

ROLLS-ROYCE ENTHUSIASTS' CLUB

B U L L E T I N

ANNUAL GENERAL MEETING

The Annual General Meeting of "the Rolls-Royce Enthusiasts' Club was held in the old tithe barn of Yarnton Manor on Sunday 22nd October at 4 p.m.

The following were elected members of the Committees Lt.Col, Barrass, Mr. and Mrs. Brooks, Mr. Daff, Mr. and Miss Harris, Mr. N. Hughes, C Mr, Walker, Mr, Wrapson. The following Officers were then apt. and Mrs. Symmons, elected Chairman - Capt. Symmons; Secretary - Miss Harris; Treasurer - Mr. Wrapson, Bigol. Hughes suggested it might be more realistic if he were known as 'Technical Secretary*', rather than 'Assistant Secretary', as he had never been known to assist Miss Harris in his life!

The Chairman told members that production of the Club badge was ceasing for the moment until an improved design could be agreed upon. It was suggested that members having an example of the present badge should not despair, as there was always a chance that it might have a rarity value some day.

The statement of Club Accounts showed there to be a sum of about £50 in the Current Account, and £100 in a Deposit Account. The Chairman pointed out that this was not an excessive sum in view of our likely commitments with the American visit in 1962,

FILM MEETING AT OXFORD.

A very successful Film Meeting was held in the Conference Hall of the National Farmers' Union early this month. Mr. Barry Gillings of the R.R.O.C of America, showed a selection from his 2,000 colour slides of American Club cars and events, which was preceded by films introduced by Colin Hughes. Michael Vivian, Chairman of 20-Ghost Club, Mr. Skinner, of the R-R Section, V.S.C.C., Mr. Haines of Hythe Road and a number of other guests attended, together with some 55 members. Mrs Phillips, daughter of the late Charles Sykes showed us an interesting and unique 'Spirit of Ecstasy', made to stand on a desk, which has only recently been rediscovered.

Mr. Gillings has kindly donated a copy of the new H.R.O.C. Ghost Instruction Manual to the Club, which will be available to members on the deposit system.

ROLLS-ROYCE OWNERS' CLUB OF AMERICA; VISIT TO ENGLAND. JUNE 1962.

There have been two inter-Club meetings to make arrangements for the visit of the American Club members in June next year. The arrangements will centre round a Mammoth Rally to be held on Sunday, June 3rd, at Blenheim Palace, open to all Rolls-Royce and Bentley cars in the country, whether members of Clubs, or otherwise. We expect to publish definite details and arrangements for their 7 - day visit in our next Bulletin.

CONTINENTAL TOUR

The 20-Ghost Club is arranging a visit to MONACO towards the end

of May, where an R-R Concours will be held. Members of R-R.E.C, have kindly been invited to join this tour and rally. At present there are some 30 entries, including cars from U.S.A.

Interested Members should apply to Captain Symmons, 78 Banbury Road, Oxford, for further details, saying whether they wish to take, cars, or share expenses as passengers.

SNAG SECTION

ONE SHOT LUBRICATION.

From 1929 onwards, Rolls-Royce chassis have been fitted with a one shot chassis lubrication system comprising an oil pump connected to points requiring oil by means of a maze of narrow bore brass pipes. Early cars had separate subsystems on front and rear axles which had to be charged by means of an oil gun.

At each point requiring lubrication is fitted a metering orifice known as a drip plug. The drip plugs contain a small felt filter and a brass insert drilled to pass the correct quantity of oil at each operation of the oil pump. Assuming that the filters in the oil pump itself are clean, and that the oil pipes are not fractured, failure of the system to lubricate a particular component is almost always due to a fault in the relevant drip plug, possibly combined with dirt in the pipelines. The official procedure is to replace any suspect drip plug, but it is as well to check that the pipe to the banjo union on the plug in question is free of dirt. This is quite simply done by pressing and releasing the oil pump with the union disconnected, when any dirt will be expelled. Drip plugs can have their output severely cut down by an accumulation of dirt on the small felt filter inside the plug. This is particularly serious in the case of the rear spring shackles, where the plugs are right at the end of the line and tend to accumulate a large share of the loosened scale from within the pipes. In the last case I treated, there was enough dirt to fill the whole of the inside of the union.

If you have an oil gun, it is very useful to make up a drip plug tester. You need a drip plug union, some pipe, and a screw type oil gun fitting. With this device, you can apply oil pressure to a suspect drip plug and determine if it passes oil at a reasonable rate. I have put a side "branch in the pipe of my tester, permanently connected to a plug of known value, so that I can compare the flow through a suspect plug with that through a good one. If you fit a blank plug with its innards drilled out to the end of this device you can use the oil gun to push oil through to a component which may have become dry due to a failure.

Never trust your one shot system until you have checked it over. It is amazing how many times one finds that a piece of pipe is broken, cutting off the oil supply completely from a large part of the system, and seriously reducing the supply to the rest. Just operate the pedal and have a careful look round underneath the car. If you can see oil steadily dripping or running out anywhere, check for a broken pipe. With the aid of the drip plug map in the instruction "book, check that each part is receiving oil. If any part appears dry, check the drip plug. In all cases of work on the oil system, be really fastidious about getting the work area clean. If your hands are dirty you may get enough dirt into the system to make your efforts worthless. When replacing the caps on the drip plug unions, have the oil actually flowing. This may be a bit messy, but

it helps to keep dirt out and avoid air locks.

ROAD TESTS

It has been pointed out to me that there is no reference work available giving the general characteristics of the various models of pre-war Rolls-Royce, apart from J.E.M. Adams' Buyers Guide.

With this in mind, I am planning to produce a series of Head Tests of early models. These articles will be my own opinion entirely, and quite likely this will differ from other members ideas in many respects. However, as I rarely turn down an invitation to 'try the gears', I have managed to build up a fair number of hours on several models, and although I do not expect to produce a standard reference work, there is always a chance that the articles may help somebody.

R-R CATALOGUES, S.G. AND '20'

The R-R.O.C. of Australia have been active in copying early Silver Ghost parts catalogues and are now producing the 20 h.p. books. The process is by photo-copy and dyeline printing. The books are beautifully bound with gold-blocked lettering.

The price is actual cost and is about half the price of commercial copying in Australia. Production is limited to actual orders, but one-off copies can be made later at the same price.

Overseas orders will be welcome. Bank drafts for £AUST. should be made payable to R.R.O.C. of Australia, and sent to F.U. ROBIITSOU, 414 COLLINS STREET, MELBOURNE, AUSTRALIA.

Prices are set out below.

£6. 5. 0 - Aust. approximates \$14; £5 U.K.; or £5 N.Z.

<u>MODEL</u>	<u>YEAR</u>	<u>SERIES</u>	<u>APPROX.</u>	<u>PRICE</u>	<u>EXPECTED</u>
			<u>PAGES</u>	<u>£ AUST.</u>	<u>AVAILABILITY</u>
Silver Ghost	1909	prior to 1100	127	6.5.0	July
"	1909-10	1100-1300	185	6.5.0	(Completed)
"	1910-11	1400-1600	190	6.10.0	1962
"	1911-13	1700-2600	232	7.10.0	1962
"	1913-1915	A to H	240	7.10.0	1962
20 h.p.	1922-1925	A to D *	195	6.10.0	August
Same, bound with 1928 Supplement		E to K *	323	10. 0. 0	September

* According to R-R Ltd. these are the only 20 h.p. catalogues ever published.

Will any members interested please apply to the Hon. Secretary at Yarnton.

COACH

Mr. G.L. Brown, 3 Clarendon Rise, Lewisham, S.E.13, will be pleased to undertake the trimming of R-R Bodies, and gives us the approximate figure of £50 for re-upholstering a complete set of front and rear seats. His telephone number is LEE Green 4474- and he will be pleased to quote members for any trimming work. He has recently joined the Club, and is an enthusiastic R-R owner.

FOR SALE

1935 Tickford drop head saloon G.P.G. 37- Rebuilt by Rolls 1956. Small mileage since. Hew radiator recently fitted and clutch, servo and brakes just relined, 3 spare wheels with all tyres excellent. Grey and black duo-tone body. Was used during war by Sir Winston Churchill. Major A.R. James Hewitt, the owner, will gladly send photograph to any interested member, Tel. Elmbridge 0878 or write; 18, Broomfield Rd, Surbiton, Surrey.

1932 20/25 Limousine, In excellent condition - wings need some slight attention - "body in original paintwork, engine perfect" - Offers to A.T.L. Attewell, 134 Oxford Road, Cowley, Oxford.

1933 20/25 James Young All-Weather tourer, with projecting boot.

1930 P II Limousine, £70.

SPARES

We now have the following spares available!

Radiators, '20', '25', '30', Phantoms I and II.

Cylinder heads for all models.

19", 20" and 21" x 200 wheels, tyres and tubes.

'25' Engines complete, also front and back axle assemblies,

Dynamos, starters and lamps for all models.

Spare wheel brackets and bumper fittings.

Complete sets of instruments.

Mulliner Saloon body for '25' or '30' h.p., (1936)

Members are reminded that workshop manuals and special tools for overhaul operations are available on the deposit system, including Ghost Handbook. Apply Captain H, Symmons, 78, Banbury Road, Oxford.