

ROLLS-ROYCE

enthusiasts club

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SIR HENRY ROYCE MEMORIAL

BULLETIN No.18
December 1962

A stained glass window in memory to Sir Henry Royce was unveiled in Westminster Abbey on October 23rd 1962. He was the first motor and aero engineer to be so commemorated. The window is in the north aisle of the nave, near the tomb of the unknown warrior, and was designed by the late Sir Ninian Camper. The design shows two 8-foot figures of St Dunstan and King Edgar the Peaceful. Beneath the figures are the coats of arms of Sir Henry Royce and of the County Borough of Derby. The inscription reads: 'In memory of Frederick Henry Royce, OBE, Baronet, Engineer. Born 1863, died 1933.'

FILM MEETING

The Club's Winter Film Meeting was held on Friday November 30th, when we had the opportunity of entertaining Mr and Mrs Gill to see the colour film of our June Concours which was held in their very delightful Middleton Stoney Park. Mr Colin Hughes showed a wide variety of films, and we are most grateful to him for helping to make the evening so enjoyable and worth while - some members travelled over a hundred miles to attend the meeting.

INTER-CLUB MEETING

Officers of the Rolls-Royce and Bentley Clubs met on Thursday November 29th at 107 Harley Street, W 1, when club delegates presented their proposed events programmes for 1963. Several of the provisional dates clashed, and amendments were made so that members of more than one Club will be able to attend any meeting that they wish next year. The other important matter discussed was the holding of a Rolls-Royce and Bentley Rally in 1964, on the lines of that held at Blenheim this year, and the possibility of using Goodwood for a two-day meeting is to be explored. Reciprocal invitations between the Clubs were also exchanged. Details of these will appear in future Club publications.

1963 PROGRAMME

The programme for the new year will begin with a Dinner and Film Meeting at the Oxford University Air Squadron Mess in Manor Road, Oxford, on Friday March 29th, followed by a visit to Waddesdon Manor, near Aylesbury, Bucks, the next day. Thereafter: June Concours d'Elegance at Blenheim Palace. July A visit to Stanley Sears' Motor Museum in Bolney, Sussex. September Blind speedometer country tour with rally at stately home. October AGM and film meeting. Firm dates for these are not yet confirmed.

MEMBERSHIP LIST

Numerous requests have been received from members for a Membership Book. As we have had over 140 new members so far this year, and there appears to be no sign of applications slackening, we feel the high cost of printing a Membership Book unjustified.

We therefore propose, starting with this issue, to publish one double foolscap sheet of members' names and addresses, with brief details of their cars, continuing this in our next Bulletin, and thereafter to publish newly joined members' particulars in subsequent Bulletins. This will enable distant members to make contacts in their own areas.

NEW CLUB BADGE

There has been a delay in the supply of new club badges, owing to the breaking down of the stamping machine. As a result we are two months behind the promised supply date for these. The Club now has ample stocks for immediate supply. Flying Lady Mascots are also available.

ERROR IN R-R SERVICE MANUAL

The schedule of tools section indicates no extractor is necessary for king pins and bushes on 25/30 models. This should be corrected to read as for 20/25, as king pins and bushes are identical on these models. The Club has now purchased the extractor essential for this operation, which may be obtained on loan. Members are reminded that we have now a very extensive stock of special tools for most repair operations on R-R cars except Silver Ghost.

WHICH OIL?

This article does not attempt to make a fair comparison between brands of oil, as it is quite out of the question for an amateur to make accurate tests of the properties of oils. There are, however, several guiding principles in the use of oil in R-R engines and I will try to state these.

Frequently I get letters in which the writer says that he has just had the rocker box and tappet covers off, and he has seen a nasty looking build-up of sludge. This statement is usually followed by the question, 'Will the use of a flushing oil clean up my engine?'

The engines in the cars we buy have often done about 100,000 miles since they were last overhauled, and unless the car has been used for a large proportion of runs on which the engine got really warm, and the oil has been changed every 2000 miles or oftener, then the presence of sludge just has to be faced. Besides covering the visible surfaces of the engine, sludge builds up in the crankshaft oilways, as the crankshaft acts as a massive centrifuge, and precipitates the sludge, packing it into a hard dense mass.

If you want a clean engine, to ensure that every part is being lubricated as it should, then the only solution is to strip down every part and clean every speck of dirt out in a degreasing plant. You can go a long way, cleaning by hand, but there is always the chance of leaving dirt in some corner.

If you put a detergent oil into a dirty engine, it will gradually soften the sludge, which will move about until trapped somewhere, causing serious oil starvation. The short-term use of a flushing oil will do no good whatever.

If you have a dirty engine, which is still sound enough to run well, simply change the oil frequently (every 1000 miles) and use a non-detergent or mildly detergent oil. On no account use a multigrade oil in a dirty engine.

We believe Castrol XL and BP Energol 30 to be non-detergent or mildly detergent.

N.H.H.

THE MIXTURE AS BEFORE

Although the adjustment of 20 HP and early 20/25 HP carburettors is covered by the various Handbooks, these instruments are often not completely understood. Hence the comments, 'She bangs in the exhaust on overrun', or 'The carb. dribbles when she is standing still'.

Before adjusting the jets, ensure the fuel level is 1 1/4" down from the top face of the float chamber. If the float chamber has no side window, tee in a sight-glass for checking purposes. With the level correct fuel will not leak over the jet heads; if it does the float valve is leaking.

The jets and needles seldom require renewal, but the low speed stand pipe should not be bell-mouthed; the conical section of the l. s. needle should enter about two thirds of its length into the jet. The h. s. needle, on the other hand, enters fully into the jet, and it is therefore rather difficult to check these parts for wear. See to it that the h. s. needle return spring is working properly; water and silt being heavier than petrol, this little cap nut assembly can rust up with resultant loss of control of the h. s. jet.

Check the condition of the air valve by unscrewing the complete assembly from the carburettor, and then push the valve up to the top of its stroke. On release the valve should return fully in 1-1½ seconds for 20 HP or 1 ¾-2 ¼ seconds for 20/25 HP. The .015" holes in the air valve piston are for calibration purposes, and may be broached out or filled in as required. The correct setting for the air valve return spring is just short of lifting the top cap when the retaining ring is unscrewed.

The diaphragm washer should be set so that- its top face is .025" above the bottoms of the venturi tube cutaways; this point may be checked by means of a depth gauge and the washer adjusted as necessary.

Having restored law and order in the foregoing particulars, and made sure the carburettor and manifold joints are sound, the jet adjustments should be looked to. Bear in mind that the air flow over the h. s. jet is entirely controlled by the air valve, and that irregularities at very small throttle openings call for adjustment of the l. s. jet.

R.H.

LOCKS AND KEYS FOR IGNITION, BONNETS AND DOORS ON ROLLS-ROYCE CARS

Further research on this matter renders our previous article on the subject obsolete.' Our correspondence with the Company and various coachbuilders in the matter of replacement keys or locks for pre-war cars have signified the records no longer exist, and keys and locks are not available. Enquiries among firms specialising in locks have been equally unfruitful, but we have now discovered a master locksmith who will repair existing locks and cut keys for them if lost, and of course copy any existing key sent to him for duplication. Furthermore he has produced a Yale lock barrel, the thread and length of which exactly screws into the existing door mortice locks on the pre-war cars, which were nearly all made by the now extinct Vaun firm.

To remove one of these barrels for repair or replacement, the small set screw on the fact of the mortice lock is removed, and a piece of stout wire, the diameter of the two holes in the barrel, is bent to a U and inserted in these two holes, found either side of the keyhole. The barrel may then be screwed out. Should the wire not be strong enough to turn the barrel (RH thread), a pair of thin pipe grips can be placed on the periphery to start it. It is important to see that the barrel is in the unlocked position when doing this, otherwise the rotating cam at the back of the barrel will be broken off.

The name and address of the locksmith is: E. Smith & Company, 179 Kingston Road, Oxford (57454), and he can give quick service. The price of a single barrel, with two keys, as supplied by him, is 15/6 plus postage.

RECOMMENDED REPAIRERS

The following R-R repairers have been recommended by our members. We hope to publish more of these, and would be glad to receive further details from members who have had satisfactory experiences.

Messrs Woodall Nicholsons of Halifax - Body and chassis work
Mr J.L.Brown, 3 Clarendon Rise, Lewisham, LEE 4474 - Upholstery
Wrangaton Motors, South Brent, Devon, on the Exeter-Plymouth Road

FOR SALE

1934 20/25 3-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 SW1. Apply C. Wastell. £300 ono.

1929 25 hp limousine, £65

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, Oxon

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

1936 20/25 Mulliner saloon, grey, 4-5 seater, twin spare wheels with covers. Chassis GBK 26. Five new tyres, mascot, tools, handbook, has been maintained by Rippon Bros, Harrogate. Apply Mrs Prince, Knox Manor, Low Laithe, Harrogate, Yorks. £500 ono.

Two 600/650:20 covers (not remoulds) 2-3000 miles only, £8 each. Apply G. E. Baughan, 27 Colstan Avenue, Carshalton, Surrey, Vigilant 8306

1935 20/25 H. J.Mulliner 4-light sports saloon, with boot. Maroon, blue hide upholstery. New Dunlop tyres, front and rear bumpers. Apply Lt Col R, E. S. Beirne, Heath Cottage, Clifton Heath, Nuneham Courtney, Berks

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

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

F.R.Galloway, 2 Wellfield Road, Marsh, Huddersfield, has the following for sale or exchange: Two new Dunlops size 33 x 5, one almost new Goodyear remould 33 x 5, one part worn but good Dunlop beaded edge 895 x 150

WANTED: three new 600 x 20s and one R-R wire wheel of this size

D. W. Miles, 38 High Street, Leamington Spa, is looking for four wheel discs (21" wheels), outers only complete with centre fixing rings, and one carburettor in good condition, for 1925 '20' GPK 50