

## ROLLS-ROYCE ENTHUSIASTS' CLUB

## B U L L E T I N

BAD NEWS (For those who do not pay by banker's order)

Subscriptions for the period 1962-1963 are now due. (See Rule 13). The Subscription rates are £1 per year for Rolls-Royce owners, and 10/- per year for Associate members. Membership has now grown to 230.

Notice is hereby given that members who fail to renew their subscriptions within one month of receipt of this notice will be struck off the membership list.

Some 45 Subscriptions are still unpaid, and it would greatly ease the work of the Hon. Treasurer if those members who have not signed a Bankers Order would kindly complete the enclosed form and send it to their Bank.

ANNUAL CONCOURS D'ELEGANCE, JULY 15th

The Club held its Annual Concours d'Elegance at Middleton Stoney Park, in a delightful setting, by kind permission of Mr. Gill, who was a magnificent host, and gave us the use of his swimming pool, and offered tea and drinks to the Committee after the Meeting. The Judges on this occasion were Mr. Michael Vivian, Chairman of the 20-Ghost Club, Mr. Skinner of the R-R Section, V.S.C.C., and Hr. Haynes, of Hythe Road Depot. The Organ Trophy for the best Club car was awarded to Mr. Wraps on with his '20' Tourer, the runner-up was Mr. Perks' Silver Ghost. The Visitors' Cup was won by Mr. Ian Hallows in his PIII Sedanca. Class awards were as follows:

<u>Class</u>	<u>1<sup>st</sup></u>	<u>2nd</u>
I	Mr. Brooks, 1926 PI Cabriolet.	Mr. Hutt, 1914 Silver Ghost,
II	Mr. Walker, 1924 '20' Tourer.	Mr. Williams, 1933 20/25.
III	Mr. Wright, 1938 25/30 Sports Saloon.	Mr. MUNDIN, 1936 25/30.

The weather on this occasion was not up to the standard of our June meetings in the past, which have always been sunny, but fortunately we had little rain. The Meeting this year was postponed to July in view of the Inter-Club Anglo-American Rally.

FUTURE EVENTS

Competition Meeting, Staverton Airport, Sunday, 9th September.

The Club will hold its annual Competition Meeting on the Staverton Airfield, Glos, which is situated midway on the road between Cheltenham and Gloucester. The entrance is opposite the Dowty works, easily identified by its display of boats and caravans. The Meeting will start at 2.30 p.m. Tea will be available in the Aero Club canteen. Entries should be sent to the Hon. Secretary, seven days before the event. It is emphasized that none of the tests, serious or amusing, will be of a car-wrecking nature.

ANNUAL GENERAL MEETING, FRIDAY, OCTOBER 12th

This will be held in the National Farmers' Union at 269 Banbury Road, Oxford at 7.30 p.m. It is anticipated this will be a short meeting, and Mr. Colin Hughes has kindly agreed to make this occasion the Premiere of his COLOUR FILM of the July BLENHEIM INTER-CLUB RALLY, when some of the 1,030 cars present will be shown. Nominations for the Committee should be received by the Secretary seven days before the Meeting.

FILM MEETING, FRIDAY, November 30th.

The Winter Film Meeting will be held in the Hall of the National Farmers Union at 269, Banbury Road, Oxford, on Friday, November 30th at 7.30, when there will be a showing of films arranged by Mr. Colin Hughes, which will include those taken at our Rallies during the Season.

TAPPET ADJUSTMENT ON P III

Tappet adjustment on these engines can be a tricky business, and the following technique is advised by Hythe Road:

Adjust all clearances on 'A' Bank before attending to 'B' Bank. The firing order for each individual Bank is 142635) which is the order of adjustment.

Turn the engine until No 6 exhaust valve is seen to close, and then adjust No 1 inlet and exhaust valves. On moving the crankshaft one third of a turn No 3 exhaust valve will be seen to close, when No 4 inlet and exhaust may be adjusted. At a further third of a turn No 5 exhaust valve will close, and No 2 inlet and exhaust are ready for adjustment. Repeat this procedure for cylinders 6, 3 and 5 which valves are set after closing of Nos. 1, 4 and 2 exhaust valves respectively.

Having carried out the adjustment of the 'A' Bank cylinders, repeat the sequence on 'B' Bank.

R.S.

TAPPET ADJUSTMENT - PHANTOM, III

Running Clearances

Firing order:

Hydraulic tappets .015"  
Solid tappets .010"

A1	B6	A4	B3	A2	B5	A6	B1	A3	B4	A5	B2
Both valves closed		Exhaust valve just closed				Both valves closed		Exhaust valve just closed			
A1		A6				A6		A1			
B6		B1				B1		B6			
A4		A3				A3		A4			
B3		B4				B4		B3			
A2		A5				A5		A2			
B5		B2				B2		B5			

STEERING BOX PROBLEMS

In the words of Ron Haines of Hythe Road: "You can drop a real clanger over these worm and nut steering "boxes." Well anyway, here goes.

The pre-war R-R, chassis up to, "but not including 25/30 and P.III, used a worm and nut steering "box of R.-R. manufacture. These bozos usually perform very well, and show very little wear, apparently being designed to last several centuries before achieving ten-year-test standards of backlash. However, sometimes the oil bath type of box fitted to late 20 H.P., 20/25 and P.II, and also 3½ Bentley, gives rise to trouble.

The first snag is a tendency to leak oil. Generally the leaks appear round the flange at the front of the box through which the control tubes pass. The flange may be removed "by sliding the control levers off their tubes, slackening the nut on the outer tube, removing the flange retaining nuts and the tab washer under the inboard one, and giving the outer tube nut a smart bang towards the steering wheel by means of a soft drift. This last operation frees the outer tube from its taper in the flange, and enables the flange to be drawn off. You can then try to make an oil tight joint between the flange and the box (Not easy). The Hythe Rd. treatment with persistent oil leakers is to fill them with a 50-50 mixture of hub grease and the recommended oil. Warm the mixture and pour it in.

The second snag is a tendency for the steering to become tight when under load, once the box has become warm. It is not uncommon to find that the steering fails to castor return after a corner. The reason for this behaviour is a matter of opinion. There is no obvious reason why the large

white metallised steel nut should seize on the steel worm when the whole lot is oil immersed. One suggestion is that when the box has worn slightly, the nut begins to rock slightly on the worm, reducing the area of contact and causing breakdown of the oil film when the oil is warm. This is reasonable, as the effect can be almost completely eliminated by emptying the box of all the old oil, and refilling with an extreme pressure lubricant such as Castrol Hi-Press or Shell Spirax, S.A.E, 140. The box may be emptied of the old oil by removing the top cover plate and sucking it out with a syringe, I would recommend the use of one of the B.P. oils regardless. It is absolutely disastrous to dismantle the box and attempt lapping the nut on its worm with metal polish or any abrasive. The white metal will soak up the abrasive like a sponge, and the future rate of wear in the box will be rapid. As a technique it doesn't work anyway.

N.H.H.

## SERVICE SHEETS

The Technical Secretary, Nigel H. Hughes, The Vicarage, Milton Ernest Bedford, holds the club stock of R.-R. service sheets. The sheets of greatest interest to members are:-

- RR/J3 Brakes - Re-bedding and re-lining.
- RR/F2 Clutches. Overhaul, adjustment and general maintenance.
- RH/E5 Overhaul and adjustment of crankshaft vibration dampers.
- SB/V1 Hubs, removal, front and rear.
- RR/E6 Reconditioning main and connecting rod bearings.
- RR/E4 Pistons and rings for use in Rolls-Royce engines.
- HR/Q8 Overhaul of starter motor drives. 20,20/25,25/30 and Wraith.
- RR/O1 Shock absorbers. All pre-war cars with ride control.

The hiring charge for any one of these sheets is 5/- except for the clutch sheet, which is much more substantial than the rest, and for which we charge 7/6.

The service sheets cover pre-war R.-R. cars except for Ghost. RR/E6 does not cover Phantom III,

The complete set of service sheets produced by Rolls-Royce for the pre-war cars, and which includes many in addition to the above list, is still available from Crewe. The cost is understood to be about £2. 10. 0. Members who are really interested in how to get the best out of their chassis are strongly advised to write to Crewe while these are available.

## DUNLOP COVERS ANB TUBES FOR R-R CARS

The following table showing availability of tyres at Port Dunlop is provided by a member of the Club employed by the Firm at Port Dunlop, Birmingham.

	<u>Remoulds</u>	<u>New covers</u>	<u>Tubes</u> <u>(anti-chafe)</u>
600/650-19	Will supply customers with a casing – delivery bad	In stock	
700 – 19	Not done	In stock	In stock
700 – 20	Not done	In stock	In stock
700 – 21	Not done	After end Of August	In stock

Tubes are all believed to be natural rubber, as distinct from Butyl of which we have a very bad experience.

THE ROLLS-ROYCE ENTHUSIASTS' CLUB

Banker's Order Form for Annual Subscription.

Date ..... 19 ...

To Messrs .....  
(Name and address of Bank)

Please pay to Barclay's Bank Ltd., St. Aldates, Oxford, my subscription of One Pound, to the Rolls-Royce Enthusiasts Club, and continue to pay the same amount on the 30th June in each succeeding year until this order is revoked.

Signature .....

£1

Address .....

## TECHNICAL INFORMATION

The Technical Secretary exists to try to help members in need of technical information or advice which is not already available in instruction books etc. (He is even prepared on occasion to help those who cannot afford an instruction book)

For information on where to find spares, write to the Technical Sec. To obtain spares listed, as in the Club stock,, and to hire special tools, write to the Chairman, Capt. R. Symmons, 78 Banbury Road, Oxford.

Members are reminded that the Club holds a considerable stock of spares from dismantled vehicles, ranging from a complete Phantom or 25 h.p. engine downward.

## SPARES REGISTER

Will any member who either has spares for disposal, or who knows the location of spares or even complete cars, please write to me so that I can keep tabs on where the stuff is to be found. Mention a price if you can.

Nigel H. Hughes.

## SALES AND WANTS

1934 20/25, O/D three light saloon by Windover. Used every day and in really good condition. With mascot, tools and two spare wheels. May be seen 141 Barren Road, Farnborough, Orpington, Kent, (Farnborough, Kent, 55909) or at Westminster Hospital, S.W.1. £300 o.n.o.

D. Willmore, 241 Plashet Grove, London E.6, wishes to exchange his 1932 20/25 Park Ward Limousine with basket doors for a Sedanca. Anyone interested?

1939 (March) WRAITH 4-door H.J, Mulliner Limousine with boot, metallic brown with red leather, excellent condition, see page 30 of 'Blenheim' Programme, £950 o.n.o. Full details; C. Richards, Abergwynant, Mr. Dolgelly, Merioneth.

1929 25 h.p. Limousine. £65.

1932 P II Landauletta, MS Series, £95 - apply the Hon. Secretary.

1937 P III Hooper Landaulette. Recently fitted new pistons and rings. In excellent condition throughout. Apply E. Harris, Paternoster Farm, Yarnton, Oxon.

1935 20/25 Saloon, Chassis GOH 63, Engine L6N Price £300. Write: S. Karpeles-Schenker, 23 Victoria Street, S.W.1. Tel; : Anney 3029.

Frits Spiegl, 4 Windermere Terrace, Liverpool 8, is still looking for a radiator cap for a '20', drilled to take a mascot. Can anyone help?

Cdr. Stead, R.N.A.S., Lee-on-Solent, Hants, wishes to exchange his kneeling lady for the upright model.

Mr. Martin Jamieson, of 16929, Purche Ave, Torrence, California, U.S.A., is looking for a PII, 1932-1934, a sedanca coupe de ville, continental or similar design which is rather sporty.