

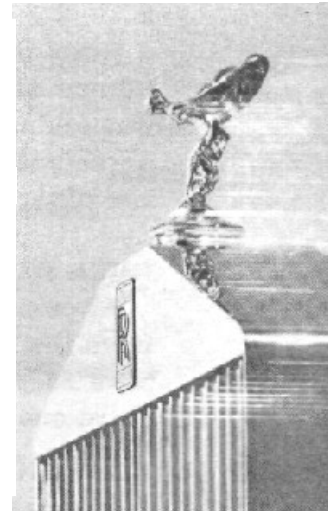
ROLLS-ROYCE enthusiasts club

Chairman:
Surg. Capt. R. Symmons,
VRD, RNR
78 Banbury Road
Tel: OXFORD 58785

Hon. Secretary: Colonel Barrass, OBE, TD
5 Holland Road
Leckhampton, Cheltenham, Glos

Hon. Treasurer: G. W. Wrapson, Esq, 29 Kirk Close
Oxford Tel: OXFORD 57729

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



BULLETIN no. 23 November 1963

This new-style bulletin in magazine form will supersede the old foolscap sheets, as it is thought to be of more convenient size and accomodates the photographs which will be a feature of subsequent issues. We can promise a very interesting and varied range of these.

We much regret the resignation of our secretary, Miss Harris, who has served the club since its inception six years ago. It has now become so large that she can no longer give sufficient time and has regretfully had to resign. Colonel Barrass has very kindly consented to become our new secretary and we are very fortunate in having somebody so keen and able to serve our membership. In future all secretarial matters should be referred to him; his address is given with that of other officers heading this bulletin

COMPETITION MEETING AT STAVERTON AERODROME

This meeting was kindly arranged by Colonel Barrass, who was responsible for all arrangements, which worked out most successfully. After a most unpromising morning the afternoon turned out to be perfect, with sun and blue sky.

The following prizes were awarded:

- 1 - Accelerating and braking: Mr Colin Black
 - 2 - Garaging: Mr P. Taylor
 - 3 - Judging distances: Mr Harris
 - 4 - Parking: Mr P. Taylor
 - 5 - Marksmanship: Mrs R. Symmons
 - 6 - Balloons - Mr Perry
- Ladies prize: Mrs Symmons

After the prize giving by Mrs Barrass, the tea was served in the delightful new airport lounge, where one had an excellent view of the flying that was taking place. Our thanks are due to Colonel Barrass and his staff for arranging the competitions and the airport authorities for allowing us the use of their very pleasant venue.

CLUB BADGES

After six months delay, a further batch of badges has been received from the manufacturers, and by now everyone who ordered a badge should have received it. There are still a few left, 27/- each for those who require one - apply from the secretary.

NEXT MEETING

The next meeting will be a film meeting, combined with the Annual General Meeting to be held in the Farmers' Union, 269 Banbury Road, Oxford, on Friday November 29th at 7.30pm, when the film 'The Magic of a Name' will be shown together with colour films of club activities.

COMBINED CLUB MEETING

A meeting of officers from RR and Bentley clubs was held at 107 Harley Street on Thursday October 10th to consider the kind offer of the Duke of Richmond to allow us the use of Goodwood for a combined meeting of RR and Bentley cars on the 23rd May 1964, the sixtieth anniversary of the RR car. It is understood that the RR company will support the event. The last combined meeting, at Blenheim, produced 1050 cars. The American Club are arranging a special flight to come over from the States to support this event. It is hoped to provide a social evening, possibly in the form of a dinner, and a further event on the Sunday for those who wish to stay. It is hoped in the next bulletin to produce a firm programme for that weekend.

LAPSED SUBSCRIPTIONS

Some forty members have not renewed their subscriptions or sent in resignations and their names will be removed from the club list.

MEMBERS NEWLY JOINED

Since the last bulletin members and details of their cars are as follows:

D. C. Houghton-Brown, PO Box 312, Nairobi, Kenya, E.Africa PII

I. F. Jensen, 4320 Peny Way, Sioux City 4, Iowa, USA 1928 PI

A, G. Fiddes-Watt, 32a Cheniston Gardens, London W8
1928 Park Ward, 1929 Sh. brake

A. N. Hardy, Pennybridge Cottage, Bestbeece, Wadhurst, Sussex 1933 20/25

P.Chritchley, 4 Bank Top View, Kearsley, Bolton 1935 20/25

H. M. Mettick, Woodfield, Newmill, Huddersfield 1954 Silver Dawn

M, Brown, 134 Grange Road, West Hartlepool 1935 20/25

C. Stafford-Northcote, St Bedes School, Bishton Hall, Wolsley Bridge, Stafford 1936 24/30
 E.E. Black, 97 Acorn Street, Leicester 1928 PI
 D.S.Hughes, 16 Belgrave Avenue, Leicester 1935 20/25 & PIII 2-seater
 C.B.S.Dobson, 20 Cliveden Place, London SW1 1921 Silver Ghost
 W. Balanaboff, PO Box 30060, Kenya, East Africa
 D.Illingworth, 53 Fairfield Road, Morecambe & Haysham, Lanes 1926 20
 S. Graham-Thompson FRCS, 6 Williamson Road, Sheffield 11 1939 Wraith
 J. H. Young, 3 Highfield Ave, Pontefract Road, Pontefract, Yorks 1932 20/25
 B. Gill, Orchard Cottage, Back Lane, Malvern, Worcs
 J.R.Martin, 'Belwether', E.Hanney, nr Wantage, Berks 1929 20/25
 W.R. Cook, 11 The Avenue, Potters Bar, Mdx 1933 20/25
 N. A. Grant, 32 Eastwood Road, Leigh on Sea, Essex 1932 25
 V.Hodgson, 101 Warren Road, Worthing, Sussex 1936 25/30
 Lt C.K. O'M.Stratton-Brown RN, Fatshan House, The Crescent, Alverstoke, Gosport, Hants 1934 20/25
 G. Manning, 2 Beauchamp Road, Upper Norwood, London SE19
 E. F. Tolputt, 23 Outram Road, Cowley, Oxford (associate member)
 A. J. Boyce, 12 Tor Hill Road, Torquay 1913 Tourer Ghost
 J. F.C.Williams, PPB5186, Kilindini, Mombasa, Kenya, E.Africa 1932 20/25

COMING TO BLOWS

On all 20 HP chassis the exhaust downtake pipe is secured to the manifold by a gland nut which nips the pipe flange against a steel chamfered washer which seats in the manifold spigot. This washer is lapped to its seating, and a copper and asbestos washer is interposed between it and the pipe flange.

Early on in 20/25 HP this arrangement was superseded by a three-bolt fitting, in which the joint is made by a steel washer with a chamfer on the top face and flat at the bottom. Originally, this washer was lapped in top and bottom to make a gas tight joint; but to enhance reliability, a corrugated steel washer was introduced between the pipe flange and the underside of the chamfered washer. The current practice is to use two of these corrugated washers, one above and one below the chamfered washer. This will give a good joint provided the mating faces are in reasonable condition.

For three-bolt joints up to chassis GKT 21, use washers E 55582, and for subsequent 20/25 HP and all 25/30 HP use washers E 57021, two off in all cases.

R. H.

POSTSCRIPT ON CORROSION INHIBITORS

I have been reminded that one authority on PIII cars recommends the inclusion of sodium dichromate in the cooling system as an inhibitor. Although this may serve to clear the system or prevent the formation of the corrosion product which blocks the radiator, Aluminium Laboratories state that it protects cast iron at the expense of aluminium, and it is therefore not recommended as an additive.

N.H.H.

COACHWORK REFINISHING; TYPES OF MATERIAL

The only cars which have any chance of retaining unblemished paintwork are those in museums, and any R-R owner will know that in spite of aluminium panelling, his car is quite susceptible to corrosion and paintwork defects. Since it is realised that many owners would like to tackle the minor jobs themselves, we have been doing research into the differences between the many types of paint available, and this article describes the results.

Traditionally, up to the middle of the vintage period, coachwork was painted with many coats of slow drying linseed oil based paint finished off with varnish. The very low surface tension and viscosity of the paint meant that coats had to be very thin if they were not to run, and hence a large number of coats were needed. To get the best results, the paint had to be brushed on very carefully and allowed a long drying time in a dust-free atmosphere. To speed up the coach finishing process, the rapid drying cellulose based paint was developed, and due to its short drying time, spray application was necessary. Since cellulose paint dries virtually matt and needs polishing to produce a shine, the dust problem vanishes, as all dust is polished off with the cutting paste. Recently, synthetic resin-based paints which are gloss drying straight from the gun have superseded cellulose for the lower priced cars, because less labour is needed to produce an acceptable finish. Modern coach paints have been given a higher surface tension and viscosity and enable a thick enough finish to be produced from three or four coats instead of the traditional sixteen.

The choice of the correct paint to use in refinishing an RR body is now fairly simple. Unless the car is a very early one, the original paint will have been cellulose, and any of the above paints can be applied with success to this material. The obvious choice is cellulose again, but many of these cars will be found to have been brushed over with a coach paint at some time, and although coach paint can be put onto cellulose, the reverse is not true, as the solvent in cellulose acts as a stripper to the underlying coach paint. In this case it is possible to use cellulose if a coat of sealer

is applied, but a first-class job can only be obtained by stripping all the old paint off, and this can double the cost of the job. I would not use coach paint on one of these cars, as in my experience the gloss retention is not as good as cellulose and polishing of the finish is almost impossible. The choice between synthetic and cellulose paint is simple for the purist who will stick to original. Synthetic has advantages for the professional who can spray it on really smooth, but inspection of modern cars will show that rarely is a dead smooth finish attained, and the well-rubbed cellulose finish ends up smoother and with a higher gloss. My limited experience of synthetic shows it to be softer than cellulose, and if cutting paste is used on it, a mirror finish can be obtained, with no residual orange peel from the spraying, but this appears to be defeating the object of using a synthetic in the first place. I recommend cellulose as the best finish for the man who is prepared to work hard for the satisfaction of a good shine.

N.H.H.

FOR SALE

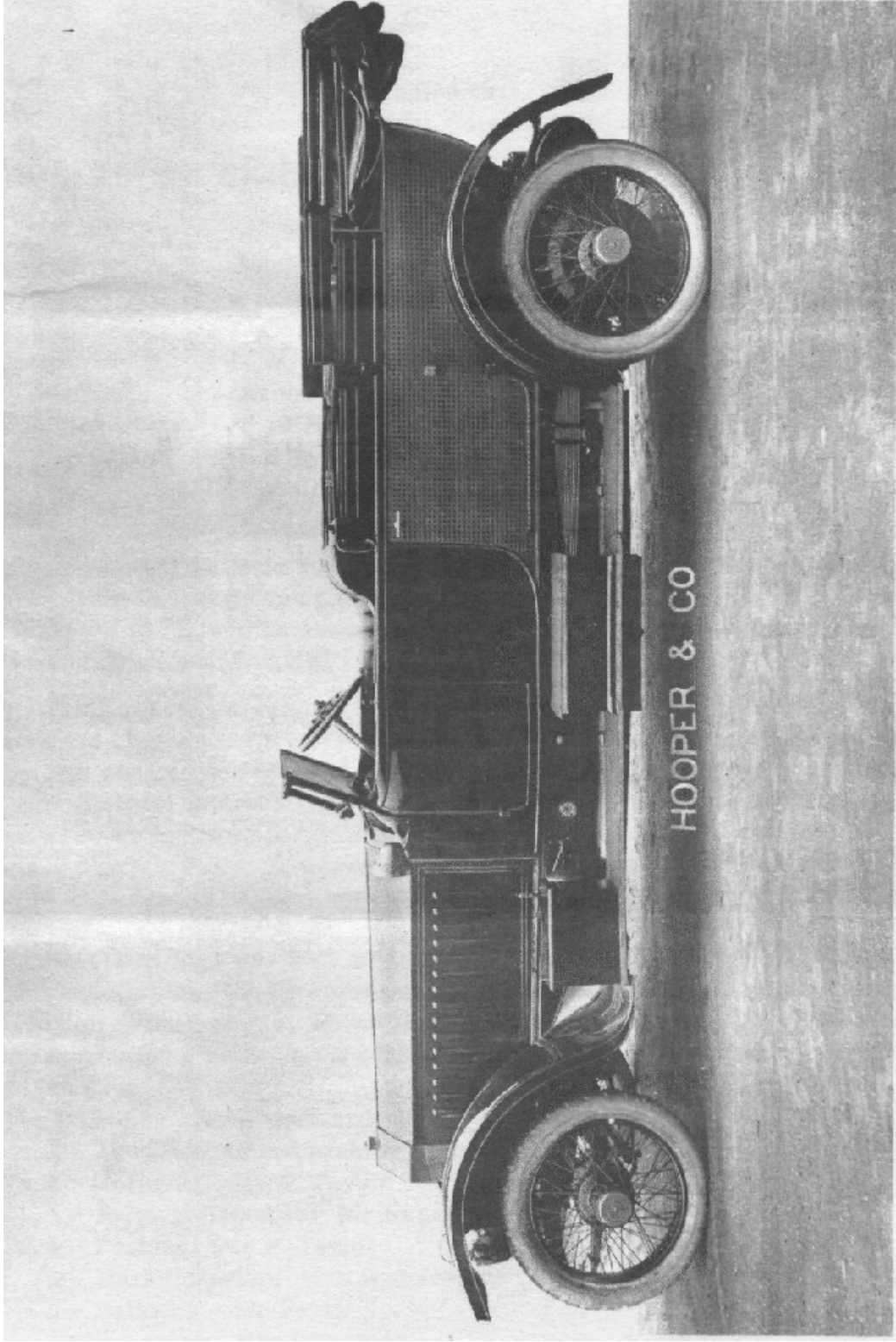
Park Ward 1934 sports saloon, new fabric roof, bucket seats, well shod. £145. Apply Chairman.

25/30 Park Ward, 1938 sun-roof saloon, rebuilt engine, very good tyres, heater, R100 head lamps, pneumatic upholstery. £250.
Apply Chairman.

Rolls 20 cylinder head. £25. Apply C. Bradbury, 35 Woodland Court, Dyke Road Avenue, Hove, Sussex.

WANTED

Set of sheel discs and 6-inch name-plates and retaining rings for 20/25.
Mr Kemp, c/o Midland Bank, 372 Charminster Road,
Bournemouth, Hants



'Hooper' side-light cabriolet on Rolls-Royce chassis
for H. H. Prince Yousouppoff of Petrograd