

TECH TALK

Seminars for small and large horsepower pre-war cars were held at The Hunt House

Small and large horsepower seminars cater for all levels of



Small horsepower seminar, 20-21 July 2019

SIXTEEN DELEGATES took part in the small hp seminar and their cars covered the range – 20hp through to the 25/30. Most were fairly new converts to RR small hp motoring, and the seminar was geared to providing an overview of all aspects of looking after these cars and keeping them on the road. Lecturer Will Fiennes emphasised several times that these cars 'like' to be driven regularly. It prevents parts seizing up, promotes circulation of lubricants and prevents rust developing.

Will divided the two days into 10 or so segments which dealt with, for example, car appraisal, routine maintenance, brakes, steering, one-shot system, types of petrol, carburettor, engine overhaul and de-scaling. Each segment started with an overview, together with demonstration pieces where appropriate. He welcomed interjections and questions from the audience, which added to the interest, and was particularly useful to the less experienced owners. John Denton, a Fiennes employee, ably led the discussion of the underside of a 25/30 which was raised on the hoist.

The refreshment breaks and dinner on Saturday evening enabled delegates to get to know each other and exchange experiences. It was a most useful and interesting way of spending a weekend.

Tom Jones, 20hp registrar

Small horsepower delegates enjoy a guided tour of the underside of a 25/30 (above), led by Fiennes employee John Denton

Large horsepower seminar, 20-21 July 2019

MY FATHER BOUGHT a 1928 Phantom I, chassis 31WR, in February 1990 as a rusty chassis. It came with lots of boxes of various shapes and sizes containing body parts, nuts, bolts, the engine, and most of the bits needed to assemble a car. Over the next nine years he rebuilt it to concours standard, winning the Phantom I class at its first outing at the 1999 RREC Annual Rally and the Master Class the following year. Since then the car has been used regularly, covering over 20,000 miles, including trips to Europe and a couple of the Derby Phantom tours.

Sadly, Dad died in January 2018 and my brother and I took on the responsibility for driving and maintaining his Phantom I and Armstrong Siddeley Whitley. My brother felt more comfortable with the Whitley so my wife Anita and I took on the Phantom.

We carry out all of the servicing and maintenance ourselves so when the opportunity arose to attend the Large Horsepower seminar I jumped at it.

When I was a teenager, Mum, Dad, my brother and I restored the Whitley – I was involved in servicing the family cars and this gave me a rudimentary knowledge. However, soon after Dad bought the Phantom Anita and I moved to Australia for a couple of years and then had children. Therefore, we had very little involvement in the restoration or maintenance of the Phantom.

on 20-21 July when owners of all abilities were able to benefit from expert tuition

knowledge; delegates also enjoy a two-day social occasion



The Owner's Manual *Instructions for the care and running of the 40-50 H.P. Rolls-Royce Car ("Phantom")* is excellent and that, combined with Dad's very thorough notes and records, has given us confidence in maintaining and using the car.

My hopes for the seminar were to assure myself that we weren't doing anything majorly wrong, to learn a bit more about the intricacies of the car and to meet some fellow owners. All three were fully met in a relaxed and friendly environment.

John Reynolds led question and answer sessions on a wide range of topics, assisted by T F Robertson. He went into great detail where required and had a box of parts which he used to demonstrate, explain, and take apart.

The two days passed in a flash. Tea breaks, lunch and the Saturday evening meal gave us plenty of time to get to know each other and to further discuss our cars. It was interesting to see The Hunt House for the first time and to have a tour of the archives. On Sunday morning Wojtek Kordel gave us a fascinating talk on his travels in America and Japan in his Phantom II, highlighting the issues he encountered and how he resolved them.

My thanks go to John, T F Robertson, Wojtek and all the other attendees for a thoroughly enjoyable and informative weekend, and to the staff at The Hunt House for looking after us so well.

Mark Luscombe

I MUST CONFESS to some trepidation at the prospect of attending this two-day seminar. Mark and I took over the care of our 1928 Phantom I (31WR) 18 months ago, after Mark's father, Fred Luscombe, passed away, and his legacy has alternately filled me with joy and terror. Fred transformed 31WR into the magnificent vehicle it is today. He was a skilled coachbuilder and he played a major role in the restoration of Rolls-Royce's Silver Ghost AX 201.

So Mark and I have inherited a gem. I suddenly find myself reading out sections from the *Owner's Manual*, in an effort to help Mark locate the next oiling point in the series as he leans over the front seats with the floor removed – his head in the footwell and his legs in the air. What is more, this year I have been initiated into the dark art of wielding an Enots oil gun and an oil can as I lie under the chassis to help lubricate the 140-plus points.

Being a novice, I was apprehensive. I need not have worried. John Reynolds and T F Robertson were non-judgemental and gave succinct explanations while the group (just eight of us) were collaborative and inventive in seeking solutions to common issues. It was a treat to learn from so much expertise.

Socially, the weekend was a real success and an excellent way to get to know other members. It was also beneficial to take our Phantom I to Paulerspury and for John to cast his eye over the engine.

Anita Luscombe

As recent custodians of a pristine Phantom I (above and above left) restored over nine years by Mark's father Fred, Mark and Anita Luscombe were keen to attend the large horsepower seminar