

ROLLS-ROYCE ENTHUSIASTS' CLUB

B U L L E T I N

PASSING THE TEN-PLUS TEST

On 12th September, I arrived at the Ministry of Transport Vehicle Testing Station, Hendon, and was one of the first to submit a car for test under the voluntary scheme. I am pleased to report that my Twenty passed with no defect, and although I do not expect members to have any difficulty in getting their cars through the test, I will point out a few things they should remember.

When I had my test, I was asked whether I wanted it to be restricted to lights, steering, and brakes, or to cover all defects likely to affect the roadworthiness of the car. In the interest of science, I told the examiners to go to town on the car and sort out as many faults as they could find.

The examiners at Hendon knew all about Rolls-Royce brakes, and realised that the servo operation of the front brakes would make it impossible for them to test the car on their rollers. Therefore an examiner put an accelerometer on the floor-boards, and we drove up and down on the tarmac outside to test the efficiency of foot and hand brakes directly. In my opinion, a crash stop from, say, 12 m.p.h., does not give the best efficiency reading from R-R foot brakes, as almost inevitably this leads to locking of the rear wheels, and puts the servo out of action. Remember the servo only applies the front-wheel brakes as long as the rear wheels are turning. Sir Henry Royce designed the system this way to eliminate the possibility of locked front wheels, resulting in an uncontrolled front wheel skid. My advice is to take the car on the road, and brake from about 30 m.p.h., adjusting pedal pressure for maximum braking without locking the rear wheels. On l.w.b cars, the braking effort is proportioned to give more effect on the rear wheels than the front. Weight transference during braking reduces the load on the rear wheels and thus reduces braking efficiency. Therefore put your best tyres on the back wheels and arrange to have a passenger in the back seat; the latter made a difference of 10% in efficiency in my case, and could mean the difference between a pass or a fail for two-wheel brake cars.

As to lights, go out one evening and check on the road that your headlamps are set so as not to dazzle oncoming traffic, even in the undipped position. This is a common fail point, even for new cars. Make sure that all your lights are working, and give side and tail lights a smart rap to make sure they do not flicker when vibrated. For those who have made up "period" lighting schemes, the "Rubbolite" diverters helmet lamps were accepted without query at Hendon, but make sure you have at least 6 watt bulbs in them. If you want to increase the efficiency of these lamps, you can paint the black interior silver.

Check whether there is play in the steering connections. Most of these are spring-loaded, and this had the testers fooled until it was painted out, they thought there was half an inch of play on the side steering tube. A small amount of rock on my king-pins, caused by wear on the roller-bearing, was dismissed as quite insignificant.

Finally we advise members to have their cars tested, so that if some unsuspected wear is found on a component, they can look for spares before a test certificate becomes a legal requirement.

The Rolls-Royce Service Station, Hythe Road, London, will shortly be able to test R-R cars for the M.O.T. certificate.

KIDLINGTON MEETING.

The club met at Kidlington airport on Sunday September 11th, to hold a light hearted competition with the cars, and to have the Annual General Meeting. The competition included an obstacle race, a slow speed top gear race, the quick changer event which was so popular last year, and a test of smoothness, where members attempted to balance coins on their radiators. The competition was won by Robert Brooks, with the Chairman second, the Treasurer third, and Colin Hughes fourth.

After Mrs. Symmons had presented the prizes, we were given tea at the Club's expense. (The Chairman and Treasurer being in an expansive mood). As it had been a fine and warm afternoon, we were able to hold the A.G.M. out of doors.

The following decisions were reached at the meeting:

1. In deference to a request from Rolls-Royce Limited, the club badge will only be allowed to be fixed on Rolls-Royce cars. It was agreed that it would be unnecessary to have a special badge for associate members, as the eventual aim of associates was to become owners anyway.
2. A substantial majority voted in favour of the Chairman's motion to double the subscription to the club. This would enable the club to do sway with entrance fees for some of its meetings and would reduce the labour involved in collecting and recording such fees. It would also enable the spares service to be backed by the club's funds rather than by individuals, as at present. We might even be able to lay on more free teas at the meetings.

The subscription will therefore stand at £1, for full members, and 10/-, for associate members. This will come into force on 31st. July 1961. We apologise to those members who have elected to pay their subs. by Bankers' Order, and will be forwarding a modified order form in the future.

The Officers and Committee were re-elected en bloc with the Welcome addition of Lt. Col. E.B. Barrass.

FOR SALE 20/25 H.P. Chassis GBT 42, Barker Body, contact J..D. Meads, The Chalet, Eynsham, Oxon, Tel. Eynsham 297.

1931 Phantom II replica by Southern Motors: £190. no offers.
Mr. B. Anderson, St. Anthony's, 50 Stilehall Gdns., Chiswick, W.4.

1926 20 H.P. Park Ward Landaulette 'quite complete and carefully restored'; Mrs. White, "High Willows", Vineyards Road., Northern, Herts.

1929 20 HP. Hooper Saloon, quite reasonable order, Chassis GEN 60, details from R.W. Brett, The Garage, Cholsey, Berks.

The Club still has 20-25 & P.II a for disposal. contact the Chairman R. Symmons, 78 Banbury Road, Oxford.

WANTED

One member is looking for a tourer, preferably short-chassis PII. Send any information to the Chairman.

Immaculate 20-25 sports saloon, 1934-1936, either low mileage or recent complete overhaul by Rolls-Royce or concessionaires. Write to

the Asst. Secretary, Nigel Hughes, Spinney House, 15, The Drive, Uxbridge, Middx.

SPARES

We still have a wide range of 20-25, P.l., & P,.ll. spares.

The following Service Sheets applying to all pre-war Rolls-Royce cars, except Silver Ghost, are available on Il deposit of £1, of which 5/- is retained as a hiring charge, :-

1. Brakes, overhaul and adjustment. 2. Clutches, 3. Replacement of main and connecting rod bearings. 4. Slipper Drive overhaul. 5. Cylinder resleeving. 6. Recommissioning a chassis after a long period of idleness.

The special tools required for hub removal, for brake inspection, may be hired on a deposit of £5, of which £1 is retained. As the demand for these is considerable, members are requested to return them as soon as possible.

WINTER PROGRAMME.

Try to keep the evening of 2nd December free. We are planning to have a file meeting in Oxford, when the films of the visit of the Rolls-Royce Owners Club of America will be shown. We also expect to be showing the R-R. film, 'The Magic of a Name'. Mr. Haines, of the Technical Department, Rolls-Royce Service Station, Hythe Road, will be attending the meeting, and also Michael Vivian, Chairman of the 20 Ghost Club. Full details later.