

ROLLS-ROYCE ENTHUSIASTS' CLUB

B U L L E T I N

FILM MEETING IN OXFORD.

The Club will be meeting in Oxford on Friday 2nd December at 7.30 p.m. The address is St. Gregory and St. Macrina House, 1, Canterbury Road. Canterbury Road 16 a turning off the Banbury Road, about half a mile from the centre of the city, There is ample space for car parking, but lights are required.

We will be showing two films covering the visit of the Rolls-Royce Owners' Club of America to England in April and May of this year. The films cover the event from different aspects and should be of particular interest to those who took part in the meetings as well as to those who were unable to attend.

The first film is produced by Mr. Stanley Sears, and is designed so that copies can be made for distribution to those who want a motion picture record of the event. We are extremely indebted to Stanley Sears for letting us show this film at what will be its first public performance. The editing and shooting of the interior scenes in this film were done by R.R.E.C. member Colin Hughes.

The other file is a private film, made by Colin Hughes, and looks at the events from the angle of one who took part. This film is not available for general distribution

FUTURE EVENTS.

The Committee has drawn up a provisional programme for 1961, and details will follow in the next Bulletin. We are looking for someone who will arrange a treasure hunt for us. Any Offers? Incidentally, if you have any ideas about meetings which we might arrange, drop us a line; we are always glad of now ideas.

RED FACE DEPT.

I have been hauled over the sheets for suggesting that you should use anything as crude as a screwdriver for attacking the slipper drive. I have to admit that this information was secondhand, and apparently the levering treatment can do permanent damage to the disc on which the friction linings bed, and may distort the spring drive section. Sorry chaps, you will just have to reline it after all. In fact you may as well do this in any case, if you have the engine stripped down this far.

SERVICE SHEETS.

The list of available service sheets given in last month's Bulletin was far froe complete. The full list is as follows:

1. Overhaul and adjustment of crankshaft vibration dampers, all series.
2. Reconditioning main and connecting rod bearings, all but P.111.
3. Overhaul of starter motor drives, 20, 20-25, 25-30, Wraith.
4. Replacement of existing types of ignition condenser, all but Wraith.
5. Replacement of ignition coils.
6. Voltage control regulators, testing and maintenance.
7. Overhaul of steering pivot pins, 20, 20-25, 25-30, P.I., P.11.
8. Recommissioning cars after a period, of storage, all series.
9. Hub Removal, front and rear, all series.

10. Brake adjustment, all series.
11. Brakes, general information, all series.
12. Brakes, re-bedding and re-lining, all series.
13. Adjustment and overhaul of servo motor, all series.
14. Clutches, overhaul, adjustment and general maintenance, all types.
15. Fitting replacement crown wheel and pinion, 20, 20-25.

Members are strongly recommended to hire a service sheet, if one is listed, before attempting any job which is not included in the routine maintenance set out in the instruction book. These sheets can save you pounds.

Please be certain to quote your chassis number in all correspondence relating to spares. This is an important aid in identification. If you are replacing a broken or worn part, the part number may help us, or, better, the part itself, if this not too bulky.

find yours in a bad state when decarbonising it will pay you to have the old valves stellite. It is unusual to find that the valves themselves are worn on the stem, most wear occurs on the guides.

J.B.M. Adams, Great Gidding, Huntingdonshire, can get the stellite done extremely well. I have seen valves so treated, and they look brand new.

The cost is about £1 each, and he has valves in stock for most chassis. Many light engineers can undertake stellite.

SALES AND WANTS.

If members require care or spares to be advertised here more than once, it is essential that they say so. Generally an announcement will be inserted once only.

FOR SALE

If anybody is interested, I am thinking of selling my 20 hp, owner-driver saloon by H.J. Mulliner. The only reason for sale is that I want a change. The price would be around £200. Full details from N.H.Hughes, Spinney House, 15, The Drive, Uxbridge, Middlesex.

For those with the restoration bug, the Club has a 20-25 and P.11. For details, contact R.Symmons, 78, Banbury Road, Oxford.

WANTED.

We are always on the look out for cars with touring bodies, or anything openable.

25-30 drophead wanted. Buyer will pay a good price for the right car. Contact John Ellinghouse, 9, Elder Ave., Crouch End, London, N.8.

20-25 sports Saloon or similar. Must be a low mileage car or have had a recent overhaul by R-R. Ltd. or concessionaires. Contact N.R.Hughes, at Spinney House, 15, The Drive, Uxbridge, Middlesex.

ROTOR ARM TROUBLE.

Take the greatest care when turning the engine over with the distributor cap removed. It is possible for one of the clips to foul the end of the rotor arm, and the first thing you will hear is the crack as

the rotor arm breaks. We see too many of those with the plastic broken where the end of the wiper has been twisted round.

While on the subject of distributors, check that the ball race at the top the rotor shaft is not unduly worn. This bearing is lubricated from the hand oiling point on the side of the unit, and is all too often neglected. Wear produces side play in the shaft and can give rise to rough running due to the erratic ignition timing.

BRAKE LININGS

B.D.Bridgwood, 3&5 Sun Street, Hanley, Stoke on Trent, will re-line Rolls-Royce brake shoes from any chassis from Twenty to Wraith at a cost of 67/6 for four shoes re-lined in metallised Ferodo material.

SNAG SECTION.

THE ROLLS-ROYCE MECHANICAL SERVO.

Four wheel braking, assisted by the servo, was fitted to all R-R. chassis after 1925. This servo is, for many, surrounded by an aura of mystery which it does not deserve.

Servos either work or they do not. If yours is in good condition, moderate pedal pressure should produce hard braking, and it should be possible to lock the back wheels without too much effort. A servo which is working may emit slight squeaks, and should have a dry dusty appearance. Any sign of oiliness on either the driving or driven portion must be regarded with suspicion. It is fatal to wash down the gearbox with paraffin or other solvent, as inevitably this leads to contamination of the servo linings and results in failure. If you have a good servo and want to keep it that way then wipe over the gearbox with a dry rag to remove accumulated oil, and similarly clean up the servo linkage and levers. If you must wash down the box, then tie e. polythene bag over the servo to keep the wet off. Incidentally, water is death to the servo just as it is to drum brakes, and a properly fitted gearbox undertray can go a long way towards keeping the unit dry in wet weather.

If your servo is ineffective, as indicated by a braking system requiring excessive pedal pressure for anything but the lightest braking, then oil on the linings is almost certainly the trouble. In any event, clean off the gearbox as above, and try to locate the source of the excess oil. Overlubrication either by hand or from the 'one shot' system can be responsible, as can oil loss from the gearbox via leaking cover plate gaskets. Having cured the cause of the over oiling, you now have to get the unit working, and here you have a choice. Relining is the textbook cure, and is relatively straightforward, however, should you wish to try the alternative, you may 'toast' the servo. If you do the relining job, clean all parts scrupulously in petrol, and be very careful not to pull the driving member away from the gearbox, or you will hear a distance piece fall off inside the gearbox, with a resounding clonk, and you will have several hours work putting it back.

The principle behind toasting is to run the servo for an extended period so that it gets hot and dries out any oil on the linings. This is done by jacking up the rear wheels of the car, and locking the brake linkage so that pressing the brake pedal only engages the servo, and does not apply the rear brakes. These are hold off by bracing the outer servo engaging lever so that it cannot move forward. Precise methods of doing this vary with the type of chassis, but generally the lever can be held back by means of hooks, chain, wire and what have you, attached to a chassis crossmember.

You can now start the car, and run the transmission at about 30 m.p.h.

in top gear, which can conveniently be set up on the hand throttle. The brake pedal is now operated with moderate pressure, the pressure being released occasionally. This is continued until the servo is too hot to touch. Allow the unit to cool before making a road test, not forgetting to restore the linkage to normal, and to check the servo clearance. This should be not less than 1/32." measured between the engaging levers with the servo engaged lightly. If the servo is really wet with oil, a wash down with carbon tetrachloride prior to toasting may prove beneficial. Do not work without good ventilation.

Now take the car for that test run, and try a few light brake applications. If there is no improvement, either your servo was all right before, or the linings may be glazed, in which case re-lining is required.

LOST YOUR MAGIC CARPET?

Does your car ride like a steam roller? Do your teeth fallout every time you go over a manhole? These minor irritations can be cured by thorough cleaning of the road springs. Even on cars fitted with 'one-shot' lubrication, if the rings have ever got dry, then all will not be well under those mud encrusted gaiters. The conditions of marginal lubrication, fretting, stress, and differential aeration, which exist in leaf springs lead to quite nasty corrosion, and the only answer is to remove the springs from the car (one at a time) and dismantle them completely. Do not forget to clamp the centre of the spring before undoing the centre bolt, or the leaves will fly apart, and may do serious damage. Clean each leaf separately, noting which way round the leaves were assembled relative to one another. Steel wool and paraffin are good for shifting greasy muck, and these can be followed by an emery disc to remove rust and roughness. If possible, polish the mating surfaces of each leaf. Grind out the dents in the bottom of each leaf, where the next one has been rubbing, spreading the grinding on either side of the depression to eliminate any sudden change in section, which would be a point of stress concentration, and might lead to breakage. Smear molybdenum disulphide grease on the working surfaces of the leaves before final assembly.