

ROLLS-ROYCE

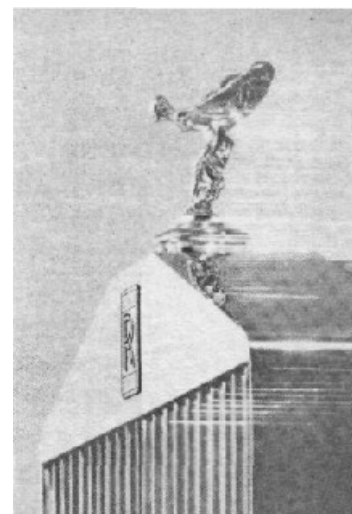
enthusiasts club

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CHRISTMAS ISSUE 1963 - Bulletin no. 24

In this issue, the officers send their best Christmas and new year wishes to all members, who now total 340 in all parts of the world. This issue contains advance particulars of the big international meeting which the inter-club committee have arranged for Saturday May 23rd 1964 at Goodwood and to which the American Rolls Royce Club are invited. The continued increase of members has brought a number of very interesting cars to the club, which should make our meetings even more enjoyable in the forthcoming season.

The Annual General Meeting was held in the Farmers Union, Banbury Road, Oxford, on Friday November 29th, where Mr Colin Hughes kindly showed colour slides of the year's activities and the film 'Magic of a Name' supplied by Messrs Rolls Royce Ltd.

The election of officers has left the committee unchanged, but a further volunteer is required to replace Miss Harris, who has retired now that Lt-Col Barrass has become secretary. We shall be glad to have offers from any keen members who can attend about six committee meetings a year, in Oxford, to fill this vacancy, as no name was put forward at the Annual General Meeting.

It was decided that the first club fixture in 1964 should be a dinner held on the first Friday that day-light saving begins, which we hope to hold in the University Air Squadron Mess and was such a success this year.

Further supplies of badges have come to hand and we hope the waiting list will again be cleared.

PRELIMINARY NOTICE
 ROLLS-ROYCE AND BENTLEY PAGEANT
GOODWOOD Saturday 23rd May 1964

To celebrate the 60th anniversary of the formation of Rolls-Royce Ltd a gathering of Rolls-Royce and Bentley motor cars of all ages will take place at Goodwood motor race course in Sussex on Saturday 23rd May 1964, by kind permission of His Grace the Duke of Richmond and Gordon. This event is being organised by the 20-Ghost Club, the Vintage Sports - Car Club (Rolls-Royce Section), the Rolls-Royce Enthusiasts Club, the Midland Rolls-Royce Owners Club and the Bentley Drivers Club. Representatives of the Rolls-Royce Owners Club of America will be attending and it is hoped that members of other overseas Rolls-Royce and Bentley clubs will also be present.

The organisers hope that all club members will attend with their cars, and equally that club members will persuade Rolls-Royce and Bentley owners who are non-members to attend also. It is hoped further that those who own more than one Rolls-Royce or Bentley motor car will be able to obtain or train additional drivers between now and May so as to bring their other cars.

In addition to the gathering at Goodwood, which is explained in more detail later, the organisers are proceeding with arrangements for a celebration dinner at Portsmouth for the evening of 23rd May (for which garage accommodation is being arranged) and an informal gathering at a stately home nearby on Sunday 24th May.

In broad outline, the envisaged programme for the pageant will take the following form:

- 9 am - 11 am Concours d'elegance cars arrive
- 11am - 1pm Judging of Rolls-Royce and Bentley cars by classes
in the concours d'elegance
- (9 am - 1pm) Non-competing Rolls-Royce and Bentley cars arrive
- 2.15pm-3.15pm Demonstration by groups of four or five cars of each
model produced by both companies (about 120 cars
in all)
- 3.15pm-3.45pm Concours d'elegance prizegiving
- 3.45pm-4.30pm The Best-Three Stable competition (see below)
- 4.45pm Grand parade of all Rolls-Royce and Bentley motor
cars present
- 5.30pm Depart

Concours d'elegance It is hoped that there will be sufficient entries to form classes for each model produced by both companies, with the exception of very early models, and that first and second prizes will be awarded in each class.

The best-three stable competition This will be open to individuals or groups of individuals entering three cars and will be judged by a separate panel of judges to decide which in their opinion is the most desirable 'stable' to own. Prizes will be awarded in two separate categories - one-owner and multi-owners. In the case of one-owner, part-ownership will be permitted, but proof of ownership will need to be presented. 'Stables' may consist of all Rolls-Royces, all Bentleys or a mixture as the entrants desire. It is not anticipated that the judges will make a detailed survey of each car, but rather gain a general impression of the best combination of style, colour, performance and age of the cars presented in each stable.

General comments The organizers fully appreciate that the locality of Goodwood will mean that many will have to travel long distances to be present, but sincerely hope that this will act as a challenge for the more adventurous to attend what is hoped will be a memorable occasion, even if it means driving all night so as to be on time. They ask would-be participants to bear in mind that it is most unlikely that a similar event will be organised for several years to come.

BLOCKED COOLING SYSTEMS

Two members wrote to me within a week with dreary tales of localised boiling due to partially blocked cooling systems. In one case Holt's Radweld had been used to seal a weeping radiator and in the other case Wondarweld had been put in to stop leaks round cylinder block water plates. Incidentally, the radiator still leaked after the treatment, which is adding insult to injury. Don't expect me to point out the moral here.

Weeping water plates can often be cured by simply tightening the retaining screws a little. They can become loose as the gaskets settle down. Access to the plates is difficult, requiring removal of the distributor and sundry linkages in most cases, but the majority of the screws are accessible without doing this, and if the leaks are round the accessible screws, they can be cured as follows.

Weeping rarely occurs round the gasket itself, but usually round the screws. Water works its way up the screw threads and out around the head. To prevent this, remove the screws one at a time, and replace them with a trace of red Hermetite on the threads. This will produce a perfect seal.

RECELLULOSING SMALL AREAS OF DAMAGED PAINTWORK

There can be hardly a car on the road that has not got a few small spots of damaged paintwork. Signs of impending trouble on an aluminium body are bubbles under the paint surface a fraction of an inch across.

These are areas where the paint has lifted from the surface, but has not yet broken. They frequently occur round windows, particularly at the bottom of the windscreen, and in other highly stressed areas where flexing of the body takes place. The aluminium bends slightly as the body distorts over bumps, and the paint, which is less flexible, becomes detached from the surface. Wings can come out in a rash of bubbles if the stone guards are missing, as every impact of a stone flung up by the wheel slightly dents the soft aluminium and breaks the paint film, allowing water in and corrosion to take place.

With the best re-spray in the world, these things will happen in time, and it is best to tolerate them rather than rush into an amateurish re-paint. Waxing over the damaged areas with a liquid wax which can penetrate through any holes in the paint and protect the underlying metal from corrosion is the best way of stopping the rot from spreading.

If you decide to tackle the job of recellulosing a small area of your car, this is how you go about it. The paint round the damaged area must be removed back to where it is firmly attached. Your small blemish is now an area of several square inches. This area must be rubbed down to a shiny aluminium and thoroughly de-greased. At this stage, a base metal primer should be applied, and if a zinc chromate etching primer is available, this should be used. Failing this, the bare metal should be well abraded with coarse rubbing down paper before the primer is applied. The primed area must now be built up to the level of the surrounding paint with cellulose filler, and rubbed down absolutely flat and level. This is the bit that always sounds so easy and yet is where the major part of the time must be spent. Do not be surprised if it takes you five evenings, alternatively thumbing and knifing on filler and rubbing it down, before you have a smooth surface. You should not start the work unless you are prepared to spend an indefinite time at this stage.

After you have prepared the surface, the simple application of two coats of primer filler from the gun, lightly rubbed down, and four coats of finishing colour will be light relaxation. When the four coats of finishing colour have dried thoroughly, lightly flat the work with 400 grade paper used wet, and then spray on the final coat of colour. After the finish has dried for 48 hours, it can be polished with cutting paste, when the production of a beautiful shine blending into the old finish will be your reward for hours well spent in preparation.

The small high pressure spray guns on the market, such as the Bridges drill attachment, are capable of good work on the small scale required by this sort of job, though they become very tedious for large areas. Whatever you do, remember to save enough thinners to clean the gun properly when you have finished.

THE CARE AND RESTORATION OF UPHOLSTERY LEATHER

Most of us have, or would like to have, leather upholstery in our motor cars. Problems associated with leather fall into three categories: First, reupholstering; second, restoration of what we already have; and third, preserving the results achieved.

Re-upholstering

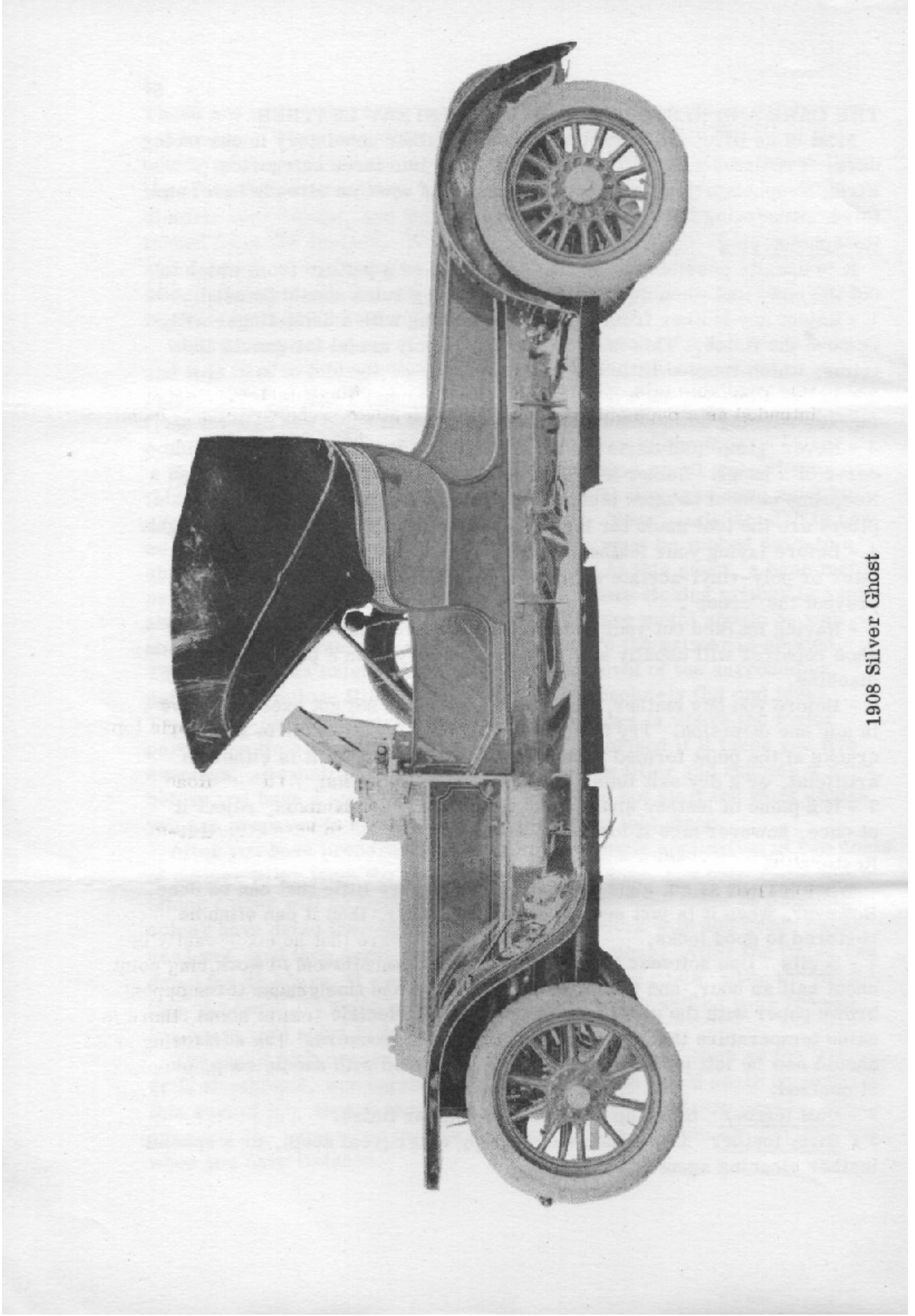
It is usually possible to use the old leather as a pattern from which to cut the new, and when doing this, the following rules should be used.

- 1 - Reject any leather from which hard rubbing with a damp finger will remove the finish. This is a 'split', and is only useful for panels and trims, which receive little flexing or wear.
- 2 - Leave a quarter-inch margin for stitching, and a half inch for 'lasting' (or sticking down behind a panel edge).
- 3 - Never 'gimp' (cut darts out of) an edge that has to follow the outside curve of a panel. Rather 'skive' (shave thinner) and then pleat it. Use a Neoprene cement to stick leather over the edge of a panel. Lasting pliers are the tool made for the job of pulling and stretching leather tight.
- 4 - Before laying your leather, brush over the flesh side with either a latex or poly-vinyl-acetate solution. This will both preserve it, and prevent the 'creep'.
- 5 - Having marked out your stitch lines, for a few shillings your local shoe repairer will usually sew your pieces for you on a proper leather machine.
- 6 - Before you buy leather, make sure that it has not got excessive give in any one direction. Try folding it twice over, and looking to see if it cracks at the point formed in this way. If it does, then it is either an artificial, or a dry salt finish, and unsuitable for seats.
- 7 - If a piece of leather smells even very faintly of ammonia, reject it at once, however nice it looks. It will rot.

Restoration

When leather is cut right through, there is very little that can be done. However, when it is just scuffed or dull, or dirty, then it can often be restored to good looks.

- 1 - Scuffs Use softener liberally on the surface, allow it to work for about half an hour, and then iron out the scuffs and fine cracks through brown paper with the gloss side down. Use an electric iron at about the same temperature that you would to press your trousers. The surface should now be left for 24 hours, and then polished with saddle soap, or Simonized.
- 2 - Dull leather Bring up with silicone leather finish.
- 3 - Dirty leather Use either warm soapy water (real soap), or a special leather cleaning agent.



1908 Silver Ghost

4 - Bad scuffs and scars Use 'Leather fakers inks and oils'.

In extreme cases, it is possible to remove the old finish, and apply a new one, provided that there are no holes, and no rot apparent. This is done by the same process used by a tanner, and will vary from one leather to another. It is a fairly ambitious undertaking, but within the average owner's scope. The writer would be happy to advise anyone attempting to do this. It has the advantage of being possible in situ and without major expense, but results depend on time, and patience.

Preservation

The best leather polishes are made from beeswax, cornucopia, and fine vegetable oils. The shoe trade use a special preserver, but this is intended as a once only process on new leather. The writer has found that Parker Hales Gunstock Polish is by far the best available for car seats; however, Simonise is fairly satisfactory for this purpose. Avoid boot polish, as this will inevitably come off on the best suit you have on the first hot day after use. Neatsfoot oil is good, but very hard work.

D.H.

RECOMMENDED REPAIRERS

From time to time members write in asking advice as to where to get various jobs done. The following have shown competence in working on pre-war R-R:

Coachtrimming - Mr J. J. Benson, 872 London Road, Leigh-on-Sea, Essex (Southend 77423) He did a good job of recovering the fabric top to a 20/25 limousine for £8.

Garages - Mr P.Scott, Kent Elms Service Station, Arterial Road, Southend. Stated to be quite knowledgeable on R-R.

Motormacs in the centre of Exeter are reputed to have a good R-R trained mechanic.

FITTING SEAT BELTS

Anyone who has contemplated the lethal array of sharp edges in front of the driver of a pre-war Rolls will be aware that he could easily become impaled in the event of a crash. About the only reassuring point is that the weight of an R-R will do rather more damage to the opposition than he is likely to do to you. However, originality aside, there is a good case for fitting seat belts to any car. The problem in fitting seat belts is that unless they are really secure, they are worse than useless.

Dr M. C. Holderness, 14 Tyone Close, Billericay, Essex, has fitted Britax DSB601 3-point anchorage belts to his 20/25, and will be glad to give details to any member who may be interested.

STATIC ELECTRICITY

With winter here again, members may be interested to read an extract from a letter received from John Garland, Yelverton, Devon, during the severe frosts of last year.

"The following happened yesterday. Temperature outside, 26F. Inside the garage, 32F.

"I went in and switched on the electric light and then went to the window to read the thermometer hanging there. The switchbox on the car (25/30) was locked OFF, so the only live circuits were battery to distribution box and distribution box to interior light and clock.

"As I walked past the car, there was a blue flash and a pop from under the bonnet near the ballast resistance below the twin coils. There is a condenser here attached to the frame. I unlocked the switch and tried all the circuits. Everything from the clock to full headlamps was working correctly, with no unusual reading on the ammeter. The engine started and ran normally, the dynamo showing charge on opening the throttle. In fact, I could find nothing wrong, though the effect was just like a circuit blowing.

"The only time I have ever seen anything like it before was many years ago in a seaplane fitted with a Rolls-Royce Eagle VIII. We went through a tropical shower and then under a thunder cloud, and if you put a wet gloved hand near anything, you got a beautiful blue spark about six inches long. Very frightening, but not in the least dangerous. "

Has anybody else got any experiences to match either of these?

MEMBERS NEWLY JOINED

J. R. Catch, Wreyland, Broombar Lane, Great Missenden, Bucks

1931 20/25

R.Burford, 16 Teignmouth Road, London NW2 1935 20/25

M.R.L.Williams, 1 Grange Drive, Whetstone, Leicester 1935 20/25

D. Mico (associate), Huntwood House, Winterford Heath, Albury, Surrey

L.E.Tavender, 138 Rectory Road, Button Coldfield, Warws 1933 20/25

Dr B.C. M.Butler, 31 Morton Ave, Kidlington, Oxford 1934 20/25

A.E.Kilner, Spennythorne, Cokes Lane, Chalfont St Giles, Bucks

1937 25/30

Dr J. Beddard, 37 Tyegate Road, Liverpool 19 1934 20/25

Mrs M. Riegelhuth, Tesdale House, 10 Marcham Road, Abingdon, Berks

1935 20/25

E.Hind, 6 Moor Copse Close, Earley, nr.Reading, Berks 1937 PIII

Dr M. C.Holderness, 14 Tyrone Close, Billericay, Essex

Major Cory-Jenkins, The Lodge, The Heath, Weybridge

Mr Batchelor, 50 Partridge Mead, Banstead, Surrey

MEMBERS NEWLY JOINED (continued)

A.W.D.Adams, The Salt Box, 54 Lower Road, Fitcham, Surrey
 E.D.Woolley, Interlaken, London Road, Fairford, Glos 1927 coupe
 J. S.Fraser, 20 Grosvenor Road, South Shields, co.Durham 1949 Wraith
 B. Barker, c/o the Metal Box Co of India, Barlow House, 59c Chow-
 ringhee Road, Calcutta, India 1926 PI, 1936 Pin, 1938 PIII
 J.H.Sullivan, 32 Larkfield Close, Lodge Farm, Caeron, Mon 1927 20
 B.Rushton, 5 Lindow Parade, Wilmslow, Cheshire 193520/25
 J.W.deCampi, 5323 Connecticut Ave NW, Washington 15, DC, USA
 1923 SG
 P.L.Elliott, Brightwell Stores, Wallingford, Berks 1929 '20'
 Major Lewis, 706 Crestview, Wilmington, Ohio, USA 1929 '20'
 A.E.Lumley, 10 Minster Road, Ramsgate, Kent
 A. J. Mould, 28 Wood End Road, Harrow, Mdx 1929 '20'
 T.H. Plater, 12 Cranwell Road, Greasby, Wirrall, Cheshire 1938 PIII

CARS FOR SALE

25/30 Park Waid limousine, very good condition. £650. G.L.Harrison,
 2 Dalkeith Road, Branksome Park, Poole, Dorset
 25/30 Park Ward sun-roof coach-work, rebuilt engine, 1938 model,
 Connaught green, £325
 20/25 Park Ward saloon, bucket front seats, new leather roof, £125
 Apply Chairman

SPARES

4 3/4 Bentley rear axle with one broken half shaft may be collected from
 Edward Kilner, Spennythorne, Cokes Lane, Chalfont St Giles, Bucks
 GNS series 20/25 crash gearbox complete with servo, in good order,
 available from S.R.Edwards, Barclays Bank Chambers, Princess
 Street, Armada Way, Plymouth

We have acquired appreciable stocks for spares, 20/25 models, in-
 cluding 20 wheels, and at present hold cylinder heads for all pre-war
 models.

We have further expanded our stock of special tools and members are
 reminded they can hire them against a deposit. Apply to the chairman
 for these services.

REMOVAL OF A PIII ENGINE

Provided it is one about in a fairly organised manner the job is quite straight forward. I hope that on reading this, others may avoid the pitfalls I fell into.

All oil and water should be removed from the engine and the radiator removed by taking off the front apron (3/16 BSF and 3/8" BSF spot lamp mounting bolt). This job is dirty and fairly tricky but very necessary. All three radiator bases and the triangulated top bracket should also be removed at this stage and also the 4x1/4 BSF cask screws on the wing to bonnet flanges. (These may be difficult as the slotted heads are inaccessible.) Two 1/4 BSF nuts secure the bottom of the radiator to the metalastic mounting on the front crossmember - these again are tricky and call for a very short spanner. The front of the vehicle should now be jacked up and the roadwheels removed. A study of the interior of the wing will reveal two 3/8 BSF bolts with slotted heads on each side above the top wishbone. These must be removed with socket spanners and a long extension - a screw driver will not do it. Having removed the 3/8" bolts holding the headlamp brackets to the wings, the entire assembly - radiator, horns and lights - may be lifted and moved 2" forward. This will reveal the wiring junction boxes at the base of the radiator, which can then be quite easily disconnected. I would stress that attempting this without moving the radiator forward may result in strong language.

The next job is to remove the manifolds and exhaust pipes. The engine to manifold studs are simple providing 3/8 square drive sockets and a 6" extension and ratchet are used. The manifold to pipe 3x1/4 BSF nuts and bolts will almost certainly have to be split since sockets or rings are out of the question due to the location. The exhaust pipes/resonance chamber 5/16 BSF nuts and bolts have to be removed with a socket spanner as nothing else can reach them.

The starter dynamo and water pump should be removed next, as their combined weight is colossal and access to the front engine mountings (N/S) is made easier. The 1/4 BSF Stud seen poking through the n/s undertray should now be undone as this will release the exhaust system altogether from the engine area. The carburetor, fuel line and throttle linkages may be removed next. These are straight forward but for the system just below and behind the steering box. This must be totally removed, otherwise it will be ruined when the engine shifts forward. Do not forget the oil pressure line and thermometer capillary at this juncture.

The undertrays should be removed next using a 3/16 BSF spanner on most of the bolts, a 1/4 BSF on the rest. This is a dreary job which is both dirty and lengthy, but be of good cheer - it's not as bad as a later 25.

REMOVAL OF A PIII ENGINE (continued)

The front brake cable channel should be removed from the bottom of the oil pump and the one-shot pipe disconnected from the clutch whilst one is underneath.

The aluminium covers over the front engine mountings (3x2Ba screws) may next be removed, revealing 5" BSF bolts with lock tabs. These should be knocked back and a socket spanner applied. These bolts will fight the whole way and one will imagine that some ghastly mistake has been made, but in fact a combination of big socket spanners and the Chairman is invincible.

The hour of Destiny is now nigh and one wire strap should be rigged around the engine at its c of g (just behind the centre exhaust ports). I stress the single strap, as the engine has to be tilted at improbable angles later on and this would be difficult with any other system. The wire should be held clear of the fragile parts, such as ignition harnesses, by suitable blocks of wood. The strain should then be taken to the extent that the engine can just be rocked by hand.

The floorboards should next be removed and the clutch disconnected. The stabiliser rod from the pedal shaft to the bell housing should be disconnected at both ends. Both spiders on the Spicer rubber coupling should be undone (6x3/8 BSF split-pinned nuts). This unit proved tricky when the engine was removed since in fact the splined shaft pulled right out of the clutch. Revised technique is called for here and I feel that by undoing the small bolts on the shaft behind the joint a lot of trouble would be avoided and a source of possible damage eliminated. Another trip underneath is now necessary. The gearbox/engine stabiliser and the triangular bracket should be removed in toto as well as the smaller engine/chassis stabiliser. The rear engine mounting should be completely removed from the vehicle - I stress this as it is important.

The engine shock-absorbers were removed by unbolting them from the chassis and the engine simultaneously - this is the only way it can be done. It does appear that the job may be facilitated by tapping the engine bolts back into the mounting lugs - this is a distinct error as a study of the intervals will reveal.

The organisation was then ready to lift but yet another ghastly snag arose, necessitating a withdrawal for a cup of the Chairman's tea. Parts of the engine trays, rivetted to the wings, overhung the front engine mountings. Three solutions presented themselves:

- a) remove wings
- b) remove front engine mounting feet
- c) 'modify' engine trays

REMOVAL OF A PIII ENGINE (continued)

a) and b) were considered impractical, as to remove PIII wings would take weeks, and having undone the nuts on the engine mountings (the most inaccessible yet) we discovered that they would not slide off their studs due to the proximity of the chassis.

Therefore plan c) was embarked upon and I shall not go into further details for fear that a copy of this might find its way to a certain eminent personage at Hythe Road, but suffice it to say that the technique was brutal and most effective.

The actual lift is no great problem - the engine should be lifted at about 15° initially to clear the afore mentioned engine trays and simultaneously levered forward using a piece of wood between the bulkhead and the block. Once the universal joint is clear the engine can be raised right out and the car pushed from underneath and the engine lowered to the floor for the real business to commence.

In retrospect it would appear that the job took 23 man hours - but I feel that next time we might well manage it in twelve with the knowledge we now have. Either way it was an interesting experience, if somewhat unnerving at times'.

Please excuse the unusual tenses in the above but it is intended partly as a manual of information and also as a record of our experiences on two very harrowing days !