

ROLLS-ROYCE ENTHUSIASTS' CLUB

B U L L E T I N

SOCIAL EVENING

About 35 members met at the Chequers, Cassington on the evening of Friday, 24th. February. The Secretary, Miss Harris, showed her collection of colour photographs of R.R.E.C. meetings, and Colin Hughes ran through the club movies and a number of his stills. We were very glad to see so many members present, particularly as several had come long distances, to the meeting.

DIARY

Sunday 16th. April.	Rally at Rousham House.
Sunday 18th. June.	Concours d'Elegance at Blenheim Palace.
Sunday 11th. June.	Rally at Stanford Park.
Sunday 27th. August.	Visit to V.S.C.C. meeting at Prescott.
Sunday 17th. September.	Treasure Hunt or Competition meeting.

RALLY AT ROUSHAM HOUSE

By the kind invitation of Mr. T. Cottrell-Dormer, the club is holding a rally at Rousham House on 16th. April at 2.30 p.m. Rousham House is a 17th. century country house with a landscape garden by William Kent. The location is Steeple Aston, 12 miles north of Oxford, off the Banbury Road at Hopcrofts Holt hotel (1 mile). The owner has kindly consented to take members over his beautiful Elizabethan manor.

RALLY AT STANFORD PARK

The Club has been invited to attend a rally of the 20-Ghost Club at Stanford Park, near Rugby. The R-R. section of the V.S.C.C., and the newly formed Midland R-R. Club have also been invited. Stanford Park is the William III home of Lord Braye.

Members wishing to attend the meeting must send entries to Lt. Cdr. J.O. Dymock-Maunsell, Penley, 4, St. Catherine's Close, Bath. The closing date is the first of June. Members may turn up without sending in their entry, but they will probably have to pay to get in. We understand lunches will be available, but there will also be picnicking facilities.

VISIT TO PRESCOTT

Arrangements are being made for us to visit a V.S.C.C. hill-climb meeting at Prescott, It is not intended that members should take part in the hill-climb, but rather that they attend as spectators. A space will be reserved in the car park so that members cars can be grouped together. Full details of the meeting will appear in the next bulletin.

CLUB NEWS

The Rolls-Royce Owners' Club of America is producing an article on the Spirit of Ecstasy in a future edition of its bulletin, the Flying Lady. Much of the information for this article is taken from a tape recording we made when Mrs. Phillips came to talk to us about the mascot.

The R-R.O.C.A. has recently written to Mrs. Phillips, asking for photographs of her father and herself for inclusion in the article.

Club membership now stands at about 130, with 110 cars registered.

Two meetings with Rolls-Royce cars are being planned by the 20-Ghost club, to take place on the continent in May 1962. Representatives of our club have been invited to take part. At present it cannot be stated whether or not numbers will have to be restricted.

CHASSIS MODIFICATIONS.

We are continuing with our reproduction of chassis dates and data with the details of modifications on the Phantom II. We have data on most chassis other than Ghost and plan to reproduce these in due course. Don't

what anachronistic modifications may have been put on a car. Note that where a particular change is listed at a definite chassis number, that change may have been incorporated in a few chassis with earlier numbers, but not much earlier.

FOR SALE

1932 Phantom II. Limousine body by H.J. Mulliner. Both body and chassis are in very good order. Five excellent tyres, essential tools, stainless steel lamps. £120 o.n.o. Details from. R. Symmons, 78, Banbury Road, Oxford.

1929 Phantom II. Park Ward Limousine, requiring complete restoration. Any Offers? Address as above.

ENGINE VIBRATION

A member reports that engine vibration on his 20-25 was caused by lack of lubrication to the front engine mounting. The lubricator, which takes the R-R oil gun is hidden away beneath the radiator and is all too easily neglected by the owner who believes the one shot lubrication system looks after everything.

A further item very frequently neglected by owners is the large number of points on the brake and servo linkages requiring attention from the oil can by hand. These are usually utterly dry and well worn where the rest of the chassis is lubricated by the one shot system whereas on hand lubricated chassis, the wear is more often evenly distributed throughout.

TYRES

Natural rubber reinforced inner tubes in the 6.00-6.50/19 size are now being made by Dunlop again. These tubes are much more resistant to chafing than the ordinary type and are particularly useful with wire wheels, which appear more susceptible to blowouts than the pressed steel type. If you want these tubes, you will have to order them, and may have a long wait, but they are available.

We now have various sizes of tyres and 19, 20, and 21" wheels in good condition in the club stock. Let us know what you want.

SERVICE SHEETS

We have recently added a large number of new service sheets to our stock, covering such items as replacement pistons for all series, the horizontal carburetter for late 20-25, the semi-expanding carburetter for P.II., adjustment of voltage control regulators etc. If you have a problem, we can probably help you solve it.

For spares, service sheets, special tools or what you will contact, Nigel H. Hughes, Spinney House, 15, The Drive, Uxbridge, Middlesex.

THE DEVELOPMENT OF PII CHASSIS

<u>Year</u>	<u>Chassis numbers</u>	<u>Series</u>	<u>Modifications</u>
1929	1-WJ to 101-WJ	J2A	
1929	102-WJ to 133-WJ	J2B	
1929)			
1930)	1-XJ to 71-XJ	J2B	
1930	72-XJ to 172-XJ	K2A	
1930	173-XJ to 204-XJ	K2B	Low inertia type crankshaft vibration damper, 173 XJ change gear bracket with internal oil baffle, 174-XJ (approx)
	1-GN to 68-GN	K2B	92° thermometers (warning light), instead of 97°, 19-GN to 50-GY {approx), modified inner clutch bearings, 64-GN.
1930	69-GN to 168-GN	L2A	New type coil, 69-GN; nickel plated copper cylinder head tubes in place of aluminium tubes, 111-GN; exhaust heated throttle body instead of water heated, 120-GN; modified rear axle bearing, 120-GN.
1930	169-GN to 202-GN	L2B	7. 00"-20" tyres in place of 7. 00"-21", 169-GN.
1930	1-GY to 68-GY	L2B	As above
1930	69-GY to 169-GY	M2A	Improved Hardy fabric engine coupling 110-GY; rubber fan belt, 150-GY.
1931	170-GY to 205-GY	M2B	Fuel tank with 3 gallons imperial (3. 6 US gallons) reserve, 178-GY.
1931	1-GX to 68-GX	M2B	Strengthened battery box suspension, 1-GX.
1931	1-JS to 61-JS	N2	"Staybrite" (stainless) radiator shell and shutters.
1932	(RH steering)		Pressure radiator cap.
1931	201-AJS to 276-AJS	N2	Thermostatically controlled radiator shutters; single point radiator suspension; extra cylinder wall lubrication controlled by a tap (operated by driver) for use when engine is cold; front apron between dumb-irons; 60" rear track; one-shot lubn. system extended to front and rear axle systems in place of lubrication by oil gun; pivotted section on front brake shoes; wider foot brake shoes; 3/8" thick brake liners; hinged petrol filler cap; two-rate dynamo charge scheme; servo damper; remote control petrol reserve; 50 percent thicker rear brake drums; modified front axle.
		N2	201-AJS to 276-AJS left-hand steering, central gear shift,- and position of engine components reversed to correspond with changed position of steering.
1932	62-JS to 84-JS	N2	Diamond engine mounting; pivotted section on rear brake shoes.
1932	2-MS to 44-MS (RH steering)	N2	Auto-Kleen oil filter; carburettor air silencer; split piston shock dampers; flip-flap bonnet shutters. RAD cluthfcliners in place of Ferodo.
1932	277-AJS to 303-AJS	N2	277-AJS to 303-AJS and 201-AMS to 224-AMS left-
1932	201-AMS to 224-AMS (LH steering)	N2	hand steering; central gear shift and position of engine components reversed to correspond with changed position of steering.

PII CHASSIS (continued)

<u>Year</u>	<u>Chassis numbers</u>	<u>Series</u>	<u>Modifications</u>
1932 1933	46-MS to 170-MS (RH steering)	N2	Synchromesh (gearbox) on 3rd and 4th speeds; 2.75" propeller shaft in place of 2.25"; stronger clutch springs; overhanging bonnet; keyed servo motor rocking shaft, 122-MS; anti-shimmy shackle, 140-MS (approx).
1933	2-MY to 100 MY	O2	DWS jacking system; adjustable clutch and brake pedal positions; heavy exhaust valves; increased front braking; 7.00"-19" tyres in place of 7.00"-20" tyres; ribbed cast-iron brake drums, ball bearing servo cams; Ferodo RAD 11 clutch liners, 44-MY. Filter in main petrol tank deleted, 32-MY.
1933 1933	102-MY to 190-MY 3-MW to 107-MW	O2	5.25:1 compression ratio; high lift cams; semi-expanding carburettor; large horizontal air silencer; modified reverse mechanism, 102-MY. Modified shock dampers; silent 2nd speed gear, 65-MW.
1933 1934	2-PY to 206-PY	P2	Smiths instruments, radiator warning light deleted, 2-PY; provision for shock damper control; larger engine coupling; 28 gallon instead of 20 gallon (imperial) petrol tank; electric petrol gauge; Luvax-Bijur chassis lubrication; resonant type silencer; nitralloy crankshaft, main journal diameter increased from 2.6425" to 2.7995"; crankpin diameter increased from 2.135" to 2.3735", 14-PY; Autovac filter deleted, 32-PY; controlled shock dampers (controlled on steering column with front dampers outside of frame, 162-PY).
1934	3-RY to 211-RY	R2	Ignition warning light fitted; voltage controlled dynamo, 3-RY; large oil filler, 157-RY; hand lubrication to servo in place of one-shot system, 157-RY.
1934	2-SK to 196-SK	S2	4½ gallon (imperial) petrol tank reserve, 2-SK; strengthened shock damper cylinders; grooved shock damper pistons; push-down gear lever knob; dropped front crossmember, 58-SK; needle bearing propeller shaft, 96-SK; 12x41 ratio rear axle gears, 136-SK.
1934	1-TA to 99-TA	T2	Fully floating servo; wing nut brake adjustment; modified hot-spot pipe; connecting rod with 5 clips; external clutch adjustment.
1935	101-TA to 201-TA	T2	Large choke carburettor; low lift cam-shaft; flexible engine mounting; synchromesh 2nd gear.
1935	2-UK to 84 UK	U2	TCC condenser.

No. 13 is omitted from all chassis numbers.

There are four different cylinder heads for PII:

- 1st head - 4 ¾ : 1 Part no. E78854
- 2nd head - 5 : 1 Part no. E82168
- 3rd head - 5 : 1 Part no. E 83537
- 4th head - 5 ¾: 1 Part no. E83538