

ROLLS-ROYCE enthusiasts club

Chairman

Surg. Capt. R Symmons, VRD, RNR
78 Banbury Road
Tel: OXFORD 58785

Hon. Secretary: Miss G.M.Harris, Paternoster Farm
Yarnton, Oxon Tel: KIDLINGTON 2166
Hon. Treasurer: G. W. Wrapson, Esq, 29 Kirk Close, Oxford
Tel: OXFORD 57729
Technical Secretary: Nigel Hughes, Cam Brea, Gold Street,
Riseley, near Bedford

ANNUAL DINNER

A very successful opening meeting was held in the University Air Squadron Mess at Oxford on Friday April 5th, when some 55 members dined. Mr McGregor Dick and Mr Morton showed the 1906 3-cylinder car which has just been rebuilt and which made her first long trip from the Apprentice Training School in Derby to Oxford in just over four hours without the least trouble.

BULLETIN no. 20
May 1963

After the dinner Mr Morton of the Apprentice Training School, Derby, gave a most interesting talk on the early cars. After a break in the very delightful bar, Mr Colin Hughes' film on the Blenheim Rally was shown. We are very indebted to Wing Commander Whittam for the privilege of having such a delightful setting for our meeting. It is hoped that Mr Morton will come again next year and that he will carry on the Rolls Royce story up to the 1940 era.

VISIT TO STANLEY SEARS MUSEUM, SUNDAY APRIL 28th

There was an attendance figure of 60 when the Club visited the Stanley Sears Museum at Bolney. We had the privilege of seeing the very fine collection of Rolls Royce and other vintage and veteran cars in very pleasant weather conditions, Stanley Sears personally conducted us round and finished up by driving the newly restored 30 hp six-cylinder car round the grounds.

Our members had the opportunity of photographing this unique car. Stanley Sears complimented the Club on the excellent turn-out of our members' own cars, which were parked in his grounds for the occasion.

THE CLUB'S ANNUAL CONCOURS d'ELEGANCE AT BLENHEIM PALACE SUNDAY JUNE 30th

We have been fortunate in securing Blenheim Palace by kind permission of the Duke of Marlborough for our annual Concours d'Elegance. A number of cups and prizes will be awarded to members. There will also be a visitors' challenge bowl offered for competition by members of the other clubs.

The Palace grounds will be open at noon for those who wish to picnic in the park. Judging will commence at 2 pm by:

Mr M.Vivian, Chairman of the 20 Ghost Club

Mr Robin Barnard

Mr Barton

Mr Haines of Rolls Royce Ltd

Entries should be sent to the Hon. Sec. not later than June 20th so that the numbers for the various classes can be allocated.

Classes will be as follows:

Class I	Cars 40/50 HP	To 1919 (inclusive)
Class II	Cars 40/50 HP	1930-1940 (inclusive)
Class III	Cars 20/25 HP	1922-1931 (inclusive)

Our next meeting will be at Lord Bray's Stamford Park, where we are joining a meeting of the combined Rolls Royce Clubs. Those wishing to attend should send their names to the Secretary. The rally will start at noon on Sunday 16th June.

Oxfam are holding a meeting at Blenheim Palace on Sunday June 9th under the name of "Cars Through The Ages" and entries are invited from all makes of car to support this good cause. Application forms for entry may be obtained from the Secretary.

The Midland Rolls Royce Club is to hold its annual Concours d'Elegance at Ragley Hall near Alcester, Wores, on Sunday May 19th. Members of our Club are invited to attend and to compete for the various prizes. The meeting will start at noon and judging will commence after lunch. Names of those wishing to attend should be sent to our Hon. Secretary, who will provide the necessary entry forms.

PERCHANCE TO STEAM

A recognition feature of early 20/25 HP radiators is the small filler, this being 2" diameter in common with all 20 HP chassis. Just before the introduction of thermostatic shutter control on 20/25 HP, the larger filler (2 1/4" diameter) was adopted.

Integral with the larger cap is an antisplash valve which seats on the annulus within the filler neck. Embodied in the valve is a domed-shaped depression release valve which seats on the underside of the main valve plate. In each case the valve is seated by a spiral spring; one to load the main plate downwards against the filler annulus, and the other to load the dome upwards against the main plate.

The main valve is quite straightforward, but the depression valve can readily be assembled incorrectly by transposing the dome and the spring. When correctly put together the dome will spring upwards if pulled down with the fingers.

On the small filler cap water sealing is by means of a rubber washer, which can easily be renewed. The larger caps were supplied with a spun-in copper washer which is not replaceable.

R.H.

BUTYL TUBES

The Chairman had the misfortune to spend three hours stranded on a busy main road Ia: Easter Bank Holiday. The first sign of trouble was the steering beginning to pull. A very rapid stop enabled me to find a flat rear tyre before the casing was ruined. The solitary spare wheel was duly fitted and 30 miles later the steering began to pull again. A quick stop again showed the other rear tyre to be nearly flat. By this time it was dark and I was far from home. An examination of both tyres revealed no foreign bodies which could cause a puncture, so I immediately suspected that my new covers had been fitted with Butyl tubes, which are not a proposition to repair. I therefore had to get a car sent out to me with another spare wheel complete. I had given specific instructions to the tyre firm that Dunlop rubber reinforced tubes were to be fitted with these new covers, but my instructions had not been carried out, and once the tube is fitted one's instructions cannot be checked until it is too late.

The moral of this unfortunate experience is to realise that tyre dealers do not know that reinforced rubber tubes 600/19 are being made as a result of persistent Butyl failures when used on heavy Rolls Royce cars. It took me seven days to get Dunlop's total stock, to wit 6 tubes, delivered from their main London depot to Oxford, and I suggest that members should order one of these reinforced rubber tubes and carry it in the car, and if they order tyre firms to fit them, to inspect the tubes before fitting in order to ensure that they are not being fobbed off with Butyl

Air Seal tubes. The price is the same in both cases. The fact that the Dunlop rubber tubes carry the no. 284 should avoid any confusion between the two.

R.S.

WELDING OF CYLINDER HEADS

Mr W. Turner of Angelina Street, Birmingham, telephone Calthorpe 2083, has been recommended to us as a person who can undertake welding of Rolls Royce cylinder heads. We should be glad to hear reports from any members who have sampled his work.

MEMBERS' CARS FOR SALE

- 1938 25/30 Park Ward sun roof saloon. Green and black. Engine rebuilt 1000 miles ago. £350
- 1937 Phantom III Hooper Landalette
- 1929 PI blue and grey. Engine overhauled. Recellulosed.
- 1932 P II MS series. Top Hat Mulliner coachwork. Stainless steel lamps.
- 1933 20/25 James Young cabriolet
- 1934 1937 PIII Sedanca. Total mileage
- 1935 Park Ward saloon. Bucket front seats. £120 55,000. Maroon. Immaculate

Apply to the Secretary for particulars of any of the above. We still have two sets of Conolly's hide upholstery in maroon and beige suitable for covering large RR body. £18 per set.

CLUB BADGES

A repeat order for Club badges placed three months ago is expected very shortly. Members whose names are on the waiting list should be receiving them within a fortnight.

CARBURETTOR JET SIZES

Rolls Zenith Stromberg for 30 HP Wraith

The following are the correct jet sizes:

Main discharge jet L/1053

Idle tube L/1461

Metering jet choice of 60, 62, and 63, and the by pass is 036.

ARE YOU A NUDGER?

One often sees Rolls-Royce owners nudging their doors with their knee to encourage the bolts in their door locks to slide open or close. The reason for these locks not sliding freely is that the door has been slammed to at some time in the past thirty years with the tongue of the lock projecting from the door, and as a result, becoming slightly bent during its impact with the body pillar. This is easily corrected by applying an adjustable spanner to the extended tongue of the lock and bending it back to its original angle. Oil should not be applied to the barrel mechanism of these locks.

THE CLUB TECHNICAL JOURNAL

Many requests have been received from members for back numbers of the Bulletin which are no longer available. Mr Colin Hughes has extracted all the useful technical information from the earlier Bulletins and has condensed and edited this booklet as an adjunct to the car handbook and the Rolls Royce workshop manual, which it in no way supersedes. These are available from the Honorary Secretary, price 6/-, post free, now.

PII OVERHAUL

The main trouble which afflicts the PII (at least with the high lift camshaft) is worn cam followers, which in time clatter, thereby spoiling a very fine engine. For some reason R-R changed over from the very fine roller cam follower which they had used on all previous cars, including the Phantom I, to a spade ended follower working in a bush with an oblong hole. By almost any standards I consider this a bad design and it is proved, I think, by the fact that you do in fact always get wear.

Mine were really quite noisy so I decided to see what I could do to cure them. As I intensely dislike disturbing bearings unless essential, I decided to strip the engine down to the crankcase and pull the blocks off the pistons, and this I did, having removed everything in the way of controls, etc., attached to the blocks. The cam followers I then prised out to find they were in a shocking condition, some flat with wear, others ridged, and none in any thing like good condition. The cam shaft appeared, so far as I could see, to be in reasonable condition.

At this point I approached Crewe to see if they would recondition them, but their reply was that they did not do so but I could have a new set price £5-2-5 each - total £61-9-9! Not being prepared to go to these lengths, or indeed being able to afford it, I took my problem to a firm of precision grinders in Liverpool. After some discussion we built up the end of each follower with 1/8" of stellite and contour ground this to the correct radius, R-R having very kindly sent me a blueprint. The hardness had, of course, been destroyed on the sides, i.e. the sliding faces, so these I had hard chromed very carefully and very slowly, and finally having measured each bush with a micrometer, we ground each follower to suit its individual bush.

I then rebuilt the engine, doing a few minor repairs as I went, such as new water doors, water hoses, exhaust manifold studs, etc., and dropped the blocks onto the pistons, using 3 ring clamps at a time and an overhead gantry of angle iron, bolted on the spare wheel carriers, with a pulley block. The whole operation was, of course, tedious, but has been a great success. The followers are completely silent and, being stellite, will not wear again in a hurry. Also, since the engine has been rebored - 15 thou and is hardly worn and has had new big ends, it is remarkably quiet and smooth. Indeed, apart from the fan noise, it compares very favourably with my previous car, a 20/25. I have not yet got the final cost of the grinding work but it is in the region of £16 - £20 - well worth while.