

## ROLLS-ROYCE ENTHUSIASTS' CLUB

## B U L L E T I N

The June and July period have been quite busy with visits to the 20-Ghost Club rally at Stanford Park, on 11th June, the Midland R-R. Club Concours d'Elegance at Ragley Hall on 9th July, and our own Concours at Blenheim Palace on 13th June.

The Club produced quite large entries for the Stanford Park and Ragley Hall meetings, and the turnout for Blenheim was very good despite the miserable weather forecast.

We wish to thank the Duke of Marlborough for allowing us once again to use Blenheim as a meeting place. We are also very grateful to the judges Mr. M.H. Vivian, chairman of the 20-Ghost Club, and Mr. R. Haynes, of the R-R. Technical Department, for all the hard work they did. Judging was on a basis of marking for elegance, condition and originality and the three prizes were awarded as follows: The Dennis Organ trophy, for the best members car, was awarded to C.H.P. Richards, who brought his recently acquired Wraith. The second price for a members car was won by G.W. Wrapson, with his Twenty tourer. The best car brought by a visitor was the Phantom III of I.S. Hallows, and he was awarded the Chairman's Rose Bowl.

## DONT'T FORGET

Subscriptions for the period 1961-1962 are now due. (See Rule 13) The subscription rates are £1 per year for Rolls-Royce owners, and 10/- per year for associate members.

Notice is hereby given that members who fail to renew their subscription within the month of receipt of this notice are liable to be struck off the membership list.

It will reduce the weight of work on the club officers if members will fill in the enclosed Banker's order form and send it to the Treasurer, Mr. E.J. Brooks, Long Close, Woodstock, Oxon. Payment of their subscription will then be taken care of automatically, and they need be in no doubt as to whether their subscription has been paid for a particular year or not.

FUTURE EVENTS

Prescott Hill Climb. The Club is attending the V.S.C.C. Hill Climb at Prescott, near Cheltenham, on Sunday, 27th August, 1961. Unless members have made other arrangements with the V.S.C.C. they will be attending merely as spectators, and arrangements are being made to have R-R.E.C. and R-E Section cars all parked together in a separate enclosure. The hill climbing events will be taking place all day, and members may arrive in the morning if they wish. Club representatives will be present from noon onwards.

Regarding the September meeting. Difficulty has been encountered in arranging a venue for this event. As soon as the matter has been resolved, members will receive details.

With an eye to the programme during forthcoming winter months, we are arranging for a film meeting on Friday, December 1st, in Oxford.

A visit from the Rolls-Royce Owners Club of America, who, many of you will remember, visited us last year, is anticipated for 1962.

CLUB BADGES are once again available from the Secretary, Miss G.M. Harris, Paternoster Farm, Yarnton, Oxford - price 27/6 each, including postage and packing.

SNAG SECTION.

ARE YOU LAZY?

If not, then you need not bother to read this. The majority of cars are fitted with wheel discs, which undoubtedly save a great deal of cleaning time but very few owners ever look inside the discs to see what is happening to the wheel underneath. The result is that the wheel corrodes to the point where it begins to creak on its spokes, and the only answer is a complete re-spoke, which costs about £3 per wheel.

This unseen corrosion can be kept at bay by soaking a small piece of sponge, about a one inch cube, in oil, and putting this inside the discs. It moves around the wheel as the car travels, and spreads a protective film all over the wheel.

It is very important to avoid corrosion of the wheel rim by rain water which finds its way between the rim and tyre bead, and this can be overcome by running tyre paint into the bead-rim joint when the wheel is thoroughly dry. It is a good plan to de-rust the wheel rim every time a tyre is changed, protecting the rim with tyre paint against further attack. Putting a new tyre onto a rusty rim is a sure way to ruin the tyre beads. Some members advocate having the complete wheel shot-blasted and stove-enamelled every time a tyre is changed.

MAGNETO WIRING.

I have been asked how one replaces the magneto H.T. wire on the Twenty and 20/25 cars. This is usually oil soaked and swollen to the point where it can not be pulled out of the fibre tube it lives in. The answer is to remove the complete harness, which may involve removal of the water pump, and drill the wire out with a ¼" drill. This sounds drastic but is quite easy to do without harming the fibre tube. It will be found that if about two inches of cable are drilled out of each end of the longest tube, a piece of well preserved cable can be slipped out of the centre of the tube. An extension drill is not usually needed. The above dodge is by courtesy of member A.W. Walker.

FOR SALE.

Mrs. E. White, High Willows, Vineyards Rd. Northam, nr. Potters Bar, Tel: Cuffley 2425 is still looking for a buyer - 1926 '20' Saloon with division, Chassis GCK 43, Eng: G 1542. All tyres and complete is every respect. Greatest need is a good clean. £185-

1932 20/25, Barker Limousine, Chassis GBT 42, Engine D9G; J.D. Meads, The Chalet, Eynsham, (Tel: 297) Oxon, is asking £150 for this car.

Paul Betjamen, The Head, Wantage (Tel: 150), Berks, is selling his 1934 20/25 Park Ward Saloon, Engine N.7.F., Chassis GKC 21.

WANTED

Rev. F.R. Hodges, The Royal George, 69 Widemarsh Street, Horeford, is looking for a medium-priced "20" or "25". Derek Adams is still chasing two clocks and a gradient meter for his 1924 Twenty. Address: Eastfield, Exeter Road, Okeampton, Devon. Can anyone help?

Members are reminded that a wide range of spares is now available, from a complete engine downwards, for most models.

One of our members, Mr. D.V. Staynor, of the Kleerun Trap Co., Lane End, High Wycombe, Bucks, is able to undertake restoration of R-R wire wheels, and can quote for sandblasting and finishing in a now and improved method of stove enamelling of great durability. He can do this work at £2 per wheel, minimum 4 wheels a time, and he takes 14 days.