they are—cover all hotel accommodation, which we reserve in advance as part of our service.

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Half-day Sight-seeing Tours and full-day Excursions—Daily. Week-end Tours to all parts—Every Saturday.

Conducted Holiday Tours of from 4 days to 14 days, ranging throughout the whole of Eastern Australia, including Tasmania and South Australia.

PRINCES HIGHWAY SERVICE—Between Melbourne and Sydney and Brisbane—Leaves all Capitals every Saturday.

VIA CANBERRA SERVICE—Between Melbourne and Sydney—Leaves every Wednesday from both Capitals.

Ask for Illustrated Literature of all Tours

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Head Office: 15 QUEEN'S WALK, MELBOURNE, C.I. - Central 5325
And at 38 MARTIN PLACE, SYDNEY and ADELAIDE STREET, BRISBANE

AGENTS—Thos. Cook & Son, Wagen-Lits Pty. Ltd. (throughout Australia)
Government Tourist Bureau (All States)

Picture: This advertisement for Pioneer Coaches featured a Rolls-Royce close in appearance to 82LF. (Walkabout 1 Nov. 1934 p.48)



TOURS INCLUDE...

SYDNEY AND BRISBANE - TWICE WEEKLY
 3 Days Single, via Canberra, \$21/5/-
 4 Days, via Pioneer Highway, \$24/5/-
 14 Days Round Trip, including Blue Mts., Jenolan Caves and Canberra, \$115/10/-
 21 Days, via Canberra, West's nightingale in Sydney, \$118/-
TO BRISBANE - TWICE WEEKLY
 Including Sydney, North Coast, Roma, New England, Table-top, \$115/10/-
 14 Days Round Trip, by Sea and Land, \$115/10/-
 21 Days Round Trip, \$115/10/-
MT. GAMBIER, 5 Days, \$112/10/-
 Includes Blue Lake, Limestone Caves, Portland and Ocean Rd.
THE GRANTLANDS, 5 Days, \$115/10/-
 Every Sunday, includes Wonderful, Barney's Castle, Mt. Victoria, etc. Splendid wilderness add to the beauty of the scenery.
MILDURA, Murray Valley, 5 Days, \$115/10/-
 Beautiful river and rural scenery. Every Sunday.
 ALL TOURS AVAILABLE EVERY WEEK

AUSTRALIAN ALPS, Mt. Belfrage, 5 Days, \$111/-
 Every Saturday. Sky-high roads and glorious panoramas. Including Lakes Entrance.

GIPPSLAND LAKES, 7 Days, \$115/10/-
 Every Saturday. Brilliant water scenes and tall Gippsland forests.

ADELAIDE, 19 Days, \$116/-
 14 Days, \$111/-
 Every Saturday. Includes Murray Valley, Victor Harbor, Lefthand, Mt. Gambier.

SPLENDID DAY AND HALF DAY TOURS
 Leave Collins Street, opposite Town Hall, Limestone Saloon Cars, with Guide.
 10 a.m. CITY SIGHTS, 12 sat. 2 p.m. DANDENONG RANGES, 12 sat. 10 a.m. FLINDERS, Arthur's Seat, 12 sat. 2 p.m. 10 a.m. MARYSVILLE, 12 sat. 2 p.m.

EVERY YEAR - Grand Overland Tour to Darwin and Northern Australia. Big Game Hunting and Sightseeing. Booking now open for 1955 season.

See Australia!... Tour through the most picturesque country imaginable in the comfort of roomy saloon cars, attended by trained driver-guides whose first and only consideration is your comfort and pleasure.

Pioneer makes all arrangements for your holiday, including reservations at first class hotels, and the fares cover all expenses of travel and accommodation. Beautifully illustrated catalogue, "Centenary Motor Tours," is available free on request.

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TOURIST BUREAU
 Australia's Leading Travel-Holiday Service,
 15 QUEEN'S WALK, MELBOURNE
 Telephone: Central 5254 and 51128.
 Also at 38 Martin Place, Sydney; Adelaide St., Brisbane

19FH p.329-330. After '1941' add Douglas Argyle Collas, Seymour, reg'd VIC-CX-069 27 Mar 1940; S. F. Wade, Benalla, Vic., 3 Dec 1952 reg'd VIC-YZ-069 on 16 Dec 1952; John A. Fleming, Five Ways, Vic., 23 Nov 1953-1955; Donald L. Cole, Darwin, 30 Apr 1955; reg'd NSW-23-297 1960s;.

42AL p.330-331. It is likely this car was actually sold in Australia new because it was advertised by the dealers Ira L. and A. C. Berk of Sydney in the *Sydney Morning Herald* 31 March 1928 p.10 as a 1928 Barker cabriolet with division and occasional seats, blue leather, for £2,950 new. Owner E. W. S. Paul died on 12 Nov 1951 aged 78, not 1948. After 'NSW-119-337' add 'and NSW-AKF-870'.



Pictures: 42AL seen near new in Australia.

43CL p.331-2. Owned 1928-1944 by Malcolm Charles Barclay-Harvey, M.P., London, later as Sir Barclay-Harvey, Governor of S.A. 1939-1944; fitted with a producer gas unit before Aug 1941; Duncan ownership was 1944-50; Hopkins was 1955-59 reg'd NSW-AZV-588; Bruce Cooper, N.S.W., 1959-2002; Russell Holden, N.S.W., 2002, with the original body modified into a saloon years previously. Alby Frost connection now unattributed. Car claimed being broken up 2005 but actually under restoration.

Picture: A further advertisement for Pioneer Coaches showing their Rolls-Royce 82LF. (The Great Australian Book of Nostalgia, by John Francis Larkins. Rigby, 1975)

22RF p.328. Before 'Robson' add 'Brian Hawke, N.S.W.:' after Limon entry note 'Acquired as a chassis, then fitted with the Arundel cab, wings, etc from the U.S. chassis S155PM'.

60RF p.328. After 'cabriolet' add 'reg'd UE-5177'. After 'Morath' add 'Ron McKenzie, Diamond Creek, Vic., at 1998'.

52UF p.329. Delete entire Rhodin entry. After 'fitted with roadster body' add 'Supreme body now believed to be in Newcastle'.

61EH p. 329. Entered in the 1957 Ampol Trial as car 47 but did not appear at the start. Sam Jaquet, N.S.W., 1980s. Now with eng. AZ65 ex 9LF.

Page 329: insert new car after 61EH: **16FH** eng. AC95, known in England until at least 1933 as a Hooper tourer reg'd YX7651. During a club rally in 1973 this car was identified as 16FH with Peter Waddle and is almost certainly the unidentified car noted on p.332 of the original book, a 1928 chassis rebodied as Martin & King limousine 1930s; to Tas. possibly as east coast 'service car'; R. J. Dean, Evandale, Tas., 1940s; believed to Ron Richardson, Coles Bay, Tas., 1950s; Peter Waddle, Evandale, Tas., 1950s-70s; Greg Waddle to 1980s; to mainland. Not connected to 60RF.



Picture: 1928 Phantom I 43CL with its modified Thrupp & Maberly body in the 1960s. (Courtesy of Judith Merlin)



Picture: 1928 Phantom I 43CL Thrupp & Maberly limousine in 2002 after some years as a cut-down tourer remodified into a saloon.

GWP36 p.332. Reg'd WA-UDX-467 1960s; also VIC-JCW-90*



Picture: GWP36 Hooper cabriolet de ville in Victoria in the 1960s or 70s. (Courtesy of Judith Merlin)

Page 333: Before GAU72 insert new car: **GAU41** eng. J3B off test June 1932 Freestone & Webb saloon, previously H. J. Mulliner, to Australia in

1958; Dr. Edmund Graham, N.S.W., 1970s and at 1999 reg'd NSW-RR-984.

GHW41 p.333. To Albert Edward ('Harry') Raven (1913-1967), Raven's Pier Service Station, Glenelg, S.A. 1958-65 reg'd SA-14-120 and wheels then cut down; sale by Thomson Motors was 1973.



Picture: GHW41 in the hands of Raven's Pier Service Station before the wheels were cut down. (Courtesy of Greg Raven)

GWX20 p.333. In Australia by 1939, advertised in *The Argus* 21 Jan 1939 by Morton Cross Motors

GWX79 p.333. 'Ormes' might actually be 'Grimes Parking Stations'.

GXB81 p.334. Now confirmed that Dr. Fisher, an Australian living in England, bought the car in the immediate postwar period and brought it to Australia as deck cargo from Italy in 1951; given by Fisher to Kogarah Car Sales pre 1962, sold to Joynes in 1962.

GPG63 p.334. This car is confirmed as a 4dr 4-light saloon with division. 1946 reg'n in Victoria also confirmed. Now owned by Bruce Moran, the first owner's son.



Picture: 1935 20/25 h.p. GPG63 H. J. Mulliner saloon when new in London with H. E. M. Lawrence,

chauffeur to Australian owner Dr. R. H. Moran.
(Courtesy of Bruce Moran)



Picture: 1935 20/25 GOH5 James Young saloon seen here in the early 1960s. (Courtesy of Fred Robinson)

56WJ p.334. 1936 owner was Dr. Hugh Poate. With dealer Kenneth Wright for £1,270, described as a sedanca de ville (metal frame front windows could mean it was originally a sedancalette de ville), see *The Argus* 2 July 1947; add extra picture sources 'RREC Bulletin no. 194 p.12, *Praeclarum* Feb. 1998 p.3091 far right'.



Picture: 1929 Phantom II 56WJ Thrupp & Maberly landaulette photographed in the early 1950s before the landaulette section was replaced with a temporary cover. (Courtesy of David Manson)



Picture: 1934 Phantom II 193RY Barker sedanca de ville photographed by the British dealer Bunty Scott-Moncrieff in 1960 just prior to its sale to Australia. (Tom Clarke)

104MS p.336. Delete Zarb.

118PY p.336. Before 1967 reg'd NSW-EKO-888.



Picture: 118PY at the Albury Federal Rally, 1967.

193RY p.336. After 'NSW-OB-034' add 'NSW-NRS-567'.

60SK p.336. Possibly the Phantom II coupe advertised along with the owner's 20 h.p. fabric 'light 6' saloon (*The Argus* 17 Feb 1938). Possibly GYK82 for the latter in which case the first owner of 60SK in Australia might be James O. Watt.

90SK p.336. Barker body no.6888. In Qld with James Ward, Eumundi, reg'd QLD-NNG-303 1950s-63 when sold to Sevenoaks; George Denner, 1975; Hocking since 1976.



Picture: Phantom III 3AZ30 in the 1950s.

3AZ158 p.337. Rice was Derek (or just possibly Eric) Rice. Might be Derek Adrian Rice b.1922

3AZ160 p.337. Change 'Valmorbider' to 'Valmorbida'.

3CM105 p.338 replace entry entirely with:

3CM105 engine Q38M, off test 5 Jan. 1938, Hooper limousine in dark green over black (design 7176,

body 8984); via Hooper & Co. to stores magnate John Spedan Lewis (1885–1963), Hampshire reg'd EUU232; shipped to Percival Wynyard Markham, Perth, W.A., early 1960s reg'd WA-UMA-345; shown at Diesel Motors, Perth; John Glover, Melb., Nov. 1964 reg'd VIC-JDC-010 (in *Modern Motor* May 1967); Mrs. Hazel Glover reg'd VIC-LSZ-121 in Jan. 1974, VIC-RR-292 in Apr. 1974; Rebecca (née Glover) and Peter Kennedy, Melb., 1975; Noel Roscrow, Adelaide, S.A., by 1989; to Nakajima (dealer), Tokyo, Japan by 1992; via Real Car Co., Wales, 1998 reg'd DLY145; to Germany.

3CM157 p.338 replace entire entry with:

3CM157 engine P18N, off test 18 Jan. 1938, Hooper limousine in black (design 6443, body 8962); via George Heath Ltd. to Edward Reginald Corn, Staffordshire reg'd GRE140; E. G. Wilson, E. S. & A. Bank, Melb., July 1950 reg'd VIC-SR-283 Oct. 1950; T. B. Guest, Melb., 1950s; via John Bailey (dealer), Hampton, Vic., Oct. 1956; Ft.-Lt. Charles C. Taplin, S.A., ca 1958; Peter Morgan (builder, and racing driver), Applecross, W.A.; Charles F. Wright, Adelaide, S.A., 1961 reg'd SA-RRP-111; Eric R. Rainsford, Adelaide, 1975; Rainsford son-in-law Peter Tamblyn, Hawthorn, S.A., 1990s.

3DL2 p.338. Reg'd SA-3070 during the 1940s, called 'Lady Destiny', chauffeur Terry Laming. Sold to the Commonwealth gov't for £4,000 ca March 1947 although the *Sydney Morning Herald* 12 Mar 1947 claimed £2,700, and wrongly claimed the body had been changed.

GZR9 p.339. Reg'd NSW-PHK-077 in recent years

B84LS p.340. Change 'Avalon, Vic.' to 'Avalon, N.S.W.'. Marshall ownership is 1965 to date. Car in U.S. from 1985.

B139MX p.341. Baker ownership in Oct. 1948 also referred to a C. Baker, Bowenville, Qld.; Owner by late 1954 was R. R. Raffe, Point Piper, NS.W.; after 'Lloyd-Jones' add 'reg'd NSW-TE-776'.

Page 342: In Dec. 1943 the Federal Prices Commissioner controlled the secondhand maximum prices for 1,600 motor vehicle types, to combat the black market. A 1939 Rolls-Royce Phantom could not exceed £2,299 whilst Rolls-Royces of pre 1932 could not exceed £956. Hitherto, secondhand prices were controlled as a percentage of the price when new. P. C. Birch arrived as Rolls-Royce's representative in June 1946. He estimated that 34 cars were one order

from Australia at that point. As late as June 1947 dealers were quoting secondhand car prices with codes "p.p." and "s.p.", possibly indicating a peg price from the Commissioner and a selling price by the dealer.

Chapter 7: the boom years return, 1940s-60s

Page 353: At bottom delete '(now demolished)' as this building thankfully survives.

Page 356: At end of 2nd para, add 'Ken Wright C.B.E. died in Sydney on 6 Nov. 2000'. 3rd para, Peter Birch died in 1990

Page 358: Sevenoaks' premises at 501 Pacific Highway were acquired in 1951.

Page 365: Bottom picture now confirmed as WHD77.

WTA32 p.360. Delete Dodd, listed correctly with WYA48. For ease, new entry: WTA32 engine W33A, off test Sept. 1946, Park Ward saloon in maroon and black (body W100), York Motors trials car 12 August 1947, reg'd NSW-2-778; F. T. Wimble & Co., Sydney, reg'd NSW-1-666; H. V. ('Viv') Wollaston, Pymble, ca.1960; Ray Ball, Pennant Hills, 1982; to Chicago, U.S.A., 1986, still owned by Ray Ball; with Quentin Ball/Brett Fagan, Greenwich, Conn., U.S., 2012.



Picture: A recent photograph of Silver Wraith WTA32 in the U.S. still carrying its N.S.W. plates.

WTA81 p.361. For ease, new entry: WTA81 engine W81A, off test Mar. 1947, Park Ward saloon in blue (body W105, Aug. 1947), via Kellow-Falkiner to George Richard Rich Nicholas (1884-1960 – not George R. J. Nicholas as in original book), Toorak, reg'd VIC-KS-440 14 Nov. 1947; in Geelong by 1964, reg'd VIC- JCN-112; sold by Warwick Gillin dealer 1975; Philip Clarke, Tas., 1975; sold at Shannons auction, Melbourne, Mar. 2009.

WVA46 p.361. Add Horace and Thelma Betts, Launceston, Tas., 1954.

WVA71 p.361. Interior roof space in the rear altered in March 1948 by Kellow Falkiner for passengers' hats. The car cost £5,018.12s.0d. When sold in Feb. 1956 for £1,200 to H. Britten or Britain it had covered 150,000 miles.

WYA82 p.361. After 'Hallstrom' delete '(philanthropist)'. Tom Roberts, Vic., ca 2001 reg'd VIC-OQB-818

WAB24 p.361. Before Peter Shellard add Robert Shannon; after Shellard add Dale O'Sullivan; Sally Taylor, Wagga Wagga, NSW, 2003; Clive Taylor, U.K., car in Australia.

WCB16 p.362. After Torr ownership add Hoace and Thelma Betts, Launceston, Tas., 1950s or 60s.

WCB69 p.362. Painted silver blue and blue. After Carter ownership add 'John King, Melb., 1960s-70s;'.

WDC77 p.363. No division. Scrapped 2015.



Picture: 1948 Silver Wraith WDC47 Park Ward saloon in Queensland in the 1970s, photographed by Rod Wood.



Picture: WDC59 H. J. Mulliner saloon in the 1960s. (Courtesy of R. Andrew Brownell)

WGC3 p.363. This car possibly the 1949 Melbourne Show car. Seen by Griffiths on the Show stand but sold to Porter, offered to Griffiths in 1965 after the Kellow-Falkiner salesman recalled his interest in 1949! For ease, new entry: WGC3 engine W203C, off test May 1949, H. J. Mulliner touring limousine in blue and silver (body 5044) via Kellow-Falkiner to Ozzie R. Porter, Melb., 23 Jan. 1950 reg'd VIC-OP-990; A. D. F. ('Peter') Griffiths, Newtown, Geelong, Vic., 1962 reg'd VIC-HLE524; J. ('Tig') Griffiths, Newtown, Geelong, ca.1979 until Mar. 2014 when sold.

WGC91 p.364. This has now been cut down into a tourer.

WHD77 p.366. Tom Roberts, Vic., 2002

WHD93 p.366. In Geelong ca 1965-68 painted black and dark blue. Later in the U.S.A. 1970s and found there in California remarkably intact in 2002.

WHD101 p.366. Delete reg'n "BK-265?". For ease, new entry: WHD101 engine W100D, off test 12 Oct. 1950, H. J. Mulliner touring limousine in blue and silver (body 5174) via Rolls-Royce Ltd to Edward Carroll, Edward Carroll Pty. Ltd., St. Kilda Road, Melb., 25 Jan 1951 reg'd VIC-TO-666; reg'd VIC-HTJ-534 June 1963; Kellow-Falkiner, Vic. ca.1965; Jack R. Witham, Reservoir, Vic., 1960s as a taxi, reg'd VIC-TC-8680 Dec. 1965 (see B. Carroll, *Getting Around Town*, 1980, p.119); after taxi use reg'd VIC-VK-265 Aug. 1970; John McLean, Footscray, Melb., later of Qld., 1972, reg'd VIC-RR-045 Jan. 1973; T. Arthur McDermott, Toorak, Vic., 1980s; Robert A. McDermott, Vic. 1980s/early 1990s; Martin I. Bennett, Goulburn N.S.W., 1994. Reg'd NSW-67905-H since Feb 2017.

WOF24 p.367. Painted dark green by the early 1960s.

WOF49 p.367. No division hence a saloon, not a limousine

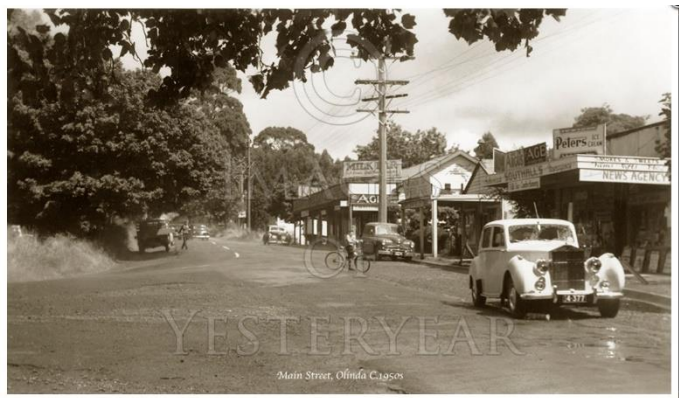
WOF61 p.368. In the *Courier Mail* 12 Apr 1952, cost £7,600, with owner already with another RR by May 1951.

WOF68 p.368. Chris Lenihan, Vic., 1990s reg'd VIC-RR-8000; Mark Russell, S.A., 2001



Picture: CLW10 H. J. Mulliner Silver Wraith in 1968. This car has now had its body altered and the car shipped to England. (Courtesy of Fred English)

- SBA18** p.369. Change 'Skellater' to 'Skellatar'.
- SBA26** p.369. Add D. Anderson, Inverell, N.S.W., 1990s.
- SBA30** p.369. Full name Don Parkinson, also a Daimler owner.
- SBA52** p.370. At end add 'Robin Senior Smith, Wagga, N.S.W., 1980-99'.
- SBA66** p.370. Add P. J. Reid, Vic., 1983.
- SBA70** p.370. Before Qld. reg'n add Norman Crosswell, Qld., 1990s.
- SBA74** p.370. Original engine refitted after all, delete ref. to B96L.
- SBA94** p.370. After 'Hallstrom' add '(philanthropist)'.
- SBA104** p.370. Add John Newton, N.S.W., 1998.
- SBA112** p.371. Add David Farebrother, N.S.W., 1998.
- SBA128** p.371. Still with original owner 1999.
- SBA130** p.371. Before Mills insert 'Dale O'Sullivan, Brighton, Vic., to Mar. 1975;'.
- SCA29** p.371. Change Raper to 1993.
- SCA33** p.371. Add John Scroggie, Vic., 1984 reg'd VIC-4-377 once more.



Picture: Silver Dawn SCA33 seen at Olinda when new.

- SCA37** p.371. After winning the Melbourne Cup in 1951, it was claimed that jockey Neville Sellwood was given a Rolls-Royce by Sir Adolf Bassier. Bassier owned SCA37 and in turn took delivery of Silver Wraith WME72 in October 1951. But it is likely Sellwood received half the £10,000 winnings rather than the car.
- SCA57** p.372. Allan Creer Williams (1891-1971) was a steel distributor who lived at Werrington Park, western Sydney. It had its origins in the Frogmore, and then Brooklands, estates.
- SDB4** p.372. Edmunds was 1978-87. Then Robert Frankholme, Tas., 1987.
- SDB12** p.372. To Qld., then Charles Mourad, N.S.W., 1990s reg'd NSW-AHS-01V.
- SDB26** Now thought to be the 1951 Show car.
- SDB50** p.373. Add Dr. P. Hearne, Vic., 1985.
- SDB62** p.373. After '1960s' add '; John Laws, Sydney, 1970-80s; John Muscat, N.S.W., 1980s reg'd NSW-MUV-178, NSW-JM-049'.
- SDB70** p.373. Change 'Gearing' to 'Gearin'.
- SDB72** p.374. Auctioned by Petro family 1995.
- SDB78** p.374. Add John Wisely, N.S.W., 1990s.
- SDB84** p.374. Add Peter Hiscock, Ballarat, Vic., 1990s.
- SDB94** p.374. Merlin to mid 1999; to Qld.
- SDB102** p.374. After 'Owen Bailey, Vic., 1960s' add 'reg'd VIC-87'.
- SDB116** p.375. Add Jeremy Cordeaux, S.A., 1990s, reg'd SA-8-490.
- SFC16** p.375. Change 'Schurack' to 'Norman Schureck'. Mills ownership to 1990s reg'd VIC-44-444.
- SFC26** p.376. Anderson purchased the car in 1989; now reg'd SA-AA-051B.
- SFC58** p.376. Delete NSW-30, insert NSW-33.
- SFC84** p.376. Property is 'Bective'.
- SFC124** p.376. Griffiths was 1980-99. Delete McDermott.
- SFC138** p.377 top. After 'Guinea' add 'reg'd PNG-39-999'.
- SHD2** p.377. Change 'Tabilk' (spelling for the district) to 'Tahbilk' (name of Chateau).
- SLE1** p.377. Believed car with NSW-RP-555 in George Green ownership
- SMF74** p.377. Add Charles Olsson, Parramatta, N.S.W., 1998.
- SNF1** p.377. Now known to have been the Melbourne Show car.
- SNF109** p.378 with Mrs Dottie Field as NSW-649; to John Reynolds 1977-2015; to Martin Kass 2015; to U.K. 2016
- SNF111** p.378. Add Bruce Seamer, Vic., 1990
- SNF113** p.378. Add Peter Moran, N.S.W., 1990s.
- SOG88** p.378. Add John Newton, N.S.W., 1998.
- SPG7** p.378. Fox was 1989 onwards.
- SPG17** in McFeeters Museum, Forbes, 2012

- SRH42** p.379. After 'to U.S.A.' add further history 'reimported by Geoffrey W. Finney, Tas., 1970s reg'd TAS-GF-0000; David Dureden, Tas.; J. E. Wheatley, Devonport, Tas., ca 1980-99; Brian R. Mathews, Ravenswood, Tas., 1999 reg'd TAS-RR-1954. 37,100 miles. Photo on p.380 of *Sunburnt Country* (not SVJ15 or SVJ41)'.
- SRH62** p.379. Change 'Schurack' to 'Norman Schureck'.
- SRH88** p.379. Change 'Gearing' to 'Gearin'.
- STH35** p.379. Add Ron Uglow, Vic., 1989.
- STH63** p.379-80 The RN-000 reg'n could refer to Robert Neville in Sydney, wedding car hire
- Page 380, caption:** Car is SRH42.
- SUJ86** p.380, see note at SCA57 re first owner. Add Geoffrey Tyson, N.S.W., 1990s reg'd NSW-VE-128 once more.
- SUJ98** p.380. Add Dr. Byron C. Dobson, Vic., 1990s.
- SUJ100** p.380. Change 'VIC-RR-435' to 'VIC-RR-436'. At end add 'Noel R. Colliver, Templestowe, Vic., 1984; Mr. Neale, Vic., 1990s.'
- SVJ41** p.380-1. Delete (Bob Chapman, Sydney, 1990s?).
- SVJ45** p.381. Add Tom Daher, N.S.W., 1993.
- SVJ81** p.381. Change SA-463-333 to 463-533.
- B190AK** p.383. After first owner add 2nd owner Alstergren Pty. Ltd.; then to Sir Leon Trout, Brisbane, Qld.
- B348BH** p.384. Change 'Lo' state to A.C.T., delete VIC-LO-413 and add NSW-LO-413.
- B23BG** p.384. Add Chris Ley, Vic., 1980s.
- B27BG** p.384. Add to S.A., then Ray Collier, N.S.W., 1990s.
- B95BG** p.385. This car stands out as a highly-preserved original car.
- B99BG** p.385. After Best ownership delete Penrith information (which was B14BH).
- B103BG** p.386. Add Tony Dockerty (dealer), 1998; Dr. Paul Brown, Vic., 1999.
- B371BG** p.386 was claimed by the first owner to be the first postwar Bentley in Qld.
- B24CF** p.386. Repaired in 1949; Jack Mallen, Sydney, 1965, reg'd QLD-NWG-197. Crashed 1970 and unrepaired still with owner. Mallen car was not B450CF as given in original Name Index.
- B456CF** p.387. In use until ca 1994. Found derelict in Colac, Vic., 2004
- B87CD** p.387. Add David Farebrother, N.S.W., 1990s.
- B207CD** p.387. Add Chris Lenihan, Vic., 1990s.
- B209CD** p.387. Change 'Turraweena' to 'Tooraweenah'.
- B235CD** p.387. After 'NSW-CF-793;' add 'Eric Rainsford, S.A., 1970s
- B359CD** p.387. To R. McConochie, Wellington, N.S.W., 1953-ca56.
- B419CD** p.388. Add Robert Baxter, Sylvania, N.S.W., 1992.
- B493CD** p.388. Now dismantled.
- B14DA** p.388. Add Rick Thege, Vic., 1990.
- B88DA** p.389. Now known in Germany
- B94DA** p.389. Add stored in N.S.W. 1975-98, then John Mourad, N.S.W., 1999 reg'd NSW-AL-303.
- B112DA** p.389. Add Mike Koffel, Qld., to 1999.
- B196DA** p.389. After Viccars ownership add W. Ramsay, Vic.; Rob Waite, Vic., 1985; P. Schoner, Vic., 1989.
- B241DZ** p.389. Change 'Herman' to 'Hermon'. Add D. Stuchbery, Coniston, N.S.W., 1980s; R. Thorp, Inverell, N.S.W., 1991.
- B116EY** p.390. Add Mr. Hawkins, Vic., 1987; A. Hayes, Vic., 1988-93.
- B202EY** p.390. Add Gordon Cooper, Vic., 1975.
- B302EY** p.391. Owned in 1988 by Cascade Films, reg'd VIC-WG-200; after Shaw ownership add David Farebrother, N.S.W., 1994-96; S. Kennedy, N.S.W., 1996 reg'd NSW-SSK-006.
- B406EY** p.391. Add John Mourad, N.S.W., 1999 reg'd NSW-EC-049.
- B446EY** p.391. Add Mr. Coburn, Vic., 1986; Mr. Shepherd, Vic., 1987.
- B347EW** p.392. Before Graham ownership add Ian Riley, Vic., 1980.
- B242FV** p.392. Add Tom Roberts, Vic., 1995.
- B280FV** p.393. Owner after Gregory was Anthony J Tudehope
- B304FV** p.393. Add James Power, Kurnell, N.S.W., 1990s reg'd NSW-RR-0033.
- B21FU** p.393. Add Mr. Russell, Vic., 1980s.
- B213FU** p.393. Add F. M. Mitchell, Vic., 1980s; P. Grant, Vic., 1989.
- B232FU** p.394. Change 'Menindie' to 'Medindie'.
- B267FU** p.393. Add Mr. Usher, Vic., 1990s.
- B305FU** p.394. 'Pengelly' probably 'Eric H. Pengilly'.
- B309FU** p.394. Sequence believed to be Hallstrom then D. Crichton, N.S.W., reg'd NSW-MFX-648; Ken Collins, 1980s reg'd NSW-KC-1950.
- B317FU** p.394. Still Matches.
- B333FU** p.394. Add Chris Collins, Vic., 1990s as chassis. Reg'n VIC-RN-717 fitted when new



Picture: 1950 Bentley Mk VI B333FU with the Bell family. (Courtesy of Martin Bennett)

B385FU p.395. Naylor was G. H. Naylor.

B151GT p.395. Caption should be 1950 and not 1952.

B365GT p.396. Delete ? from Hooke. At end add '& reg'd VIC-SP-999'. Add Greg M. D. Johnston, Vic., 1990s reg'd VIC-332.

B367GT p.396. Add Mr. McNee, Vic., 1987 reg'd VIC-NJL-212.

B118HR p.397. Dismantled by Shellard.

B4JO p.397. After 'SA-301-740;' add 'Arthur Edward ('Harry') Raven, Ravens Pier Garage, Glenelg, S.A. ca1965-67, bought after badly damaged in an accident, then Greg Raven 1967-68; Maughan Thiem Motors, S.A., 1968; Max Hosking, All Star Motors, S.A. ca 1970; Graham Withers, S.A., 1970s-72 reg'd SA-RHP-777; via Taylor's of Medindie to R. G. Hardy etc'. After last owner entry add '; Peter Graham, S.A., ca 1992. Car sent to Qld for restoration; Ivan Shaw, Kenmore, Qld., 1990s reg'd QLD-PNI-948 and fitted with 1930s style fixed head coupe. S.1 engine fitted.'



Picture: Left, a 1953 R-type owned 1967-68 by Greg Raven at Raven's Pier Service Station, Glenelg, and

soon sold to Victoria; right, B4JO after accident repair and removal of sunroof. (Courtesy of Greg Raven)

B54JO p.395. Delete entry for Shaw. After Crooke add Charles Mourad, N.S.W., 1990s reg'd NSW-VSV-250.

B104JO later in U.K. made into a special reg'd 931YUD.

B111JN p.397. First owner Fraser family.

B113JN p.398. After Crosby ownership add E. V. Gleeson, Vic., 1981-91; change 'Crichton' state to 'N.S.W.' from 'A.C.T.', reg'd NSW-ABA-48T.

B169JN p.398. Add Dr. John Matheson, N.S.W., 1999.

B2KM p.399. After Capel add Peter Kemp, N.S.W., 1994-95.

B38KM p.399. Add Bruce Terry, Vic., 1990s reg'd VIC-UK-444.

B82KM p.399. Delete car completely. Kemp information to B2KM.

B84KM p.399. Add Mr McAlister, Vic., 1980s reg'd VIC-JJ-2520; John Chambers, Vic., 1995 reg'd VIC-RR-950.

B154KM p.399. Add John Barrett, Vic., 1990s reg'd VIC-XK-011.

B198KM p.399. Before Reed ownership add Mr. Halladay, Vic., 1983.

B191KL p.400. Add Peter Strauss, Vic., 1994 reg'd VIC-CH-0493.

B94LJ p.400. Reg'd 'NSW-RR-0004' not '...004'.

B228LJ p.400. Before Isorn ownership add Mr. Henry, Vic., 1979; after Isorn add Mr. Carmichael, Vic., 1985. At end add Boyd Rasmussen, Qld., 1990s.

B304LJ p.400. With 1959 & 67 reg'n details insert Mr. Fleming, Vic., 1959-87.

B308LJ p.400. Now VIC-WJ-321.

B312LJ p.400. Add John Orr, Vic., 1980-99 reg'd VIC-GRT-631.

B340LJ p.401. Add Cassandra Cummings, N.S.W., 1990s.

B348LJ p.401. Add Mr. Stell, Vic., 1980s; Glen Rowan, Vic., 1983.

B199LH p.402. Change 'Pockataroo' to 'Pokataroo'. Add John Newton, N.S.W., 1990s reg'd NSW-AIS-111.

B223LH p.402. Add Con Zindilis, Vic., 1980.

B231LH p.402. Possibly Robert Hudson, Rockhampton, Qld., 1995, wrongly listed with B237LH.

B233LH p.402. Destroyed in S.A. fires 1984. Engine with R. A. McDermott.

B237LH p.403. After Hunt ownership add Geoffrey Shepherd, Vic., 1988; McDermott; Ken Collins, N.S.W., 1995. Delete Hudson ownership (see B231LH?).

- B239LH** p.403. Change Headland to Hedland. Reverse order of Lingane (still current) and Klee-mann.
- B249LH** p.403. Arthur Ackling, N.S.W., to 1990; Alan Purss, Terrigal, N.S.W., 1990
- B323LH** p.403. Cannon to 1998.
- B375LH** p.404. Add J. Dymond, Vic., 1980s.
- B76MD** p.404 now SA-514-506
- B84MD** p.404 after Wilkinson insert Prof Michael G. Taylor, Sydney, to Dec. 1975; possibly replacement chassis frame by Kellow-Falkiner.
- B102MD** p.404. Add Tim White, Vic., 1980s; Tom Roberts, Vic., 1990.
- B114MD** p.405. Add R. A. McDermott, Vic., 1987.
- B148MD** p.405. Add Barry Sparks, Qld., 1990s-2000 reg'd QLD-NBS-000.
- B150MD** p.405. Change ACT reg'n to 'NSW-GWR-001'. Add David Farebrother, N.S.W., 1990s.
- B152MD** p.405. Kirk to 2008
- B260MD** p.406. Capt. Sir Tom E. Barr Smith was 1904-68.
- B290MD** p.406. Arrived after 1972 (possibly in 1982) and so falls outside the scope of Sunburnt Country.
- B330MD** p.406. Capt. Sir Tom E. Barr Smith was 1904-68. Auctioned by Theodore Bruce (Auctions) Pty. Ltd., S.A., 1974.
- B346MD** p.407. Add James Foster, Vic., 1982.
- B29MB** p.407. Change 'Dennis Deasy' to 'Denis Deasey'. Now in U.K.
- B73MB** p.407. Add Alan Caelli, Vic. 1990s.
- B119MB** p.407. Paterson, Tas., 1990s.
- B181MB** p.407. Add Denys Gillespie, N.S.W., 1998 reg'd NSW-DG-000.
- B367MB** p.408. Add Graeme Johnstone, Vic., 1980; G. Down, Vic., current.
- B371MB** p.408. Blackburn, Cranbourne, Vic., ownership from 1972. Car still in Australia.
- B264NZ** p.408. Add A. P. Rylie, N.S.W., 1991; John Newton, N.S.W., 1990s.
- B45NY** p.409. Still Michael Whitehead in 1999.
- B243PU** p.409. Change James to Jeff.
- B102RT** p.409. Add Mr. Barnett, Vic., 1980s.
- B28SR** p.410. Add Peter Anderson, W.A., 1990s.
- B479SP** p.410. Manual gearbox. Add Graeme Lester, A.C.T., 1990s.
- B59TO** p.410. Manual gearbox. Add Phil Sproston, N.S.W., 1988-93; Robert Harran, N.S.W., 1993.
- B315TO** p.410. Before McDermott ownership (to 1996) add Mrs. P. Sims, Vic., 1971-86.
- B319TO** p.410. Add Malcolm Chalmers, N.S.W., 1995.
- B323TO** p.410. Change 'Toorak, Melb.' to 'Toorak Gardens, S.A.'. Before 'Dennis Bennett' insert 'Maurice R. Markoff, 1967;'. Car fitted with bench front seat from new.
- B24TN** p.410. Destroyed in accident 1999. Wreck with Peter Shellard, Vic., 1999.
- B336TN** p.411. Owner after Lane, virtually new, was James A. Balfour, N.S.W., B12FV part-exchanged. Add R. Vogt, Vic., 1985; Graeme Croft, Vic., 1987-98; A. Dempster, Vic., 1998.
- B21UL** p.411. Add to Victoria 1989 reg'd VIC-EWH-326.
- B23UL** p.411. Add Barry Sparks, Qld., 1990s.
- B191UL** p.411. Add Con Zindilis, Vic., 1980; Dr. Friedman, Vic., 1988-94 reg'd VIC-CGD-383 (believed correction for CHD-383).
- B168UM** p.412. Add Mr. Glenn, Vic., 1980; Ralph Thomas, S.A., reg'd SA-1954.
- B184UM** p.412. Add Mr. Roberts, Vic., 1979-83; Torre Pannuzzo, Vic., 1990s.
- B264WH** p.413. Before McDermott (to 1996) add Michael Bristow, Vic., 1982; now Godfrey Lewi, Vic., 1996.
- B282WH** p.413. Add Robert Wilson, N.S.W., 1994-96; Ken Collins, N.S.W., 1996 reg'd NSW-KC-1954.
- B49WG** p.413. Add Mr. Bayliss, Vic., 1958.
- B51WG** p.413. Add Kent Davis, N.S.W., 1990s reg'd NSW-AX-201.
- B215WG** p.413. Add Rod Scott, Vic., 1990s.
- B80XF** p.414. Add Allan Curtis, N.S.W., 1990s.
- B98XF** p.414. Change 'Herman W. Slade' to 'W. Hermon Slade'.
- B265YA** p.414 believed to be the light-coloured saloon at the Perth Motor Show 15-19 Feb. 1955 (along with SRH36) reg'd WA-89-413; Denis Greer Robinson ownership to July 1975; then replace 'with pilot' with Malcolm Walder 1975-77; Bruce Ivers ownership 1977-2013; now with Penny Boon, granddaughter of first owner R. G. Burt
- B4YD** p.414. Before Wilson ownership (1992-93) add J. Croughley-Clough, Vic., 1980s reg'd VIC-CSQ-329. Then Brooklands Motors, Vic., ca 1997; Gerhard Altdorffer, S.A., 1990s.
- B6YD** p.415. Add Margaret Ogle, 1991.
- B208YD** p.415. Alastair Angas, S.A., 1956-60s
- B214YD** p.415. First owner Fraser family. Add Dean Sullivan, S.A., 1990s reg'd SA-1517.
- B2ZY** p.415. Add Chris Ley, Vic., 1990s.
- B184ZY** p.416. Auctioned 1995.
- Page 416** add extra car:
- BC10A**, 1952 London Motor Show car on the Bentley stand. First owned by Georges Filipinetti in Geneva; to Jacques Bordier of Switzerland, Feb 1954; to Ron Jelbart, Victoria, Jan 1960 reg'd VIC-JJC-777; to Michael Ricketson, Vic., Oct 1965; to Tom Parkinson, Nov 1971, an R.M.I.T. lecturer; to Henry Vanne Trompf (1938-2016), Dunkeld, Vic., Nov 1975, later reg'd VIC-47397-H; auctioned 2017

BC12A p.416. Ron Jelbart and the Dodd family had adjacent properties at Lower Plenty.
BC16C p.416. From Jelbart to Max Latimer, Vic.; to U.K. 2001 (Crewe Heritage Collection)
BC30D p.416-7. Reg'd NSW-AYV-407 pre 1970
Page 419: RROC A.C.T. Branch inaugural president was Robert Penn Bradly.

Chapter 8: Duty and beyond

Page 420: First World War, replace Ronald Angas with Dudley Angas

Page 422, top picture: It is now clear the car far left is not a Silver Ghost at all.

Page 427, top picture: The driver of the leading car is Herbert E. South (1911-) and the car behind is DLW24.

5VF37 page 428, change to 5VE37.

Page 431, top caption: Change 'Baker' to 'Barker'.

Page 433: It is now believed that most of the driving in the Ampol Trial in 101FH was done by Vince Brown.



Picture: One of the Commonwealth Silver Wraiths registered in a ZRV series.

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 Britain, Harold, 97NC
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 Chalmers, Malcolm, B319TO
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 Deaton, J., 3AX99 (delete Deeton)
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 1946 £395
 Dempster, A., B336TN
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 Doddemeade, G. C. or R., 1958
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 Downe, H. L., R-R car in Perth by 1940, offered
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 Earle, Athelston, of Lane Cove had a RR pre Dec
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 Fowkes, L. W., Ghost in Bundaberg, Qld., 1947
 Frank Harty Motors, GNK86
 Frankholme, Robert, SDB4
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 French, James Lester, bankrupt Nov. 1952 with RR.
 Car worth £2,000+, Broken Hill. W. A. Gilbey Ltd
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 Giles, Roger, 33CL
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 Glanville, Mark, WVA32
 Gleeson, E. V., B113JN
 Glenn, Mr., B168UM
 Globe Motor & Taxi Co. Ltd. noted in *Argus*
 16 Oct 1915 with a RR
 Godfrey, E. W., advert *The Argus* 18 May 1950 for
 "PII Continental saloon 1938 [sic]", see 26MY
 Goldberg, Dr. S., see 1TE
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 Graham, Dr. Edmund, GAU41
 Graham, Peter, B4JO
 Grant, P., B213FU
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 Gration, Oswald, 83K7
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 Grey-Smith, Bettine, 97NC
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 Guilfoyle, Dr Dennis P., see after GF36

Haggard, Marjorie, 53S7
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 see Halford, H. N.
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 Halladay, Mr., B198KM
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 Harden, Cecil, 51FW
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 Henry, Mr., B228LJ
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 Hynes, B., 151RY
 Hyslop, Warren J., Phantom I?

Ireland & Co., SG (see *Sydney Morning Herald*
 30 July 1924)
 Irwin, Charles, 2282?

Jaquet, Sam, 119LC, 61EH
 Jarvis, Doug, B47KU
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 Jack Jeffrey: chassis 1958
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 Laws, John, SD was SDB62
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 Lester, Graeme, B479SP
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 Liberty Motors, 42G1
 Liddle, G. H. 'Jimmy', GPK42
 Littler, H. C., of Roseville, N.S.W., advertised in
Syd. Morning Herald 10 Mar.1928 for a late Ghost
 Llewelyn, Laurence, 1919 Silver Ghost and 1928
 Phantom I in Vic., 1954
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 Lucas, Eirene P. & Marea V. P., 44SC
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 McNee, Mr., B367GT
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 Millsom, John, 30AE and others
 Mitchell, A. B., 21RC?
 Mitchell, F. M., B213FU
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 Pilcher, Mrs. C. M., advertised a tourer, £195, in
 Syd. Morning Herald 13 Aug. 1932
 Pioneer Tourist Bureau, 82LF
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 Putt, N., Silver Ghost in Vic., 1933. New body
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 31 Jan 1949)
 Reynolds John, SNF109
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 NSW-EC-049, B400EY
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 NSW-JBI-098, R-type in NSW 1977
 NSW-JM-049, SDB62
 NSW-KC-1950, B309FU
 NSW-KC-1954, B282WH
 NSW-L-5-249, 62CW
 NSW-LN-477, 34FW (delete LM-477)
 NSW-LO-413, B348BH
 NSW-LRK-576, 82LF

NSW-MUV-178, SDB62
 NSW-NRS-567, 193RY
 NSW-PHK-077, GZR9
 NSW-PO-814, 1920s SG saloon, 127BW?
 NSW-RJ-000, 96LC
 NSW-RP-555, SLE1 prob
 NSW-RR-004, see NSW-RR-0004
 NSW-RR-0004, B94LJ
 NSW-RR-0033, B304FV
 NSW-RR-353, 92FH
 NSW-RR-408, add 1749
 NSW-RR-436, SUJ100
 NSW-RR-984, GAU41
 NSW-SSK-006, B302EY
 NSW-TE-776, B139MX
 NSW-TJ-122, 1166
 NSW-VSV-250, B54JO
 NSW-WG-114?, 9LF
 NSW-XP-695 or
 NSW-XP-895, 154BW
 NSW-XS-755, 84K2

Northern Territory

NT-1169, 32EE

Papua New Guinea

PNG-39-999, SFC138

Queensland

QLD-138-362, see car after 56AG
 QLD-428-125, 2242
 QLD-430-537 but could be SA, Phantom I
 tourer, white, 1960s
 QLD-643-893, 3AX99
 QLD-A-70, 1730
 QLD-NBS-000, B148MD
 QLD-NHR-187, 2242
 QLD-NNG-303, 90SK
 QLD-NWG-197, B24CF
 QLD-PNI-948, B4JO

South Australia

SA-0-601, pre 1918 SG Hubert Clive Daniel
 SA-0-1445, pre 1918 SG Liverpool, London & Globe
 Insurance late 1918
 SA-0-7682, 2282?
 SA-7-973, GUK21
 SA-14-120, GLK48, GHW41
 SA-14-633?, GNK86
 SA-19-991, 3CM157
 SA-22-504, 3PP
 SA-111-118. B47KU
 SA-176-377, 179MG
 SA-222-200?, delete, see 2145
 SA-222-240, 2145
 SA-357, 44RC
 SA-430-537 but could be QLD, Phantom I

 tourer, white, 1960s
 SA-463-533 (not 333), SVJ81
 SA-514-506, B76MD
 SA-881, delete 60922
 SA-1517, B214YD
 SA-1954, B168UM
 SA-3070, 3DL2
 SA-8490, SDB116
 SA-AA-051-B, SFC26
 SA-RBW-371, GOK7
 SA-RR-1925, 103HC
 SA-RVL-108, GCK23
 SA-T-717, 1388
 SA-VRR-206, GCK23

Tasmania

TAS-6-688, 53S7
 TAS-8X-4892, 1927 saloon for sale 1948
 TAS-*C-0037, 103EM
 TAS-A-2926, 57AU
 TAS-GF-0000, SRH42 (not SVJ15 or
 41)
 TAS-RR-1954, SRH42
 TAS-WHP-222, delete
 TAS-WUP-222, 30LC

Victoria

VIC-025, 2320E
 VIC-031, 40YB
 VIC-1-025, GDK2, not GF3
 VIC-1-481, 60747
 VIC-1-887 or 1-900, 40532
 VIC-2-970, 1194
 VIC-3-156, 1254
 VIC-3-664, 20 h.p. Gilpin, & GLB27
 VIC-3-665, GAJ75
 VIC-3-666, 15RM, GVO2
 VIC-3-668, 1327
 VIC-4-948, 1500 (not 4-949)
 VIC-5-776, 2282
 VIC-6-666, 15RM, delete whole entry
 VIC-7, 1732
 VIC-8-223, see 1230
 VIC-9-248, 1997
 VIC-13-085, see next
 VIC-13-095, 1520
 VIC-17, GH65
 VIC-19, 60739
 VIC-24, B7HM
 VIC-34?, SG tourer with bumpers
 (*Autocar* 3 Sept. 1926 p.364), 32EE?
 VIC-40-827, GF3
 VIC-41-855, 34YG
 VIC-44-444, SFC16
 VIC-56-697, GUK63
 VIC-57-244, 59S7
 VIC-71-314, 1TE

VIC-78, 1826E
 VIC-87, SDB102
 VIC-93-074, 103HC, not 119LC
 VIC-96-114, 85MC
 VIC-10*, 60747
 VIC-159-601, GYL29 but not 9LG
 VIC-159-630, GTM7
 VIC-159-738, not GYL29
 VIC-193-155, GDK2, not GF3
 VIC-268-812, 2009
 VIC-289, Phantom I saloon, Pat Earner 1948
 VIC-332, B365GT
 VIC-337-755, B107BL
 VIC-533, not 9YC, see VIC-553
 VIC-534, add 60589
 VIC-553, 9YC
 VIC-676, 40509
 VIC-726, also 71FH
 VIC-876, 40509
 VIC-1224 should be 1-224, 11RC
 VIC-1225, GF3, not GDK2
 VIC-47397-H, BC10A
 VIC-BK-265, delete
 VIC-CGD-383, B191UL (cf CHD-383)
 VIC-CGU-996, GRW67
 VIC-CH-0493, B191KL
 VIC-CSQ-329, B4YD
 VIC-CU-058, 15RM
 VIC-DX-290, 30AE, not 15TW
 VIC-EWH-326, B21UL
 VIC-GRT-631, B312LJ
 VIC-GTH-626, 60714 (a.k.a. 60588)
 VIC-GZM-56-, GUJ62 prob
 VIC-HBR-103, 2006
 VIC-HCT-256, 65LK
 VIC-HHY-243, GOH1
 VIC-JCW-90*, GWP36
 VIC-JFG-771 is VIC-JSG-771
 VIC-JJ-2520, B84KM
 VIC-JJC-777, BC10A
 VIC-JSG-771, GAE65
 VIC-K-----187, 20 h.p.
 VIC-LO-413, delete entry
 VIC-NJL-212, B367GT
 VIC-OQB-818, WYA82
 VIC-RR-309, 2320E
 VIC-RR-950, B84KM
 VIC-RR-8000, WOF68
 VIC-SP-999, B365GT
 VIC-TOM-32, GYD12
 VIC-UA-227, 120XJ
 VIC-UK-444, B38KM
 VIC-UV-217, B23BG
 VIC-VA-227 is VIC-UA-227
 VIC-WG-114?, see under NSW
 VIC-WG-200, B302EY
 VIC-XK-011, B154KM

VIC-ZF-582, GOH5

Western Australia

WA-5-595, 96NE
 WA-5-647, 54EM
 WA-6DW-969, GPK52
 WA-89-413, B265YA
 WA-UDX-467, GWP36
 WA-DR-2132, 39LM

Chassis location index

5CL, p.198
 16FH
 40LW, p.309
 47GX, p.226
 74MY, p.228
 115EM, p.114
 122EU, p.122
 148MS, p.228-229
 GAU41, p.333
 GBT23, p.217
 GEN66, delete p.166-167, insert
 p.172-173
 GEX12, p.217

General Index

Under 'Bentley' replace 4' with 4½,
 6' with 6½, 3' with 3½, and 4" with
 4¼

Air Force Art Union lottery, 21RC?
 Ampol Trial, see 61EH and 101FH
 Birch, Peter, p.356 (died 1990)
 Campbell & Mannix, see 39LM
 Chauffeurs, see also Facey; Raven; Thurlow
 Evers & M'Ghie Motor Co., see 1730
 Facey, Wilfred (chauffeur), see 60589
 "Golden [Dawn?]", see 60922
 Hughes, John, chauffeur of 2243E, 22NK, 125AU
 Lotteries, see GKM60, 21RC
 Middleton's Touring Service, see note under 1230
 Mildura District Hospital Raffle, GKM60?
 New Zealand, add p.312
 Raven, Leonard E. (chauffeur), see 2142
 Service Co. of Tasmania, see p.208
 Thurlow, G. R. (chauffeur), see 1749
 Williams & Redfern, see under 17TC
 Wood, Harold Arthur (chauffeur), see 1230