

SUMMER 2021/2022
ISSUE 11



20-GHOST GAZETTE

The oldest Rolls-Royce car club in the world - Australian Chapter



The Grey Slide

The 20-Ghost Club Australian Chapter Incorporated

The 20-Ghost Club was formed in England in 1949, and the Australian Chapter of the Club was formed in 1992. The Australian Club is an incorporated association registered in New South Wales (INC9886558)

The Club is dedicated to the preservation of pre-1945 Rolls-Royce motor cars. The name of the Club was taken from the legendary 40/50 hp Silver Ghost and its smaller counterpart, the 20hp model. The Club activities revolve around the early cars including Silver Ghost, 20hp, Phantom I, II and III, 20/25, 25/30 and Wraith.

Elegibility for membership extends to owners of all pre-1945 Rolls-Royce motorcars.

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20-Ghost Gazette

The *20-Ghost Gazette* is the journal of The 20-Ghost Club Australian Chapter Inc. Contributions for the *20-Ghost Gazette* are welcome, and should be forwarded to the Editor preferably via email, or posted to the Club's address. When submitting digital photos, please send as JPEG files attached to an email at the highest resolution available. Please do not embed photos within Word documents.

Editorial Policy

Opinions expressed in The *20-Ghost Gazette* are not necessarily those of the Editor, the Club or its Officers. Technical, historical, reference or other information is published in good faith and no responsibility for their accuracy or efficacy is accepted.

The Committee reserves the right to edit or omit any material submitted, including letters to the Editor, for inclusion in the *20-Ghost Gazette*.

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Above: Our trophies are for winning! This is a photo of one of four club trophies and the Committee is keen to see that we award them. Please see page 17 for details of the Club Trophies.

Front Cover: The 1926 Phantom I, chassis 48YC was named 'The Grey Glide' when new. The colour was, and is, dove grey which shows as more of a green than grey. It was purchased new by LW Thompson from and bodied by Martin & King. See the story on page 24.

Coming Events

Please note that all events are subject to the applicable Covid-19 restrictions.

December 1, 2021	Sydney Luncheon, The Royal Sydney Yacht Squadron email: Davidgdavis@lycos.com	Director: David Davis phone: 0409 719976
December 7, 2021	Melbourne Luncheon, Sandringham Yacht Club email: Bruce@Humphries.com	Director: Bruce Humphries phone: 0407 545037
December 14, 2021	South Australian Luncheon email: polandonhigh@optusnet.com.au	Director: Rory Poland phone: 0422 163 827
January 16, 2022	RROC (Vic) Concourse and Phantom feature, Xavier College Contact: https://www.trybooking.com/BVFMH Bookings are required for this invitation event.	
February 4, 2022	Mornington Peninsula Day Run email: bergathol@gmail.com	Director: Ian Berg phone: 0419 364 427
February 23, 2022	Wiseman's Ferry Day Run email: keithjwherry@gmail.com	Director: Keith Wherry phone: 0408 282 802
March 3 - 7, 2022	RROC Federal Rally, Canberra Accompanying tour March 3 - 7 from Melbourne and Adelaide	Director: Rory Poland phone: 0422 163 827
April 3 - 7, 2022	Hamilton Tour email: gilralph@bigpond.net.au	Director: Gilbert Ralph phone: 0418 548282
October 10 - 16, 2022	2022 National Tour - 20hp Centenary Celebration, Mount Gambier email: polandonhigh@optusnet.com.au	Director: Rory Poland phone: 0422 163 827

Chairman's Report

With the borders and lockdowns starting to ease it is hoped that the Club will be able to resume organising events early in 2022. The Committee made a decision that the cancelled Hamilton Tour will be re-programmed for the 3rd April 2022 and details will be forwarded shortly to members. The Mount Gambier Tour, which will now celebrate the Centenary of the 20hp and 30 years since the Australian Chapter was founded, will be held in Mount Gambier on the 10th to 16th October 2022.

State Christmas events will be held this year and I invite all members to attend.

Following the AGM in October it was decided that our membership fee would remain at the reduced fee of \$100 for the coming year. Membership renewals will be shortly sent, and I ask all members to respond promptly. I do want to extend a warm welcome to new members Russell and Christine Holden who are looking for a Silver Ghost.

As this will be the last *Gazette* for the year, Liz and I take this opportunity to wish all members a fabulous festive season and hope 2022 allows us to use our vehicles without too many restrictions.

*Rory Poland,
Chairman*

Editorial

You can see we have some great contributions in this issue about the New Phantom. In fact, the whole magazine is dedicated to the model. The New Phantom, or Phantom I as it became known, was a significant development on the famous Rolls-Royce Silver Ghost which it replaced in 1925.

Fortunately, there are some good examples remaining in Australia, and there are also some fascinating stories attached to some of these cars included in this issue. Bruce Gardner has provided a comprehensive review of the tools that were available for the Phantom I, and no doubt this will be a great reference for others. The quality of the research behind this, and the other articles in this *Gazette*, is excellent, and I thank all those who have taken the time to search out and contribute the material.

In order to accommodate the Phantom I features, I have held over the next part of Steve Stuckey's historical record of Phantom IIIs in Australia as well as some other contributions. This is good news for me as I have a great start for the next edition! If you would like to discuss a possible contribution to the *Gazette*, please reach out. The *Gazette* gets a wide circulation, much wider than our membership alone, and each issue also remains accessible to all members on the Club's website.

*Ian Berg,
Editor and Secretary*

20-Ghost Queensland Christmas Party at Wags Farm, Delaneys Creek

Sue Dunstan

As we set off in my Dad's 20hp on November 17, for our meeting place just north of Samford Village, the sky was overcast and it began to rain lightly. However the sun came out and it became a beautiful day.

Members and invited guests in six cars of the marque together with two foreigners set off along the scenic route across the Samford Valley to Dayboro. From here we climbed the steep and winding road upwards towards Mt Mee.

Being midweek, the traffic was light so we were able to enjoy the magnificent views and tall trees arched across the road. Just before Mt Mee we stopped for a coffee break at the Pitstop Café – a favourite haunt for motorbike and old car clubs. The café has the most

wonderful décor as well as sporting beautiful views across the valley.

Then it was into low gear for the steep downward climb to Delaneys Creek and on to John and Wendy Wagstaff's property 'Wags Farm'. We parked the cars on the lawn in front of the house and these were later joined by Brian Goodall and John Crighton.

A delicious lunch to which we had all contributed was enjoyed by all on the veranda overlooking the property. The farm was looking very lush and green after all the recent rain.

In all, it was a very friendly and relaxed outing and lovely to have so many old cars ranging from 1920 through to 1938 who by and large behaved very well.



Photographed in front of the Wagstaff homestead.



The meeting point near Samford Village.



The lineup with Brian Goodall's Phantom I and Alan Roberts Silver Ghost.

Surname	Vehicle	Chassis #	Comment
Crichton, John			modern vehicle
Dunstan, Greg & Sue	1926 20hp	GHJ37	
Goodall, Brian & Fuller Bill	1925 P1	CA460	
Maitland, Ian & Susie with friend Graham Bourne & daughter Julie	1937 25/30hp	GLP35	Graham's car
Robert, Robert with son Ian & grandson Jai & girlfriend Schamburg, Safia	1920 SG	62CW	
Rowney, John & Pam	1938 Wraith	WXA68	
Singer, Graham & Dorothy	1920 SG	62FW	
Stafford, Ben & Lukey, Kathleen	1925 P1	21RC	
Vann, David & Jean	1986 Daimler		
Wagstaff, John & Wendy	1921 SG	143AG	
Wilson, Joe & Bev	1971 4/4 Morgan		



Graham Singer, Silver Ghost, chassis 62FW.



Greg and Sue Dunstan 20hp, chassis GHJ37.



John and Wendy Wagstaff Silver Ghost 'Lizzie', chassis 143AG.



Graham Bourne's model 25/30 chassis GLP35.

A Brief History Of Phantom I, Chassis 21RC

Ben Stafford

Chassis 21RC is a long wheelbase model with a Windovers open tourer body. I am the third owner, and she has been in Queensland all her life.

She was ordered by Lord Maidstone reputedly as a present for his wife. Upon first seeing it, his wife apparently rejected the car as it didn't have wind up windows. The Rolls-Royce order form shows Lord Maidstone crossed out and AB (Bunny) Nagle entered as the first owner in 1926. Nagle owned at least a couple of stations in Western Queensland, and in the same year the car was shipped to Australia and based at Cunnamulla. References are made to this car in *Rolls-Royce and Bentley in the Sunburnt Country*, pages 177, 180 and App1 p43, and *Praeclarum Dec* 2008, p5272.

The car fell into disuse presumably after World War Two, and Ian Haynes purchased it from Nagle's son in the late 1960s, with the back cut off the body and with only the two side-mount wheels. In the 1980s he restored the chassis and recreated the original body, plus did some mechanical work. He drove it very little once completed. Ian died in 2015.

I purchased the car from Ian in 2012. Since then, I have fitted four new wheels and tyres, rebuilt the carburettor, magneto, generator, distributor, brakes, clutch and radiator. I disassembled the engine and put it back together correctly. I have made and fitted new running boards plus boxes for tools and spare fuel, as well as a leather-bound luggage trunk. To make for easier cruising, I have fitted an after-market fuel gauge with a cockpit read-out, a voltmeter and a modern voltage regulator.

In March this year I took her on the 20-Ghost Tasmania rally, and then drove her back to Brisbane covering 3,200kms. She had some electrical hiccups, but no mechanical issues. It was a great trip.

The attached recent photo was taken outside the Mt Alford brewery. On the same run was 1925 Phantom, chassis 117MC, belonging to Brian Goodall.



Photographed on tour at Beechworth, Victoria in 2017.



On the 20-Ghost Tasmania Tour in March of this year.



Chassis 21RC when under restoration in the 1980s.



Chassis 117MC with 21RC at Mount Alford Brewery in September of this year.



The Phantom radiator is heavy. Ben is pictured refitting it to the car in September 2021.

93AL - A Riviera Trials Phantom I

Peter Willcox

93AL is one of four New Phantom chassis fitted by Barker with a light-weight open touring body to Riviera Trials specification.



Photographed at Peter's 'motor-house' in October 2021.

This specification was originally designed for the Silver Ghost and was for:

'a demonstrator on the French and Italian Rivas where it would have been ridden in by the cream of fashionable society...'

Typical features of the Riviera body were door frames raked at an angle, a central cowl or 'thwart' spanning the body, and a narrow deck around the top of the body sides and stern.



The 'Riviera' features are evident in this close of the coachwork.

The first Phantom I to be fitted with a Riviera body was 21UF which came off test at Rolls-Royce on 19 October 1927. This car was on the French Riviera from late 1927 to February 1928 and has survived, but with the rear body modified after military use in WW II.

The second Riviera car was 29CL (off test 29 June 1928). This car was originally 15EX but was

'written off by Cmdr. Briggs when he wrapped it around a tree...near Amiens on 27 March 1928' (Oldham p 81).

With a new frame and radiator it was reborn as 29CL and fitted with a similar body to 21UF except for a rear-mounted spare wheel. Unfortunately this body has not survived, being later refitted with its third coachwork, a Hooper limousine.

93AL was the third car fitted with a Riviera style body, its Rolls-Royce Chassis Card specifying:

'Open Touring Similar to 21UF.....Cellulose Cream with fine green line. Apple green leather as 21UF'

The only difference between 93AL and 21UF was the fitting of two folding rear occasional seats to 93AL which was off test on 27 July 1928, a month after 29CL. The bodywork of 93AL has remained as original.

The fourth and last Phantom I with this body style was 82OR which was off test a year later on 5 July 1929. This car was auctioned by RM on September 8, 2014 and described in the catalogue as the 'third and final car eventually built to the design', the author presumably being unaware of either 29CL or 93AL. This car was auctioned again in May 2018 and sold at that time for USD 300,760.

93AL is therefore one of only two Phantom I's with Riviera style bodies to survive with their original bodywork.

There are several reasons to account for 93AL surviving in its original form. Firstly, prior to our purchase in 2015 it had been in the ownership of only two families. Both of these families were wealthy and, as evidenced by the extensive history files, both families were able to lavish care on the car. That was particularly true of its second owner Dimitrios Bacacos who spent thirteen years restoring the car and then, still not satisfied, sent the car back to Rolls-Royce in 1968 to be further refurbished. And finally, both of these families resided in Athens, and although the car was registered from new in both Great Britain and Greece, it spent most of its life in a warm climate.

The first owner of 93AL was Nicolas Athanassiadis, a Greek businessman and shipowner, who purchased the car on 19 July 1928. Fortunately, both he and the second owner were meticulous record-keepers so that a wealth of original Rolls-Royce documents have survived including receipts for both the deposit and the final payment (signed by John de Looze the company's long-serving secretary) and the original guarantee

The invoices show that Rolls-Royce watched the pennies, invoicing separately for many small items on top of the basic purchase price, even including the cost of putting petrol into the fuel tank.

Athanassiadis took delivery of the car on 4 October 1928 and was invoiced for attendances at three Instruction Classes on 21 and 24 September and 1 October 1928.



The receipt for payment for the car in September of 1928. Peter also has the original Rolls-Royce guarantee.

93AL was registered in Britain as YX 9322 on 28 December 1928, and although this lapsed during WWII the second owner (Bacacos) succeeded in getting it re-issued by Swansea in 1983. We have continued to maintain that British registration.



The Philpa club badge (in red) is shown in the centre of the badge bar. It was designed by renown artist Freddie Carabott. Peter restored it and refitted it to the car recently.

The badge above the Philpa badge is an ELPA badge (Automobile and Touring Car Club of Greece founded in 1926). The English and Welsh badges either side are included because Peter was born and grew up in the Forest of Dean which straddles the border between England and Wales.

At the end of March 1929, the car was shipped to Athens where it received its first Greek registration number 19599.

Eleven years after its arrival, Greece was invaded and 93AL was commandeered by the German occupying force for the duration of the war. The German withdrawal in 1944 was followed by a five year civil war during which the Greek Government retained 93AL in the Ministry of Transport. It was not until 1950 that the Office of Military Contributions finally released the car and transferred it back to Nicolas Athanassiadis on 31 March 1951.

Sadly, within two years of the car being returned to him Nicolas Athanassiadis died and the car passed to his widow Maria.

The next owner was Dimitrios Bacacos head of the Bacacos pharmaceutical company and the famous Bacacos Apothecary situated prominently on Omonia Square in Athens. Dimitrios described his discovery and restoration of the car in his entry for the book 'Alpine Compendium - 1913 & 1973' which recorded the 1973 rerun of the famous 1913 Rolls-Royce Alpine Rally. In his words:

'(93AL), as far as we know, was the first Rolls-Royce to be bought, in 1928, by a Greek stockbroker from Athens - N Athanassiadis. It survived the German occupation during which it was used for transporting wine in Athens! I found it in the owner's widow's garage in 1953 in a sorry state, but after a lot of time, sweat, tears and money spent on it, and finally with the finishing touches from the Willesden 'Hospital' and excellent coachwork from Norman Ford, it was back to its original condition. I have the original sale documents and invoices, as well as the Rolls-Royce guarantee.'

The Bill of Sale from the widow is dated 31 October 1955 but interestingly, although Dimitrios Bacacos is present as a witness, the new owner was recorded for a period of years as his chauffeur. It is believed that this was because of the high taxes incurred by having more than one car during a period of great economic suffering. Whatever the reason, there is no question that Dimitrios acted as the owner of the car from the date of sale by Maria, carrying out and paying for all outgoings from that date. Eventually, on 22 July 1968 the ownership was officially changed to his name. The timing may have been prompted by his decision to send the car back to Rolls-Royce in England, since his letter to the company was written only four days after the transfer:

'Re Chassis 93AL - As you know from previous correspondence I am the owner of the car as per above Chassis number. A few years ago I have started restoring this car but as far as mechanical conditions are concerned...I believe that a general tuning and inspection of the engine and the chassis can only be done at the Factory ... Would you be willing to undertake the work...? Please have in view that after restoration the car looks brand new.'

The Overseas Promotion Manager for Rolls-Royce, CJ Browne, replied to Dimitrios in a letter dated 2 August 1968 which contained a caution:

'We note that you are restoring this car and you would like to return the car to this country to have the chassis and engine reconditioned. This work could be undertaken by us, but as you must realise would be extremely expensive'

Dimitrios was not put off by this warning, and he arranged for the car to be shipped from Piraeus to London on November 16 1968. Arrival of the car at Rolls-Royces' London Repair Depot in Willesden was confirmed by the Manager VJ Sumpter in a letter of 3 January 1969 in which he commented:

'It is, indeed, a most beautiful Phantom I and one of the finest examples we have seen for some years...' and noted that the speedometer reading was 45,624 miles.

Sumpter wrote again on 24 February to advise that all the agreed repairs had been completed and 'as a result of a further test run...we are pleased to advise that generally this chassis is in very good condition' and 'the body is generally in quite sound condition in view of age and history'

Rolls-Royce recommended that further refurbishment of the body and hood, including new roof sticks, hood material and repainting, be done by the coach-builders TF Ford & Son Ltd in Wells Rd London. This was ultimately completed in March 1970. After some additional engine work by Rolls-Royce, including removing cylinder heads and refitting pistons with new rings, the Rolls-Royce refurbishment was complete with a total cost of over 2,500 Pounds - comparable to the original cost of the car in 1928.

Dimitrios had originally planned to take the car ferry from Dover to Calais and drive 93AL down to Marseilles to catch a ferry to Piraeus on July 14 1970. However complications with Customs and Excise meant that the departure was delayed and it was not until September that Rolls-Royce arranged an air ferry flight from Lydd Airport to Le Touquet, with both Dimitrios and the car on board.

Dimitrios was a founding member of Philpa, the Greek Antique Car Club, and with his Phantom I back to near-new condition Dimitrios now began several years of active touring in 93AL throughout Europe, including the first Philpa International Rally in 1972, the Alpine Rally in 1973, the Monte Carlo Rally 'des voitures Anciennes' in 1974 and rallies further afield to Portugal and to Norway for the Scandinavian Viking Rally in 1987.

Dimitrios retired as Chairman of his Pharmaceutical Company in 2000 to be replaced by his nephew George. This meant a long period of idleness for 93AL until Nicolas Alexacos, a classic car specialist based in Athens, introduced us to the car in 2015. Nicolas is an exceptional man and it is thanks to his efforts that the often complex negotiations were concluded and we were able to become the third owners of 93AL in June 2015, when we completed the purchase and took delivery of the car in England.

When the car arrived in Australia we asked Simon Elliott to recommission it including cleaning the carburettor and fuel tank which were both gummed up through lack of use. At the same time Simon brought the engine bay back to pristine condition.

Like many people, our view of the Phantom I had been shaped by reputation rather experience, and as the



Right hand side of engine



Left hand side of engine

Manager of Rolls-Royce's London Service Station wrote in his letter to Dimitrios :

'Unfortunately, the Phantom I car has never been quite so popular as the Silver Ghost or Phantom II.'

After Simon had serviced and tuned the car we were very pleasantly surprised by the power and handling of our first Phantom I. 93AL's steering is as light as our Silver Ghost 125AU, itself as light as any Ghost, and certainly lighter than either the Phantom II or III unless they have had power steering installed. The power of the Phantom I is 30% greater than the Ghost, and on a well-tuned car that is very evident. Gear-changing is vastly superior on the post-1927 Phantom I compared with the Ghost; there are no detents on the gate to interrupt the change, the gate is smaller so lever travel is less, and the gears are spring-loaded, all of which makes the experience much more pleasant and effortless. The 4-wheel brakes are superior to the 2-wheel brakes on all but the last few Ghosts . The Ghost engine runs its smoothest when the water temperature reaches 70 degrees and that can be slow and even impossible to achieve unless the cumbersome blanking plates are manually installed in front of the radiator (and then just as clumsily removed!) , whereas the Phantom I has shutters manually controlled

from the instrument panel and a warning light when the water temperature reaches 70 degrees in case you have forgotten to start opening them.

In summary, 93AL has shown us that the Phantom I is an under-appreciated car. It has a number of sensible improvements to the Silver Ghost without sacrificing any of its charm.



The car is a seven-passenger with jump seats in the rear passenger compartment.



The instrument panel of 93AL.



The comfortable driver's seat of 93AL.



Chassis 93AL at the start of the first Philpa International Rally in 1972.

The Substance Of A Phantom I Tool Kit

Bruce Gardner



Photo 1: Wheel and hub tools.

In a previous article about the ongoing restoration of my two New Phantoms (*20-Ghost Gazette*, Winter 2020), I mentioned that one of my side-projects has been the collecting of New Phantom tools, with the aim of assembling two complete series-correct kits, along with a few spares. As members will be well aware, there is a world of intrigue about Rolls-Royce tools, with earnest debates about which tools were correct for which car, the correct original finishes, the identifying of reproductions, and the utility of some of the tools, especially those which were 'bought out'. What follows is a brief survey of the major tools I believe to be correct for the Derby New Phantom, with some emphasis on the later-series cars, as my 1928 chassis 43CL came incomplete and with no tools, and my 1929 car 56KR came with an original but incomplete kit. Filling some of those gaps has involved much research, acquiring tools from around the world, and the joy of comparing notes with many other Phantom enthusiasts. Some of the tools shown are on loan from other kits. I will digress only slightly into the separate subject of 'Spares Supplied With Chassis', details of which must wait for another day. Apologies in advance for errors and omissions; corrections are most welcome.

A good starting point is identifying the relevant original source materials. 'Instructions' were printed for the New Phantom in July 1925, March 1926, July 1927, and an undated 4th Edition, with the final consolidated edition being published in May 1931. A condensed edition 'Handbook' was published, post-war. With regard to

images and information about tools, there is a good deal of overlap and also some contradictions between the various editions of the Instructions. References below are to the full May 1931 edition.

Secondly, the Catalogue of Parts, at 215-220, lists and gives line drawings of the tools supplied with early-series chassis. One annoying fact which all New Phantom owners come to learn is that the Company never published any Catalogue other than the October 1926 edition, which covers only series V, W and X chassis, being up to chassis DC87, in mid-1926. None of the many mechanical modifications, or changes to tools, which occurred from the Y-series cars in late 1926, right through to the end of H2-series in 1929, are covered by any illustrated Catalogue.

However, one consolation for the lack of a later Catalogue is that far more detail is found in the Lists of Parts ('LOP') for the tools, the relevant lists being F72835, dealing with series V to B2 (1925/6) and F75685, covering series C2A to H2 (1927 to 1929). Within each of those lists are notes addressing the applicability of particular tools to different series of chassis within the broad coverage of the two lists, the materials and dimensions of each tool, and notes about certain tools being used only on chassis going to particular countries. The two lists each have two sheets, and all four original sheets are as hard to read as many of the other LOPs and GADS, so I typed up my own legible versions; contact me if you want a copy.

Starting with some of the larger items, our first group of tools (photo 1) deals with jacking and wheel and hub removal. The lists for both early and late-series cars suggest that the Michelin 2000 kg jack named 'Fast' (F10977) was specified for all New Phantoms up to mid-D2-series, when replaced by a Dunlop Jack (F77731). The smaller Michelin 1000 kg 'Flirt' was used by the 20HP and others. Doubts are sometimes expressed about the adequacy or stability of the 'Fast' for lifting two-plus tons of New Phantom. One could be safer but non-original using its rarer cousin, the four-ton 'Colossal', also shown.

Once safely off the ground, the Dunlop wheel spanner is affixed to the wheel nut. There are several versions of this spanner, the variables including the design of the bridge and the lever return springs being external or concealed. The earliest is the Type E5 (G74634), followed by the E5 and H5 type (G74444) for part of C2-series, and finally the E5/G5/H5/K5/N5 Type (G75378), used from mid C2 onwards. The earlier type with external springs is shown on page 220 of the Catalogue. All types are interchangeable, and as the image on page 2 of the 'Care of Dunlop Wheels' supplement to the Instructions shows, the standard finish was a black enamelled frame, with the two small levers and their screws, the main arm and its nut, and the main cup all being nickel plated. One of the G75378 shown is being restored. Once the hub barrel is safely depressed, the wheel tool is persuaded by a mallet, early cars using the unnumbered wooden mallet

(codeword Myrtle) shown in the Index at 216 (being the same tool as in late Ghost kits) and chassis from early in the C2B-series using the Spencer Moulton Motor Mallet, with a rubber head and steel handle to be finished with '...air-drying black enamel'. Being a later tool, it's not depicted in the Catalogue. Good examples are rare; most have done a lot of work, like mine, as shown.

With the wheel removed, the hub and drum assemblies can be removed, using the hub tools. Most of these apply to all series, one exception being the barrel-depressing tool. Early cars up to the end of B2-series have a hub with only a small part of the conical oil-cap visible externally; these use G3425a, which has a small cup. All chassis from C2A-series onwards, beginning with chassis 1EF, have the larger visible oil-cap and use the tool with the larger cup. Just to complicate things, the latter is shown in the Catalogue at 220 as G3425b, but only because it also applies to the rare artillery-type hubs. The later tool, intended for wire wheels but apparently identical, appears in the late-series LOP as G52626.

The other hub-withdrawal tools are shown roughly in order of use. Some of the tools are needed only on the rear hubs. The castellated G75544, the 3-pin spanner G2899 and the 'pivots and axles' box spanner F6955 all use the 15-inch tommy bar G2900. Once the axle nut is removed, the big 'hub withdrawal cap' is fitted, to wind the hub off the axle. This is a good example of



Photo 2: Lubrication tools.

a tool made up of multiple parts, each of which has its own number. Alleged part numbers of tools which are sometimes quoted are in fact only the visible number of one component. The Catalogue lists all items – including tools – which are made up of separately-numbered parts; these are usually identified by an ‘a’ suffix, denoting ‘assembly’. The withdrawal cap is made up of 4 parts, and although there were early and late versions, they are essentially identical. The late version as shown is sometimes identified as ‘F77150’, although that just happens to be the visible part number on the hex head of the large screw.

With our hubs and wheels re-fitted, we might decide to do some lubricating, using the tools in our second group (photo 2).

First, the oil gun, made by Benton and Stone Ltd, who engaged in the practice of assigning brand names based on their own name, spelled backwards; Stone became Enots. Another example of this later. There were many versions of these guns, even among the ‘flexible’ type. But which is correct for a New Phantom? Consulting the condensed handbook at 18-19 would have you select a gun with the special right-angle adapter for the oiler, but definitely not with an ‘intensifier’. In bold text, you are told that *‘on no account must a high-pressure oil gun, or one provided with an intensifier, be used on any of the lubricators..’*. Both the early and late LOPs specify an *‘Enots super flexible grease gun with right angle bend adapted to suit 40/50 hp R-R chassis’* but are silent as to the intensifier. If the stern prohibition in the condensed handbook

only makes you curious and you feel an urge to use an intensifier, you will be relieved to find that the original Instructions, at 32-35, depict a gun with intensifier, along with nearly a page of text about the extreme caution to be exercised when using it. Further, the Catalogue, at 215-6, clearly depicts the intensifier type, codename Avisone. Shown in our group photo is a gun with intensifier, being Enots Pattern No. 3143 – one of the few Enots guns with a steel rather than brass barrel. Also shown is a similar pattern gun with flat-section rather than round-section handles, along with some less intense relatives for the risk-averse and owners of other models.

Assuming you haven’t been dispatched by a collapsing Michelin or exploding intensifier, we can move to the much safer Lucas No. 40 oiler, which is specified in both the early and late LOPs and is correct for all series. The consolation for having no Rolls-Royce part number is its codeword; Toxteth. These were made in at least two patterns, the main difference being the spout angle. Originally black enamelled, most examples are now polished. As confirmed by the Catalogue at 140 and 215, these were supplied with the Lucas Oiler Clip No. 4, usually mounted with copper rivets to the nearside engine louvered undertrays. The neat Nesthill oil syringe with the kidney-shaped handle, as shown, is often identified as a New Phantom tool but in fact is not specified in the early or late LOPs. The brand name Nesthill is an amalgam of the maker’s names, Ernest Hill.



Photo 3: Foot pumps and tyre tools.

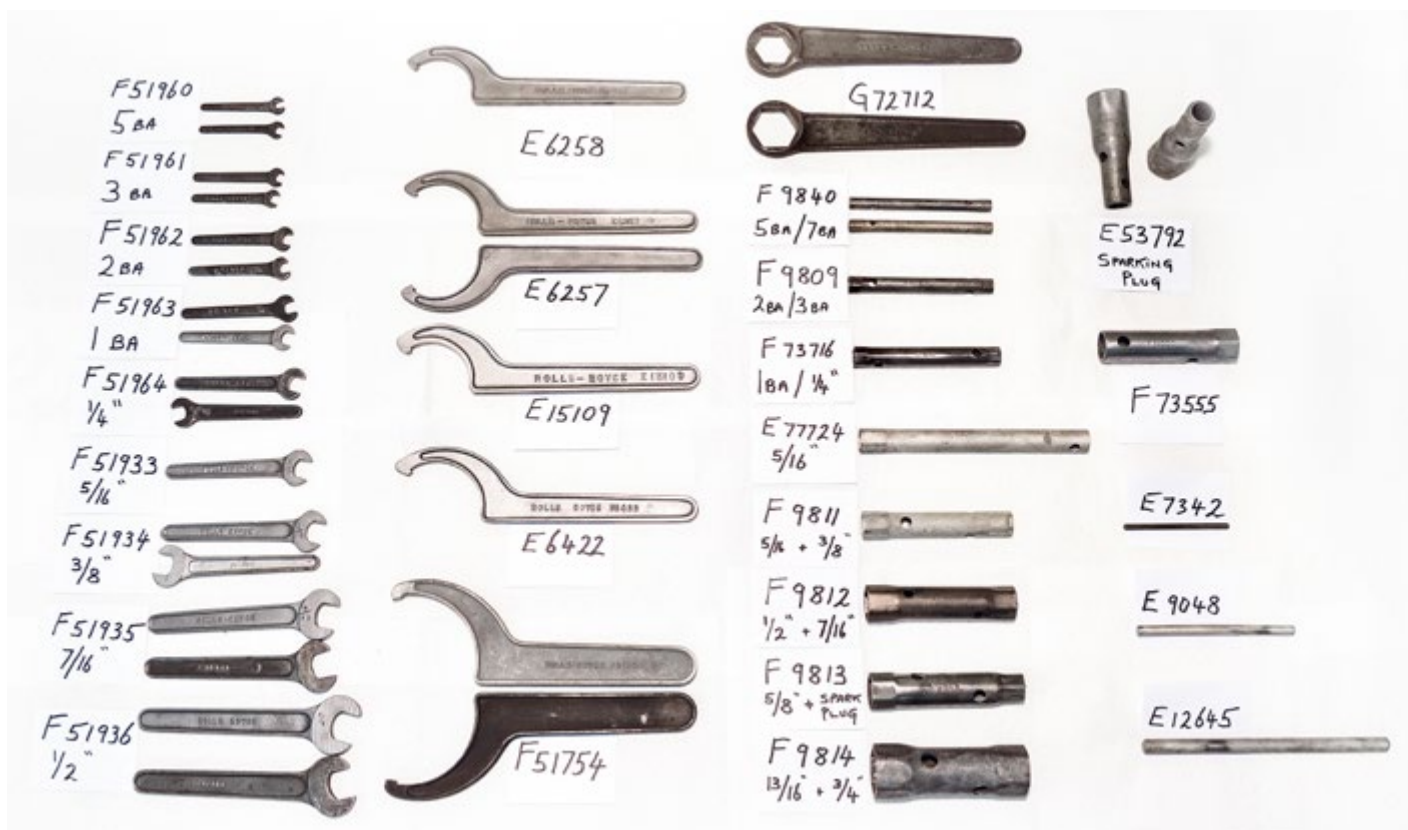


Photo 4: Basic spanners and box spanners.

Our next group (photo 3) covers the footpumps and related items. The early LOP confirms that for all chassis despatched prior to 1-2-1926, a Dunlop pump was supplied, although the model is not specified. I believe it may have been the Dunlop Mortier De-luxe, which is known to have been supplied with some 20HP chassis. An unrestored Mortier is shown. The second type was a Kismet Junior (F54365 - Catalogue, 218) followed finally by a Nesthill Compact (F77376) as from chassis 62UF. It is notable that with respect to all three, relatively small pumps were specified. Dunlop, Kismet and Nesthill all made a range of medium and large pumps, which might have made inflating the big Phantom tyres easier but would also have been heavier and taken more space. Whether this weight-saving exercise was worthwhile is debatable. Kismet pumps were made by William Turner & Bro. Ltd of Sheffield, who also produced items such as the actual connectors used on Kismet and other pumps, branded as 'Renrut', being Turner spelled backwards..

As depicted in the Catalogue at 216, a right-angled Schrader pressure gauge with leather purse ('Crownland'), and a Schrader universal pump connection ('Torphin') were supplied, the example shown being complete with its original paper pouch. Although slightly differently described in the early and late LOPs, it seems that this set was common to all New Phantoms.

Our next group of tools, (photo 4) which was relatively unchanged through all series of New Phantom are the basic spanners; the BSF and BA jaw spanners (all single-ended) and box spanners, the C-spanners, the lone ring spanner, the spark plug spanner, and the associated tommy bars. Multiple examples are shown, with a variety of finishes, although it seems that the

original finish, at least for the later-series tools, was cadmium plating. The only single-ended box spanner common to all series is F73555, for the battery terminal.

The few series-specific tools in this group include the C-spanner E15109 (for the pivot pin cap on X-series only); U-spanner F7836 (not shown, for the outer tubes of the early shock absorbers up to A2B-series) and ring-spanner G72712 (for the early external pivot pins only). They are all early-series tools which were not needed on later chassis. The only apparent example of a late addition to this set (and thus noted in the later LOP but not in the Catalogue) is the single-ended box spanner E77724, for the new type of exhaust manifold nut which commenced with the aluminium head at the start of F2B-series, being chassis 1CL. One example of a tool which had different uses for different series is the C-spanner E6257, noted in the Catalogue and early LOP as being for the water pump drive nut, pivot pin cap, and clutch brake nut. Only series V and X had the castellated pivot pin cap, so the later LOP still lists E6257, but amends its uses to only the water pump drive and the clutch brake.

The majority of these spanners were forgings and should bear the trade mark of the James Howarth foundry, being an overlapping J and H within a circle, however most New Phantom forged tools were probably made by Robert Sorby and Sons, who acquired and used the JH mark in 1922 after Howarth closed.

One set of tools which underwent a major change with the introduction of the aluminium head at 1CL were the engine valve tools (photo 5). For the iron-head cars (series V to F2A), the 'valve spring clamp' E73164a was supplied, its use being limited to valve removal with the head already off. At 1CL, a new pair of tools was



Photo 5: Engine valve tools.

introduced, which allowed for the valve collets, spring and washers to be removed, with the head in place. The part numbers for these pieces is slightly obscure, the later LOP referring only to the 'valve spring replacing tool – complete', the kit apparently being E78460. The use of these tools is described and illustrated at 88-89 of the Instructions, although with an error in the diagram; the text correctly states that the valve-supporting tool should be inserted through an off-side spark plug hole (it physically won't fit through the near-side holes, which are deeper) however the diagram shows the tool being used on the near (manifold) side of the head. There are various versions of the support tool; some are shown in the group photo, however the correct tool is on the right, being 7 5/8' tall, with a 3/8' diameter prod. Most versions of this tool set seem to have originally been cadmium-plated.

Two related items, also shown, are the valve grinding tool and (although technically a spare rather than a tool), a spare new valve and spring in their sycamore bobbin (E72217a). The grinding tool originally appeared as E17945a (Catalogue, 220) but later as 'E75871', even though P1 valves were the same for all series. In fact, this tool is another assembly; the E75871 usually cited is just the visible number on the cadmium-plated blade – the boxwood handle is E75872 and the ferrule E17947. Also shown is a good recent copy.

Our last group (photo 6) is a miscellany of medium and small tools. On the top row are some of the small electrical tools and related spares. The points file D50912, along with the magneto spanner 'Axham' and its friend the tiny distributor spanner D50837a (each

with their own feeler gauge) were supplied in the wallet D70939, which also held spare brushes and carbon contacts. On the next row are the gas and plain pliers, and the clutch adjusting tool consisting of the G73983 outer and G73980 inner, both originally cadmium-plated. The Liqall petrol filler F10552 was common to all series and after being screwed to a fuel can, could be used with or without the flexible hose. The Dunlop rim removal tool (codeword Blawith) is only for early cars with straight-sided tyres and detachable-rim type wheels.

Two types of T-shaped keys were provided, both cadmium-plated and with tapered 3/8in square ends. The first was the 9in long G72713 (Catalogue, 216) which applied to the end of C-series and is only for adjusting the cross-steering tube ends. When the rear hydraulic dampers were introduced at D2A, the squat F78851 key commenced and was used for both the cross-steering tube ends and the joint at the base of the rear hydraulic damper vertical control tube.

The correct feeler gauge F73170 (wrongly noted as E73170, Catalogue, 216) is a Chesterman, stamped '40/50hp CHASSIS'. The chisel shown is a copy of the original Kayser Ellison & Co. of Sheffield item, followed by a Robert Sorby 3in screwdriver. The 'small adjustable spanner' (Catalogue, 218) is a Lucas Girder No. 91; these were originally finished in gunmetal blue. The Company might have chosen a Lucas No. 93 (example shown) for a medium spanner but instead went straight to the 11-inch 'large adjustable', which had a black or mill finish. Both adjustable spanners were common to all series.



Photo 6: Miscellaneous tools.

I hope this brief journey through the major New Phantom tools has added something to the body of knowledge around this fascinating aspect of Phantom custodianship.

With kind acknowledgments to Ian Berg, Vince Barbat and the late Chris White.

Record Your Mileage! The Club Trophies are for Winning!

David Davis

The Club has four trophies which are to be awarded at the Annual General Meeting each year. The Committee has reviewed the awarding of the trophies to bring them more into line with current membership expectations. The trophies are;

Small Horsepower Trophy, awarded to the small Horsepower Car that has covered the largest mileage from 1st July to 30th June. The intention is that the award is made at the Annual General Meeting which is typically held in conjunction with the National Tour in October.

The Large Horsepower Trophy is awarded on the same basis.

The Peter Crauford Trophy is awarded to the car which results in the largest figure arrived at by multiplying the mileage covered in the period 1st July to 30th June by the year of build.

The Malcolm Johns Trophy is awarded to the person nominated by a Club Member for meritorious service to the Club and approved by the Committee.

The mileage Trophies are to be awarded to any member of the Club, including members resident overseas, for distances travelled in Australia in a Club car.

Following the lifting of Virus restrictions, members are sure to be out in their Club cars soon and are encouraged to enter for the trophies in the spirit of the Club's aim to have our cars used for the purpose for which they were built. Further details will be provided but please do record your mileages



A Restoration Project, 1926 Phantom Chassis 17TC

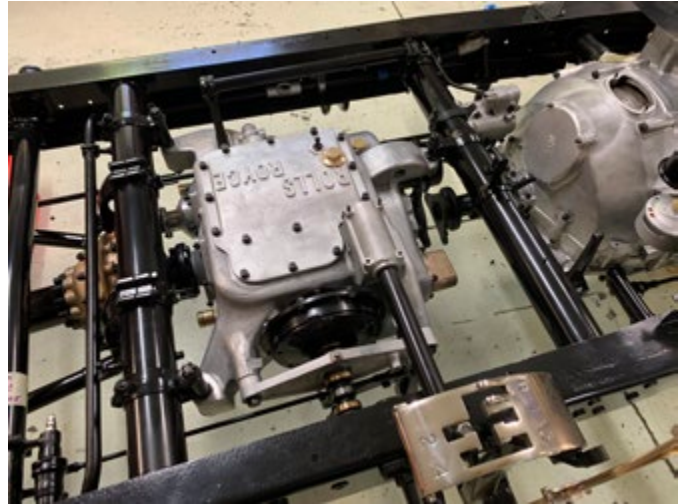
Ian Berg

This long chassis Phantom I was originally fitted with a Smith & Waddington saloon body. It was restored in the 1960s and fitted with a touring body of very attractive design by George Williams. The Phantom, long idled, is now being restored to a very high standard again for the current owner Keith Berryman. The work is being

done by Simon Elliott of Derby Works and includes refurbishment of both the coachwork and chassis. The process has enabled a good photographic reference for a Phantom I, and the original build quality of these chassis is very evident.



The body is aluminium over timber frame and appears to be constructed to a very high standard.



The gearbox and right hand selector.



The engine capacity exceeds 7 litres.



A detail showing the front shock absorber.



The driver's side of the engine.



Rear of chassis showing the heavy differential.



Prior to the current restoration the car was in generally very sound condition but had not run for some years.



The full chassis view. The car is a long chassis model.

A Phantom I Portfolio

Ian Berg

Introduced in 1925 to provide the larger Rolls-Royce chassis with a more modern overhead valve engine, the New Phantom (later called the Phantom I) had a production run of 2,212. The early Phantoms were very similar to the last of the Silver Ghosts, but the new engine was totally different and substantially more powerful than that of its aging predecessor. In 1929, the Phantom I was replaced by a completely redesigned Phantom II.

According to *Rolls-Royce and Bentley in Sunburnt Country* by Tom Clarke and David Neely (where would we be without this book!), fifty-nine Phantom I's came to Australia when new and twenty-four were bodied locally. Several second-hand chassis were also imported during the 1930s and were rebodied, mostly by Martin & King, as limousines for use as hire cars. Here is a selection of some Phantom I Rolls-Royces in Australia.



Chassis 100HC from 1925 is owned by Sohan Parekh, from Queensland. The car is a long chassis Phantom I and has been rebodied locally in aluminium in the style of 'Shikar Car' or Hunting Car from regal India. Sohan also owns 1925 chassis 64LC which is undergoing a full rebuild.



Owned by the late Peter Crauford was this 1925 Phantom I, chassis 10LC with Barker Sedan de Ville coachwork. This is a very original car and a relatively recent import.



Chassis 33CL, a 1928 model was originally a beautifully proportioned Windovers sedan de ville. It was rebodied by Martin & King in the 1930s and the photograph taken in Melbourne in 1957 when owned by Jim Cooper. Whereabouts unknown now.



Chassis 101FH is a 1928 Phantom I and was famously the Ampol trial car of 1956 and 1957 when driven by Mrs Blanche 'Grannie' Brown and her son Vince. The car still carries the original Windovers two-door coachwork and was subsequently restored.



1927 Rolls-Royce Phantom I Springfield Limousine chassis S86PM. Originally purchased by the Anheuser Busch family, it is a Brewster bodied limousine. The car arrived in Australia in recent years and is currently listed for sale in Hemmings Motor News.



The Ampol car, chassis 101FH during the 1957 trial.



Originally a Barker Sedan de Ville, the Egg Merchant Phantom I is chassis 6JS and was an eBay purchase by a collector in Victoria. It was photographed at the RROC (Vic) concourse in 2014.



Don and Joan Young's 1928 chassis 42AL, modified Barker landaulette, photographed on the Maitland tour in April, 2021. It was restored by George Sevenoaks and referred to as the 'The Pumpkin' for obvious reasons.



Phantom I, chassis 89HC, owned by Alan and Kay Maden and is pictured at the 20-Ghost tour in September of 2017. Originally a Barker limousine it as rebodied by Martin & King in 1935 as a two-door saloon.



Phantom I chassis 11RC, restored in the 1960s. This car underwent a mammoth restoration from a derelict chassis by Don Sheil to a very high standard. An elaborate boat-tail body was subsequently constructed and it has since been sold overseas.



Anthony and Carolyn James 1927, chassis 60RF, photographed on the recent 20-Ghost tour to Tasmania. Martin & King coachwork, rebodied in the 1930s and used by City Motor Services as part of their fleet of chauffeur cars.



Noel and Janis Baker photographed on the Tasmanian tour in 1927 chassis 85RF. Originally fitted with a Jackson, Jones & Collins saloon body, a replica Barker tourer body was fitted to the car in the 1970s.



David Eckberg's 1927 Phantom I, chassis 69EF. Originally a landaulette, the car had several different bodies fitted over the years. Roger Fry constructed a touring body in 1995 when the car was restored.



John and Helen Reis, 1927 chassis 44EF. It has a Martin & King body from 1934. John and Helen regularly tour with the car which was recommissioned by him following its acquisition in 2017.



Malcolm Johns' 1928 Phantom I, chassis 96AL, original Windover's fabric saloon. The car was once part of the extensive Faris Palfreyman Rolls-Royce collection which was auctioned off in 1969.



Chassis 22RF from 1927 had an extensive restoration including a recreation of a Brewster Ascot style touring body by Peter Lamb. It is now owned by Brendan Pierce in Melbourne.



One of many cars bodied by Roger Fry in Perth, this is Phantom I, 98DC and is owned by George Lucy in South Australia. Originally bodied by HJ Mulliner as a tourer, it had several bodies over the years.



Photographed at the 1997 RROC Federal Rally is what is thought to be a Phantom I, chassis unknown. It has clearly been rebodied at some time most likely in the 1930s and wears an interesting set of lamps. If anyone knows the story of this car, please let us know.



1925 Phantom I, 56MC, owned by Peter Jordan-Hill. Originally bodied as a seven passenger Barker cabriolet it was sold to the USA and rebodied by Brewster c1927. The car came to Australia in the late 1980s and Peter acquired it in 2011. After recommissioning, Peter travelled to the Queensland RROC Federal rally in 2012.



Theo and Edith Nelson's 1925 Phantom 35MC, with coachwork by Vintage Motor Garage. At one time the car was part of the fleet of Nelson Bros Funeral Services and was repurchased and restored by Theo in the 1990s.



Seen at a clearing sale in 2014 was 1927 Phantom I, chassis 59NC, fitted with a Martin & King body from new. The whereabouts of this car now is unknown.

The Story Of A Phantom I, Chassis 48YC (Part One)

Ian Berg



The Phantom is pictured at the lower gate, leaving the Mount Hotham Chalet on one of LW's many country tours.

Leslie Wedderburn Thompson, widely known to all as 'LW', was a grazier, investor, philanthropist and motoring enthusiast. He asked a lot of his motorcars and undertook numerous outback adventures as well as fishing, hunting and touring trips. In 1925, he purchased a 3 litre Bentley (chassis 990) with four-seater touring body by Gurney Nutting. A trailer was built using Ford Model T parts and his party took the car on an ambitious trip to Oodnadatta. The journey is thought to have been connected to the aspirations of his friend the Reverend John Flynn. LW was a keen supporter of the Australian Inland Mission which had been started by Flynn. Unfortunately, the Bentley had numerous breakdowns and fell short of expectations, so LW soon after ordered a Rolls-Royce. The car was a new Phantom, chassis 48YC, obtained through All British Motors in Russell Street, Melbourne. He was to own this car for nearly four decades.

Born in 1881, LW spent many years in the outback on various sheep and cattle stations in New South Wales and Victoria as a manager or overseer. By 1929, he was living at 'Springbank', a property located in the Toomuc Valley, Pakenham. As a successful farmer, he raised pigs, cows and chickens. One story has it that neighbours were amused by LW transporting his pigs to market in the back of his Rolls-Royce. He was

'a man of means,' but as an eminently resourceful and practical man, he would have thought nothing of putting the Rolls-Royce to this kind of work. LW was also meticulous in everything he did, and this extended to having the Phantom regularly and fastidiously maintained in Melbourne by Autocar Industries and later Kellow-Falkiner.

Chassis cards for 48YC indicate it to be a long wheelbase model, provided with two spare wheels and built for a touring body. The chassis arrived in Australia in August of 1926, and LW commissioned Martin & King to construct the coachwork, a five-passenger Aluminium clad touring body with polished bonnet. Periodically, he visited the firm to see the coachwork being built. He had some input into the design, and the car was fitted with a towbar and a long wooden box for fishing rods.

LW was also a photographer and, fortunately, several of his albums which include his different motoring journeys have survived. Australia's High Country appears to have been of particular interest and we see LW and his party enjoying some picturesque views on their trips to Mount Buffalo, Mount Hotham and through the Australian Alps to Mount Kosciuszko. Country roads at this time were typically unmade and, depending on the season, in very poor condition, so these trips would not have been without challenge.

Being part of a wealthy family, LW had many associations in the business and the commercial world. His main philanthropic interest in the 1920s was directed toward the Australian Inland Mission (AIM). LW was a part of the AIM committee established to ascertain whether John Flynn's 'Flying Dream' would be a practical success and was instrumental in sourcing funding for the first flying doctor in 1928. In 1933, LW went on to establish 'The James Charitable Trust' the purpose of which was to further the cause of medicine, mainly in the support of rural hospitals. James was the name that, for a now unexplained reason, was used by LW's family when referring to him. The trust financed the construction of hospitals around Melbourne, including the Brighton Community Hospital, and in rural communities. However, LW was a very private person who never enjoyed or sought publicity for his philanthropy.

LW's brother, Walter, was also a wealthy man and motoring enthusiast. At the outbreak of World War One, he was integral in the establishment of the 1st Australian Armoured Car Section. In 1916, he was one of the small group of enthusiasts who financed, designed and built two armoured cars and then went about convincing the Australian Army of their viability in the desert campaign during the first World War. (See *20-Ghost Gazette* Spring 2020) Walter was an accountant and a merchant and part owner in WP Thompson and Co Pty Ltd of Lonsdale Street, General Merchants, Saddlers and Ironmongers.

LW also owned a BSA motorcar of the veteran era and photos of it survive. BSA was an English make manufactured by the Birmingham Small Arms Company Limited. It is not known when this was acquired or when sold but it is evident it too was put to good use on the farm. The Bentley was sold when he acquired the Phantom, and a description and history of that car can be found in *Vintage Bentleys in Australia* produced

by the Bentley Drivers Club of Australia Inc. LW clearly liked Rolls-Royces; in the early 1930s, he purchased a second hand 20hp model, and after the war he purchased a Silver Dawn. However, the Phantom was always a favourite and he retained it almost until his passing in 1964.



LW described himself as a 'The Australian Wool King' and in this photo dated November 1926 is shown with his c1911 BSA and trailer loaded with wool bales in St Kilda Road.



Crossing a dry creek bed in the Bentley on the Oodnadatta trip.



Adjusting matting across the sandy ground towards railway lines at Lake Sand Hills on the Oodnadatta trip.

To be continued

Acknowledgments: I would like to thank Dennis Belchar, close family friend of LW, and Peter Higgs, husband of LW's niece, for the extensive information and photographs for this story. Also, my thanks to John Beaurepaire from whom I recently purchased 48YC. Reference was also made to 'Flynn of the Inland' by Ion Idriess, 1934.



LW's Bentley is seen in front of his brother Walter's shop prior to departure on the Oodnadatta trip in 1925. He was subsequently disappointed in the Bentley and resolved to purchase a more 'reliable vehicle'.



The Mount Hotham Chalet, built in 1910, is listed in the Victorian Heritage Register for its architectural, historical and social significance. It closed in 2007.



The summit at Mount Hotham.



On the Summit, LW is on the left.



The highest point on the Alps Road, Mount Hotham.



Hotel Kosciuszko, the Phantom can be seen parked in front. The hotel was destroyed by fire in 1951.



The Rolls-Royce at the first gate of Mt Buffalo. The sign reads:

*Eu robin Falls
DANGER*

*One way traffic from this point to Chalet. You must not pass without permission from Man in Charge.
Drive Carefully. Watch curves. Speed limit 10mph*



The Summit, Kosciusko, looking north.

A Tale of Two Forrests

Rowan Swaney

The Story Of Dead Cow Engineering In Rural Victoria.

One of the great joys of feeding an obsession for Rolls-Royce is reading the diverse books and articles written over a century that bring to life the history and engineering of these remarkable vehicles. Amongst this literature stands out the late Michael Forrest's astonishingly detailed account of the restoration of his 1925 Phantom, 37LC, published in the form of almost 100 articles, written over 22 years and printed in the RREC Bulletin. Forrest's articles are unique in that they are essentially an active history of Rolls-Royce, albeit focussed on the Phantom I. Filled with exacting accounts and excellent photographs they provide, for the mechanically enthused, both the information and inspiration to restore each part of the chassis in the way it was built by Rolls-Royce. In doing so Forrest brings to life the cars, the company and the men who built them. His exacting methods, his profound knowledge of the subject and his extraordinary attention to detail give us a deep respect for the people who worked for Rolls-Royce. Anyone reading his articles will quickly recognise not only that he understands and admires the genius of Henry Royce, but that he shares that genius and quest for perfection.



Bill Forrest in his workshop.

Michael Forrest's article, 'The Precision Engineering of Dead Cows', is a source of inspiration, amusement and joy, but, particularly, it is a wonderful insight into the design and manufacture of one of the most complex devices on the Phantom I, the ignition timing mechanism.



Bill Forrest line boring the bushes for the blade on a large bulldozer.



Compressing the leather washer.



Mould for the leather cup.

According to Forrest, when this device is not working properly, 'your car runs like a Bedford truck and not like a Royce.' Forrest should know. He spent part of his professional life working for Rolls-Royce, not Bedford.

The hamlet of Barjarg, ten miles north-west of Mansfield in the high country of Victoria, is small enough to provide a suitable setting for Paterson's poem, 'A Bush Christening'. A recent one-man campaign to have it designated a built-up area was applauded for its fiscal virtue – the 80 kph signs could be bolted to a single post – back-to-back. But here, on what appears to be nothing more than a humble farm, lives an extraordinary engineer. Bill Forrest has all the hallmarks of the village blacksmith. He is a man of significant stature with hands the size of dinner plates. The first time I met him he was lifting the bucket from a backhoe onto his work bench. Not even the considerable weight of this object was sufficient to prevent him from pausing, mid-stride, for a chat. He never advertises or promotes his business, but takes on any job in metalwork that comes through the gate. Few of his customers would realise that he has undertaken three apprenticeships. Five years training as a diesel mechanic and a fitter and turner and then, finally three years studying to be a highly skilled welder, added to which he has numerous trade certificates dedicated to some of the most esoteric arts. The huge, dark cavernous building in which he works houses an active museum of machines as interesting as their owner.

These include: an eighteen-foot lathe from the Victorian Railways Newport Workshops that was built and used in the days of steam and is one of three lathes owned and regularly used by Bill; a shaper built in 1880 that originally ran from overhead pulleys and which weighs about three tons; a radial arm drill four metres high that came from Vickers Ruwolt in Melbourne, two milling machines and a machine from the 1890s for cutting keyways. In one corner is a Marshall steam traction engine that Bill rescued some decades ago and brought back to life. Throughout the workshop, stacked on shelves and in boxes are the tools Bill has created over fifty years to solve the problems anxious customers have dragged through his door. Bill is well known around Mansfield for his many delightful attributes, but he is best known for his determination that no job leaves his workshop until it has been completed to the highest possible standard. Researching and identifying that standard and planning how it is achieved are his special abilities.

This is the story of two unrelated Forrests, planted on opposite ends of the globe. One was a nuclear physicist and one is an engineer, both perfectionists. One mostly concerned with the theoretical aspects of physics and engineering, the other essentially a practical engineer. It is also the story of skills and trade now largely lost to a bygone era, but which are still practised in the rural setting of Mansfield.



Removing the cup from the mould.



A quick wipe with oil.



The leather cup ready for the piston.



Chamber of the oil servo showing the 1/16th lip.



Ready to be dropped into the chamber.



Cup inside the chamber.



Leather cup clears the entrance to the chamber.



The Hard part, negotiating the half way lip.

Four years ago, in an attempt to find the solution to a problem that had come very close to defeating us, I visited Bill's workshop with my friend Tim Barber who has worked with me on the final commissioning of my brother's 1925 Phantom I, 85MC. We had brought with us the oil servo that, taking its lead from the fly weights inside the coil distributor, operates the complex devices that provide unity and life to the ignition timing mechanisms of the engine. We knew of Bill's success in working with engineering of this standard and complexity. He had worked on the Sol Green Phantom I, 78MC, when it was owned by Harold Paynting. This led us some months earlier, to seek his help in re-machining the moving components of the distributor drive and fly weight system.

Bill is one of the few remaining repairers of windmills in this country. As such, he works frequently with the leather buckets that are an intrinsic component of these machines. The oil servo of an early Phantom I also has at its heart a leather cup, carefully fitted over the incumbent piston and providing a seal that enables the engine oil pressure to advance and retard the timing by moving a whole series of rods and levers in a synchronised dance, the performance of which brings the engine to life in a way that would otherwise be impossible.

This ignition timing mechanism has two main components: a distributor tower, in the base of which is a device that, when working correctly, via a series of fly weights, springs and a lever, lifts a tiny valve in the second component, the oil servo, which in turn moves the ignition advance and retard mechanism.

By the time we visited Bill, Tim and I were on our fourth attempt to rebuild the oil servo. We had previously

removed it from the engine, dismantled it and noted that the leather cup was more like a piece of fossilized timber than something that originated from a bovine species. Clearly it was not going to do the job for which it was intended. With the engine running, the arm extending from the oil servo made no hint of a movement, not even when disconnected from levers linking it to the various parts of the ignition system. The solution seemed simple: order a new leather cup from the United Kingdom, fit it and all would be well. Fortunately, we carefully inspected the piston and the brass chamber in which it sits. The internal surface of the stem of the piston was sufficiently worn to leak oil at a rate which would prevent this device from working at all efficiently, so too was the shuttle valve which slides up and down inside the stem of the piston. The piston and shuttle valve were delivered to John Kent at Crank Start Engineering who made up new parts to the original specification and honed the stem of the cylinder to affect an oil-tight seal.

In due course the new leather cup arrived from the supplier in the UK and we set about installing it. It quickly became apparent that this was not going to be an easy task. The chamber of the oil servo, which is about four inches deep is defined by a lip of a little less than 1/16th inch halfway down the cylinder. Apart from a small window on the side of the cylinder which gives access to the operating lever, the only access to the piston is from the top. Thus, the skirt of the leather cup has to negotiate this lip as it is pushed down into the chamber.

We mounted the cup on the piston and it became obvious it was not even going to fit into the top half of the cylinder. There was no chance of getting it over the mid-point lip. We soaked the cup in engine oil overnight



Having cleared the lip.



Leather cup in place in the chamber.

and then clamped it up in a piston ring compressor. Holding the piston ring compressor above the chamber we were able to push the leather clad piston down into the upper half of the cylinder. Getting it down into the lower half of the chamber seemed impossible. Using brass shim stock about the same thickness as the lip to line the top half of the cylinder, with much patience and wiggling, we finally managed to get the piston with the leather cup into the lower half of the chamber. We were jubilant and ready to celebrate. Then we realised that whilst the piston and cup were in the correct position, they were not going to move. Even if the engine oil pressure at 30 psi was sufficient to push the piston up, the return spring on top of the oil servo was not strong enough to push it back down. Despite our premature triumph and subsequent despondency, we needed to start again. Concluding the cup was at fault, we ordered another from a different supplier in the United Kingdom. After some time the cup arrived and we discovered that it was made to the same specifications as the previous one. At three o'clock in the morning I suddenly thought of Bill Forrest and his windmills.

Like a hardware store, Bill Forrest's workshop is the place where people go to make their problems his problem. His greeting, as you come through his gate, is always jovial and welcoming, but this is then qualified by a comment on what he quickly identifies as your problem. If it is a small item he will frequently say, 'My old boss used to say if they hand it to you in a box you can be sure you'll never make any money from it'. This is an experienced assessment from a man whose main income is derived from days spent rebuilding an enormous, aged bulldozer or a monolithic piece of equipment from the local gold mine. If the project looks complex or there is the slightest mention of 'Rolls-



The leather cup all the way home.



'O' Ring intended to replace the leather cup.

Royce', Bill will usually say, 'I'm a bit busy right now. Can you come back in a couple of days?' His regular customers accept this as shorthand for, 'I'll need to think about this, so I can't give you an answer right now'.

We handed Bill the oil servo in a small box and went home to wait out the 'couple of days' before we could reasonably pester him again. To our surprise he phoned the next morning. 'Have you got anymore information on this thing?'. Fortunately, I had previously downloaded the Rolls-Royce drawing E72502, the leather cup, and Michael Forrest's article, 'The Precision Engineering of Dead Cows'. The Forrest articles are unique in that they provide a plethora of detail on the design of each component. In this case, the weight at which levers lift and the revolutions at which fly weights move provides the data essential for rebuilding the devices.

I was able to have these documents on Bill's bench in twenty minutes. He said little. His mind was preoccupied by the problem. He phoned again that evening. 'I'm going to see a mate down in Swanpool and I've got to see another over at Shepparton. Drop in on Thursday afternoon, I think I might be able to help you.' This was good news. We had his attention and it sounded as though he might have a solution to our problem.

Bill likes drama. A reciter of bush poetry and a frequent public performer, Bill knows how to engage his audience. We arrived to find him sitting at his bench with two neatly turned metal cylinders. One fitted inside the other. Without saying anything he prised apart the two cylinders to reveal a neatly formed leather cup. Taking his razor sharp penknife from his belt he quickly trimmed the skirt of the leather a sixteenth of an inch below the edge of the piston and cut a circle in the top for the clamping ring.

Michael Forrest has little to say about the manufacture of the leather cup or how he enticed it into the cylinder. He simply points out that in the absence of his bootmaker he cut a piece of leather from an old suitcase found in the attic. He does go on to give us some insight into the problems he faced in making the cup, 'trying to make a precision cup out of any dead cow poses problems as I found out.' He refers to a product called Punch Shoe Stretcher to shrink the cup to form, but he tells us little of how he got the leather cup over the piston, into the chamber and then how he managed to navigate the skirt of the leather over the lip half way down the cylinder. We suspect that at any minute he is going to say, as he did when describing the assembly of the ignition governor, 'You'll manage, even if it takes you all week.'

Tim and I began to wonder how Rolls-Royce managed to get the leather cup into the chamber. We couldn't imagine a whole bench of piston ring compressors and boxes filled with tins of Punch Shoe Stretcher. There had to be an easier way to solve the problem.

Bill Forrest clearly had a story to tell, but first the performance. Once the leather was attached to the piston and the securing ring firmly tightened, he dipped his finger in some oil and wiped it around the edge of the leather cup. With his little finger inside the stem of the chamber he simply released the leather clad piston into the cylinder and lowered it by slowly removing his finger from the stem. Without any fuss, the piston dropped into the upper cylinder, cleared the lip and dropped down into the lower cylinder. I could sense a minor lecture coming on...

'You've got to go back to first principles...' (A fine comment for me, a retired schoolmaster who is trying to forget about principals and many of the other people with whom I worked.) 'The drawing says the leather cup must be 1/16th inch in thickness. The two objects you got from the UK are more than 1/8th inch thick, so they won't work.'

Bill continued, 'I went down to my mate the saddler in Swanpool. He has a large leather skiving machine. We took half a hide of leather and put it through the machine until we had an exact uniform thickness of 1/16th inch. I made up this mould, wet the leather and clamped it in the mould overnight. As you can see, the mould and the thickness of the leather ensure that it is the right shape and size for the piston and the cylinder. The rest is straight forward.'

'What you need to see here is that having the leather cup tight inside the chamber is not the aim. The aim is to get the oil under the leather and to have the

pressure of the oil force the leather against the wall of the cylinder. That is what makes the seal. And that is why the leather cup extends for 1/16th inch below the piston.'

I smiled and thanked him, we laughed and I headed for the car. Then suddenly I remembered Shepparton. 'So why were you going to Shepparton?'

'Are yes! The ring - I got this made up.' Bill handed me a small plastic bag from his bench containing a ring of some kind of synthetic material.

'I have no doubts about Mr Royce's engineering skills', he said, 'but I am pretty certain this will work better than the leather cup. If you look carefully at the piston without the leather on it you will see that Rolls-Royce cut a neat groove. I've had this ring made up as a perfect fit for that groove and to match the cylinder. I'll bet you the ring will do a better job than the leather cup.'

One of the problems of restoring a Rolls-Royce is that too often we don't see the 'Forrests' for the trees. My friendship with Bill has been a particularly rewarding one, not only because he has become a good friend and played an active role in rebuilding 85MC, but also for the insights I have gained in engineering and the concept of perfection. That concept of perfection was made intelligible and practical by the clever articles of Michael Forrest, which enabled me to see the genius of Royce.

Michael Forrest and the New Phantom 37LC

Ian Berg

Michael Forrest, referred to in Rowan's article, was a meticulous engineer who developed a passion for his 1925 New Phantom. He put together a host of technical bulletins on the restoration of the car. Unfortunately, Michael passed away before finishing the project, but the new owners are completed the task to a very high standard. You can follow it on Facebook – search for 'Rolls-Royce phantom 1 37LC - Michael Forrest' from which the photographs have been sourced.

The following backstory was published in *Classic Cars* magazine from June 2019.

'After a lengthy career from being an apprentice at Rolls-Royce, joining the RAF and lecturing Mechanical Engineering, the late Michael Forrest decided there was a 1925 Rolls-Royce Phantom 1 shaped hole in his life.

With his engineering background, Michael had been working on this car for the past 20 years, but despite the time and the meticulous efforts that he had put in, the near century-old classic isn't quite finished.

After Michael's passing, in 2018, the Rolls-Royce (chassis number 37LC), which was once owned by

King Mohamed V of Morocco in 1932, arrived at the headquarters of The Sir Henry Royce Memorial Foundation in Paulerspury, near Towcester on Thursday, 24th January 2019.

It is, of course aesthetically pleasing but there's still plenty to be done under the bonnet. Luckily the engine is installed and seat frames are in place, but there is no trim; the hood frame is not complete, the pistons and conrods need to be fitted and the whole thing securely bolted together.

Thankfully, not only did the current restorers, receive an extremely rare piece of motoring history, they also obtained a large number of components including, a full set of instrumentation, lights and spare mechanical components, all carefully labelled.

When the work has been completed, of course to Michael's standards, the car will be displayed at the Hunt House until the summer where it will be sold.'



For Sale and Wanted

FOR SALE

1937 Rolls-Royce 25/30 GMP70 Reg RR206

Excellent condition, fully restored 15 years ago, rewired, engine rebuilt and aluminium head fitted, carefully maintained. A reliable well-travelled car. Stylish Hooper saloon body with sliding roof, heater and boot lid that folds flat to make a picnic table. Full toolkit and spares in fitted drawers.

'Caroline' was car of the show at the 1937 Scottish Motor Show, she has won class awards at RROC State and Federal concours.

\$100,000

Contact: David Bailie

P: 0428 824107



FOR SALE, (POSSIBLY!)

A recent import is this 1936 Rolls-Royce 20/25, chassis number GBK26. The car is in original condition and was seen recently at an open day at the Sir Henry Royce Foundation at Coolum Beach. The owner is considering its possible sale and is happy to chat. The editor can provide additional photographs if interested.



Contact: Richard Harris
E: dazegoneby@spiderweb.com.au
P: 0459 316330

WANTED

One 19-inch split rim wire wheel to suit 20hp.

Contact: Steve Wasley

E: steviewasley@outlook.com

P: 0488 407848

WANTED

Watford EO6 Magneto in good compete condition to suit Silver Ghost or Phantom I

Contact: Ian Berg

E: bergathol@gmail.com

P: 0419 364427

WANTED

Rolls-Royce Silver Ghost. I am looking for a complete car, realistically priced, which may be an older restoration or a car possibly needing some work.

Contact: Russell Holden

E: russell@oldworldlamps.net

P: 0422 219911

Draft Minutes Of The 2021 Annual General Meeting

Held on Thursday 14 October 2021, via Zoom

1. Opening and Welcome

The Chairman, Rory Poland, declared the Annual General Meeting open at 6.00pm and welcomed all members present.

2. Members Present

21

3. Apologies

Liz Poland, Keith Mortimer

4. Proxies

None received.

5. Quorum

The Secretary Ian Berg declared that a quorum for the meeting was present.

6. Minutes of the 2020 Annual General Meeting

Resolution: That the minutes of the 2020 Annual General Meeting as circulated by email dated 14 September were accepted. Carried.

7. Chairman's Report

The Chairman provided his report, separately attached. Mention was made of the challenges of Covid in the ongoing Club activities. Successful events were held including the Christmas luncheons, a February day run to the Mornington Peninsula, the two-week Tasmania tour, and four-day Hunter Valley tour. Other events were cancelled or postponed. We had eight new members and partners during the year.

Malcolm Johns, Honorary Life Member passed away during the year and tribute was paid to him for his contribution to the Rolls-Royce movement in Australia.

Rory thanked Bruce Humphries and Ian Berg for their work as Treasurer and Secretary/Editor respectively.

The Chairman's report was received and accepted.

8. Election of Office Bearers for the 2020-2021 Year

The following members were nominated, seconded and have consented to appointment to these positions:

Chairman/President – Rory Poland

Vice-Chairman/Vice-President – David Davis

Secretary – Ian Berg

Treasurer – Bruce Humphries

General Committee Members – George Blenkhorn, Andrew Bayley, Keith Wherry, Noel Baker

The Chairman declared the persons nominated to be elected under clause 16 (4) of the Constitution.

9. Treasurer's Report

The Treasurer had previously circulated the statement of accounts (email dated 14 September). The accounts were accepted and passed.

10. Resolution regarding the subscription for the new year

The Chairman outlined the Committee recommendation that the membership fees be maintained at an annual subscription of \$100, with the entrance fee of \$60. Moved Bruce Humphries and carried.

11. General Business

Gilbert Ralph commented on the enjoyment of receiving the weekly reading/news emails and the quality of the *20-Ghost Gazette* and thanked Ian Berg for his work in this regard.

12. Closure

The Chairman thanked the members for their attendance and closed the 2021 Annual General Meeting, at 6.15 pm.

Chairmans Annual Report 2021

Good afternoon and welcome to the Annual General Meeting of the 20 Ghost Club.

Regretfully today's AGM is not being held at The Barn Mount Gambier as originally envisaged but it is apparent many of our plans for the last 12 months have not been as we would have wished.

Despite Covid19 the Club has been able to organise some events during the year including the Christmas Lunches in WA, VIC and NSW.

We commenced the year with a very successful joint run with the RROC to the Mornington Peninsula organised by Greg Wayman and Ian Berg.

Following this we had the very successful Tasmanian Tour organised by Andrew and Margaret Bayley which by all reports was an outstanding event.

Bob Roberts organised a Tour of the Hunter which was well attended.

Regretfully we have needed to cancel or postpone the day Run organised by Keith Wherry in conjunction with the RROC, The Hamilton Getaway organised by Gilbert Ralph and George Blenkhorn. This event has now been transferred to April 2022

The National Tour and AGM in Mount Gambier has been deferred for 12 months to October 2022 still in Mount Gambier.

The Club was saddened during the year to hear of the death of our founding Chairman Malcolm Johns who contributed so much to the Rolls-Royce movement in Australia.

We also saddened to hear of the sudden death of John Virgo a much liked member of the Rolls-Royce movement

During the year the following New Members have joined the Club

Steve and Liz Phillips

Carol Van den Pennen

Rick and Jill Cove

Brian and Vicky Head

Chris and Kelly Collins

Anne Dillon

Steve Wasley

Kevin Kane.

Again this year due to the careful management of finances and his excellent job of keeping us solvent by our Treasurer Bruce Humphries the annual subscription will remain at \$100 for the coming year.

I am sure members will join with me in congratulating our Secretary Ian Berg for all the work he has put in during the year which includes your Friday night Newsletter, Quarterly *Gazette* and all the other Secretarial requirements for Club maintenance.

It is pleasing to see that State Governments are taking active steps to end lockdowns and perhaps we can look forward to at least local drives in our cars in coming months.

I take this opportunity to wish all members a very happy and safe festive season and 2022

Rory Poland

Get In And Go

David Davis

Three Twentyists got in and went on Tuesday 26th of October for a short drive through the Kuringai National Part to 'Pie in the Sky' overlooking the Hawkesbury River. The Club has a history of members arranging a day's run at short notice which are always enjoyable. Those attending were Geoff Harrison with new member Steve Wasley in GPK42, Richard Jones with Mikki and two longtime friends in 83K5 and me in 42G1 with Ralph Appleby, third generation of the Appleby family, all Rolls-Royce trained engineers. There is a well-known photo of Ralph's Father Don, aged about two, taken sitting on the running board of 83K5, a further connection and illustrating the continuity of our cars.

We converged on Geoff's house at Turramurra at 11am and set off through Bobbin Head over the creek bridge which is still being repaired after over five years of attention. The steep climb in second gear gave us a

wonderful view of the Estuary. Fire had recently been through the bush which probably was preventative burning off which has been taking place around Sydney during the calmer weather of late winter much to the distress of the city due to poor air quality. The road crossed the Freeway north and joined the old Pacific Highway again through bushland to our lunch stop. While basic fare, the pies are excellent and the view of the river spectacular.

The journey home was to be through the new North Connex Tunnel with connection to the M2 which takes one directly to town with me in the lead. Ralph and I were talking too much with the result that I missed the tunnel entrance and we had to take the congested traffic lighted highway down through the suburbs. Nevertheless, all enjoyed the run in perfect weather.



Geoff Harrison's 1925 20hp Windovers tourer, chassis GPK42



1928 Phantom I, chassis 93AL, has spent most of its life in Greece and carries its original Riviera Trials coachwork. The car was acquired by Peter Willcox in 2015, and he outlines the story on page 8.