

ROLLS-ROYCE enthusiasts club

Chairman

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Technical Secretary: Nigel Hughes, Cam Brea, Gold Street,
Riseley, near Bedford

MEMBERSHIP AND SUBSCRIPTION

Membership of the club has increased by eighty new members so far this year, putting the membership to well over the three hundred mark. In previous years we have found that some thirty members do not renew their subscriptions, nor do they write to say that they wish to resign from the club and therefore have their names removed from our mailing list. You are asked to make your payment to the Rolls-Royce Enthusiasts Club and not to any of the officers by name. Payment should be sent to the Hon, Treasurer, whose address appears in our mast head. Again we appeal for payment by bankers order, as it saves our treasurer a lot of work. The membership in excess of three hundred really pushes the work of our honorary officers to the absolute limit.

BULLETIN no. 22
August 1963

ENGINE OVERHAUL

The number of requests for advice in dealing with worn engines continues to arrive. We understand that the Rolls Royce Company figure for rebuilding 20/25 or 30 engines is between £600 and £700. Although it can be done much more cheaply if members can strip and reassemble their engines, it is a big undertaking in that almost every moving part will have to be renewed. We find it very difficult to assess how soon an engine will need an expensive overhaul unless it is very bad indeed, as these engines seem to run reasonably even when all the bearing metal is cracked, and we feel the only sure way to save expense when purchasing a car, is where bills are shown of recent overhauls by a reputable firm. We have heard of one member's complaints of work done by an appointed agent condemned by the Crewe works, and the company was not prepared to assist the member in any way in having the work done a second time.

INTER CLUB MEETING

A meeting was held at 107 Harley Street on July 18th, attended by the chairmen of the 20 Ghost Club, RREC, Bentley Drivers Club and the Midland Club and Mr Miller Williams, the Rolls Royce PRO, to plan a meeting open to club members and owners of all Rolls Royce and Bentley cars of any age, in May 1964, to commemorate the anniversary of the first Royce car. It is hoped to give firm particulars of this event in the next bulletin.

COMPETITION MEETING

The next club event will be held at Staverton Airport, near Cheltenham, on Sunday September 8th. Colonel Barrass has kindly arranged the events for this occasion and members wishing to attend must notify the Hon. Secretary of their intention to attend before September 2nd, so that the timing of the programme can be worked out.

Prizes will be awarded to the winners of each competitive event. Members may arrive at the airport from noon onwards to picnic. The first event will commence at 2.30pm. This will be the last outdoor event of the season.

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The Driving Test Meeting at Staverton Aerodrome on the A40 between Cheltenham and Gloucester. Entrance opposite Dowty Rotol. and marked by Caravan Sales site Sunday September 8th at 2.30pm

Tests designed to bring out driving skill and not of a car breaking nature

There will be four of a serious nature counting for an award, and two of a more light-hearted nature calculated to reduce tension.

Tea will be available at the Cessna Flying Club if required.

N. B. Tyre pressures and brakes should be carefully adjusted.

GILBEY VINTAGE RALLY TO OPORTO ON SEPTEMBER 1-16th 1963

Members are invited to apply for entry for a vintage tour to Oporto and back again. Cars will be entrained between Paris and Biarritz on the outward journey, which leaves a driving mileage of two thousand to be covered in ten driving days.

The total cost per person, driver and passenger, will be about £75. This will cover all expenses except petrol. This also includes first-class hotel accommodation in each of the main wine producing centres. Each participant will receive a case of vintage wine according to the age of his car. Members who are interested should notify the Hon. Secretary.

BLLENHEIM JUNE 1963 CONCOURS D'ELEGANCE

Some thirty-five cars attended the Rally on Sunday June 30th despite the wet day. Fortunately the rain kept off at the critical times of lunching and prize giving.

We are grateful to: Mr Michael Vivian, Mr Robin Barnard, Mr Richard Barton and Mr Ron Haynes for coming down to judge for us. The results are as follows:

The Best Club Car - Organ Trophy

1939 James Young Wraith - Mr Stockwell

Runner up:

1936 PI Prince of Wales cabriolet - Mr Brooks

Visitors Cup

1933 PII Tourer - Mr Duce

Class Winners

Class I Cdr. Lankester, 1915 Silver Ghost tourer

Class II Mr Hallows, 1936 PIII Sedanca

Class III Mr Walker, 1924 20hp Mulliner tourer

Class IV Mr Wrapson, 1939 Wraith Park Ward touring limousine

Thanks are also due to Colonel Barrass for his good work in marshalling the cars in the very inclement weather conditions.

JAMES YOUNG CENTENARY EXHIBITION

An exhibition of coach work by James Young was held in June at Jack Barclays show rooms in London. Exhibits ranged from horse-drawn coach work to the current production body, but one was disappointed to find no examples of coach work made during the intervening period. It was noted that one-off bodies are no longer produced and modern production is based on variations of the standard product, the basic cost being somewhere between £3000 and £5000 according to whether it is a closed or sedanca version. Although the bodies are mainly aluminium, they apparently have 18-gauge steel for wheel arches and floor. A film of the modern Rolls Royce Bentley was also shown and excellent hospitality extended during the exhibition, for which the club officers attending would like to offer their thanks.

CHARLES SYKES EXHIBITION

On Saturday June 29th some club officers and members accepted the kind invitation of Jo.Sykes to see her late father's works. The meeting was opened by Lord Montagu of

Beaulieu, who recalled the close association between his father and Mr Charles Sykes. For Rolls-Royce owners the complete range of Spirits of Ecstasy, including the alternative model which the Rolls Royce company also considered, was shown. Reproductions of his oil paintings of early Rolls Royce cars arriving at sporting and social events were also exhibited: as was the large model from the Rolls Royce showroom in Conduit Street, London. After the fortnight exhibition the works will go to Lord Montagu's museum at Beaulieu, where they will be on show for a further month. Our thanks are due to Miss Jo.Sykes for a very interesting afternoon.

INHIBITING CORROSION IN ALUMINIUM COOLING SYSTEMS

A plea for help from a Phantom III owner at Blenheim set me off on a line of research into corrosion inhibitors which has proved very interesting. As most members will know, the Phantom series of engines used varying amounts of aluminium alloy in the water cooling system, and the presence of aluminium in a cooling system also containing cast iron results in the cast iron being protected at the expense of corrosion of the aluminium. It is a rather too common experience to find that cylinder heads in Phantom I and II, and the whole block and head in Phantom III, are seriously weakened by corrosion. Frequently, water holes in heads enlarge until they inroach on the bores, and heads collapse when studs are tightened down. The enlargement of holes can be tackled by welding, but the corrosion of the walls is irreparable. The situation has arisen, therefore, where the life of these engines is likely to be determined not by wear, but by corrosion, and I have been seeking to find the best way of delaying this ultimate catastrophe.

I wrote to Aluminium Laboratories Limited, asking their advice on corrosion inhibition in light alloy systems, and particularly to ask whether an inhibitor was available for summer use with water.

Of the three types of inhibitor available, I was advised that sodium dichromate tends to protect cast iron only, at the expense of aluminium coupled to it, benzoate-nitrite is better than nothing, but the BS 3150 type is far and away the best. Inhibitor to BS 3150 is not available as a commercial product to add to water, and is intended for use with Ethylene Glycol antifreeze. Therefore, when buying antifreeze, make sure that the tin is marked with the number BS3150, and the words: Antifreeze type A. The antifreeze mixture will normally be dyed with the sodium salt of fluorescein, which is a greeny yellow. Boots the chemists market antifreeze to this standard. In the interest of science, I obtained the relevant British Standard, and I can assure members that they are very unlikely to be able to make up the inhibitor themselves.

When installing an inhibited antifreeze, it is essential that the cooling system be free of corrosion products, or the inhibitors may be exhausted rather rapidly. A half-hour run with a 1/2 -1 oz. of citric acid per pint of water as a descaling solution is recommended. This must be followed by thorough rinsing. Some authorities also recommend a further run with a strong solution of a foamless detergent, also to be rinsed away well. The latter is intended to remove oil deposits left from previous gasket leaks, or grease from water pumps. There is no way of completely cleaning a mixed metal cooling system without damaging it.

When making up your antifreeze mixture it is well worth the trouble and expense of using either de-ionised, distilled, or clean rural rainwater. This mixture should be installed in the autumn, and left in for twelve months. Many manufacturers are now withdrawing their summer inhibitors. The only alternative that might give slightly better results would be to drain the BS3150 antifreeze in spring and use a commercial summer inhibitor of different formulation to the antifreeze.

N.H

CARS FOR SALE

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

1937 Phantom III Hooper landaulette

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1929 PI blue and grey, engine overhauled, recellulosed

1932 PII 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

Please apply to the secretary for particulars of any of the above.

1939 Wraith. Apply J. G. Holyoak, 247 Birdatall Road, Birdstall, Leics

1929 20. Black and green. Taxed and insured £200 or offer. Apply W. E. Banks, 39 Nevern Square, London SW 5

1934 20/25 sedanca not in running order, body work poor. Apply the Revd F. G. Calthrop, The Vicarage, Blyton, Gainsborough, Lincs

Rolls twenty cylinder head. £25, Apply C. Bradbury, 35 Woodland Court. Duke Road Avenue, Hove, Sussex

The Club now holds a full stock of tyres and tubes.

LIST OF NEW MEMBERS

J.K. Shearley, Wood End Cottage, Wood End Road, Harrow, Middlesex

1932 20/25 Reg.no. YY 72 Freestone & Webb O/d saloon

J.H. Hawthorne, 284 Kidmore Road, Caversham, Reading, Berks

1937 25/30 Reg.no. RD 753 Park Ward limousine

Dr M. Myer, Green Pastures, Fordham, Cambridgeshire

1934 20/25 Reg.no. BGP 207 Van den Plas S/S

John W. Greenaway, "Robin Hill", Southern Road, West End, Southampton

1926 21. 6 hp Reg. no. YN 322 4-seater tourer

J.B. Young, Hurstwood, Chapel Lane, Longton, Preston, Lanes

1927 20 Reg.no. YU 7563 Hooper 4-seater saloon

John Holmes, c/o The Greyhound, Besselsleigh, near Abingdon, Berks

1935 20/25 Reg.no. CLA 575 Mulliner limousine

E. Sammons, 291 Wilford Lane, Wilford, Nottingham

1933 limousine Reg.no. APL 445 Park Ward

C. Cedric Quayle, Lyddon Hall, Virginia Road, Leeds 2

1926 20hp Reg.no. EON 750 Compton drop-head coupe (replica)

Revd F.G. Calthrop, The Vicarage, Blyton, Gainsborough,

Lines 1933 20/25 Reg.no. ALF 674 Park Ward

P. Harrison, 51 Dagnam Crescent, Sheffield 2, Yorks

1929 PII Reg.no. UW 1000 Thrupp and Maberley sedanca de ville

A.E. Armstrong, The Hill, Kidlington, Oxon

R.N. Baker, 66 Montagu Road, Botley, Oxford

D.C.F. Bartlett, Fairlight, Victoria Road, Diss, Norfolk 1938 25/30

Jeremy Bacon, 6 The Lawn, St Leonards on Sea, Sussex

Revd L.E. Cook, Cotleigh Rectory, Honitor, Devon 1935 sports saloon

John G. Holyoak, 247 Birstall Road, Birstall, Leicester 1939 Wraith

B.R.D. Harris, 11 Elmlea Avenue, Stoke Bishop, Bristol 9 1927 20hp

D. Knowles-Brown, Beam End, Deacons Hill Road, Elstree, Herts 1935

Norris R.A. Leakey, 78 Station Road, Broxbourne, Herts 1932 20/25

A. L. Lock, Seven Vale Secondary School, Quedeley, Glos 1928 saloon

D. J. Lancaster, 27 Eastham Street, Burnley, Lanes 1933 20/25

Gordon Moss, "Box Trees", Stratford Road, Hockley Heath, Warws (assoc.)

P. McCarthy, Ridgeway House, AERE, Harwell, Berks

E. Steinmetz, 36 Prinsevin Kenpark, The Hague, Holland

Lt G. Wasserzieher, Box 105, RAF, Burderop, near Swindon, Wilts

R.M. Wayne, "Hunters Hollow". Penmean, near Swansea, Glam 1929 20 hp

Alan J. Mould, 28 Wood End Road, Harrow, Middlesex

1929 20hp Ch.GTH 2 Eng.N3P Reg.no.UV 261 Windover sedanca

J. A.Muir, 141 Burtons Road, Hampton Hill, Middlesex

1929 20/25 Ch.GXO 93 Eng.S5N Reg.no. GC 7831 FHC Hooper

Prince George Galitzine, Piazzale Libia 4, Milan, Italy

Address in England: Somerton Motors, 25 Somerton Road, Cricklewood, NW2

1933 20/25 No other information at present

Cyril F.Marshall, 7a Southview Avenue, Neasden, London NW10

193320/25 Ch.GEX60 Eng. JSD Reg.no. AGN 435 Thrupp & Maberley sports saloon

P Mansfield, 2 Cambridge Terrace, Oxford

1936 20/25 No other information

M. Downing, c/o Sir Lindsay Parkinson & Co Ltd, Crockford Park Road, Addlestone,

Weybridge, Surrey 1936 20/25 Ch.GXK63. Eng.V29C Reg.no. CXE 77. Hooper sports saloon

A. F.C. Horsier, Mullion Cottage, Finch Lane, Amersham, Bucks

1934 Ch.GGA6 Eng, F4 K Reg, no. ANC 793 William Arnold (Manchester) sports saloon