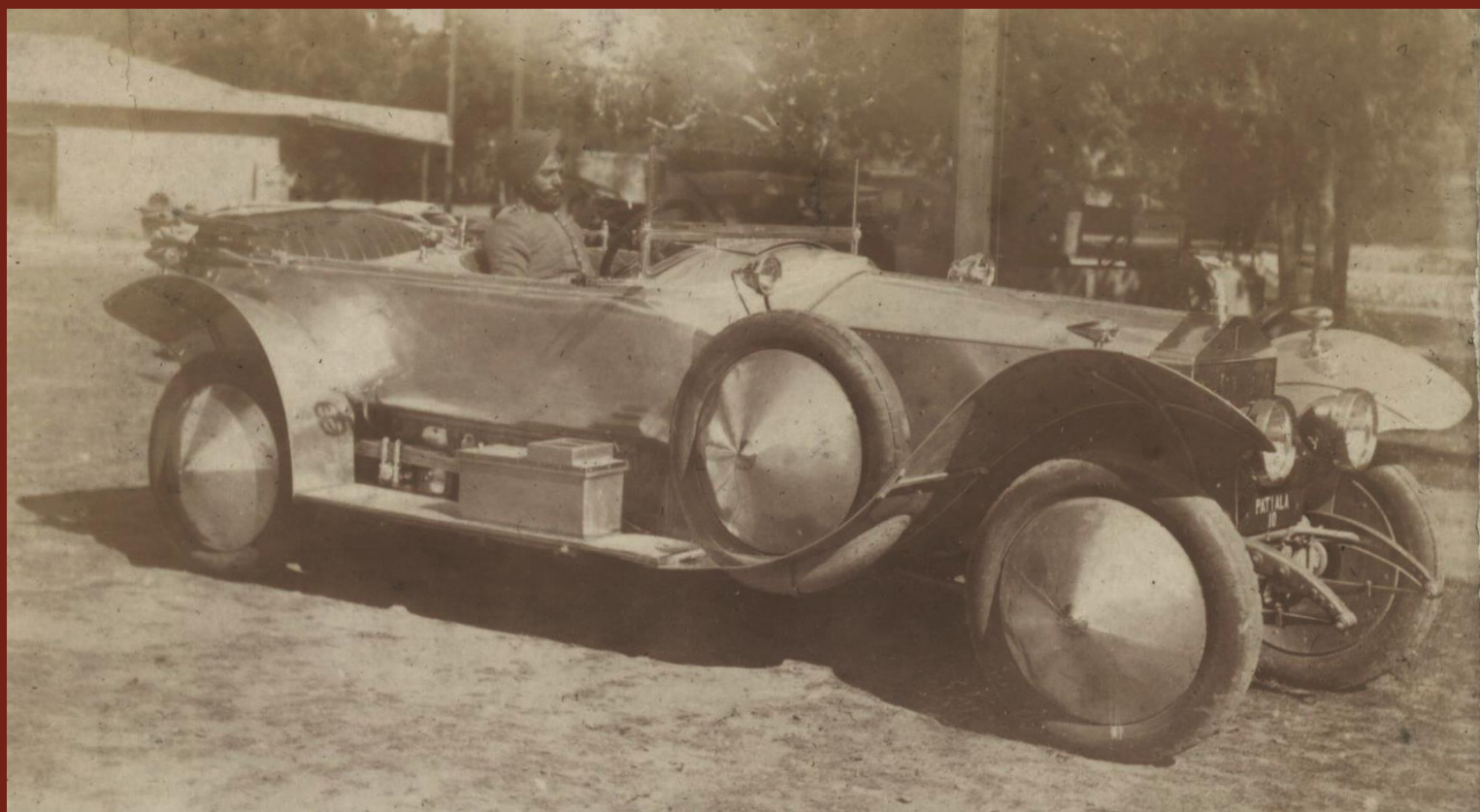




News & Record



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February 2016

THE 20-GHOST CLUB LIMITED REGISTERED NUMBER 5224633

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PRESIDENT: HRH The Duke of Gloucester

CHAIRMAN:

Sir John Stuttard 01747 853570 johnstuttard@btinternet.com

HON. VICE-PRESIDENTS:

Tim Forrest 01428 684208 forresttim@aol.com

John L Kennedy 01344 883033 jl原因@talktalk.net

Jimmy Valentine 020 7352 8503 [weekends 01295 811215]
f.valentine215@btinternet.com

COMPANY SECRETARY:

Ken Forbes 01675 442529 kforbes@meteorgroup.co.uk

TREASURER:

Brian H Fidler 01865 726959 The Eighth House, Vernon Avenue,
Oxford OX2 9AU, brianhfidler@aol.com.
From 26.2.2016: Philip Hall (details below)

OTHER UK DIRECTORS AND COMMITTEE MEMBERS:

Ashley Carmichael Website Editor

Stone Lodge, Withybed Lane, Inkberrow, Worcestershire
WR7 4JJ 01386 792592 Ashley@aacarmichael.co.uk

Nigel Hughes Technical Editor & Database Manager

Hollybank, 43a Wellhouse Road, Beech, Alton, Hampshire
GU34 4AQ 01420 89982 hughesn@aol.com (to 26.2.2016)

Rosemary Jeffreys News & Record Editor 56 Argyle Street,
London WC1H 8ER 020 7837 9980 rosemaryjeffreys@talktalk.net

Graham Tyson Membership Secretary

The Old Vicarage, St Minver, nr Wadebridge, Cornwall PL27 6QH
01208 862951 gtyson@outlook.com

John R Redmill 00353 1 830127 barred@indigo.ie

Database Manager from 26.2.2016: Dr Henry Fitzhugh, henryfitzhugh@talktalk.net

FOR FULL CONTACT DETAILS PLEASE SEE THE CURRENT MEMBERS LIST ON THE WEBSITE.

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Printed by Parchments of Oxford, Crescent Road, Conley, Oxford OX4 2PB 01865 747547 print@parchmentuk.com

AUSTRALIAN CHAPTER:

CHAIRMAN:

Peter Crauford

VICE-CHAIRMAN:

Peter Willcox

HON. SECRETARY:

Richard Shenfield

TREASURER:

Bruce Humphries

Roland Duce 01636 830202

roland@thurgartonpriory.co.uk

Philip Hall 01327 857600

Pah.rr@btinternet.com

Michael Lyndon-Stanford 01379 384748

ingals@echointernet.net

Strone Macpherson 01962 735562

strone@stronemacpherson.com

Nick Naismith 01732 860148

nick@nicknaismith.com

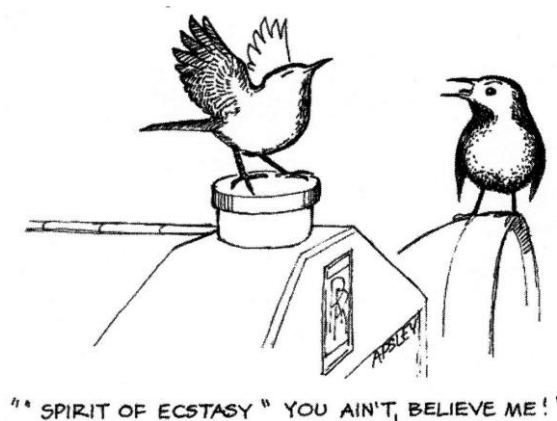
Brian Palmer 0116 2862417

brian@bandipalmer.com

EDITORIAL

In this issue, we have reports of two events, in the Lake District and Stratford on Avon, as well as an interview with one of our members, John Fasal, who is a tremendous enthusiast for small and large horsepower Rolls-Royces, and India. The interview gave us the excuse to spend two delightful afternoons with him and his partner Tara, when we had the opportunity to see his wonderful cars. We also have an article about the ardours of Continental Travel, and a more serious article on Hub Removal, by our technical expert, Nigel Hughes.

I am very grateful to those who contacted me with material following the last issue, in particular Martin Woodnutt for the cartoon.



I am delighted to include a photograph sent to me by Inga Lyndon-Stanford, who with her husband Michael (a member of the Committee) has had a busy summer seeing two of their three daughters married. Inga drove the bride to the wedding (not in chauffeuse uniform, I hasten to say!) and Michael gave her away. I should also thank Jonathan Wilde for giving us a copy of some Club magazines from the 1950s. We will have an article about the archives in the next issue (June), following a visit to the Hunt House on 5 May (see events, back page).

The DVLA issue is now we hope on the way to being solved. Over the past 3 months the



Inga and Michael's 1929 PII 20WJ, at the time of the wedding of their daughter Melody (in the white dress), with their daughter Mousie front left, and older daughter Emily, also married in 2015!

DVLA has issued new guidelines and advice. There is a different process to be followed for each type of registration and the process needs to be followed exactly in the right sequence. The most demanding requirement is the need to identify the number on the actual Chassis frame itself as the DVLA will not accept the normal Chassis plate attached to the bulkhead, as this can easily be changed. The number on the chassis is often hard to find, but fortunately other key numbers like those on the engine and gearbox are more visible. Much more difficult will be registering a chassis that has been built up from more than one donor vehicle, as one key point is that the body must be over 25 years old and all components must be genuine period components. Now that the importance of the chassis frame has been accepted, having the original or a new body may be less significant. Should anyone want advice please contact Tim Forrest.

LAKES, LANES AND LUXURY

Malcolm Tucker

November 2015



Stan West gently eases his Phantom II, 61XJ, into a tight space, for the group photo. Photograph by Elspeth Crossley Cooke

Latobius, Taranis, Brigid and Nuado are the Celtic gods of Sky, Thunder, Rain and Mountains, and it might have been tempting these mythical deities to organise a rally at the end of September. At times the skies were leaden, the rain fell softly and the winds blew bearably, but no thunder nor torrential downpours as the good folk of the Lake District have since suffered. The mountains - well, they were mostly in the nature of steep and imposing hills and fells, and as often as not were sun blessed as much as mist covered. It must be remembered that in the United Kingdom a mountain is designated when it is over 300 metres high, and there are many such in the Lake District at around 900 metres high.

The owners of six Silver Ghosts, one 20hp, a 20/25hp, along with a Phantom II and a 25/30hp had booked to bring their steeds on the event. Unfortunately this writer's 1920 Silver Ghost (10CW) was still deemed to be unsuitable for registration by the DVLA and so a modern car of another make was tucked quietly away, as

Clare and I hoped to hitch a ride or two over the four days of the rally. Our expectations were more than realised as Allan and Susan Glew not only offered to take us as passengers in their 1920 Flewitt tourer (89AE), but allowed me to drive her for a day.

Rally organisers Ashley and Adrienne Carmichael had planned trips of action-packed motoring, with more routes and places of interest than any car could manage in a day, for this was an event of choices with all interests catered for. Our base was the Lakeside Hotel in Newby Bridge, nestled on the south-west base of Lake Windermere. A luxury hotel in all aspects, we enjoyed all three of the restaurants, the health centre with a sensibly large swimming pool, and very comfortable bedrooms. An added feature to be appreciated was the small but well-tended gardens that sloped down to the water's edge and the Hotel's own dock.

Our first night was on 22 September, and dinner was in a wood-panelled private dining room,

which gave a chance for an after-dinner welcome from Ashley, and some banter from the more humorous attendees.

Our first full day required an early start, if drivers wished to tackle the Hardnott and Wrynose passes without being baulked by modern tin-wear failing to climb. The route was from West to East, as strongly recommended by Tim Forrest who assured our leader that his 1912 Silver Ghost (2154) with its three speed gear box coped adequately. Participants were warned that this drive would be a real challenge to one's driving skills and that the two passes are probably the most difficult in the UK. Tighter hairpins than experienced on the Alpine Rally

and quite a lot steeper at one in three meant first gear and possibly having to stop, reverse and restart. In the event all cars managed without disaster or distress. Most modern cars which came the other way pulled over out of kindness or fear to let us by; I don't know which.

Ashley's pace notes read thus:

"I cannot stress enough that most of the severe gradients of the passes will require First Gear both up & down the hills as well as alternating use of foot and hand brake as the engine alone cannot hold the cars from over speeding on a one in three."



The gentle start of the Hardknott Pass with the Tysons in their Silver Ghost 97AE following the Glews' Silver Ghost 89AE. Photograph by Allan Glew.



A white knuckle ride for Allan Glew as he allows Malcolm Tucker to drive his Silver Ghost (89AE) across the Hardknott Pass, towards the Carmichaels' Silver Ghost 47RE. Photograph by Allan Glew

The Hardnott starts soon after leaving Eskdale with the ruins of the ancient Roman Fort on the left hand side 1000 yards from the cattle grid, now with only the walls as the remains of the Fort, at a height of around 660 ft. Further along the Pass we reached the top where the road goes between the fells of Hardknott and Harter Fell. The pass continues but the descent is very steep and twisty requiring a first gear descent until Cockley Beck which is five miles from Eskdale.

The Wrynose Pass has a maximum gradient of only one in four and is more gentle than the Hardknott. It finishes at King's Mound, where the road goes through a double bend meeting another minor pass from the north, before joining the A593 at Skelwith Bridge. The distance from Cockley Beck is seven miles. Those who continued east arrived in Ambleside, well worth a walk around, and better than many of the lakeside villages that cater for mass tourism. A special thanks to Allan and Susan Glew, who bravely let me

drive their car up and down both these daunting passes.

Some less arduous options were given instead of, or after, these two daemon passes to reach Ambleside town and Windermere town or a return to the hotel via the Windermere ferry. The choice of many was to visit Hawkshead, and Sawyer, the home of Beatrix Potter. There are a number of attractions dedicated to the author with the National Trust owning and operating the two most important, her first farm and house at Hill Top near Sawyer and the Gallery in the main street in the town of Hawkshead where the Beatrix Potter Gallery is housed. It is situated in a 17th century house and the former offices of her husband William Heelis. Inside this charming old building are some of Beatrix Potter's original drawings and watercolours. The exhibition gives an insight to discover what it was like to go 'On holiday with Beatrix Potter' and how her unique travels inspired her wonderful stories. It also offers a further insight and opportunity to

learn about her life outside the writing career which made her famous. One can learn more about her as a farmer and conservationist and how her legacy helped to establish the Lake District as the place it is today.



David and Elspeth Crossley Cooke about to prove the worth of their 20hp, GOK47, for it will successfully traverse the Hardknott Pass. Photograph by Elspeth Crossley Cooke

If your passion leans more toward steam trains than rabbits, the main station of the Lakeside and Haverthwait Railway is close to Newby Bridge. This is the same line that runs to the rear of the Aquarium at Lakeside, where there is a small collection of main-line trains.

The final event of the day was a sunset cruise on Lake Windermere, which left from a dock just a stone's throw from our hotel. Canapés were included to complement the drinks. On our return, dinner was served in the hotel brasserie.

Thursday 24th September was a gentler day, with a drive across the Kirkstone Pass. This is a main road and nowhere near as demanding and exciting as yesterday's driving. The long views, as with all our motoring on this event, were spectacular, and the closer countryside, towns and villages were picturesque. From there we had the

options of running down and along the shore of Ulleswater, Keswick and Derwent Water, towards Keswick.

In Tudor times this was an important mining area, and from the 18th century onwards it has increasingly been known as a holiday centre. The town has a vibrant shopping area, a theatre by the lake, as well as the Keswick Museum and Art Gallery. Keswick is widely known for its association with the poets Samuel Taylor Coleridge and Robert Southey.

Some of us left Keswick on the B5292 using the Whinlatter Pass via High Lorton to Cockermouth, a small market town that has avoided tourist tat. The National Trust property of Wordsworth House & Tea rooms is in the Main Street & worthy of a visit.

Next stop was Grassmere. Both lake and village are famously associated with the poet William Wordsworth. There are two properties in this location dedicated to Wordsworth, Rydale Mount and the more significant Dove Cottage. The town lies immediately to the north of the lake which is 1680 yards long and 700 yards wide. The lake is both fed and drained by the River Rothay, which also flows through the village, and then exits downstream into nearby Rydal Water, beyond which it continues into Windermere.

The lake contains a single island, known somewhat unimaginatively as 'The Island'. Rydal Water is overlooked by Dove Cottage and Rydal Mount, both homes to William Wordsworth, and Rydal Cave, a former working quarry. At the western end of the lake, steps lead to Wordsworth's Seat, which is considered to have been Wordsworth's favourite viewpoint in the Lake District. White Moss House at the northern end of the lake is believed to be the only house that Wordsworth ever purchased. He bought it for his son Willie, and the family lived there until the 1930s. Nab Cottage also overlooks the lake, once home to Thomas de Quincey, and Hartley Coleridge, the son of Samuel Taylor Coleridge.



The Watkins' 25/30 GLP26. Photograph by Alan Watkins

The routes back to our hotel criss-crossed many of the towns and lakes that we had already treated as destinations, but such were our route options, new roads and villages could be chosen to continue our enjoyment of new sights and views.

This evening we also had a Gala Dinner in the Hotel's main restaurant. Sitting at various sized tables, we enjoyed a first class meal served with enthusiasm.

For our last day Ashley had arranged some choice venues fairly close to the hotel. Holker Hall, to the west of Grange Over Sands, is surrounded by 17,000 acres of rural Cumbria encompassing a major proportion of the Cartmel Peninsula. The Holker Hall Estate is owned by Lord and Lady Cavendish who both take an active interest in protecting the wildlife & maintaining the conservation of the woodland and parkland. The Estate has a long tradition of farming through the craftsmanship of tenant farmers who produce cheese, honey, prime

Shorthorn Beef, seasonal Venison, game and the famous Holker Saltmarsh Lamb.

Nearby Cartmel was really worth a visit. It is a small ancient town, unspoilt by modern values that has a number of features such as a delightful backdrop of Cartmel Race Course, a magnificent Priory Church steeped in history, as well as a small collection of shops, pubs and restaurants, all bounded by or just off a delightful old village square. The Priory was dissolved in 1536, and four of the monks were hanged, along with ten villagers who had supported them in connection with the Pilgrimage of Grace. In normal circumstances, the Church and associated buildings would have been destroyed; however, the founder William Marshal had provided a priest and had given an altar within the church to the village. The villagers petitioned to be allowed to keep the church as it was their only place of worship, and this was granted.

Despite the villagers being allowed to keep the church, the lead was stripped from the nave, and

it was not until 1618 when George Preston, a landowner at nearby Holker Hall, provided considerable finances to allow the roof to be reinstated, that the villagers actually worshipped in the choir stalls, rather than the nave of the church. In 1643 some Roundhead troops stayed in the village, stabling their horses in the church. Bullet holes from this time are visible in the southwest door of the nave. The Church was used after the Dissolution as a prison and later between 1624 and 1790 as a Grammar School.

Cartmel Priory Church serves as the parish church. The Priory was founded in 1190 by William Marshal, created 1st Earl of Pembroke, intended for the Augustinian Canons and dedicated to Saint Mary the Virgin and Saint Michael. To support the new house William granted it the whole living of the district of Cartmel. It was first colonised by a Prior and twelve monks from Bradenstoke Priory in Wiltshire. The only other surviving monastic

building is the gatehouse which faces the village square.

On the weekend of our visit, the Priory Church hosted a flower festival to celebrate the signing of the Magna Carta. The church was the backdrop both internally and externally for a multitude of flower tableaux, all having relevance to the town or Priory's history. Even a jousting field was set out as an attraction. In the evenings, there was to be a son et lumière production, illustrating the momentous changes in the fortunes of the church and community.

Ashley and Adrienne must be commended for the tremendous amount of hard work that is needed to organize and test out such complex all-embracing routes and destinations. I must also thank Ashley for his highly detailed 'pace notes' which have been the source of much of this report.

Cars & Passengers	Year	Chassis	Bodywork	Reg.	Car & Type
Carmichael, Ashley & Adrienne with Robert and Kate Ingles	1920	47RE	Mulliner Open Drive Limousine	PX 1780	Silver Ghost
Glew, Allan & Susan	1920	89AE	Flewitt	R 4871	Silver Ghost
Tyson, Graham & Sarah	1920	97AE	Cunard	CE 454	Silver Ghost
Palmer, Brian & Joan	1921	149AG	Barker Tourer	KE6676	Silver Ghost
Kilburn, Bob & Sheila	1921	19CE		SC 6394	Silver Ghost
Crossley Cooke, David & Elspeth	1926	GOK47	Cockshoot Coupe	NE7996	20HP
Broom-Smith, Christopher & Mary	1930	GGP8	Windovers Lightweight Tourer	LS 2512	20/25
West, Stan & Angela	1929	61XJ	H J Mulliner	GC 4690	PII
Watkins, Alan & Dianne	1937	GLP26	Hooper Saloon	ERA 530	25/30

WARWICKSHIRE TOUR AND AUTUMN LUNCH, OR, 1415 AND ALL THAT... OCTOBER 20-23, 2015

Henry Fitzhugh

A wonderful drive in autumn sunshine through the scarlets and golds of the turning trees brought us to Thurgarton Priory, where Roland and Kimberley Duce were hosting a Committee meeting, with complete and wonderful overnight hospitality for all. That achieved, we repaired to Stratford-Upon-Avon, looking forward to the proper start to the Tour.

We settled in on Wednesday into the very comfortable Arden Hotel, strategically placed so that we could walk over the road to the Royal Shakespeare Theatre, come back for interval drinks, and return for pudding after a performance, all of which became important later.

On the first full day, Thursday, Ashley had given us no fewer than twenty-three possibilities for excursions. Considering that this was more than the number of cars or participants, it gave maximum opportunity to do one's own thing, which in turn led to a raucous evening dinner regaling each other with barely believable tales of our day's adventures. If I retold any, you wouldn't



The Editor admiring a Small Horsepower vehicle in the Warwick Castle Collection



Tales of the day's adventures

believe me. Your Editor chose to go to Warwick for the day – a good choice with many medieval delights to see in the form of Warwick Castle, St Mary's Church and Lord Leyster's Hospital.

In addition to the myriad possibilities of outings, Ashley and Adrienne had also arranged an evening at the Royal Shakespeare Theatre. We were also pleased that John and Lesley Stuttard were able to join us for that evening. How fitting to celebrate by taking our English (British) cars to the Home

of the Bard and to see Henry V on stage, especially as we were near the 600th Anniversary of the Battle of Agincourt. Every school-child knows about 1415 – the year the English longbowmen wiped out the French. You might think our Celebratory Lunch was only two days off the actual 600th anniversary of October 25, but really it is eight days, owing to calendar changes in the meantime. The real sixcentennial anniversary is November 2. I won't bore you with the explanation.

As an aside, I think you might want to celebrate such a Glorious Victory over the French by visiting the battlefield. You can see where it all happened around the village of Azincourt in Normandy. Of course, it now comes complete with a

visitors' centre, souvenirs, and a drive around the battlefield, accompanied by hardboard cutouts of archers, knights on horseback, and coats of arms all along the route. It is odd how the French



The Editor admiring the hand painting and complete restoration of a Silver Ghost, before she (the car) goes off to America



Allan Glew proudly caresses newly manufactured hub and brake parts.

celebrate their defeats, but what else can you do if you haven't won a war for 600 years?

On Friday morning, we had a chance to visit Allan Glew's workshop near Draycott, a feast for the eyes on the wonderful Ghost he was just finishing as well as a Phantom II. His workshop does complete restorations to an extremely high and even bespoke standard – witness the hand painted (owner's preference) bodywork below. His workshop also specialises in remanufacture of hundreds of parts for early Rolls-Royces – everything from small bits like registration plate holders, to heavy chassis parts. Most impressive were the remanufactured hubs and brakes on display, all made from scratch on modern CNC equipment in the same workshop from new castings. It is certainly a comfort to know that such major components are now available.



A bit of ad-hoc assistance courtesy of Allan Glew.

There is nothing like hard work on cars to build up the appetite, and Ashley and Adrienne had foreseen our need, so we repaired to The Pudding Club in Mickelton for the Autumn Lunch. We were fortunately joined by more Members and immediately set down to convivial conversation, whilst all the while wondering what would follow the delightful main courses. Suffice to say the Pudding Club lived up to its promise, as you can see.



Three sorrowful cars going home for the winter. The Watkins' 25/30 GLP26, the Bowyers' Silver Ghost PX1780, and the Fidlers' Silver Ghost 36FM.



The Pudding Club lives up to its name, and who can resist?

The end came all too soon, with many having to get away before nightfall. It was a very enjoyable tour, graced by good weather, autumn trees in full glory, just the right amount of driving, and good

cheer and bonhomie amongst all. Now, some cars, but not all by any means, can go into cosily into winter hibernation with fond memories.

Cars & Passengers	Year	Chassis	Bodywork	Reg.	Car & Type
Carmichael, Ashley & Adrienne	1920	47RE	Mulliner Open Drive Limousine	PX1780	Silver Ghost
Bowyer, Alfred & Val				PX1780	Silver Ghost
Hilditch, Michael & Linda	1920	50RE	Barker Tourer	MH2245	Silver Ghost
Palmer, Brian & Joan					
Fidler, Brian & Wendy	1923	36EM	Hooper Limousine	XR 4398	Silver Ghost
Crossley Cooke, David & Elspeth	1926	GOK47	Cockshoot Doctors Coupe	NE7996	20HP
Beach-Thomas Anthony & Teddy	1929	81XJ	Barker Sports Sedan	GC2819	Phantom II
Stuttard, Sir John & Lady Lesley					
Fitzhugh, Henry & Rosemary	1937	GRP4	Park Ward Touring Limousine	ELH113	25/30
Watkins, Alan & Dianne	1937	GLP26	Hooper Saloon	ERA530	25/30

Friday Lunch

Baird, Guy & Guede	1925	GCK43	Park Ward Limousine	YM9546	20HP
Keuning, Fokko	1933	47MW	Barker Sports Saloon	OX45	Phantom II
Gray-Fisk, Delphine	1933	152MY	Wilkinson Open Tourer	825XUT	Phantom II
Armitage, Anthony & Gillian	1928	65CL	Barker	TY5221	Phantom I

INTERVIEW WITH JOHN FASAL

Editor

December 2015

John Fasal is the author of *The Rolls-Royce Twenty* (1979) and, with Bryan Goodman, of *The Edwardian Rolls-Royce* (1994) and is also the publisher of *The Rolls-Royce Wraith* by Tom Clarke (1986). He very kindly agreed to be interviewed by the Editor and her husband. We were enormously privileged to spend an afternoon with John and his partner Tara, to see the wonderful cars and to hear something about his life. Our first glimpse of his work was when he pulled the curtains back to reveal the Durbar Hall. You can only imagine the astonishment we felt when we saw it. Our President the Duke of Gloucester opened the Hall in September 2012 at a party for India enthusiasts including the late Lord Montagu of Beaulieu.



The Durbar Hall, complete with 42GO. Photo taken before Editor's visit, courtesy John Fasal.

Ed: How many Rolls-Royces do you own at present?

JF: Well, I have three on the road: two Ghosts of 1910 & 1919 and a 1922 Twenty. But I also have a "Project", which is a replica of the 1908 'balloon car' of C.S.Rolls.

Ed: What prompted you to buy your first Rolls-Royce?

JF: That was in August 1964. At that stage I was training in the antiques business and I used to visit the Portobello Road most Saturdays. Nearby was a dealer and restorer of paintings, A. Fiddes Watt in Ledbury Road who owned three Rolls-Royces and front of the line was a somewhat old fashioned and sad looking Twenty of 1928 (chassis GBM38) Park Ward saloon with division. The dealer wanted £250 for it, but after an afternoon's hard bargaining he got fed up with

my questions and I managed to get it for £100. I drove the car home to my mother's house in Hampstead where my uncle was visiting for tea and he came to see the car in its neglected state and returned to the inform the family that 'at least his first car is a Rolls-Royce'.

Cricklewood Lane in 1923 and left Hythe Road, then under R.F.Messervy as the head outside tester in 1947 to set up on his own. I was very keen to learn all about the cars, the Company and its history and Reg introduced me to many of 'the old school' with whom he had worked and



John's first Twenty, GBM38, before restoration! Photograph John Fasal.

Ed: How did you set about the restoration of GBM38?

JF: Locally in Kidderpore Avenue was a 20/25 Park Ward limousine owned by Harold Craxton (father of the accomplished oboe player Janet Craxton). They suggested I contact Reginald Burlingham in Daleham Mews, Hampstead, who looked after their car, so I went to see him. His first words of encouragement when seeing the car were 'burn it' – my new car! Needless to say I ignored this and found local craftsmen to restore the coachwork including Norman Gerrard, an ex-Windovers trimmer, to do the hood and interior. When I returned to Reg Burlingham at Somerton Motors four months later, he was amazed to see the transformation and took the car in for all the necessary mechanical work. I gave up my job as a cabinet maker's improver in Camden Town and worked with Reg Burlingham on mainly the small horsepower Rolls and Bentley cars. Reg had joined the Rolls-Royce Repair Depot in

known. I found it absolutely fascinating.

Many of our clients were Harley Street doctors with Mk.VI Bentleys, people in the film world, Laurie Dalton and Johnnie Green, the Hellings family (20-Ghost Club members with two Twenties and a 20/25) and a large variety of interesting owners. Paul and Andrew Wood used to come up to see Reg Burlingham and borrow specialist equipment and learn more from the master. He was a wonderful Instructor with a great sense of humour and common sense. My insatiable curiosity led me to meet many of the car dealers, scrap yard owners, collectors, motoring authors and enthusiasts throughout the world. What a privilege to meet and befriend so many mentors on this amazing journey. Names that will be familiar to many readers such as Stanley Sears, Commander Hugh Keller, Bill Boddy of 'Motor Sport', Bunty Scott-Moncrieff, F.G.Wade-Palmer in Romsey, John Oldham in Jersey, C.W.Morton in Derby, Jimmy Skinner in

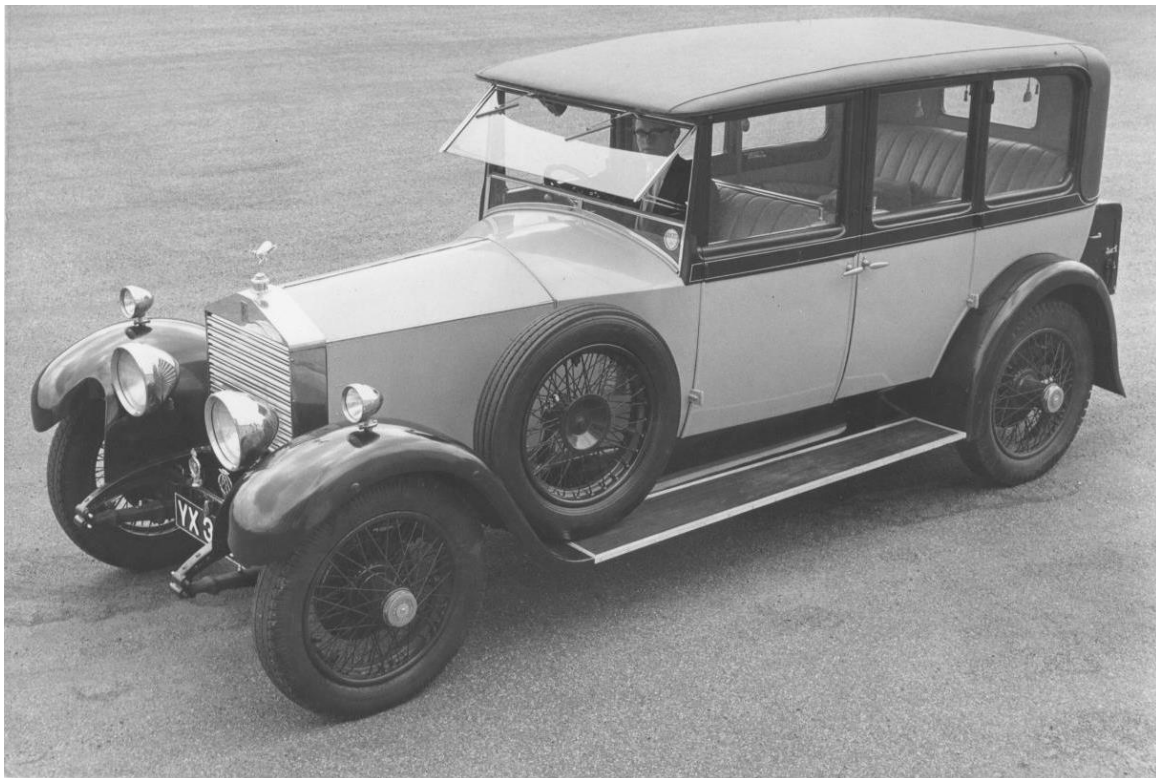
Basingstoke, to mention just a few of so many who inspired and encouraged my interest and research and who sadly have passed away.

Ed: And how did you first go to India?

JF: Whilst compiling material for my first book, I was able to visit and track down fifty-one personnel who served in the Rolls-Royce Company during the period of the 1920s – all were modest about the important part they played in the teamwork that made the firm so great.

Sydney, all to save up for the onward journeys to Malaya, Hong Kong, Thailand, and best of all INDIA.

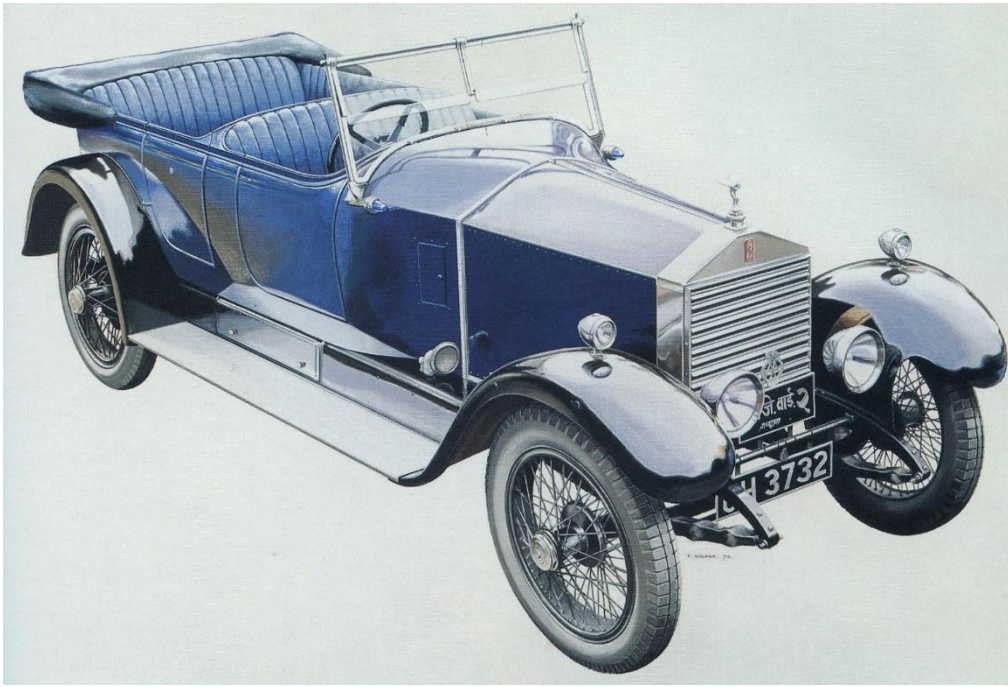
The most fortunate move was always flying with Air India since the beautiful airline hostesses all came from good families who had been to school with members of India's royal families, many of whom owned Rolls and Bentley cars. Upon landing in Calcutta on the 16th August 1967, I had fifteen introductions to the Princely families of Darbhanga, Cooch Behar, Mayurbhanj (these three families alone owned 26 Rolls-Royces and



GBM38, after restoration, with John at the wheel. Photograph courtesy of John Fasal

My real great adventure began in April 1966 when I set sail across the Atlantic in the Cunard liner SS Carinthia from Liverpool to Montreal. Armed with my copy of the RROC membership directory and a Greyhound bus ticket for that amazing offer of \$99 for 99 days I traversed the USA six times visiting every State except Alaska, seeing hundreds of Rolls-Royce cars and colourful owners such as Millard Newman, James Leake, Winthrop Rockefeller, Tony Curtis, William Harrah, John McFarlane, John de Campi, all sadly departed. I then went onto Hawaii, Fiji, New Zealand and my native Australia where I got jobs with a supermarket in Alice Springs, a car wash in Melbourne and a furniture business in

eight Bentleys between them), as well as other business people and Zamindars (land owners). But what a shock to find oneself amongst the teeming millions, traffic, monsoon rains, heat and dust and travelling by third class railway, crammed in like a sardine and abolished since those days. It was under these circumstances that I was so deeply touched by the humanity of the people who would offer a stranger a share of their modest meal on these long hot journeys. What a fantastic people in an equally amazing land of extremes that has a way of calling you back time and again. In March this year Tara and I made my 25th return trip to India.



42G0, from Fasal J. *The Rolls-Royce Twenty*, page 269

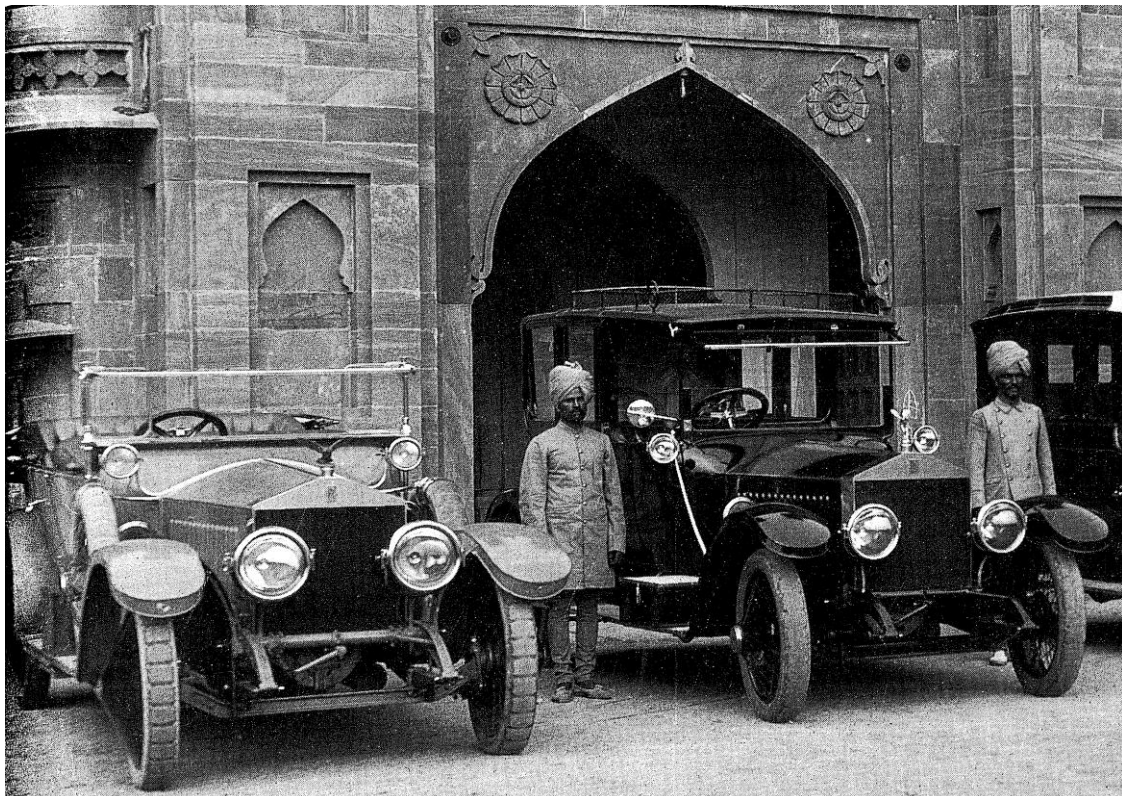
At that point, John asked us if we would like to see his archives and the cars. He has pictures of all the Maharajas who owned Rolls-Royces (of which there were often many) on the walls of the Durbar Hall. John knows personally many of their descendants. He has an amazing collection of material on Indian Heraldry, and photographs of some truly wonderful cars, many taken in India. Apparently coats of arms were drawn up for the various rulers when Queen Victoria became Empress in 1877. He showed us a book, for which he had bid successfully at auction, with the designs, many hand drawn. His knowledge of Indian Rolls-Royces, and the background of the rulers who owned them, can be second to none. One photograph showed a Throne Car for the Nizam of Hyderabad, built (in England) by Barker. His archives of drawings, photographs and notes have taken a lifetime to collect and fill many filing cabinets and indeed several rooms. The delights of the archives did not, however, quite prepare us for our next surprise, which was to see John's three roadworthy cars, all of which have an Indian connection, and the "Project".

Ed: Could you tell us about the Twenty you own now, 42G0?

JF: It started with a phone call in 1969 from Harry Fergusson-Wood of Jack Barclay (Service) Ltd. in Battersea, asking about a car with a chassis number (only) which he had seen advertised in the *Times of India*. The Nathdwara Temple Board wanted to dispose of their 1924 20hp. I realised that it was the first series Twenty of 1922 and the 20th 20hp production car, fitted with a Barker 'barrel sided' tourer body. It went out as a demonstration car and was later sold to the Maharana of Udaipur, India's oldest ruling family of the State of Mewar covering an area of 12,750 square miles. This family had owned six 20hp cars and 12 Rolls-Royces in total. 42G0 was given to the temple of Nathdwara. It was one of the last vintage cars to be officially allowed out of India in 1969 before the Government of India forbade the export of their 'National Heritage'. I had stayed with members of the distinguished Thackersey family in Bombay and the senior was Chairman of the State Bank of India; by opening a letter of credit, all the arrangements went smoothly. It cost £100 to ship the car to Liverpool 'open deck cargo'. We restored the car in 1972 and took part in the trial run of the Great Alpine Rally to Austria. It ran like a dream and took part in the main event in 1973. I still have it now.



42G0 bowling along in India. Photograph courtesy of John Fasal



60LB, BARODA 3 (on the right), when owned by the Maharaja of Jodphur. A 1913 Barker tourer 2600 is standing on the left. From Fasal J. and Goodman B. *The Edwardian Rolls-Royce* page 781. Photograph courtesy of John Fasal



John standing with Silver Ghost 1419. Photograph courtesy of John Fasal

Ed: How do you find driving a Twenty, compared with a Ghost?

JF: The Twenty is a delight to drive, quiet, economical, utterly reliable, just remember to keep more distance from the car in front, bearing in mind that 42G0 only has rear wheel brakes. The Ghost is a more impressive machine and one is always conscious of its stature, its important place in the history of Rolls-Royce and that it is known throughout the world as 'the best'. One feels the privilege of being the custodian of such a masterpiece and with elegant coachwork, what could be finer in motoring terms for its age and significance in the eyes of discerning enthusiasts?

Ed: Do tell us about your first Ghost, the 1914 (60LB) BARODA 3.

JF: The research into the India book took me down to see Ken Senior in Chertsey where his collection included this Silver Ghost and an ex-India 1926 Phantom I (61NC) Barker tourer. 60LB was a totally original H.J.Mulliner open-drive landaulette registered in Derby, R 2349. It was originally supplied to the Maharaja of Baroda for his wife. He had 27 of these cars. She was quite a character. When I got it, it was in really

shocking colours – a sickly brown and cream, with a purple interior. The Rolls-Royce archives disclose that it was originally a dark maroon and black in colour, with fawn upholstery. It was owned by the Maharaja of Jodhpur after the Maharajah of Baroda. I sold this car a while ago, and it is now in New York.

Ed: Could you tell us about how you acquired your Ghost 1419, the 1910 Roi des Belges?

JF: A fellow Club member, Michael Sapsford in Sussex, said to me one day in May 1994 "would you like a challenge? So I went to see him. He had a rusty farm trailer, with its front axle bearing nickel hub caps. It had been acquired by Brian Thompson of Staplehurst, Kent for £50 in 1994. I traced the origin of this chassis frame which had alterations carried out by the Company such as fitting an L to E type dashboard and bonnet; and radiator suspension bracket modernised in May 1913 (there is an illustration at the top of page 341 of *The Edwardian Rolls-Royce*). It was fortunate that a period engine came up for sale at the Aaholm Castle Museum in Denmark formed by Baron Johan Otto Raben-Levetzau. The

engine (no. 1359) plus its radiator had been found powering a motor boat! It was only in December 1997 that I was finally able to acquire these important parts, collected from the Heritage Motor Museum in Gaydon by Allan Glew and his team who carried out the lion's share of the chassis rebuild including a three-speed gearbox. The Roi des Belges body was replicated from an original body which Peter Vacher had brought back from New Zealand, the work carried out in our farm building and later improved and painted by Steve Penny.

Lord Montagu helped with the research into the early history of 1419 which was owned by Charles Braun of *The Car* and turned up articles illustrating its tour of Cornwall in March 1913. It carried the nameplate "Shadow". We were pleased when the DVLA. Re-united the chassis with its original Derby registration R 860 which is fortunately recorded in the Company papers.

Prince Richard of Gloucester accompanied us at the Rockingham Castle rally in June 2010 when the car was awarded first prize, a fitting accolade to celebrate its 100 years!



1419, as acquired by John - chassis only! Photograph J. Fasal

Ed: What about your other Ghost, 32PP?

JF: This is truly an exceptional car. I first saw in 1965 three pages of illustrations of Barker coachwork on Ghosts in the April 1958 edition of the American RROC publication *The Flying Lady* and on page 324 was something rather special! At the time, I never dreamed that one day I might be the custodian of this Barker bodied flamboyant 'art-deco' polished aluminium torpedo skiff (no doors). It was Henri

Labourdette of Paris who built a number of skiff bodies on the 40/50 hp model such as the 1913 (29NA) used as the 1914 Monte Carlo Trials car; 35 NA, 2EB and others. This futuristic design could have been the inspiration for His Highness the Maharaja of Patiala to order a High Speed 'Alpine Eagle' chassis in July 1915 (originally allocated as 11PD) and in December 1915 he ordered a 'special open touring' body by his favoured coachbuilder Barker & Co. Due to the War effort many of the 'PD' Series were 'postponed' to emerge in 1919 as 'PP' Series and 32 PP was designated for Patiala. (The previous chassis went to the Prince of Wales). 32 PP was used to convey the Prince during his Royal Tour of India in February 1922. The Maharaja took delivery of the car at his London address: The Savoy Hotel, where he would regularly hire the entire top floor for his huge entourage. He went on to own a total of 25 Silver Ghosts!

During my third extensive research trip throughout India I visited the Parsee owner of the Amritsar Ice Factory, Rustom Ardeshir Boga, only to learn that he had sold the car a few years earlier. He gave me various photos of the car which was given to him in 1932 by His Highness the Maharaja of Patiala, on the condition that it never was to be driven again in the State of Patiala. The sad reason was that one of his Princesses had been killed in an accident. It was in 1935 on a trip to the Hill Station of Mussoorie in Dehra Dun District that Rustom had an accident and left the road, breaking his arm and collar bone. The coachwork suffered and was removed and the petrol tank was replaced. It was Mr. Boga's intention to restore the torpedo skiff but in the meantime a simple flat-bed truck body was made and the family used it for rare outings and picnics. Standing within the confines of the ice factory and the use of salt in the manufacturing of blocks of ice caused heavy corrosion to the nickel parts in particular.

It was in September 1969 in the Blue Star Garage in Fortune Green Road, West Hampstead that I saw 32PP in the corner of a top floor garage containing many of the cars returning from India. I was present when Chris Renwick and Charles Howard were moving cars and the Silver Ghost connoisseur Jeremy Bacon (Editor of *The Rolls-Royce Owner*) purchased & drove 32PP up onto a trailer.



32PP (on the right!). The driver of the car on the left must have felt a bit embarrassed. Photograph courtesy of John Fasal

Thirty one years later Jeremy phoned me to say he was buying a steam car and would I still like to acquire the Ghost? I had been supplying him with photos of this wonderful chassis over the decades and if it had been put into a public sale I am sure that with its provenance and period pictures I would not have had a chance of this unique car. Again it stood for another 13 years in our building and finally we have spent the past year attending to the chassis. In July last year we held a party in our Durbar Hall and a number of car enthusiasts such as Tom Purves (former C.E.O. of Rolls-Royce Goodwood), Sir William McAlpine, Peter Vacher and others enjoyed driving the running chassis. This year we hope to finish the coachwork.

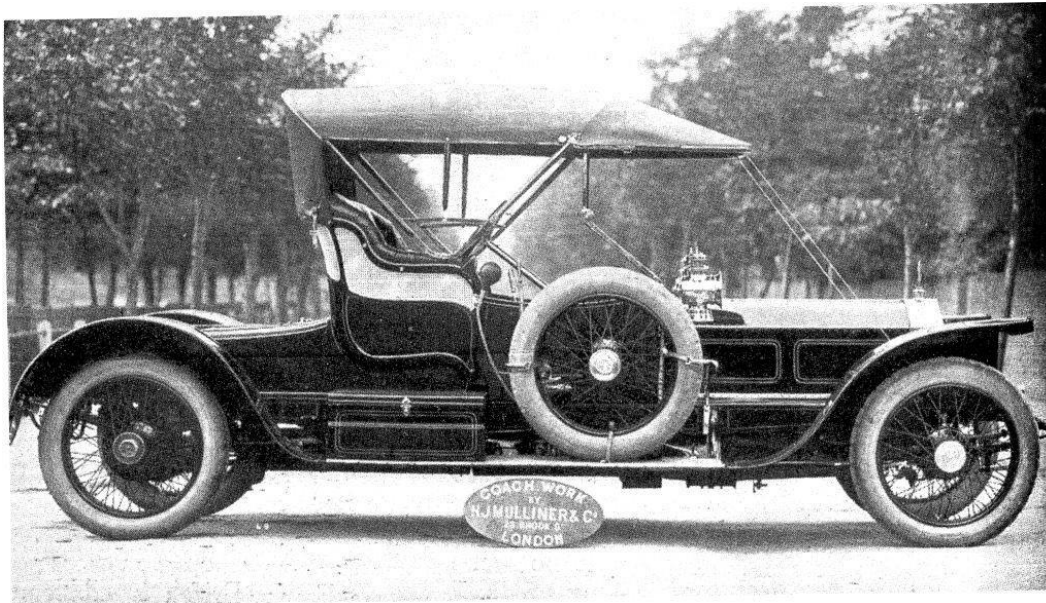
Ed: And the Project?

JF: This is a replica of the 1908 (chassis 60785) the H.J.Mulliner balloon car supplied to the Hon. C.S.Rolls, South Lodge, Rutland Gate, S.W. This car had been confused with being named 'Silver Rogue' a 70 hp on chassis 60737 and 'The Cookie' another 70 hp on chassis 60707. Sadly no 70 hp cars are known to survive and the balloon car of Rolls was a standard 40/50 hp. Over a decade ago I acquired the front end of a very early

chassis frame that originated from the late Cecil Bendall of Hitchin. I have admired two seater bodies and three have come to my attention over the years, the last being a polished wooden example built by Wilkinson of Derby in 1973 that was on the 1911 Ghost (1582) originally sold to the Duke of Buccleuch. The two-seater body we intend to mount on the chassis was the closest I have seen to that supplied to Rolls. Illustrating this car in *The Tatler* in September 1908 H.Massac Buist describes the coachwork as a 'special Victoria de luxe'. It was on the 28th May 1966 that I saw this attractive body mounted on the 1910 (chassis 1334) in the huge collection of Bill Harrah in Reno, Nevada.

Like all worthwhile 'projects' a great deal of research is needed to complete the task and have a satisfactory result and a huge amount of good luck is required. Five period photos of Rolls and his car have come to light, some from the archive of Jeremy Bacon.

On the demise of Mr. Harrah, much of his famous car collection (over 1500 cars) were dispersed and the Ward brothers from Yorkshire acquired 1334 and visited us with an interest in our Roi des Belges body which was completed. They have since had a fine four-seater body made



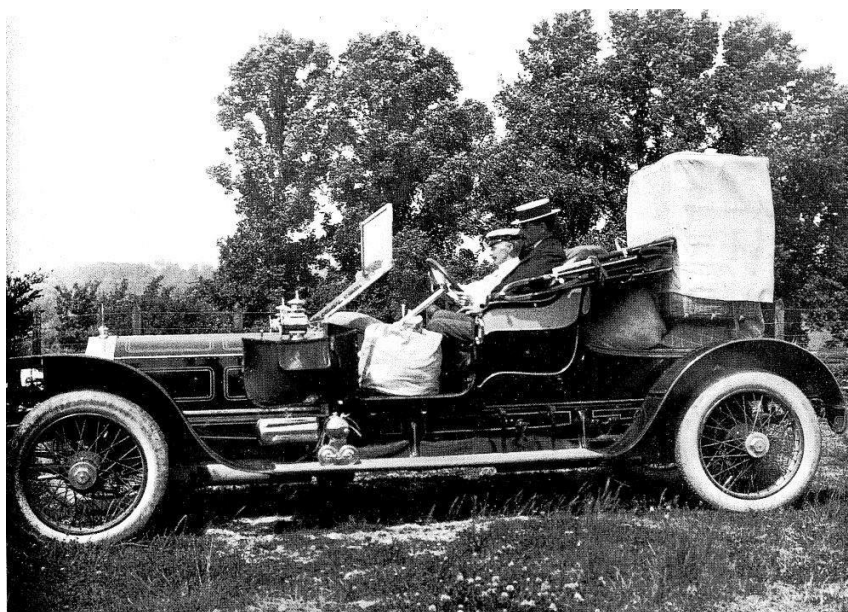
The Hon. Charles Rolls' 1908 Balloon Car, 60785.
From Fasal J. and Goodman B. *The Edwardian Rolls-Royce* page 216

for their 1910 Ghost and put the two-seater Harrah built body into a Bonhams auction at Rockingham Castle in June 2011. Tara and I inspected the various auction lots and she asked if she could sit in the seat of the 'balloon car' which she found so comfortable, and I decided to 'have a go' but the phone bidder was more enthusiastic than we would have liked! Fortunately luck was on our side and along with the body was its screen, running boards, four leather wings and in another lot the very rare early

type of front axle with a gentle 'dip' in the centre as fitted to the '700 -900' series. Over the years I have managed to track down a fine set of the Rudge-Whitworth wire wheels, all the correct lamps, instruments, rear axle parts, but many engine and gearbox items are still needed. I live in hope!

Ed: Could you tell us a bit about the trips you have been on in these various cars ?

JF: Taking part in the first RREC rally to the Loire in my first Twenty (GBM38) with fuel sponsorship by courtesy of BP in June 1965 was a great adventure. The various chateau owners gave us plenty of wine and the Count de Fleury presented me with a case of his De Neuville Champagne. I met in Angers Thierry Cabanne who became a firm friend and he took us to lunch with the Count de Romain alongside the river. The Count worked for the Michelin Tyre Company in London in 1928 and gave a crate of wine to the car and a case for Monsieur Fasal. The house of Courvoisier invited us to a splendid lunch and plied us with



The Hon. Charles Rolls' 1908 Balloon Car, 60785, with the balloon on the back.
From Fasal J. and Goodman B. *The Edwardian Rolls-Royce* page 217

boxes of their products. On returning to the UK customs and declaring that 'the back of the car was full of wines' the duty officer just flagged us back with a welcoming salute - maybe that is part of the magic of Rolls-Royce. The trial run in 1972 of the Great Alpine Rally to Austria and the main event the following year in the Twenty (42G0) were memorable events. Later we went in the same car to Norway.

Taking part in the inaugural Silver Ghost Rally in Echuca, Victoria with Peter Vacher in the 1910 (1425) Roi des Belges by courtesy of John & Rae Kennedy and Ian Irwin in May 1994 and the delights of driving Edwardian Ghosts of David Jones (1910E) and Jim Weir (1958) under slung type suspension, originally an Indian demonstration car sold to the Maharaja of Patiala. Taking part in vintage rallies in Delhi and Calcutta in various cars; driving with Millard Newman in his 1912 (2011) Lto E tourer around the beautiful scenery on the West coast of Ireland. Driving Keith Wherry from Sydney in his wonderful 1912 (2133) Lto E tourer around the West coast of Scotland in the summer of 1997.

By courtesy of Alan Campbell driving the 1911 (1521) two-seater on the Wholly Ghost Rally in Kentucky & Tennessee during May 2006.

These are just a few of the wonderful experiences of driving these magical cars in different parts of the world with enormous gratitude to the owners who entrusted and shared the joys with another fellow enthusiast.

Ed: Is it the individual histories of these cars that makes them so special, in your opinion?

JF: Yes, I suppose that is partly it. The cars of course are marvellous, but it is the people! I met 52 of the workforce who worked at Rolls-Royce in London and Derby, designers under Royce at

West Wittering, Len Cox from Conduit Street who joined Charles Rolls in 1905 and was driving his Jaguar in Poole, Dorset in his 100th year. There was Wilfrid Goose who assisted Len Kirby in Bombay in the 1913; Eric Birkett who joined the Bombay depot in 1924; Bert Ward who joined the Sydney depot in August 1916. There was Carlos de Salamanca, the famous Spanish agent in Madrid and so many other names associated with the success of the Company. They were all modest in the part they played and the engineers worked under considerable discipline to standards that have proved their value more than a century on.

If only the cars could talk! There would be a plethora of recollections like those depicted in the 1962 film *Lawrence of Arabia* with chassis 34PE, 18NE, 82EM and 68RM or that charming film in 1964 *The Yellow Rolls-Royce* starring the 1931 Phantom II (9JS).

I like cars with a provenance as it makes the research a never ending fascination together with the colourful owners of yesteryear car!

Ed.: how much of the work do you do yourself?

JF: I like doing the mechanical work.

Ed's comment: this is surely the understatement of the year! John's passion for these cars shines through.

Ed: And Tara, which of the cars do you like best?

Tara: I like the 1910 Ghost. It feels like a real car. But I like the history, the gentility, and the grace of all of them.

Ed. Henry and I could have stayed with John and Tara all night, but did not like to overstay our welcome. Before we left, John treated us to a tune on a 1920s Steinway Pianola, which can also be played as a traditional piano. Sadly it was not mounted in the back of a Silver Ghost, but we live in hope! It has been humbling to meet John, and see the true passion he has for these cars, and everything associated with them. I am conscious that an article like this can only skim the surface of a huge amount of learning. There is only one solution – a book, and we look forward to reading more about these and other wonderful cars when John's book on the Indian Rolls-Royces comes out – we hope in the course of 2016.

UNDERSTANDING HUBS

Nigel Hughes

Understanding Hubs

Bryan McGee has posted a very good article on hub removal on the 20-Ghost Club Website. The following is a set of warnings on how to avoid damage to hub parts and is intended to be complementary to Bryan's excellent piece.

In maintaining your Pre-1940 Rolls-Royce yourself, after mastering lubrication and adjustments outlined in the Owner's Handbook, the most likely next step is servicing of the brakes. This can arise when they need re-lining or, more likely, are oiled up. The brake drums are fixed to the hubs and have to be removed together. **DO NOT EVEN THINK ABOUT DOING THIS WITHOUT THE CORRECT TOOLS AND THE KNOWLEDGE OF HOW TO USE THEM.**

Over the past 55 years of working on pre-war Rolls-Royces, I have regularly found serious damage to hub components, presumably from a combination of ignorance and clumsiness. Here, I will try to supply the information you need in order to avoid damage. We will start with front hubs and drums as they are less complex than the rears.

Fig. 1 shows an exploded view of a mid-1930s hub as fitted to 20/25, 25/30 and PII and PIII. Other hubs are similar, apart from very early cars. This illustration comes from Rolls-Royce Service Instruction leaflet RRV1, which is just one of the many included in R-R publication TSD2066. Get a copy if you are serious about understanding your car and working on it. The only things which are no longer valid are the lists of lubricants, all of which are now superseded.

OK, lets take your hub to pieces. Most of the required tools are illustrated in Fig. 2. You will already have jacked up the car and supported it securely, with handbrake firmly applied and removed the wheel and wheel nut. The next thing to remove is the chromium or nickel-plated sliding barrel (F in Fig. 1) which locks the wheel nut and is depressed by the wheel spanner when removing or re-fitting a wheel. On cars before circa 1932, there is a screw in the hub centre which can be removed for lubrication, but can also take a simple but very effective tool which pushes the sliding barrel inwards. Later cars did not have this luxury, but instead displayed the linked letters R-R on the hub centre. The sliding barrel has to be pushed inwards far enough to enable the spring ring E, which retains it, to be prised out of its groove in the hub shell. Easy for early cars. Bl*dy near impossible for later cars without risking damage to the barrel and yourself, as the barrel comes flying out when released, ending up in your chest or the other side of the workshop. I recently devised a crude but effective way of depressing and releasing the barrel (Fig. 3). I made a plywood disc the diameter of the barrel, with the middle machined out to go over the grease cap. A two-legged extractor completed the kit as shown. The extractor has to pull on the hub threads and, to avoid damage,

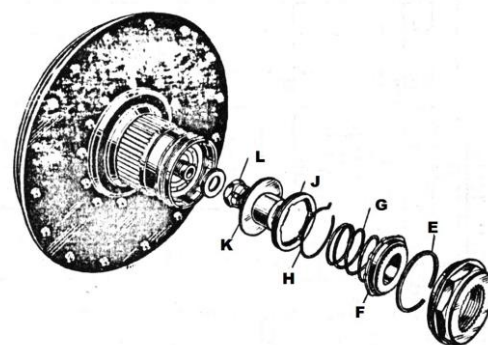


Fig. 1



Fig. 2



Fig. 3

these were protected with masking tape. Once the barrel and its massive spring G are removed, it is time to tackle the grease cap K. On SG and probably PI, the grease cap itself is screwed into the hub shell. In other cases, it is retained by an internally slotted ring nut J. These nuts are routinely found damaged. In Fig. 4, the one on the right has been attacked with a cold chisel, in an attempt to remove it. A new one is on the left. Aside from not having the right tool, a problem is that these nuts are differently handed on opposite sides of the car. Sir Henry kindly marked both the hubs and the nuts to show the right direction to turn them for removal. Original nuts were marked LH or RH. This is for Left Hand or Right Hand thread. Replacements may be marked with an arrow and the word 'off'. Hub markings are shown in Figs 5 & 6.



Fig. 4

These are from the right or offside front hub. THEY DO NOT TELL YOU WHICH SIDE THE HUB



Fig. 5

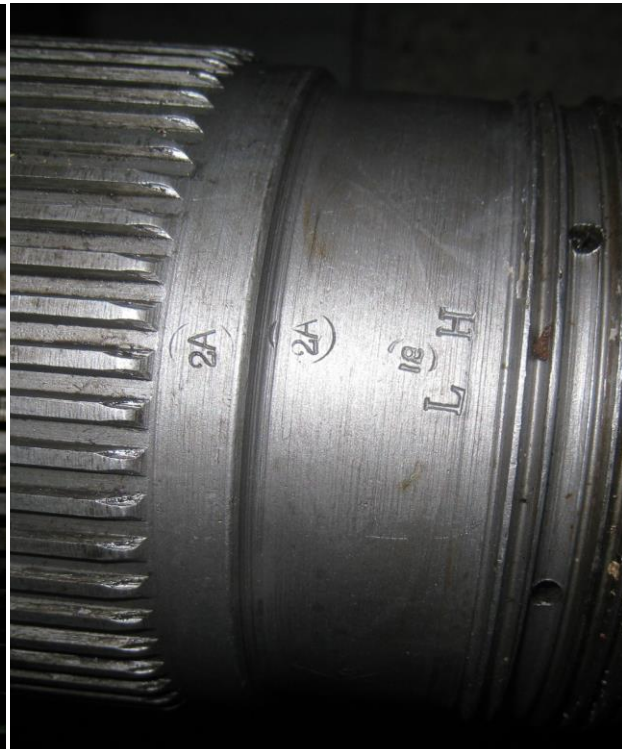


Fig. 6

COMES FROM, but the handing of the threads inside the hub shell next to the marks. The nut J is locked by a spring ring H which is prised out of its groove in the nut. Now, if you have wing nut brake adjustment, you can lock the hub by tightening the adjuster to hold the brakes firmly on. Otherwise, lock the brake by using a 'G' clamp to hold the brake lever against the front axle. Fit the special spanner with a bar at least 18" long and turn the nut in the indicated direction to remove it. This may require an even longer tommy bar, preferably held centrally in the spanner and used with both hands. In the case of the front hubs, this nut should be quite tight, as it takes cornering loads from the outer race of the outer wheel bearing. Pull off the grease cap K and you will see the stub axle nut L. Off with the split pin and use either the official R-R box spanner or a socket spanner to remove it. The nut has a thread oppositely handed to the grease cap retaining nut. Again, it should be quite tight as it holds the whole assembly on

the stub axle. Remove the spacer washer and you are ready to extract the hub with the puller. **DON'T FORGET TO RELEASE THE BRAKES FIRST, IF YOU HAVE LOCKED THEM ON.**

It would be simple to say that reassembly is the reverse of dismantling. There are a few things to make life difficult however. Firstly, the bearings can be quite tight on the stub axle. Pushing the hub back onto the axle by hand may not take it very far and it is likely that the nut L will not catch on the stub axle threads, even without the washer in place. **DO NOT BELT THE OUTER EDGE OF THE HUB WITH A HAMMER IN AN ATTEMPT TO DRIVE IT INTO PLACE.** This will critically damage the thin edge of the hub shell where it is grooved to take the spring ring E. Less damage is likely if the nut L is slipped onto the protruding end of the stub axle, without the washer, and a soft hammer used on the nut to drive the assembly home. Tap the nut once and check whether the threads can be engaged. When they can, tighten the nut finger tight, tap it once again with the soft hammer and tighten again. Do this over and over until the threads are well engaged and the nut can safely be tightened by spanner. Remove the nut, fit the washer and tighten the nut. Alternatively, use a piece of tube about the diameter of the inner race of the wheel bearing and drive it into position with that. As there are six split pin holes in the nut and four in the stub axle, the split pin can be fitted every 30 degrees of rotation of the nut. If what feels to be the correct torque, as judged using a 12" tommy bar, takes you beyond all available split pin holes, it is permissible to heave a little harder or back off the nut very slightly. Unless parts have been replaced, this should work. However, it may be necessary to take a few thousandths of an inch off the nut to get a nice fit. This is a job for a lathe, not a file. It is important that the outer end of the split pin should bed well down into the appropriate slot in the nut. Some split pins are not as nicely shaped as originals and may need squeezing in a vice to get them to fit. If this is not done, there is a risk that the split pin will foul the grease cap.

Re-fitting the grease cap retaining nut is the next headache. There are five holes in the hub shell and six in the nut for the spring locking ring. One of the pairs of holes will line up every 12 degrees. Considerable trial and error can be required to get the nut tight and a pair of holes aligned. If parts have been swapped, even when the holes are aligned circumferentially, they may not line up axially and the tang of the spring ring may refuse to enter the holes. Putting a 1/8" reamer or drill through the chosen pair of holes from the outside of the hub may be necessary to ease the fit.

Rear Hubs

Rear hubs are complicated by the need to transmit the drive from the half shafts to the hubs. See Fig.7. All the precautions on handling of the various threads apply as for the front hubs and dismantling down to removal of the grease cap is identical between front and rear hubs. The handbrake will conveniently stop the hub rotating while these parts are removed. Removal of the grease cap reveals the axle shaft nut locked with a split pin and with a washer and spacer behind it. A strong pair of side cutting pliers can help in removing the split pin. A new one will be needed on reassembly. The nut does not need to be tight, but often is. A socket spanner with a long bar will do the job. Once the nut is off, you are presented with the driving dog, internally splined to take drive from the half shaft and externally splined to drive the hub. The driving dog is supposed to be a light driving fit in the hub. Wear is common and produces audible clonks when taking up the drive. A range of oversize dogs is available and the Rolls-Royce London Repair Depot used to hammer in the next available oversize. This could result in a very tight fit. The driving dog has two 5/16 BSF threaded holes which are intended to work with a driving

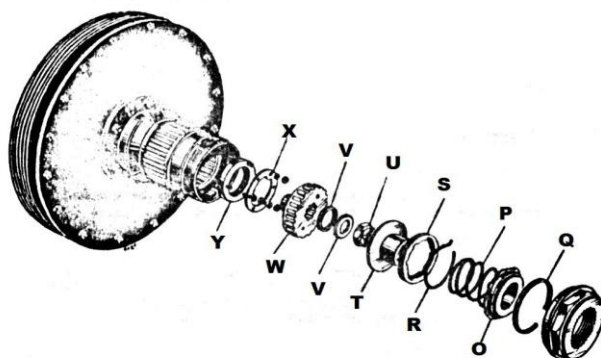


Fig. 7

dog extractor. Sometimes, worn driving dogs can simply be pulled out by hand, using a couple of bolts through the threaded holes. A suitable extractor is available from Fiennes Restoration Fig. 8.



Fig. 8

When the driving dog has been extracted, you are faced with the axle tube nut, requiring the three pin spanner shown in Fig. 2. First, you remove three 2 BA nuts and spring washers to enable the locking plate to be removed. The axle tube nut is responsible for holding the hub on the axle and needs to be tight. So, again, you may need a long tommy bar in the spanner to get the nut undone, perhaps as much as two feet long. Again, take care to check the handing of the threads. The nut is marked 'off' with an arrow. To avoid the spanner rocking on the nut, use the tommy bar held centrally and apply pressure towards the nut. These nuts are routinely found to have been damaged. I recently devised an alternative means of avoiding damage by holding the spanner firmly in place while pressure is applied to release it. See Fig. 9. This type of extractor has two arms which are slid along the crossbar to the desired width. Once tension is applied to the puller, the arms lock firmly to the crossbar and will not slip off the job. With the axle tube nut released, it is time to pull off the brake drum and hub. **DON'T FORGET TO RELEASE THE HANDBRAKE FIRST.**

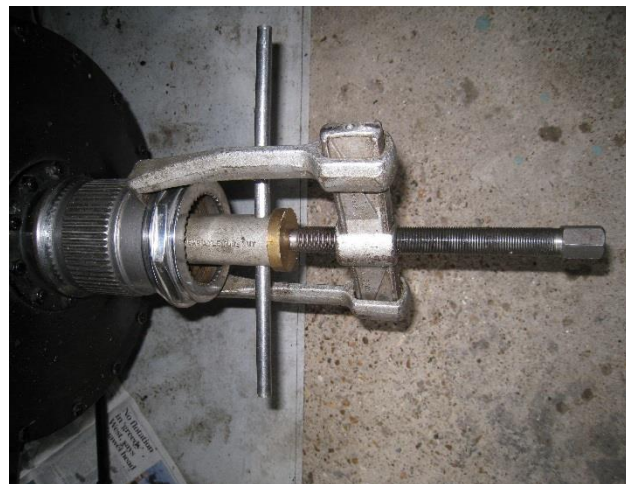


Fig. 9

During reassembly, note that the axle tube nut and its locking plate form a Vernier arrangement similar to those described for the front hubs and care is needed to get the nut tight and the locking plate suitably aligned. Note also that the driving dog has end float on its splines and the axle shaft nut does not take any cornering loads. It needs only to be moderately tight.

The same applies to the grease cap retaining nut on rear hubs. If you are going beyond access to the brakes and need to replace the wheel bearings, you will need to remove the large retainer for the inner bearing. This takes several forms, but in all cases it requires care in removal and, again, appears in both left hand and right hand threaded versions.

The rear hub bearing retainers look like a large version of the many 'C' spanner nuts found on the cars. If you have a large and well fitting 'C' spanner without too long a handle, this can be used without causing damage. I used to have an adjustable 'C' spanner with a cut down handle which fitted inside the brake drum and worked fine. I expect that Rolls-Royce had a workshop tool which was like an enormous version of the spanner for the grease cap retaining nut. A front hub inner bearing retainer is shown in position in a brake drum in Fig. 10.



Fig. 10

These retainers are delicate and beautiful, but often butchered – see Fig. 11. Again they are marked with the correct direction for removal but damaged by use of the hammer and chisel. Replacements are available and if you have a butchered one, it can be adapted to make a satisfactory tool for future use. See Fig. 12. The rear inner bearing retainer generally carries a felt oil seal, while the front one has a screw thread seal. Both sorts should have a fibre washer between the retainer and the outer race of the bearing. These do break or go walkabout, leading to grease leakage into the brake drum. Replacements are available and should be fitted without fail.



Fig. 11



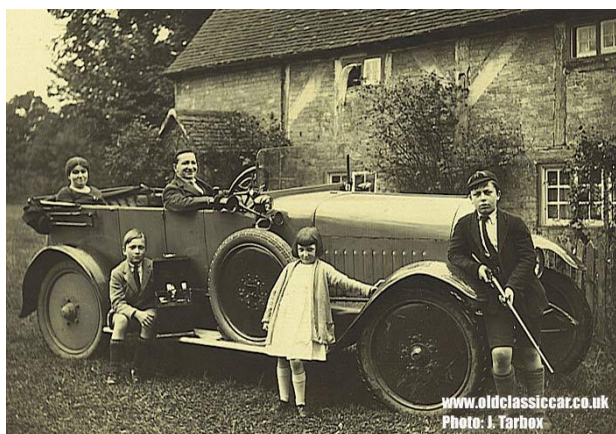
Fig. 12

Dampfen von Krankenschaft (aka NHH) 03/06/2015

OVER THE CHANNEL IN THE GOOD OLD DAYS

Henry Fitzhugh

Does taking your car abroad fill you with dread? Well, if you think it is a bit daunting and involved now, you should know what it was like when our cars were new – as in 1923. One of our fellow enthusiasts, a certain E. Halford Ross, tells his tale in a book *“To Venice and Back in a Two-Seater”*. His car was – wait for it – a Cubitt. Never heard of it? Not surprising. There are only six left in the world, although 3000 of them were made in Aylsbury in the early 1920s.



The Cubitt 16/20 circa 1923, price £442. A Rolls-Royce 20 at the same period cost about £1600.

Ross and his wife were greeted with rank disbelief when they proposed to holiday on the Continent in a car, especially without a chauffeur, and they were compared to Ernest Shackleton and Joshua Slocum (the first to sail singlehanded around the world). Everything was going to be awful – the roads (potholed and un-driveable), the drivers (maniacs), the hotels (expensive and dirty), water (don't drink), the insects (take powder), officials (rude and uncooperative), plumbing (unmentionable in polite company), and worst of all, the natives (surly and unhelpful). You will always find yourself going back to Paris when you want a bath, they were assured. To be fair, a few attractions were mentioned as well: the nectars of Anjou and Burgundy replacing the need for baths, gambling along with casino life, and French cooking. The Rosses were undeterred.

Actually to get across the Channel, the AA had to be approached with a complete specification for the car, all serial numbers, and a metal plaque had to be fixed to the dashboard with the name and address of the owner. A tariff had to be deposited representing the customs tariff for the car (£119, equivalent to £5900 now!) to discourage sale of the car abroad. Then the return passage for the car and passengers had to be paid - £24 (£1190 now). Over and above two spare wheels, advice was given to take: spare springs for the front as well as the back axles, a universal joint, a differential, a crank-shaft, a carden shaft, ball races, lamps, dry battery, tyres, oil, and complete tools. In case the toolbox was not large enough, the AA offered to weld the spares to the running board. Instead, our intrepid motorists took only the telegraphic address of the manufacturers, and no maps.

The London Pavillion in Piccadilly Circus had a sign over its entrance claiming to be “The Centre of the World”, so where else to begin than there? The book gives a wonderful description of all the important points along the then route which was just one village to another. It is surprising how much is unchanged.

At Southampton, all documents were inspected by a uniformed and saluting AA representative, all petrol was siphoned from the tank by a man with a section of hose-pipe and no sense of taste, and then the Cubitt was chained to a



Does this make you queasy?

steel pallet and hoisted onto the deck of a ship. Upon reaching the cabin, a steward drew a warm salt-water bath. Mercifully, there was fresh water available for a final rinse.

At Le Havre, they were met by another AA representative, who again saluted, with all documents and petrol for sale at English prices in sealed cans, to avoid French duties. French tax was paid for a two-month sojourn, and all was ready. Without any bookings at all, and no foreign currency, the couple set forth. No such thing as credit cards then, but, surprisingly, local hotels and banks would actually take personal cheques drawn on English banks – try that today!

The roads were nothing like we know now. It is always a joy to ride on French roads, but then many were still unpaved, including some that we now drive as *Routes Nationales*. Many had been ruined by troop movements during the Great War and had yet to be repaired. The Cubitt was driven at a usual speed of up to 30 mph, and even got up to 40 on one instance.

Their route reads like a gazetteer of Western Europe, from Le Havre to Vendôme, Bourges, Vichy, Nîmes, Aix, the Riviera, Genoa, Milan, Verona, and Venice, with many stops in between. On the return, it was Vicenza, Como, Stresa, Simplon, Montreux, Geneva, Dijon, Sens, Paris, Rouen, and back to Le Havre.

At each border crossing, there was a customs inspection by a uniformed official, and money changed hands for “different reasons” every



A French Customs Official

time. A veil was drawn over details of this. It was common to have to wait two hours around mid-day while *douanniers* took their lunch. Arguments arose over whether the two-seater had four seats, in which case a double customs fee was payable. One official insisted that a padded rear shelf was a seat. That argument was grudgingly won, but immediately a sticky

moment arose when the official spotted the iron step to allow climbing into the dickey seat. He was told that this was to enable hotel porters to unload luggage. He refused to believe this until a second car arrived (two hours after this affair started) and he allowed our travellers through so he could harass the next car. Clearly there was very little traffic in those days.

Of course, there was a customs post on either side of the border, with different regulations applying to each, and no love lost between the respective officials. There was therefore a “no man’s land” in between. Failure to be allowed into the second post meant that the car and drivers were stranded, and usually not allowed back into the country they had just exited. It happened to the Rosses once, but they solved the problem in the British Manner – repeating the instruction, ever more loudly, and relying on Her Britannic Majesty’s authority backed up by Arthur James Balfour. I suppose that is one useful thing that has not changed.

The only mishap (that they admitted) was two tyres blown at the same time over some rough road. Since they had already used their two spares without patching the tyres, this caused a delay, including a very long lunch over which they contemplated their incaution. For some reason that is difficult to understand, they had their engine head off, de-coked, and valves ground after a thousand miles or so, and this in a car that seemed in very good shape at the start of the trip.

On the return crossing, although the steamer left at midnight, it was advisable to get to the quayside in mid-afternoon, as the ship only took six cars, and it was first come first served, regardless of any attempt at reservations.

The total cost of this two-month holiday was £120 (£5950 now). Sounds a lot, but two people couldn’t do it for that today.

Are things better now? I’m not sure. After all, we go on these rallies to the Continent for an adventure, and now much of the excitement has been taken away. In a way, that is sad. Nonetheless, I hope you are not put off and will soon be rallying on the Continent.

NEW MEMBERS WELCOMED TO THE CLUB

Charles Rentoul
3 Ravenscourt Square, London W6 OTW
(associate member).

Richard Munton
Brissenden Farm, Sand Lane, Frittenden, Kent
TN17 2BA.
1920 SG, 72GE, registration SV7144.

Rob and Melani Walton
4400 North Scottsdale Road, #9-283,
Scottsdale, AZ, 85252, USA
1914 SG 27LB.

Mark A. Roberts,
4 Randell Street, Mt Barker, SA5251, Australia
1923 20HP GF63, registration RR1923, 1929
20/25 GXO21.

David J. and Marie Furniss
35 Chatsworth Grove, Toorak Gardens, S A
5065, Australia
1925 New Phantom, 103HC, Registration
RR1925

OBITUARY: DAVID MCPHEE (30.8.1930-11.10.2015)

We are sorry to report the death of long time Australian 20-Ghost Club Member David McPhee who slipped away peacefully at his Nursing Home in Queensland in October 2015 aged 85.

David owned the earliest Silver Ghost known in Australia that he took an astonishing 50 years to restore to the stunning car seen in the photograph. He had found the remains of two Silver Ghosts and upon investigation found the Chassis number on some of the parts of the second car and eventually realised he had brought for £40, the oldest Rolls-Royce in Australia. Being a consulting engineer, David consulted, but only with equally enthusiastic veteran car collectors and decided to begin the mammoth restoration of 1122. This project was to become his life's passion and occupied the next almost fifty years. David, as a member of the Rolls-Royce Owners Club was the personification of the aims of the club which includes "The Acquisition, Restoration, Preservation and Responsible Driving of the motor cars built by Frederick Henry Royce and his successors." He succeeded and excelled on all counts.

His passion for his hobby never diminished and the wonderful rebirth of his Silver Ghost was recognized not only by the winning of many prestigious trophies but the award by The Sir Henry Royce Foundation of their significant trophy. This is awarded not necessarily every year to a person who has made a significant contribution to furthering the aims of the foundation which include honouring the life work of Sir Henry Royce and to publicise, preserve and maintain examples of his engineering genius. David remains the only Queensland recipient. It was with a great deal of admiration by fellow enthusiasts that David was really able to enjoy the results of his efforts by taking 1122 to the UK to participate in the Centenary 2007 Scottish Reliability Tour where it performed admirably. He also drove it to Melbourne and returned to attend a Federal rally where 1122 occupied pride of place at Flemington Racecourse on Concours Day.



David's 1909 SG, 1122

COMING EVENTS

The following are correct at time of going to press, but may change as arrangements are progressed. Details, booking forms and other information are or soon will be available on the club website.

Friday 26 February 2016

AGM and Annual Dinner 2016 Armourers' Hall in the City of London (Sir John Stuttard and Susie Forrest) Drinks 6.30, followed by AGM at 19.00, and dinner at 20.00.

Saturday 23 April 2016

Spring Lunch at Armsworth Park House (Strone Macpherson)

Thursday 5 May 2016

Visit to the archives, The Hunt House

Friday 6 to Monday 9 May 2016

Annual tour with the Irish Georgian Society in Cornwall (John Redmill and Jimmy Valentine).

Tuesday 17 May to Sunday 29 May 2016

A spoked tour of West & South West France, with a shorter mini-tour of the Loire and Normandy (Tim Forrest and John Stuttard)

Saturday 4 June 1916 Tour of East Midlands, followed by concert including Mozart Requiem, champagne reception and dinner Thurgarton Priory (Roland Duce)

Sunday 3 July 2016

Driving Tests, Concours and picnic at Sandhurst (Graham Tyson and Brian Palmer)

Sunday 9 to Wednesday 12 October 2016

A tour of Wales for small as well as large HP cars (Anthony Armitage)

10 June 2017 for two weeks

A tour of the Iberian Peninsula (Ken Forbes)

10 to 30 September 2017

A tour of South Eastern Australia in the spring, from the Blue Mountains to Victoria's legendary "Shipwreck Coast" (Sofija Virgo, virgos@airnet.com.au. Roland Duce can help with information about transporting your car to Australia).

First two weeks of July 2018

A tour of Prussia to mark the end of the First World War.

WEBSITE UPDATE

Members will be pleased to hear that changes have been made to the website making it much easier to log in and reset your password, should you need to do so. If you want to check your log in details, please contact Ashley Carmichael (Ashley@aacarmichael.co.uk).

PARTS FOR SALE

Complete 20 hp engine, with all ancillaries (dynamo, starter, carburettor, magneto, distributor/coil, etc), running when taken out of my car 3 years ago. Sound condition but needs re-commissioning £6,500. 20/25 gearbox, complete. Cylinder head complete. Complete lower engine half, crank reground and all white metal bearings renewed & line bored. Excellent condition. Numerous small parts. Please contact me. brianhfidler@aol.com