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ROLLS ROYCE
ENTHUSIASTS CLUB

Hon. Treasurer :
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SUBSCRIPTIONS

These are now due for the period 1962-63 (see Rule 13). The subscription rates are £1 per annum for Rolls-Royce owners, and 10/- for associate members.

There are still some 40 subscriptions unpaid, and notice is hereby given that unless these subscriptions are received within one month of receipt of this Bulletin, those names will be struck off the membership list. This is your last chance. (A bankers order would save you all this trouble, you know.)

ANNUAL GENERAL MEETING

The Annual General Meeting of the Club was held on Friday October 12th at the National Farmers' Union Hall in Banbury Road, Oxford, when Mr Colin Hughes showed his colour films of the Blenheim Inter-Club Meeting, and our Concours d'Elegance at Middleton Stoney Park. These excellent films were followed by colour transparencies brought by members to the meeting.

The existing officers and committee were unanimously elected unchanged from those who held office last year.

COMPETITION MEETING

Our Competition Meeting was held at Staverton Airport on Sunday September 9th, when a very pleasant afternoon was spent, excellently arranged and managed by Colonel Barrass. The sun shone and the wind blew - which added to the excitement of the balloon-popping competition. First prize was won by Mr Wrapson, in his 20/25 tourer, and Mrs Symmons won the ladies' prize. Tea was provided in the aerodrome club, and our thanks are due to Colonel Barrass and his party for organising such interesting events, and giving us such an enjoyable afternoon, when we had the pleasure of meeting some of our new members and their cars.

WINTER FILM MEETING Friday November 30th

This will be held at 7.30 at the National Farmers' Union Hall, 263 Banbury Road, Oxford. Mr Colin Hughes will show us films including those taken at our rallies during the season.

MEETING OF INTER-CLUB COMMITTEE

The Inter-Club Liaison Committee will be meeting soon to consider the proposed club programmes for 1963, with a view to avoiding any clash of dates, and it is hoped that invitations will be extended from one club to another for some events.

NEW -STYLE BULLETIN

As you see, the Club has now improved the Bulletin by offset litho reproduction. We are planning a further innovation in the shape of contributions from Mr Haynes, of the London Service Depot, who has agreed to write a series of concise articles which will serve to fill the many gaps in the Company's workshop publications. Members are also invited to contribute to the Bulletin articles which should be as concise as possible.

WHICH PETROL?

For the last year I have made two 25-mile runs per week on the M1. This has enabled me to detect quite small differences in smoothness of running, which would go unnoticed in normal driving. Accordingly I have run an extensive check on the cheaper grades of petrol, to determine which is best for my car. The results should be applicable to Ghost, P I (cast iron head), 20 and 20/25. Other models with the higher compression turbulent head designs may not behave in the same way.

The petrols tested were Esso, Shellmex, Power, BP, and Cleveland. Jet is not available in my motoring country. There is nothing to choose between them as regards economy or ease of starting, but Cleveland definitely gave the best performance in terms of smoothness.

If the hand ignition control is operated when the car is running on a smooth level surface at a steady speed of about 40 m p h in top gear, it will be found that retarding the ignition or advancing it from the correct running position will increase engine vibration. Generally the optimum position for the control is further retarded at 30 mph in top than at 50. The automatic advance mechanism was designed to give sufficient advance for low octane petrols, and with modern petrols I find that I run out of advance at about 45 m p h, at which speed the hand control has to go to the top of the quadrant for smooth performance.

With all petrols except Cleveland I have found it necessary to make continuous adjustments to the ignition timing, to allow for changing road speed. With Cleveland, however, it is possible to set up the timing at about 35 mph, and leave it alone. This implies to me that Cleveland has the lowest octane rating of the available petrols, and is the nearest to the fuel the cars were designed for. I have no shares in the company, but I was getting rather tired of wearing out my ignition linkage, and feel other members may benefit from this information.

Incidentally, if any petrol company could be persuaded to sell an even lower octane petrol, at a lower price of course, I am sure our cars would stand it. Has anyone ever heard of a pre-war R-R pinking on modern petrol?

N.H.

POSTSCRIPT ON COILS

The R-R ignition coil is made in such a way that it can be dismantled quite extensively. I recently took one apart to look for signs of obvious breakdown and discovered that the interior can be fitted into the case in two positions 180 degrees apart. Actually my coil was assembled so that the primary connections were wrong when made as recommended in the last Bulletin, and this gave rise to rough idling and poor high-speed performance. It is important to get the connections right, and it seems that trial and error is the only sure way.

TYRES

Vintage Tyre Supplies Ltd of 35 Cricklewood Broadway, NW 2, GLAdstone 6358, can supply the following sizes of Dunlop tyres. They do not stock used or remould tyres. Delivery is free in the London area, carriage is charged for all other orders:

Dunlop tyres		Dunlop cover	Dunlop tube
Type and size		£ s d	£ s d
4.50/4.75	-21	9 9 0	1 2 6
4.50/4.75/5.00	-20	9 4 0	1 2 6
5.00/5.25	-21	13 13 0	1 9 0
5.25/5.50/6.00	-20	18 18 0	1 9 0
6.00	-21	19 5 0	1 9 0
7.00(6.50/7.00)	-20	21 0 6	1 9 0
	-21	21 11 0	1 9 0
Straight side type :	32x4½	14 14 0	1 5 0
Dunlop Fort tyres :			
7.00	-17	17 5 0	1 7 6
	-18	21 12 6	1 7 6
	-19	22 18 6	1 7 6

CLUB TOOLS

The Club is purchasing all the available special tools, not supplied in tool kits, for carrying out work on pre-war cars, except those for SG, and will be able to offer a very wide range to members on loan. Messrs Rolls-Royce may not even now supply the full range, and it has been thought desirable to obtain these before the stocks dry up completely. We hope to have these within a month or so.

CLUB SPARES

There has been a further increase in the price of R-R spares recently, which makes them nearly 100 per cent above the 1950 levels, and it appears unlikely that the Company will be making any more, as it is not an economic proposition. Members who have spares for disposal are asked to send details to Nigel H. Hughes.

New address: Carn Brea. Gold Street, Riseley, Beds, who maintains a card index system of sales and wants. The chairman also handles the large stock of Club spares, in Oxford, an indication of which follows:

Club spares in stock:

Engines for 20/25

Propeller shafts, gear boxes, back and front axles, for Phantom and 20/25

Wheels, 19, 20, and 21 "

Good, used tyres, 19, 20, 21"

New, reinforced red rubber heavy duty Dunlop inner tubes (now unobtainable from makers), 20, 21"

Starters, dynamos, magnetos, all models

Radiators, all models

And a large range of fittings from dismantled cars

FURTHER CHANGE OF ADDRESS

The Technical Secretary has changed his address again, and is now to be found at: Carn Brea, Gold Street, Riseley, Beds. Please do not send letters to the Vicarage, Milton Ernest, any more. The vicar is nearly snowed under.

BRAKE LININGS

In view of the number of requests for brake re-lining, we re-publish the address of B. D. Bridgwood, 3 & 5 Sun Street, Hanley, Stoke-on-Trent, who will re-line your brake shoes in the correct grade of Ferodo, if you mention that you are a member of our Club, at a cost of about £12.

KENT MEMBERS

A.E.Lumley, of 10 Minster Road, Ramsgate, Kent, is anxious to contact other members in his area.

STORAGE OF CARS

The Club is negotiating for storage place in the Oxford area to provide inexpensive accommodation for people who wish to lay up their cars out of season. If sufficient support is forthcoming from the Club negotiations will proceed to acquire this accommodation. Will those interested please write to the Hon. Secretary.

CLUB BADGES

We now have a supply of the new Club badges, which are a revised and much improved version of the existing one. Price 27/- postage paid, from the Hon. Secretary. Members wishing to exchange the present badge for the new one may return their old one plus 15/- in part exchange if they so wish.

MASCOTS

We have been fortunate in securing six medium sized Spirits of Ecstasy, price £10 each, in new condition, available from the Hon. Secretary.

FOR SALE

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 Warren Road, Farnborough, Orpington, Kent (Farnborough (Kent) 55909), or at Westminster Hospital, SW 1, apply C. Wastell. £300 ono.

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 ono. Full details: C.H.P. Richards, Abergwynant, near Dolgelly, Merioneth.

1929 25hp limousine, £65

1932 PII landaulette, MS series, £95

1937 25/30 Park Ward sun saloon, completely rebuilt, £390

1937 PIII Windover sedanca, total mileage under 55,000, black/maroon, immaculate condition throughout, £ 700

1929 PI saloon by Windover, re-cellulosed blue/grey, engine overhauled, £250
Apply Hon. Secretary

1937 PIII Hooper landaulette, recently fitted new pistons and rings. In excellent condition throughout. Apply E.Harris, Paternoster Farm, Yarnton, Oxford

1935 20/25 saloon, chassis GOH 63, engine L6N. price £300. Write S.Karpeles-Schenker, 28 Victoria Street. SW 1, Tel. ABBey 3029

1923 '20' in process of restoration, all donkey work done. Apply E. J. Poulter, 20 Lower Icknield Way, Chinnor, Oxon

WANTED, OR EXCHANGE

By A. J. Castle, 5 Blackgate Road, Shoeburyness, Southend on Sea, Essex, a 25/30 drophead or tourer preferred, close-coupled saloon considered, up to £ 700 available

Mr Martin Jamieson, of 16929 Purche Avenue, Torrence, California, USA, is looking for a PII, 1932-34, a sedanca coupe, de Ville, continental or similar design, which is rather sporty

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

Cdr. Stead, RNAS, Lee-on-Solent, Hants, wishes to exchange his kneeling lady for the upright model. Any offers?

DOOR KEYS AND LOCKS

Difficulty arises in replacement when door lock keys are lost, broken or worn. Application to R-R Ltd and the various coachbuilding companies is singularly unhelpful. The barrels of these locks can be got out usually by removing a small set screw adjacent to the bolt of the lock, and the barrel can then be unscrewed through the door panel. These are sent to: A. Oakden & Sons Ltd, 86/90 Curtain Road, E C 2, who can, in most cases, cut new keys, or repair these locks; failing this they are able to provide a new limousine type lock which can be fitted. Messrs Oakden only conduct business through their agents, and the subsequent invoicing has to be done through the local agent, These are the only people we have found who will take any interest in the locks of pre-war coachwork.

In some cases the coachbuilders fitted locks which use the same key as the ignition, in which case the Company can supply from Crewe on quoting the chassis number.