

ROLLS-ROYCE enthusiasts club

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It is regretted that in the last bulletin three errors occurred. BULLETIN no. 21
First an omission of a class in our Concours notice for Sunday June 1963
June 30th, which is reprinted in full below. Stromberg jet sizes
should read for 25/30 hp and Wraith, and Colin Hughes' name was inserted instead
of that of Nigel Hughes as being responsible for our technical manual.

It is proposed in our next bulletin to commence a series of photographs of Rolls
Royce cars from 1906 onward, of which we have an excellent selection, and these
we hope will be a permanent feature of the bulletin.

Members are reminded that subscriptions become due this month, and those who
do not have bankers orders operative are requested to send their subscriptions to
the Hon. Treasurer this month. Members whose subscriptions are outstanding by
the end of July will automatically have their membership lapsed.

FORTHCOMING EVENTS

20 Ghost Club is holding a rally at Lord Bray's Stamford Park, near Rugby, on
Sunday June 16th at 12 noon to which we and other RR clubs are cordially invited.

An exhibition of Charles Sykes' works, including the original Spirit of Ecstasy
series of mascots, will be held at the Gothic House, Drayton, near Abingdon,
Berks. The exhibition will be on view for two weeks from June 29th at 2pm, when
Lord Montagu of Beaulieu will open the exhibition. Tickets without fee may be
obtained from the Hon. Secretary.

Sunday June 30th the Club's annual Concours d'Elegance at Blenheim Palace.
Judging will commence at 2pm.

Classes:

Class I	Cars 40/50hp	Pre 1919-1929 inclusive
Class II	Cars 40/50 hp	1930-1940 inclusive
Class III	Cars 20/25 hp	1922-1931 inclusive
Class IV	Cars 20/25) 25/30) Wraith)	1932-1940 inclusive

The judges will award their marks for:
Elegance; Condition of Exterior; Condition of Interior;
Cleanliness under bonnet; Originality

Sunday July 7th at 12 noon Midland Rolls-Royce Club Rally and Concours
d'Elegance at Ragley Hall, near Alcester, Worcs

Sunday July 7th the British Red Cross are running a Vintage and Veteran Rally and Concours at Shotover Park, near Oxford.

There will be a competition meeting which will be held at Staverton Airport, near Gloucester, on Sunday September 8th. The first event will be at 2pm.

Entry forms and tickets for all these events must be obtained from the Hon. Secretary.

REPLACEMENT OF KING PINS AND BUSHES IN 20/25/30 FRONT AXLES

This operation is well within the compass of the average RR owner and vehicle testing stations are calling attention to wear which some owners have not realised. King pins and bushes are available from Crewe at about £15 a set, COD.

If both near and off side are being done it is best to remove the axle from the car, but if only one side is being done, provided one is prepared to work in the cramped quarters under the wing, this may not be justified. Special tools required are the front hub removal set, and the amount of £20 must be sent. The complete hub must be stripped right down, and the extractor tool fitted which uses the axle itself to push the bush from its housing. If the previous pin has not been correctly fitted, great trouble may be experienced in removing the pin, and an hydraulic press may be necessary. If the pin has been squarely fitted and has not burred the axle eye, removal with a hide mallet should suffice.

Assembly. It is most important that the bush and the pin are fitted in together and screwed home with the extracting tool to obviate the scoring of the axle eye.

In the case of the axle eye being worn, oversize pins can be ordered from Crewe. During assembly it is essential to check that all the one-shot oil pipes are delivering oil, by working the pump at each stage of assembly. Total time for this operation about 8 hours.

R.S.

ON GETTING AHEAD

The question of cylinder head inter changeability on 20 hp, 20/25 hp and 25/30 hp arises occasionally, especially after a hard winter or, perhaps, some hard motoring. The short answer is, the cylinder head can be transferred only if the nominal cylinder bore sizes of both engines are the same. Having obtained a head meeting this requirement, the following possibilities may need to be reckoned with;

20 hp. On early series engines the rocker pedestal bosses are lower and the lower ends of the pedestal studs correspondingly shorter; this calls for machining the bosses or, conversely, washering up. Over the whole range of engines, three different lengths of push rods were used; unless the rods are matched to the head, trouble will occur with the valve clearances. Remaining snags, which are visible, are differences in the front covers, the oil connections, and the manifold face studs,

20/25hp. This is the tricky one, because of differences between series, in the valves, guides, springs, and washers; and the shorter push rods on the earlier engines. Comparison of the heads and valve guides will reveal any component differences; if these exist, maintain the original engine build standard by transferring complete valve, guide and spring families from the original head to the replacement. As with 20 hp, differences in manifold stud lengths and the front cover would be visible.

25/30 hp. The only outstanding difference between the first series and all subsequent engines is in the length of the twelve holding down studs on the offside, which are shorter on the early series. To fit a later head to an early

engine these studs must be changed.

Quick identification. On 20 hp the inlet and exhaust valve heads are the same diameter; on 20/25 hp the inlet valves are 1/8" larger on head diameter; 25/30 heads are bath tub, whether deturbulated or otherwise. On Wraith and pre-war Bentley, the inlet ports are on the offside of the head.

R.H.

COACHWORK REPAIRS

The majority of would-be owners of pre-war Rolls-Royces have a fair knowledge of how to tackle mechanical problems, but few have the skill or knowledge necessary for tackling repairs to coachwork. In an attempt to avert a situation where we have a club full of cars in excellent mechanical condition, with literally rotten bodywork, we have decided to include in the bulletin technical articles on bodywork problems. We hope to encourage members to tackle body jobs, and find for themselves the great satisfaction of yet another job well done.

In this first article I will discuss the kinds of body problems which are found in these cars, indicating where repairs will be within the scope of the amateur, and where professional assistance will be required. Later articles will deal with specific problems.

The majority of bodies on pre-war R-R chassis were aluminium panelled on an ash frame, and provided they have had reasonable care they can be in wonderful condition. The aluminium solved the problem of corrosion, while making the body light, but it brought a problem of adhesion of the paintwork, which was only partially solved. Close inspection of a body with cracks in the paint may well show that large areas of paint are almost completely detached from the metal, and extensive stripping of the paint will be required, back to areas where adhesion is good. Frequently, front and rear wings have been involved in a number of scrapes during the life of the car, and considerable stopping, filling and re-spraying will have built up a great thickness of paint. The paint then becomes very unyielding, and begins to crack away from the wing. Repairs to paint of this sort are a waste of time in the long run, but complete stripping and repainting is quite feasible for the amateur.

Wings in particular are likely to suffer from fatigue cracking, which requires more than routine welding for a complete cure, and cracks often appear round windscreen pillars and other highly stressed areas of the body. Correction of these faults is best left to the expert.

Cars which have stood in the open, and open cars in particular, are very likely to have some rot in the body frame. A particularly common spot is in the body side members, below the coachbuilder's name plates, and a dig around with a knife will reveal the worst. Another spot is in the rear wheel arches, but the body frame is often metal covered here and difficult to get at. The bottom of the scuttle sides is another place worth looking at. Frame rot is very difficult to tackle without stripping the body right out, and an exercise of this kind is only justified for a car of great rarity or beauty. It can be tackled by the amateur, but working with ash is not to be confused with the average do-it-yourself carpentry in softwood. It fights every inch of the way, and that is why it was used in the first place. Anything else would have disintegrated years ago.

If you do feel like doing a coachwork job yourself, remember that it will take a long time. There are very few short cuts, but the reward is great.

N.H.

SPARES, TOOLS AND ACCESSORIES SUPPLIED WITH ROLLS-ROYCE
25/30 HP CHASSIS NO. GRP 73 (1938)

Mr Cooper has sent us an original Rolls-Royce list of tools and spares supplied for his 1938 25/30 hp chassis, and as this is the first such document we have come across, it is published herewith to enable members who wish, to build up the original kit.

1 F 61016 jaw spanner 3/8 x 5/16	1 X 3294 Kismet tyre pressure gauge
1 F 61015 " " 1 x 7/16	1 F 77376 Nesthill foot pump no. 9
1 F 6372 " " 2BA x 5BA	1 G 54861 Dunlop wheel spanner
1 F 9799 " " 1/4 x 1BA	1 X 3522 adjustable spanner
1 F 9881 " " 3BA x 1/4	
1 F 6392 " " 1/16 x 13/16	1 Dunlop medium tyre levers
	1 F 82859 oil syringe
1 FB 2055 box spanner 7BA x 5BA	1 X 3308 Autoclub grease gun 5A
1. FB 2058 " " 3BA x 2BA	1 X 3442 Kay's oil can no. 81
.L FB 2056 " " 1BA x 1/4	1 DWS jack luuldle
1 FB 2057 " " 5 7/16 x 3/8	
1 FB 2054 " " 7/16 x !	8 E 5130 studs)
1 F 9814 " " 3/4 x 13/16	8 K 9006 washers) front wings
1 F 52716 " " for pivot nuts	8 K 4308 nuts)
1 F 54932 " " 5/8	
	1 inspection lamp
	1 spare bulb holder
1 G 50976 tommy bar	2 DB 441 field fuse dynamo dist bd
1 E 7342 " " 3/16 dia.	6 G 54562 balance weights
1 E 7658 " " 1/4 "	2 X 2908 14 mm KLG spark plugs
1 E 9048 " " 5/16 "	2 EB 175 valve springs
1 E 12645 " " 7/16 "	1 set spares for spring gaiters
1 EB 8164 valve spring replacement tool	2 F 59857 studs for bumpers
1 F 81889 3" screwdriver	2 K 4011 nuts for bumpers
1 X 3428 rubber-headed mallet	2 K 4511 washers for bumpers
1pr X 3454 5" pliers	1 tyre valve key
Set X 61180 feeler gauges	2 X 866 bulbs L 255
1 E 79087 spanner-tappet adj.	1 F 61209 Seapak0
1 E 88188 spanner for carburettor	1 Handbook-mtce
1 X 3516 spanner for distributor	0 felt underlay behind carpet on bulkhead
1 ace disc spanner	
1 valve collar key	

The above is taken from the list supplied by the makers to the coachbuilders., and finally handed over to the customer.

MEMBERS CARS FOR SALE

1938 25/30 Park Ward sun roof saloon. Green and black. Engine rebuilt 1000 miles ago. £350

1937 Phantom III Hooper landaulette

1929 PI blue and grey, engine overhauled, recellulosed

1932 PH MS series. Top Hat Mulliner coach work. Stainless steel lamps

1933 20/25 James Young cabriolet

1934 Park Ward saloon. Bucket front seats. £120

1937 PIII sedanca. Total mileage 55,000. Maroon. Immaculate

We still have two sets of Conolly's hide upholstery in maroon and beige suitable for covering large RR body, £18 per set.

Apply to the Secretary for particulars of any of the above.

CLUB BADGES

After a five-month delay, the makers have now produced our second batch of badges and we apologise to those members who have been kept waiting so long. We now have sufficient stock to post immediately orders are received; the price is 27/- including postage. The badge is of cast brass, chrome plated in red and black enamel, and is complete with attachment tag.

RADIATOR CAPS FOR 25/30 HP CARS

These are being made for the Club, and are plain, undrilled, price 38/- each.

TECHNICAL JOURNAL

Members are reminded that our Technical Journal based on all the technical articles which have appeared in the last 20 bulletins are available from the Secretary price 6/-.

VINTAGE CONTINENTAL TOUR

We have received an invitation from Messrs Gilbey, the wine shippers, to participate in a continental rally to Oporto and back. The stopping points will be arranged in all the principal wine-growing areas of France, Spain and Portugal. The approximate cost is £68 per person, to include all expenses except carriage of motor cars and passengers between Paris and the Spanish frontier. A case of vintage wines will be presented to each vintage car entering the rally. Further details will be published in our next bulletin.

CONTINENTAL RALLIES

We have received a number of invitations to attend rallies in Italy from several clubs, but unfortunately the notice has been too short for us to avail ourselves of the invitations. We have written to the clubs concerned asking for longer notice should they invite us next year.

TYRES AGAIN

We are hopeful that Goodyear Rubber Co. may make a special run of 600x19 covers in the near future which will considerably ease the acute tyre shortage for pre-war cars, and we suggest that owners of other sizes may have to convert to 600 x 19 as being the only available size in the years ahead.

COMBINED R-R & BENTLEY CONCOURS 1964

The inter-club committee hope to announce shortly details of a combined rally of all R-R and Bentley Clubs, similar to that held at Blenheim in 1962, when over 1000 cars attended.

Appended below are the names and addresses of some of the members whose names begin with W. The list will be completed in the next bulletin, including the names, addresses and car details of newly joined members.

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C.M. Wells, 55 Woodcote Grove Road, Coulsdon, Surrey

J. White, Wainani, McLeans Road, Whakatane Rd. 3, New Zealand

J.Whitworth, 99a Old Brompton Road, London SW17

D.H.J.deWilde, 46 Van Dortstraat, Haarlem, The Netherlands

C.Williams, no address

C.J.Williams, 13 High Street, Sandy, Beds

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W.E.Williams, Woodville, 99 Capel Road, Clydach, Swansea, Glam.