

ROLLS-ROYCE ENTHUSIASTS' CLUB

B U L L E T I N

RALLY AT ROUSHAM HOUSE

On Sunday 16th April, the club met at Rousham House near Steeple Aston, Oxford. We are grateful to Mr. and Hrs. Cottrell-Dormer for allowing us to meet in the grounds.

The meeting was quite well attended, the weather being fine; some 18 Rolla-Royce cars were present. Since rallies of this kind, at country houses and stately homes, seem to be popular with members, the Committee is making arrangements for further meetings of the same type elsewhere.

STANFORD PARK RALLY.

Since our announcement of the rally in last month's Bulletin, we have received entry forms from the 20-Ghost Club, giving full details. These are included with this issue, and we draw members' attention to the closing date for entry.

We hope to have a large contingent of R-R.E.C. cars at this meeting which is the first opportunity members of all four R-R. clubs, have had of getting together in large numbers.

CONCOURS D'ELEGANCE AT BLENHEIM PALACE

The R-R.E.C. is holding its annual Concours d'Elegance at Blenheim Palace on Sunday, 18 June, 1961, by kind permission of the Duke and Duchess of Marlborough.

The meeting is open to members of the R-R.E.C., the 20-G'host. Club, The V.S.C.C., and the Midland Rolls-Royce Club. Visitors will be charged five shillings if they wish to enter the Concours.

The judging will start at 2:30 P.M., but members are welcome to arrive from mid day if they wish to have picnic lunches.

This year the judges will be Mr. Vivian, chairman of the 20-Ghost Club, Mr. Fergusson-Wood, and Mr. Haynes, of the Technical Dept. of Rolls-Royce limited, Hythe Road.

In addition to minor prizes for class wins, three challenge trophies will be awarded this year. The Chairman's Rose Bowl will be awarded for the best visitor's car, the Organ Trophy for the best member's car, and a new trophy is to be awarded for the car in the most original condition, regardless of elegance of line. Our new trophy is an ashtray surmounted by a miniature Spirit of Ecstasy, and has been presented to us by Rolls-Royce Limited. No member may win more than one major award.

It would add to the interest of the Meeting if cars participating displayed card on which features of interest, history, year, Chassis and Engine numbers were shown.

NEXT MEETING. A Combined Meeting with the R-R Section, V.S.C.C. will be held at Prescott, near Cheltenham on Sunday, August 27th, at 2.30, to attend the V.S.C.C. Hill Climb. A Buffet Lunch will be available, or there are excellent facilities for picnics. Those wishing to attend please apply to our Secretary. A meeting will be held at Kidlington Airfield on September 17th, when a light hearted competitive programme is arranged. The Ampthill Public Hall fund Committee is organising a Veteran and Vintage car rally at Ampthill Park, Bedfordshire on Saturday, July 1st. There will be a mileage competition and Concours d'Elegance. Details of the event may be obtained from R.L. Holt, 18, Dukes Road, Ampthill, Bedford.

SNAG SECTION

TWO CASES OF BRAKE DRAG

Case 1. Symptoms : The near side rear brakes were remaining lightly on after pedal pressure was released, reducing free Pedal travel, and causing the offending drum to emit a low moan of agony.

The trouble was caused by failure of the one shot lubrication to the levers carrying the brake ropes on the near side of the rear axle. The pivots had become so stiff that the pull off springs were totally ineffective, and also the two levers had become seized together so that the footbrake operated the handbrake and vice-versa. The only cure was complete disassembly and thorough cleaning, as oil was incapable of penetrating the fine clearances of the bushes, which were corroded up. Moral! Don't kid yourself the one-shot system is working until you have checked the whole thing.

turning applied the brakes again. This is characteristic of a dragging servo.

Slackening off the servo adjuster did not cure the trouble, and careful inspection showed that the inner servo shaft had seized solid in the outer, so that the rebound spring was unable to release the servo, once, it had been engaged. Failure here was caused by inadequate lubrication of a hand lubricated servo on a late car, possibly coupled with over adjustment of the servo, resulting in over heating.

Usually servo performance is ruined by over oiling, either from the chassis system, or by gearbox leakage. Once again, complete stripping was the only answer.

OVER RICH IDLING ON PII

The car was a late Phantom II, with semi expanding carburetter. Neither adjustment of the throttle edge bleed position nor adjustment of the idle jet venturi had any effect on the richness, which was such as to cause very rough idling, and clouds of black smoke.

The whole carburetter was very heavily coated on the inside with carbon, which may have been the result of adjustments designed to get 20 m.p.g. out of the car, giving severe spitting back. The carb. was cleaned according to the R-R. service sheet but to no avail. The answer lay with a part that is not mentioned in the sheet, and would not normally need cleaning. The air intake to the idle jet assembly is in the form of an inverted U tube, so that the jet can be submerged in petrol for starting, without flooding the carb. Removal of the steel plate covering the top of this tube showed it to be carboned solid, blocking off all the air supply. After removing the carbon and returning the mixture adjustment to the original setting the engine idled perfectly.

FOR SALE

1926 20 H.P. Saloon with division, Chassis number GCK43, engine No. G 1542, first registered 26/2/26. All tyres and complete in every respect. Greatest need is a good clean. £185.

Mrs. E. White, High Willows, Vineyards Road, Northam. Near Potters Bar. Telephone Cuffley 2425. 1933 20/25 Park Ward Limousine, mechanically sound, Chassis GGA62, price £150 apply Savage & Co. Ltd., Clarence Garage, Auckland Road E., Southsea.

1932 20/25 Rippon small limousine, grey and black. In very good general order much work has been done on it. All faults declared. M.O.T. Test. £250 or offer. Lt. Col. Barraas, 5 Holland Road, Leckhampton, Cheltenham, Glos.

WANTED

Derek Adams, Eastfield, Exeter Road, Okehampton, Devon, is looking for two clocks and a gradient meter for his 1924 Twenty. Can anyone help?

CHASSIS NUMBERS PHANTOM I

<u>1926</u>	MC	(1-122)	LC (1-131)	SC (8-121)	<u>1928</u>
	RC	(1-125)	SC (1-7)	DC (1-87)	FH (1-101)
	HC	(1-122)			
					AL (1-101) Axle control dampers
	DC	(88-121)	TC (71-121)	YC(51-123)	Semi-rigid dist.cont.
	TC	(1-70)	YC (1-50)	NC (1-30)	
	NC	(31-131)	(Light clutch. Front hydraulics)		CL (1-101) Aluminium cylinder head
					WR (1-101) Flexible engine Suspension.
<u>1927</u>					
	EF	(1-101)	LF (1-101)	RF (101)	
	UF	(1-101)	EH (1-101)		WR (102-131) Side by side brakes
					<u>1929</u>
					KR (1-71) KR (72-131)
					OR (1-90) (Till March only)