

# ROLLS-ROYCE

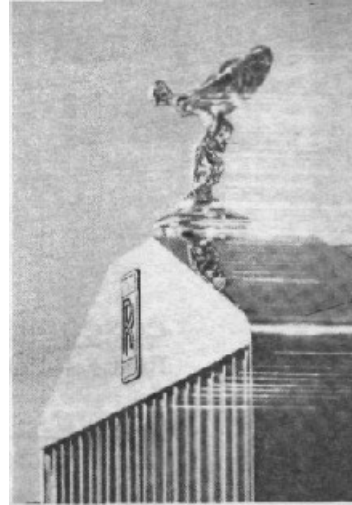
## enthusiasts club

Chairman:  
Surg. Capt. R. Symmons,  
VRD, RNR  
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Hon. Secretary: Colonel Barrass, OBE, TD  
5 Holland Road  
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Hon. Treasurer: G. W. Wrapson, Esq, 29 Kirk Close  
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JUNE 1964 - Bulletin no. 27

### INTERNATIONAL ROLLS-ROYCE AND BENTLEY MEETING AT GOODWOOD

This meeting proved a great success and well over one thousand cars entered for events or as non-competitors. In addition some hundreds of cars turned up on the day without having entered. Contrary to some press reports, there was no chaos in receiving and dispatching cars to their allotted places, thanks to the efficiency and hard work put in by club members, headed by Colonel Barras and the Brooks family. Mrs Brooks and Mrs Barrass worked right through the day in organizing the sale of programmes. We are very grateful to our members who spent all the time working and had no opportunity to see the cars. We would like to congratulate our treasurer Mr Wrapson, who won the class VIIB and beat Stanley Sears' Wraith.

The Portsmouth Guild Hall Dinner in the evening was a great success. It was attended by some 550 members, including the United States contingent, who presented a plaque to the Chairman for the Club at the conclusion of the Dinner. We were fortunate with the weather and after a wet and dull start the rest of the day was perfect during the meeting.

On Sunday some hundred cars rallied at Uppark, near Petersfield, where we had a thoroughly relaxed time with no duties to perform, although the weather was dull with a little rain at times. The Shell Company have filmed the Goodwood event and we hope to show this at one of our winter meetings. Mr Colin Hughes also took a number of still photographs of the more interesting cars. The following table shows the various prize winners.

## ROLLS-ROYCE AND BENTLEY PAGEANT

GOODWOOD 23rd MAY 1964

PRIZE LISTCONCOURS D'ELEGANCEROLLS-ROYCESClass IA - built before 1907

1st S.E. Sears	1906(30hp)	Jarvis	2-seater
2nd S.E.Sears	1905(20hp)	Harrington	T.T.Replica

Class IB - early Silver Ghosts (open)

1st Millard W. Newman	1907	Barker	Tourer
2nd W. A. L. Cook	1912	Willis	Roi-des-Beiges

Class IC - early Silver Ghosts (closed)

1st J.A.G.Burchell	1913	Barker	Landaulette
2nd P.W.Neale	1914	Barker	Landaulette

Class IIA - post-war Silver Ghosts

1st H. Fergusson-Wood	1921	Barker	Double cabriolet
2nd J. F.Fildes	1921	Barker	Limousine

BEST SILVER GHOST awarded the Booths High & Dry Trophy

H. Fergusson-Wood	1921	Barker	Double cabriolet
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Class IIB - New Phantom (Phantom I)

1st Sven E. Tragardh	1928	Nordbergs-vagnfabrik	Landaulet
2nd J. C.Dymock-Maunsell	1926	Park Ward	Limousine

Class III - Phantom II

1st H.R.Wilkins	1932	H.J.Mulliner	2-seater
2nd L.E.Dalton	1933	Park Ward	Saloon

Class IV - Phantom III

1st W.A.L.Cook	1937	Freestone & Webb	Saloon
2nd S.E.Sears	1938	Thrupp & Maberley	Saloon

BEST PRE-WAR PHANTOM awarded the Shell-Mex & BP Trophy

H.R. WiMns	1932(PII)	H.J.Mulliner	2-seater
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Class VA - 20 hp (open)

1st J.Mackanness	1926	Rippon	Tourer
2nd J.P.Smith	1926	Hamilton	2-seater

Class VB - 20 hp (closed)

1st S.E.Sears	1923	Hamshaw	Landaulette
2nd H.Keller	1929	James Young	Saloon

Class VIA - 20/25 (open)

1st	J. C.Dymock-Maunsell	1936	Offord	Tourer
2nd	V.Goodhew	1933	Owen	Sedanca

Class VIB - 20/25 (closed)

1st	J. S. Farrington	1934	Atcherley	Saloon
2nd	S.R. Chichester	1933	Park Ward	Saloon

Class VIIA - 25/30

1st	S.R.Terry	1930	Thrupp & Maberley	Saloon
2nd	V.Hodgson	1936	Barker	Saloon

Class VIIB - Wraith

1st	G.W.Wrapson	1939	Park Ward	Limousine
2nd	S.E. Sears	1939	James Young	Saloon

BEST PRE-WAR 'SMALL' ROLLS-ROYCE awarded the Caffyns Trophy

	S.R.Terry	1938(25/30)	Thrupp & Maberley	Saloon
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Class VIIIA - Silver Wraith and Silver Dawn

1st	D.S.Whaley	1955(SD)	Standard	Saloon
2nd	R. Pitts Crick	1949(SW)	James Young	Drophead

Class VIIIB - Silver Cloud I. II. III & Phantom V

1st	J.Barclay Ltd	1964(SCIII)	James Young	Saloon
2nd	Miss M.W.Kelly	1961(SCII)	H.J.Mulliner	Drophead

BEST POST-WAR ROLLS-ROYCE awarded the Triplex Trophy

	J. Barclay Ltd	1964(SCIII)	James Young	Saloon
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## BENTLEYS

Class 9 - 3-litre

1st	Miss E.Nagle	1925	H.J.Mulliner	2-seater
2nd	P. Suckling	1924	Vanden Plas	Tourer

Class 10 - 4½ -litre

1st	S.W. Creamer	1929	Salmon	Saloon
2nd	T.D.L.Rose	1928	Bentley Motors	Tourer

Class 11- Speed Six and 6½ -litre

1st	C.A.Keeler	1927	Vanden Plas	Tourer
2nd	P.M.Price	1930	Vanden Plas	Tourer

Class 12A - 8-litre

1st	Lt Col. G.M.Jacobs	1931	Gurney Nutting	Tourer
2nd	W. A. L. Cook	1930	Hermann & Burton	2-seater

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Class 12B - 4-litre

1st J.G.Walters	1931	H. J.Mulliner	Saloon
2nd Major W.T.Pitt	1931	Vanden Plas	Tourer

BEST VINTAGE BENTLEY awarded the Jack Barclay Trophy

S.W. Creamer	1929(4½)	Salmon	Saloon
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Class 13 - 3½ -litre

1st D. Brown	1934	Gurney Nutting	Sedanca de ville
2nd F.M.Wilcock	1935	Park Ward	Saloon

Class 14-4 1/4-litre and MK. V.

1st Major I. M. Floor	1938	Vesters Neirinx	Tourer
2nd J. P. Smith	1937	Offord	Ifcaeton

BEST DERBY-BUILT BENTLEY awarded the Wadhams Trophy

Major I. M. Floor	1938	Vesters Neirinx	Tourer
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Class 15A - Mk. VI and 'R' type

1st L.B.Earp	1948	Standard	Saloon
2nd J.A.Ayers	1952	H. J.Mulliner	Saloon

Class 15B - Continental

1st R. S. Mead Ltd	1964	Park Ward, Mulliner	Drophead
2nd L.C.Edwards	1964	Park Ward, Mulliner	Saloon

Class 15C -S 1.2 and 3

1st R.W. Hawkey	1963(S3)	Standard	Saloon
2nd T.Collyer	1964(83)	Standard	Saloon

BEST POST-WAR BENTLEY awarded the Pinchin Johnson Trophy

R.S.Mead Ltd	1964	Park Ward, Mulliner	Drophead
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**STABLE COMPETITION**

Rolls-Royce (one owner)

S.E.Sears	1906	30 hp 6-cylinder
	1927	Phantom I
	1938	Phantom III

(awarded the Avon India Rubber Company Trophy)

Bentley (one owner)

J.D. Smith	1925	3-litre
	1927	3½ -litre
	1964	S 3

(awarded the Lucas Trophy)

Composite Rolls-Royce and Bentley (one owner)

W.A.L.Cook	1912	Silver Ghost Rolls-Royce
	1930	8-litre Bentley
	1937	Phantom El Rolls-Royce

(awarded the General Accident, Fire & Life Assurance Trophy)

Rolls-Royce (multi-owner)

G. McGregor-Craig	1910	Silver Ghost
J. Harding	1933	20/25
Col. Harding-Rolls	1962	Silver Cloud II

Bentley (multi-owner)

F.N.Doig	1964	S3
C. R. Doig	1928	4 <sup>^</sup> -litre
B.R.Eastick	1954	'R'Type Continental

Composite Rolls-Royce and Bentley (multi-owner)

J.G.Hampton	1925	Silver Ghost Rolls-Royce
J.G.Hampton	1955	'R'Type Continental Bentley
I.S.Hallows	1936	Phantom HI Rolls-Royce

## BLENHEIM PALACE CONCOURS D'ELEGANCE

SUNDAY JUNE 28th 1964

The park will be open for picnicing from 12 noon, concours judging will start at 2.30. The judges will be Mr Ron Haines of R. R. Hythe Road Depot, London, Mr Phil. Taylor, chairman of the Midland R. R. Club, and Mr Ian Hallows of the '20' Ghost Club. Prizes will include the Visitors Challenge Bowl. Members are requested to send their names to the Hon. Secretary as soon as possible so that the sizes of the classes can be determined.

The Midland R. R. Club have kindly invited us to their Concours d'Elegance at Ragley Hall, near Alcester, on Sunday July 5th at 12 noon.

## RALLY AT U. S. A. F. BASE, UPPER HEYFORD, OXON

SUNDAY JULY 12th 1964

The USAF have kindly invited us to rally on the above-mentioned date. The Station will be open for picnicing from 12 noon. At the end of the rally there will be a drive-past of the cars, with a loud-speaker commentary as they pass. Accordingly, members proposing to attend are asked to send full particulars of their cars to Colonel Barrass, who will compile the commentary and speak over the loud-speaker system: the success of this feature depends upon the co-operation of members in supplying these details. Tea and hard drinks will be served in the Mess to attending members and their families. Details of the Station are given below.

There will be no meeting in August, but our Competition Meeting will be held at Staverton Airport near Cheltenham, Glos, on Sunday September 6th 1964.

The United States Air Force Base at RAF Upper Heyford is one of many Strategic Air Command bases around the world which maintain a 24-hour year around alert with B-47 all-jet bombers. Their mission: to be prepared to strike (on the orders of the President of the United States) any enemy which directly threatens the peace of the free world through any form of direct (or indirect) attack. While at Upper Heyford we will have the opportunity to meet the men who run this facet of this world-wide organization and the women behind them. After the rally we will meet with some of the officers and noncommissioned officers, and their wives, of the 3918th Strategic Wing for refreshments and a short briefing on their mission in England. After this we will be conducted on a tour of the station and will have the opportunity for a first-hand look at the aircraft on constant alert. The base will assign a couple to each car and we will travel in convoy around the station. It will be an opportunity seldom given to any group.

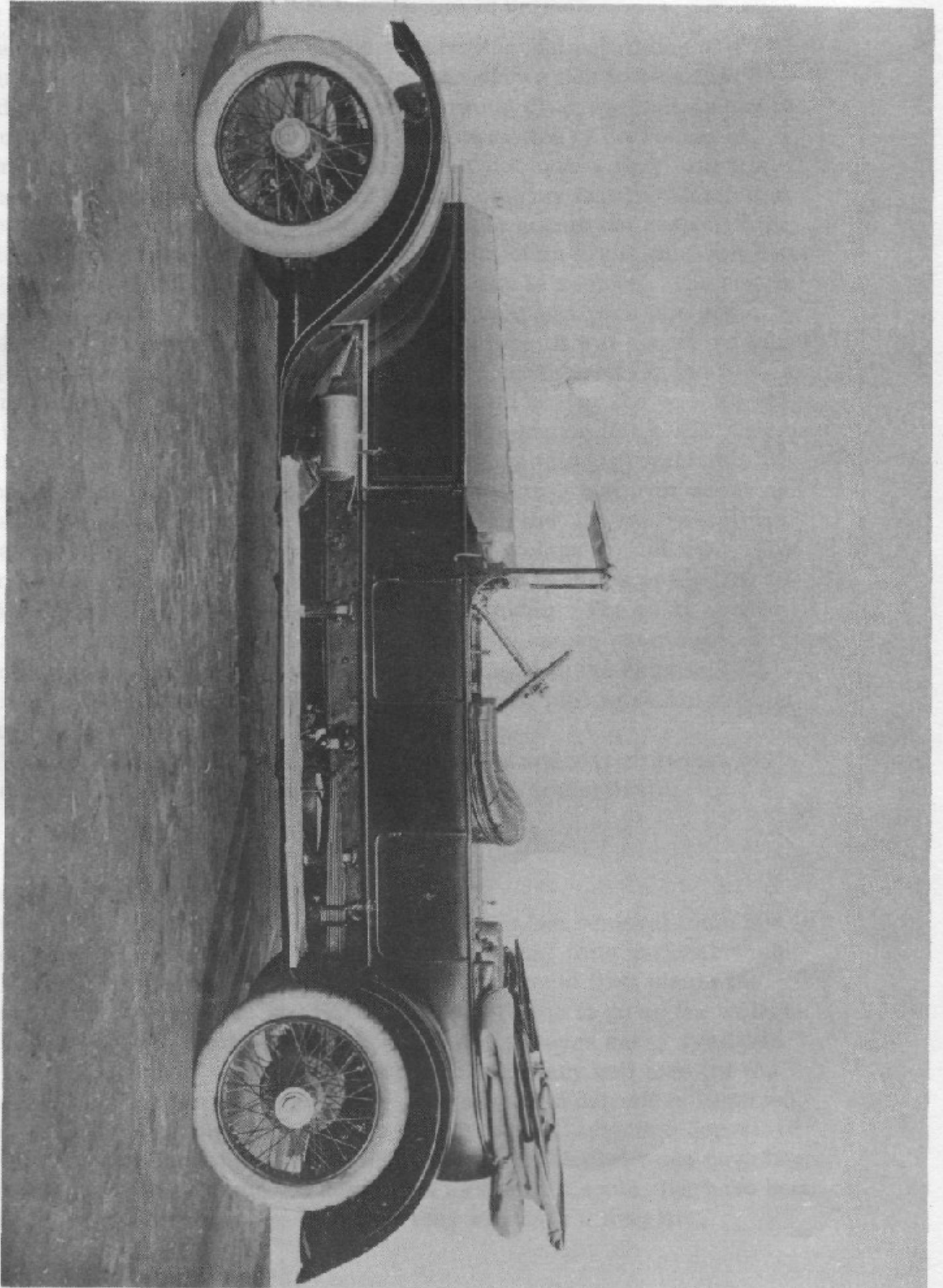
#### APPLIED GLYCOLOGY

The use of ethylene glycol as an anti-freeze medium has been general for quite a long time, but since about 1950 much study has been given to inhibiting the chemical to retard corrosion attack on cylinder blocks and radiators. The choice of the inhibitor is controlled by the materials used in the engine and radiator, and the general operating conditions.

Clearly, because of wide variations in materials and conditions, a single inhibitor, or group of inhibitors, cannot meet all requirements. In this country we have the choice of three different British Standard numbers covering inhibited ethylene glycol, these being BSS 3150, BSS 3151 and BSS 3152. The details of the inhibiting chemicals are scarcely relevant to this article, but eager beavers may obtain the information from the British Standards Institution.

The important thing is that for Rolls-Royce motor cars the recommended specification is BSS 3150, used as a 25 per cent solution with water. A number of commercially available anti-freezes conform to the specification, and an even larger number do not. So, always read the small print on the back of the can before buying anti-freeze.

R.H.



'Hooper' Double Phaeton on Rolls-Royce chassis for Arthur Brown, Esq.

### PIII OR PIV ENGINE

Summing up, the major operation of stripping and rebuilding of a PIII engine as described in earlier Bulletins has shown this to be a task beyond the reach of most people and the charge by R. R. specialists can be as high as £1500. In addition, there is the question of corrosion of aluminium crank case and heads, which may not have a very long life. Some owners have already been told by the Company that the aluminium is getting to the weeping stage and they will not accept the responsibility of dismantling again. Also the last £450 aluminium crank case has been sold, and the likelihood of any more being made is remote. The cost of grinding the crank shaft and remetalling the bearings runs into some hundreds of pounds and is a very specialised job. It was therefore felt that a more practical engine would have to be considered for the PIII, as every year that passes now bring the aluminium nearer the weeping stage. We therefore decided to fit a PIV straight-edge engine into a PIII chassis, as investigation showed that the power developed was approximately the same, 170 hp, as was the weight of the two engines, just over seven and a half hundred weights. The main difference is that the twelve-cylinder develops power up to 4500 rpm, and the PIV develops at 3500 rpm. The petrol consumption of the straight-eight is about 14 miles per gallon as compared with about 10 mpg of the twelve-cylinder. The parts needed for this conversion are new fore and aft flexible engine mountings, a specially made driving shaft to connect the engine to the existing PIII gear box, a clutch adapter unit and of course new pipe work for exhaust, petrol and cooling system.

The next Bulletin will describe this operation and give drawings of the essential shaft to connect the new engine and the transmission.

R.S.

### SOME FURTHER NOTES ON HUB REMOVAL

Most Club members will know by now that the hub removal tools are essential if access is required to the brake drums. Any member wishing to perform an operation on hubs or brakes should first obtain the relevant service sheets. For those who do not wish to go as far as buying the full set of service instructions for Rolls-Royce cars, available for two guineas from Crewe, the Technical Secretary will hire out the necessary sheets for a charge of 5/- per sheet. No deposit is required. Hub removal tools can be hired from the Chairman, against a deposit of £5, £1 of which is retained as a hiring charge. The club tools have been specially made to perform the same jobs as the R.R.tools, but have been made more massively in the hope that they will have a long life.

## HUB REMOVAL (continued)

In order that unnecessary damage to tools and hubs should be avoided, it is considered that some simplification of the information in service sheet RRV1 is required.

1. Particular care should be taken to ensure that the 'handing of the threads on the various nuts is known before any onslaught is made. It is helpful for the beginner, and for the more experienced man who had not done the job for a year or two, to have an assistant who can read out the next operation as each stage of the job is completed. This also has the advantage that the mechanic's greasy hands do not come into contact with the service sheet.
2. No matter how much of a struggle has been required to remove the various parts of the hub, care must be taken that parts are not over-tightened on re-assembly. There should be no need to use a tommy bar longer than 12 inches for the nuts on the 25 hp range of hubs or 18 inches for the 40/50 hp range.
3. In order to avoid over-tightening, it is important to notice that there is a vernier arrangement in the disposition of the tabs and holes in the locking plate for the rear axle tube nut, and also between the numbers of holes in the grease cap retaining nut and the hub shell, one pair of which must be aligned to take the spring locking ring.
4. On the rear hubs, the nut responsible for keeping the hub on the car is the axle tube nut. This nut retains the hub bearings on the axle and should obviously be reasonably tight.
5. The axle shaft nut is not directly responsible for retaining the hub, but locates the driving dog. It need not be excessively tight. Usually, the procedure of tightening to the split pin hole used before will be satisfactory.
6. The nut most frequently abused is the grease cap retaining nut. Any use of a drift on this nut will leave serious damage, as the nut is quite soft. The nut need only be tightened sufficiently to give a grease-tight seal as, again, its tightness is not vital to the structure.
7. One of the Club tools is a combination tool which doubles as a driving dog extractor and a hub puller. The tool consists of a flat disc with a number of holes drilled in it, the centre hole carrying the extractor bolt. To use it to extract a driving dog, a pair of b.s.f. bolts of the correct size are passed through the pair of holes of the same spacing as those in the driving dog.

#### HUB REMOVAL (continued)

To pull the hub, the disc is fitted into the hub shell, and a wheel nut (complete with wheel if the nuts are retained in the wheel) is put onto the hub. Screwing in the puller bolt pushes the disc against the nut and extracts the hub.

N.H.H.

#### NEW MEMBERS

R. J.Cooke, 30 Gloucester St, Coventry 1931 20/25

B.W.C.Roberts, Thatchette, Keymer Road, Hassocks, Sussex  
1957 Silver Cloud

R. L.Appleford, PO Box 21121, Nairobi, Kenya 1952 Silver Dawn

V. F.Mashek, 105 West Adams St, Chicago 13, Illinois, USA

A.D.Powell, 24 William Kimber Crescent, Gladstone Road, Headington  
Oxford 1933 20/25

S.M.Tidy, 413 Ditchling Road, Brighton 6 1921 20 hp

B. Thwaites, Milnthorpe, Sleepers Hill, Winchester 1938 25/30

J.I.Elliott, 55 Haling Park Road, S.Croydon 1936 25/30

R.D.C.Thomson, Clinkers, Chawton, nr.Alton, Hants 1937 PIII

F.C.Gear, Bramble Leigh, Beech Road, Reading, Berks  
1934 20/25

#### CARS FOR SALE

1934 20/25 James Young sportsman saloon, engine rebuilt 20, 000 miles ago. Price £575 ono

1937 PIII Windover sedanca

1938 H. J.Mulliner landaulette

1938 25/30 Park War sun roof coach-work

1929 PI Windover saloon

1937 25/30 H. J.Mulliner sedanca

Please apply to the Chairman for further details

#### RECOMMENDED REPAIRERS

W.Ginns, Friars Causeway Filling Station, St Nicholas House, Vaughan Way, Leicester. Tel. 59415. PIII overhaul in particular

#### RECOMMENDED COACH TRIMMER

T.L.Williamson, Priory Lane, St Neots, Cambs Tel.St Neots 136

TRUEXpress Oxford