

ROLLS-ROYCE ENTHUSIASTS' CLUB

B U L L E T I N

RALLY AT CLAYDON HOUSE

The Club will be holding its Spring Rally at Claydon House, Middle Claydon, Bletchley, Bucks, on Sunday, 29th April 1962, at 2.30 p.m. The house is located near the village of Middle Claydon, west of East Claydon, and 3 ½ miles south west of Winslow.

The house contains a series of state rooms with magnificent rococo decoration, carved by Lightfoot, and is well worth seeing. The meeting will include an engine concours for those who delight in showing off their machinery, so get out the Gunk, and lets see those costings really gleaming.

Interclub Rally on the occasion of the R.R.O.C. Visit.

Some three or four hundred R-R. cars are expected to attend this, the biggest of all rallies, open to all R-R owners as well as club members. It will take place on Sunday 3rd June at Blenheim Palace. The particulars and entry forms for members and their friends are attached.

It is proposed to have some twelve classes and twenty-four prizes, including judgment by the general public attending who will vote for the car they think best. A special book programme at 3/- will be given to car owners entering the rally, and sold to the general public. This book will contain photographs of outstanding cars and a lot of useful information. It is meant to be kept as a minor reference book in addition to giving particulars of the competing cars.

The R.R.E.C. have been asked to take over the Kensington Gate at Blenheim Palace, which will be the only entrance for competing cars. Volunteers wishing to act as marshals are asked to send their names to the secretary, so that a rota of watches can be made, and the working members of the club are not on duty all the time.

Members wishing to join the Monte Carlo Rally on May 14th to May 20th and the subsequent weekend at Monza should inform the Secretary as soon as possible.

Sunday. July 15th: Club Concours d'Elegance will be held at Middleton Stoney Park, Oxon.

Sunday, September 9th: Competition Meeting at Staverton Aerodrome, Glos.

TALE OF A TWENTY.

GKM 36 was my first Rolls-Royce, and as such roust retain a particular significance for me. I had decided to buy a vintage car in restorable condition, and since the purchase price is but a small part of the eventual cost, I decided to buy the best. I did not realise, and many others have fallen into this trap, that the name of the manufacturer is insufficient to guarantee the condition of the car after thirty years of use, and in fact Rolls-Royces are often in worse condition than other cars. The reason is that their legendary reliability becomes an excuse for the absolute minimum of maintenance.

What I ultimately found was that the big ends were fatigued, the little ends slack, and the bores worn by about 15 thou. Also the body frame was rotten, and the interior trim was largely non-original. In discovering these facts, of course, I learnt a great deal which has since been passed on

to Club members,
and developed a fair knowledge of the work involved in putting these things right.

In spite of this fearsome list of defects, it was possible to raise the appearance of the car to a level where it was a free ticket into meetings of all kinds, and in fact, apart from a tendency to smoke, the car was fairly silent, and quite driveable.

The steering on this car was normally an absolute delight, being very light and accurate. The lightness became a bit of a bind at high speed however (anything above 40 m.p.h.) as wear in the spring shackles caused the tail to wag the dog. An average cruising speed worked out at 38 m.p.h. but this is low for the better Twenty. The gearbox requires some skill to master, but once the gradation from extremely rapid changes when cold to very slow changes when warm is learnt, the box can give great satisfaction.

The reason why chassis wear on these cars is often bad, is that they should receive lubrication from the oil gun on about 40 points every thousand miles, and more every two thousand, and this routine has all too often been neglected.

Eventually, the body rot and poor interior dictated that GKM 36 had to go, as these factors meant that a full restoration would be very expensive. Who bought her? That would be telling.

If you have the money and the time, the restoration of a Twenty can be very rewarding, providing you don't want a high maximum speed, that is more than 60 m.p.h. but you should not undertake the job without being prepared for the worst.

N.H.

THE USES OF METAL SPRAYING.

In the metal spraying process, any metal or alloy which can be obtained in wire form can be fed into a flame, where it is broken into fine molten droplets, and sprayed onto a cold surface. The droplets adhere to the surface by a mechanical bond, and build up a slightly porous metal layer.

Metal spraying can be used to apply a protective coating, or to build up worn parts, while sprayed metal will build up a worn part to its original dimensions, it has no strength in itself, and it is essential that the wear on the part is not so severe as to weaken it seriously.

The most attractive use of sprayed metal is a protection. The parts to be treated are first grit blasted to remove all traces of corrosion, and then sprayed with a layer of the chosen metal. Sprayed aluminium is a good finish for exhaust systems, and will protect them from external corrosion, and sprayed zinc is as good as galvanising in protecting steel parts. If you are having wire wheels stove enamelled, you will have to have them grit blasted anyway to remove all the rust, so why not have them zinc sprayed before painting to hold future decay at bay. The approximate break down of cost per wheel would be:- Grit blasting 15/-, zinc spraying 5/-, stove enamelling £1, Incidentally, the sprayed metal forms an excellent key for the paint.

You would do well to make friends with your local metal sprayer, as he will probably have a large grit blasting bay, and this is a most effective way of getting rid of rust in awkward places like luggage racks, wing stays, spare wheel mountings and so forth.

Metal Sprayers Ltd. of Carlisle Road, The Hyde, London N.W.9, have given us a satisfactory service in Metal Spraying.

N.H.

OVERHAULING 25/30 h.p. ENGINE.

The standard modification on this engine was to blank off the water

ports at the forward end of the cylinder head or block to effect a greater water circulation at the after end of the engine. Do not attempt to remove this blanking when you have the cylinder head off. There are only three rings per piston on this engine and it is as well to renew those as one often finds one broken or the lands worn. In this case the lands should be turned out and fitted with wider piston rings. At the same time the split skirt pistons can be expanded by the pressure and shot blasting process. All this assumes the bore wear to be less than ten thou,. In this overhaul it was found that after 100,000 miles possible to use the original pistons with this treatment. Hall's metal big ends were found in excellent condition as was the crank shaft.

Gudgeon pins were renewed and fitted with new brushes, as these were standard Well Worthy pins, designed for circlip retention, (not provided in Rolls pistons) brass end caps were turned to proviso retention. The oil used in this engine was straight Energol 30.

SPARES.

We have now obtained a supply of genuine Boa horn rods and bulbs, and silencer boxes for 20/25.

FOR SALE

1934 20/25 James Young 4 door 4 light sports saloon, very good condition, excellent tyres and battery, tools, original handbook, taxed till December 1962, M.O.T. certificate valid till January 1963. £.295 or near offer. For further details write to: - J. Ellinghouse, Illa, St. Mary's Lane, Upminster, Essex.

PIII Hooper Landalette. Recently fitted new pistons and rings. In excellent condition throughout. Apply:- Harris, Paternoster Farm, Yarnton, Oxon.

20/25 Mulliner Saloon 1931. Fair condition throughout. Price £98. Apply:- J. Mead, The Chalet, Whitham Woods, Nr. Oxford.

1932 PII MS series. Excellent chassis and engine. New tyres, all stainless steel lamps, bonnet fittings and hinges. Open to offer.

1935 20/25 Hooper Touring Saloon, Chassis GOH 24. Maroon/black, tyres good, new clutch fitted, tool kit original; overall mechanical and bodily condition very good. Circa £325, open to any inspection or trial. Apply:- Michael J. Erroll, Flat 3, 52, The Avenue, Beckenham, Kent.

Dunlop Tyres, 600-650 x 20, one new, 14 guineas, two remoulds, 7 guineas each, all unused. Apply:- P. Burton, 18 Chandos Are, Southgate, N. 14.

1932 20/25 Limousine, "In excellent condition - wings need some slight attention - body in original paintwork, engine perfect" - Offers tot-A.T.L. Attswell, 134 Oxford Road, Cowley, Oxford.

1933 20/25 James Young All-Weather tourer, with projecting boot.

1930 P II Limousine, £70 .

1928 '20' Weymann fabric Saloon, Chassis GXL 50, Engines X8E, Price £200. Write: S. Williams, 67 St. Georges Drive, S.W.1.

WANTED

by J.B. Thornton, 13, The Butts, Warwick: complete set (5) of 19" wheel discs for 1934 20/25.

Fritz Spiegl, 4, Windermere Terrace, Liverpool 8, is looking for a radiator cap for a Twenty, drilled to take a mascot. Can anyone help?