

## ROLLS - ROYCE ENTHUSIASTS' CLUB

## B U L L E T I N

We wish all Club Members a happy and adequately prosperous new year.

OXFORD FILM METING.

On Friday 2 Dec. 1960, the Club met in Oxford to see the film 'Flight to England', produced by Stanley Sears, showing the visit of the Rolls-Royce Owners' Club of America to England last May. Also shown was a private film made by Colin Hughes, covering the same event, and films of the Club's activities during 1960. Between the films, Mrs. Phillips showed members the original 'Spirit of Ecstasy' mascots, which she had kindly brought along.

The attendance at the meeting was an all time record for the Club, 55 members and friends being present. Coffee was provided at half time by the ladies of the Club, to whom we are very grateful.

Our thanks also go to Prof. & Mrs. Zernov for allowing us to use their room, and to Jim Wall, City of Oxford Road Safety Officer, who very kindly operated the projector for us, and who was thoughtful enough to bring along the Walt Disney Film 'Motor-mania', starring Goofy, which entertained the meeting while we were awaiting the arrival of our guests. They had been delayed by heavy traffic.

We were pleased to entertain Mr. Miller Williams, Public Relations officer of Rolls-Royce Ltd., and Mr. Haynes, of the Technical Department, Hythe Road.

GET THESE DATES DOWN

Friday 24 February	Social evening, with buffet and Club Films.
Sunday 16 April	Visit to a stately home.
Sunday 18 June	Concours d'Elegance at Blenheim.
Sunday 17 September	Treasure Hunt or Competition meeting.

Further Details of each meeting will be circulated nearer the date. In addition to the above, we are planning to have a Film Show of 'general interest' as well as R-R type films some time early next winter, and to visit a Hill-Climb meeting at Prescott in the Autumn.

SOCIAL EVENING

The next meeting will be at the Chequers Cassington, Oxon. on Friday 24th February at 7.30 p.m. The collection of 16mm movies of Club activities over the last two years will be shown.

CLUB NEWS

The Swedish Historical Automobile Club have recently formed a Rolls -Royce section, and Officers of the R-R.E.C. were invited to the inaugural meeting.

The Americans enjoyed their visit to England so much that they are planning a return visit for 1962. There is also a possibility of a party being made up from the English clubs to make a visit to the States.

SPARES AND TOOLS

We are able to supply most spares for 20-25 H.P. cars from a complete engine down. We also have some spares for PI and PII. We have the essential special tools for hub removal for most chassis available to members on a hiring charge of 10/-. A deposit of £5 is required, of which £4.10.0. is returned. This is very much less than the deposit required by the company.

Enquiries for spares (please include chassis number.) tools or Service sheets should be addressed to Nigel H. Hughes, Spinney House, The Drive, Uxbridge, Middlesex.

## FOR SALE

20 H.P. Owner-Driver Saloon by H.J. Mulliner, extensively overhauled. This car will remain available to a club member until April 1961, when it will be advertised to the general public. Offers around £200 to Nigel H. Hughes, Spinney House, The Drive, Uxbridge, Middx.

1933 Hooper Sports Saloon, GAW 25, very good mechanically, but needing some work on the body. Mr.G. Surgeoner, 53 Woodside Ave., Beaconsfield, Bucks.

## VALVE CLEARANCES

Valve clearances while cold are small on all R-R. engines, and particular care must be taken to ensure that they do not become zero under any circumstances. This is particularly important when the head gasket is settling down after decarbonisation or overhaul. The settling down process may take several hundred miles, and it is advisable to leave the valve clearances a few thou. wider than recommended during this period. The clearances should be checked after every outing of more than a few miles. This may seem an awful bore, but is much less tedious than removing the head to re-seat the valves.

Then finally adjusting the tappets, make sure that the rocker shaft is properly tightened down. One loose rocker standard can play havoc with clearances. Try to adjust each valve with the neighbouring valves nearly closed. If these valves are open, the extra spring pressure can force the rocker shaft upwards slightly, giving a false indication of clearance. You will find that the valve timing prevents you from having neighbouring valves completely closed, without danger of the valve under adjustment being on the verge of opening again.

If you are not sure that your camas and camshaft bearings are perfect, you should play safe and add a thou. to the gap to allow for cam ridges.

## INSTRUMENT LIGHTING

On early models with manual control of the radiator shutters, it is essential to be able to check the temperature gauge from time to time at night, and thus the instrument lighting must be used. Although the lamps are generally hooded, the white light is sufficiently bright to destroy night vision and is a distraction, whether left on or merely flashed on from time to time. Also, the headlamps on the early cars may not be too effective, and any aid to night vision is an advantage. The solution is to paint the instrument lamp bulbs red, or to place a piece of red gelatine in the lamp casing. The eye's dark adaptation is not affected by red light, and hence you can leave your instrument lamps on, and still adapt your eyes to the prevailing road conditions.

Unfortunately there is no cure for the modern type with sixteen headlamps, and so much spare horsepower that he can run a kilowatt alternator, except to leave him to fight it out on the main road, and learn the byways for night driving.

## THERMOMETER REPAIR

If you have one of the early Cambridge thermometers on your car, and it needs repair, send it to Mr. G. Huxley, Service Technical Dept., S. Smith and Sons, 50 Oxgate lane, London, N.W.10. They will be pleased to examine any vintage instrument and offer service if at all possible. They can definitely overhaul all instruments of Smith's Manufacture.

## BRAKES.

With the date of the ten year tests set, we would re-stress the availability of brake linings from B.D. Bridgwood, 375, Sun Street, Hanley, Stoke on Trent. The cast is approximately £7, for a complete set of shoes re-lined and returned within a few days.

CHASSIS NUMBER - 20/25 HP

GXO (11-111) 20/25 hp 3 1/4" bore engine

GGP (1-81) Cast dash. Narrow hubs. 6:00 x 19"  
1930 GDP (1-81) tyres. Single level petrol tank.  
GWP (1-41) Larger diameter crankshaft.

GLR (1-25) 3" longer chassis. New type coil.  
GLR (26-81) 5.25-1 compression. New exhaust  
GSR (1-81) manifold. Flexible engine  
GTR (1-41) suspension.

1931 GNS (1-81) Grooved road springs.  
COS (1-81) Servo damper, GOS22  
GPS (1-41)  
Rubber fan belt. Res.petrol sup-  
ply.Anti-splash radcap.  
GFT (1-81)  
GBT (1-21) 2.5" prop. Front axle modified, GFT 32

1932 GBT (22-81) Diamond engine mounting.Radiator 4" deeper. Thermostatic  
GKT (1-21) shutters.Copper matrix tubes.Split piston shocks. Flip-  
flap bonnet shutters.Front apron. One-shot lubn.  
Hinged filler cap. Remote control petrol reserve. 2-  
rate charging scheme.

GKT (22-41) Synchromesh gearbox. 5.75-1 compression. High lift cams.  
Heavy exh. valves. Low inertia spring drive. Balanced  
crankshaft. Stronger clutch springs with higher pedal  
leverage. New exhaust system. 3" propeller shaft.  
Pivoted front brake shoes.  
N2 Road wheels. Overhanging bonnet.

GAU (1-81) RAD 11 clutch liners. Bronze bearing servo cams.18-  
gallon

GMU (1-21) petrol tank (formerly 14 galls). Electric petrol gauge.  
Modified 3rd motion shaft, GAU76. Provision for dynamo brake,GAU76.  
GMU (22-81)  
GZU (1-41)

GHW (1-81)  
GRW (1-81) Dynamo drive brake.  
1933 GAW (1-41) RAD 13 servo liners GRW 22.

GEX (1-81) Relay starter switch.Cast iron rear brake drums, GEX1.  
GWX (1-81) 3-rate charge scheme.Resonant type silencer, GWX22.  
GDY (1-41)

GSY (1-101) Improved clutch ring, GSY 33

GLZ (1-81) Rear brake bronze bearing. Luvax-Bijur lubn. Air  
silencer.  
GTZ (1-81) GLZ 28. Silent 2nd gear. Front axle control. New type  
dampers.  
GYZ (1-41) Cast iron front brake drums, GLZ 52.

GBA (1-81)  
GGA (1-81) Hand lubn. to servo, GGA 1. Marston type  
GHA (1-41) radiator, GGA 22.

GXB (1-81) Spring drive in clutch.  
1934 GUB (1-81) Stiffer crankshaft, GXB27.  
GLB (1-41) Cam balancer, GXB62.

CHASSIS NUMBERS - 20/25 H.P. cont.

1934 GNC (1-81) DWS hydraulic jacks.  
Cont.GRC (1-81) Needle bearing universal joints, GKC22.  
GKC (1-41)  
GED (1-81) Felt oil ring to crankshaft. Provision for damper control.  
GMD (1-81) Larger oil filler. New type carb., starting carb. dropped.  
GYD (1-41) Controllable shock dampers, GYD25.  
GAE (1-81)  
GWE (1-81)  
GFE (1-41)  
GAF (1-81) Easy brake adj. Modified cam balancer. Voltage controlled  
GSF (1-81) dynamo. Flexible engine and exhaust mounting, GAF 52.  
1935 GRF (1-41) Modified synchromesh sleeve, GSF 2.  
GLG (1-81) TCC condenser. Concealed front x-member. Clutch spring  
GPG (1-81) drive deleted. Propeller shaft damper.  
GHG (1-41) Carburettor balance pipe. External clutch adj.  
GYH (1-81)  
GOH (1-81) Pivoted rear brake shoes. 35° servo cams, GOH22.  
GEH (1-41)  
GBJ (1-81)  
GLJ (1-81) Torque reaction dampers.  
GCJ (1-41)  
GXK (1-81)  
1936 GBK (1-81) Fully floating servo. Isolated gear lever, GBK22.  
GTK (1-41)  
GTK (42-53) Additional 20/25 HP chassis with Borg and Beck clutch.  
Maries steering, hypoid axle.

Supplementary list of 20/25 chassis changes

GLR55 RW-1 magneto.  
GBT 22 Staybrite radiator shell and shutters  
GKT 22 Crankshaft vibration damper changed to low inertia spring drive from slipper drive. Crankpin diameter increased to 1.999".  
GLZ 28 Nitralloy crankshaft instead of nickel chromium steel.  
GXB27 Crankshaft journal diameter increased to 2.2495".  
GAF 1 Drilled connecting rod instead of external oil pipe.