

ROLLS-ROYCE ENTHUSIASTS' CLUBB U L L E T I N

NEXT MEETING Rally at Yarnton Manor, Near Oxford, October 22nd.

The full-time use of Kidlington Airport by the Pressed Steel Company has made it impossible for us to use this location for a Driving Test type of meeting. In place of this meeting, we will be holding our Annual General Meeting in the Olde Tythe Barn at Yarnton Manor on Sunday 22nd October, at 3 p.m. There is ample parking space nearby, and it is hoped that members will make this into a worth-while rally with which to close the summer season. This will be the last opportunity to crawl over other peoples cars in the daylight this year.

Nominations for committee members should be in the hands of the Secretary by Wednesday 18th. October. Nominations should include the names of the Candidate, Proposer and Seconder, and must be with the Candidates approval and consent. Items for the Agenda should be in the Secretary's hands by the same date. Bring a warm coat and something to sit on.

FILM EVENING IN OXFORD

The Club is holding a film meeting in Oxford in the National Farmers Union Hall on Friday December 1st. at 7.30 p.m. for 8.00 p.m. The Hall is at 269 Banbury Rd., and there is parking space for a large number of cars inside the courtyard. Please do not park in the Banbury Road.

The programme is to include 'The Magic of a Name' the film about many aspects of the Rolls-Royce company's activities, and a number of other films of motoring and general interest.

CLUB NEWS

A large party of members of the Rolls-Royce Owners' Club of America will be visiting this country for a week next year. They are arriving on 1st. June, and a large rally of all R.R, Clubs is provisionally planned for Sunday 3rd. June, at a central venue.

BADGES We regret that no more badges are at present available.

TYRES SITUATION

There is a dearth of 600 x 19 tyres, and the leading re-moulding companies describe the supply position as absolutely hopeless. The only way to obtain a remould tyre is to send in a sound casing for retreading. We have found that a Dunlop maker's remould bears a tread twice as deep as the average re-moulder's tread, and is finished neatly bead to bead, as distinct from the rather ragged aide walls and obliterated marks left by most re-moulders. We strongly recommend members who can secure any sound Dunlop casings to have the maker re-mould them; casings of the other makers will not be accepted by Dunlop, and must go to the ordinary re-mould firms, who charge the same price for a thinner tread. This drying up of used and re-mould casings means that in future the only source of supply will be Dunlop 6-ply casings at approx., £16, and Michelin 4-ply at £12. We do not recommend the use of 4-ply covers on the rear wheels of heavy cars, as the walls tend to fracture. We have now managed to secure a supply of 600 x 19 rubber tubes with black rim reinforcement, which we can supply in place of the rather unsatisfactory Butyl tubes now current.

ROAD WHEEL NUTS.

If your Road Wheel Nuts require re-plating, and are of the old pattern, attached to the wheel, we can now supply a tool to remove the 'C' ring that holds this nut to the wheel, and which can be most awkward and time-consuming to remove. We see no point in re-fitting the 'C' spring and suggest the road wheel nuts are left separate as in the later models.

We wish to apologise to members who attended the Prescott meeting, that the arrangements did not work out as planned. In the event, it proved impossible to get the Rolls-Royce cars parked together, but in spite of this, the meeting was a very worthwhile one to attend.

SNAG SECTION

I have just finished a complete overhaul of 20/25 chassis GOS 8, which has provided me with enough information to keep the Snag Section going for several issues. If you have a problem which has not been dealt with in the bulletin, other than gearbox or rear axle overhaul, which I have not yet had to tackle, you should write to Nigel H. Hughes, The Vicarage, Hilton Ernest, near Bedford. I will do the best I can to help. (Note the change of address.)

VALVE GEAR OVERHAUL.

If your engine has noisy valve gear, there can be the following causes incorrect tappet adjustment, wear on bottom tappet rollers or can followers, and wear on rockers. While we recommend a valve clearance of 5 thou. where the book says 3 thou., to allow for old age, the valve can be dead silent with up to 6 thou. if the valve gear is in good condition, and properly lubricated. Wear on the rockers can be easily corrected with a carborundum atone, but be careful to remove no more metal than is needed to eliminate any depression. Worn bottom tappets are expensive to replace, but noise can be reduced by getting the lubrication right.

The small clearances between the rockers and shaft, and rockers and pushrods, act as a very effective oil filter, with the result that the rocker shaft gradually fills up with all kinds of rubbish. In my case, the drilling in the centre of the shaft was sludged down to one third of its original diameter, and many of the holes leading from the shaft to the drillings in the rockers were completely blocked. The oilways in the rockers themselves were half full of dirt. The rockers and spacers are simply slid off one end of the shaft, and although numbered, should be laid out in order. Cleaning the rockers is easy but the shaft is more difficult. Prodding with thin wire will free the sludge, which can be flushed out with an oil can full of paraffin. Don't forget the oil drillings in the cylinder head, and the oil pipes. The banjo unions get quite full of dirt.

On my car, before cleaning, the oil flow to the top end was just enough to keep the rockers wet, but actual circulation could not be detected. Now, above about 1000 r.p.m., the oil flow is sufficient to maintain a stream 1/32" thick down the pushrods, and of course the valve gear is silent. Oil consumption has not suffered, as nearly all the improved circulation comes down the pushrods, and little goes over the valves. Time for the job:-

5 man-hours, including stoning the rockers, and wire brushing all parts to a dull shine.

ANY IDEAS?

The oil filter on most R,-Rs is in the form of a wide mesh screen,

which is all very well for filtering out nuts and bolts and screwdrivers, but is capable of passing all kinds of grit. Has anybody any experience of fitting a finer mesh screen?

FOR SALE

Mr. A.E. Leaney, 25, Anglesey Court Road, Carshalton, Surrey has for sale a 1934 20/25 Sport saloon by Mulliner, 68,000 miles, for which he is asking £200. The car is stated to need some minor attention.

SPARES

As the Assistant Secretary has now moved from Oxford, all applications for spares should be sent to the Chairman. The Asst. Sec. will maintain the Spare Parts Register, so if any member has any spares for disposal will lie kindly forward particulars to Nigel Hughes, The Vicarage, Milton Ernest, Near Bedford.