

## ROLLS-ROYCE ENTHUSIASTS' CLUB

## B U L L E T I N

## Editorial

The Bulletin is now two years old, and has become established as an important part of the R-R.E.C. The scope of the production is gradually widening, and it is now being written by more than one person. The Technical Secretary will continue to contribute technical articles, but the Club News will come from the Chairman and Secretary, who are more closely in touch with the day to day running of the club.

When articles contain views which are not necessarily those of the Club as a whole, they will generally be written in the first person, and bear the name of the writer.

## Film and Social Evening.

The Club will hold the first meeting of the 1962 series in the National Farmers Union Conference Room, 269 Banbury Road, Oxford, at 7-30 p.m. on Friday, MARCH 9th, AMPLE PARKING AVAILABLE.

The 16mm. Colour films of the years activities will be shown, and in addition, Colin Hughes will be showing a film he made last summer of the narrow gauge railways of North Wales, also featuring GQS 8.

Club members will be showing stills of cars, and it is hoped to try the experiment of a short technical talk on Chassis Lubrication, illustrated with colour slides.

Programme of Outdoor events

Sunday 29th April, 2.30. Rally at Claydon House, Nr. Winslow, Northamptonshire.  
Saturday May 12<sup>th</sup>: Crossing to France for tour to Monaco Rally.

## Continental Tour - May 1962

The 20- Ghost club are organising a series of events in France in May 1962, for Rolls-Royce owners with their Rolls-Royce motor-cars.

Basically these consist of the following:-

MONDAY May 14th Rendezvous on the outskirts of Paris, drive 15 miles to Versailles for lunch and to view the Palace and grounds.

A get together or reception will probably be arranged for the evening of Sunday May 13th or Monday May 14th.

SATURDAY May 19th PM Rendezvous outside state of Monaco and drive in convoy under escort to assembly area in Monaco. Followed by cocktail party.

SUNDAY May 20th PM Concours d'elegance in Monaco, followed by tour of grand Prix circuit (at slow speed)

Dinner with local dignitaries in Monaco.

A coordinated route "between Paris and Monaco, with suggested eating and sleeping places is being arranged for those who wish it.

All booking of car passages and hotel accommodation must be done by the individuals concerned. Advice on those aspects will be given to applicants in circulars later.

We have received an invitation from the Italian Veteran Car Club to attend their Vintage and Veteran Rally in Milan on 27th and 28th May, the weekend following the Monte Carlo Concours this should appeal to members going to Monaco.

Members wishing to take part in either series of events, and those who wish either to take passengers on a cost-sharing basis, or to apply for seats in cars participating, should apply as soon as possible to the Chairman.

The Inter-Club Meeting will be held at Blenheim Palace on Sunday, June 3<sup>rd</sup> for the reception of our visitors from the American R-R Club, some of whom will bring their cars for the occasion. This event will be sponsored by the four R-R Clubs, and the Bentley Drivers Club. The Meeting will be widely publicized.  
Sunday, July 15<sup>th</sup>: Club Concours d'Elegance will be held at a Stately Home, probably Butland Manor.

Sunday, September 9<sup>th</sup>: Competition Meeting at Staverton Aerodrome, in Gloucester,

#### Switchbox Troubles.

The action of the R-R. switchbox feels so delightful, that one imagines that this is one part of the car which really does not wear out. I, was very surprised the other week to find that my generator charge was intermittent, and that slight movement of the charging switch was sufficient to turn the generator on and off. The situation very rapidly deteriorated to the point where I had no charge. The trouble was badly burnt contacts in the switchbox, and these had to be replaced with spares from an old box. The cause of the trouble was that the previous owner of the car had set the generator charge to about half as much again as it should have been, and this had led to severe sparking when the generator had been turned off. Other contacts in the box were in perfect condition.

To avoid occurrence of this fault, which is very tricky to repair, I recommend that the generator be selected on or off only when the engine is idling and the generator is cut out. After all, the cut out contacts are easy to get at and clean if need be, but the inside of the switchbox is anything but accessible.

N.H.

#### Ignition Information. by H. Symmons.

The original Rolls-Royce ignition coil with detachable bakelite cover is normally on its low tension terminals for the connection to contact breaker and ballast resistance. Because the engine will run with the coil connected either way, we have come across a number of cars with the coils incorrectly wired up.

The result of this is that some 45% of the ignition power is lost at the higher speed range. The correct connection is as follows: The wire from the ballast resistor should be connected to the terminal nearest the external high tension terminal, and the contact breaker wire to the low tension wire most distant from the high tension connection.

It has also been brought to our notice that a proportion of the other makes of coil which are used as replacements for the original Rolls type are wrongly connected when made, so do not rely on the Makers' markings for contact breakers and L.T. supply, as the same loss of ignition power will occur at the higher engine speeds. The certain way of ensuring that connections are right is to have the coil tested at a garage where apparatus for this purpose is available.

Although original R-R coils can no longer be procured from the Company, a firm called Magneto Repairs, Lighting and Ignition Co., 324a Cricklewood Lane, N.W.2, SPEedwell 0144, will supply a new winding if the Rolls casing is sent back to them, at an approximate charge of 75/-This firm do most of the electrical repairs for the RR London Depot, Their charge for complete overhaul of dynamos and starters is approximately £24 for each, whether large or small.

Ignition Rotors: The metal blades on the mushroom shaped ignition rotor are often eroded after many years of use so that the normal gap of 3/1000" between this arm and the six contacts has widened considerably. These blades can be easily renewed by loosening the single set screw which holds them and replacing with a new one, care being taken to adjust the gap to 3/1000". The part number of this blade for all pre-war cars other than P III is YS 65520 and is obtainable from Crewe.

Rolls-Royce Handling Characteristics, by Nigel Hughes.

As a preliminary to articles on the characteristics of particular cars, I feel it would be advisable to discuss generally the sort of handling to be expected of a pre-war Rolls-Royce, as this will avoid the need for endless repetition.

The riding comfort of any car depends to a large extent on the ratio of sprung to unsprung weight. Unsprung weight represents the weight of wheels, axle springs, prop, shaft etc. which either has to move up and down with the road surface, or leave contact with it altogether. For a given speed and roughness of road, a certain amount of force is needed to move the unsprung masses up and down and this force is transmitted to the chassis as road shocks. If the body and engine are massive enough, they will be only slightly disturbed, and the car will ride smoothly, however, any reduction in unsprung weight will reduce the shocks source, and this improves the ride. Vintage cars often ride best with a full load as this increases the sprung weight.

A second factor in riding comfort is the correct matching of the stiffness of the springs to the weight of the car, and R-R. springs were selected to suit the type of body fitted. As mentioned in an earlier Bulletin, the designer's calculations can be ruined by rusty seized springs.

The massive front and rear axles fitted to pre-war cars inevitably transmit some shocks to the chassis, and these would set the chassis bouncing up and down uncontrollably if it were not for the presence of shock dampers connected between the axles and the chassis. Ideally, the effect of the shock dampers should increase with road speed, as the shocks themselves tend to increase with speed, and from 1934 onwards, R-R, cars were fitted with ride control shock dampers whose effect automatically compensated for road speed. A manual override enables the driver to select a damping characteristic suited to the load carried by the car.

Early cars with two wheel brakes had nice light front axles, giving good riding qualities with simple friction shock absorbers. The advent of four wheel brakes in 1925 increased the weight of the front axle considerably, and demanded more efficient shock dampers. The hydraulic dampers introduced in 1926 controlled oscillation, but inevitably the increased unsprung weight necessitated a firmer ride.

The steering of cars of the Vintage period was light and direct, due to the use of small section tyres with high pressures, and light bodywork. Increased engine power of the later cars enabled heavy bodies to be fitted, and this, coupled with wider tyre sections destroyed some of the precision of the steering. The steering can be ruined by out of balance wheels, wrong tyre pressures, and under lubricated king pin.

For Sale.

1935 20/25 Hooper Touring Saloon, Chassis GOH 24- Maroon/black, tyres good, new clutch fitted, tool kit original) overall mechanical and bodily condition very good. Circa £325, open to any inspection or trial. Apply: Michael J. Erroll, Flat 3, 52, The Avenue, Beckenharn, Kent.

Dunlop tyres, 600-650 x 20, one new, 14 guineas, two remoulds, 7 guineas each, all unused. Applies P. Burton, 18 Chandos Ave, Southgate, N. 14.

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.

1935 Tickford drop head saloon G.P.G. 37. Rebuilt by Rolls 1956. Small

mileage since. New 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. Price around £500.

1928 '20' Weymann fabric Saloon, Chassis GXL 50, Engines X 8 E, Price £200.  
Write: S. Williams, 67 St. Georges Drive, S.W.1.