



NEWS AND RECORD



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CONTENTS

Page

367	<i>Editorial</i>
368	<i>Normandy Gardens and Battlefield Tour</i>
376	<i>Trying to Understand Steering</i>
377	<i>A Few Thoughts on Clutches</i>
379	<i>Coming Events</i>

Front Cover Picture

Sir John and Lady Lesley
Stuttard's 1934 20/25
GSF29 Barker Sports Saloon
at Jardin de Valerianes, Bosc
Roger
Photo: Colin Hughes



Note:

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EDITORIAL

Those Pictures

My thanks to Michael Evans and John Fasal for help in identifying the pictures on page 362 of the Issue 24 of *News and Record*. It seems most likely that the picture of AX 201 outside the factory was taken at Crewe, not Derby. Mike wrote: "I do not think the photo top right was taken in Derby. It is certainly not of Main Works at Nightingale Road, but other frontages were loosely modelled after it-Crewe in 1938/9, and Elton Road, Derby, in 1943. Lord Hives (Hs) retired in 1957, and was succeeded as Chief Executive by James D Pearson (Psn) -Lord Kindersley (HK) becoming non-exec Chairman. Prior to Hs retiring, Psn had been MD of the Aero Engine Division, and he retained this second role as Chief Exec until he was appointed Chairman, whereupon he appointed David P Huddie (DPH) MD of the Aero Engine Division. You might wonder what the relevance of this might be. The answer is that any formal visit to R-R in Derby between 1957 and around 1963 or so when Lord Kindersley retired would have been to Elton Road, as Psn did not change office. Once Psn became Chairman, he moved office to Marble Hall at Nightingale Road until we could afford to complete the Moor Lane office block around 1966. Psn then moved to "G" Wing, Moor Lane. So, if the picture is Elton Road that might just make sense, but I believe it much more likely to be Crewe."



Regarding the picture above, John tells me that the occasion was during the 20-Ghost Club 'Silver Ghost' Silver Jubilee rally which was held in the large Pavilion Gardens in Buxton from 12 to 14 September 1957. The picture was taken on Friday 13 September by Jack Frost from Michigan and shows the 1925 Springfield Ghost S305RK Brewster Pall Mall tourer owned by Frank Hand Jr. from Virginia. On the left is Webster Woodmansee from Wisconsin, who brought over his 1922 Ghost 62UG Brewster Pall Mall tourer. Next is A F "Fred" Kelly, (K) who was the R-R Ltd Main Board Production Director and

who was one of the judges at the show. The lady is something of a mystery, but I would guess that she might have been Mrs Woodmansee, who certainly accompanied Webster on such trips. Next is Roney Messervy, (Msy), head of the Hythe Road repair depot. Mike tells me that 'next to Messervy is S H ("Harry") Grylls (Gry), who succeeded W A Robotham as Chief Engineer Chassis Division when the Oil Engine Division was created in 1956, Rm becoming MD of the Oil Engine Division. Gry was the man who carried the Silver Cloud series through II and III and "B" Range engines forward. It was he who had to have the courage to engineer and launch the Silver Shadow and Bentley T in 1965-arguably the biggest step change since the Ghost.' On the right we have John Blatchley, chief stylist of Rolls-Royce 1950 to 1969.

While on the subject of correspondence, I was delighted to receive a letter from our President, Lord Elgin. He said that Issue 24 'raised the spirits in the awful gloom of the depressing weather'. He also added a note stimulated by the Irish Georgian visit to Baronscourt. 'Years ago, our nannie, as little children, left us when we were more grown up and went to Baronscourt to deal with the unruly Hamilton children and there she eventually retired. James Abercorn later told me that our delightful behaviour as children was always used to chasten them when wicked.'

Tyres and Steering

My note on converting 120EU back from 7.00X21 to 33x5 tyres stimulated a very interesting response from David Davis of Australia who pointed out the safety aspects of bigger, well base, tyres such as 'more rubber on the road for braking, softer ride for the coachwork and passengers and less likelihood of a deflated tyre coming off the rim'. David and I are agreed that steering is not a well understood subject, and that includes me, but I have decided to put together my understanding of some parts of the subject in the hope of getting at the truth. The first article is on page 376 of this edition and there will be more to follow.

NHH

Subscriptions 2009

The Committee has decided that subscriptions from 2009 have to be raised to £50 for UK members with a corresponding US Dollar rate of \$90 and a Euro rate of 75 Euros. These figures will be reflected on the subscription renewal forms which will go out in January 2009. Members who have standing orders are requested to advise their banks before Christmas, so that changes are in place in good time.

NORMANDY GARDENS AND BATTLEFIELDS TOUR

7-13 September 2008

I do not need to remind readers that August 2008 was the wettest on record for the UK and it looked as if September had the same in store. Although members used different routes to join the tour, most of us had a severe drenching on the way to the South coast and the drive to Newhaven in the dark was equally wet. We had no expectation of better weather across the channel and, indeed, it was wet and windy as we landed at Dieppe for the run to our first hotel, the Douce France at Veules les Roses. We were escorted by Sarah Dowding, from Classic Travelling, whose bright red Morgan could easily be spotted as she hunted for stragglers. A few hardy souls stopped to visit the Mediaeval Manoir d'Ango in Varengeville and others went to Bois des Moutiers. Here, the house (1898) was designed by the famous architect Sir Edwin Lutyens and the gardens originally laid out by his colleague Gertrude Jekyll, though much has changed since. We arrived at Veules les Roses in the middle of a Sunday market and caused a monumental jam as we unloaded our



Above: L to R Strone Macpherson, Bryan Way, Clare Whately and Sarah Dowding.

Today, who had been responsible for choosing the gardens we would visit and by Bryan Way, an interpreter who very capably translated complex horticultural French for us. We were welcomed to La



luggage. The locals were however genuinely interested in the cars and what we were doing in Normandy and gave us the opportunity to practice our schoolboy/girl French, apparently successfully. There being no parking space at the hotel, the owner kindly escorted us to his chateau, just outside the town, where we were permitted to park on his lawn. I hope we did not do too much damage to a lawn soft from weeks of rain.

To our delight, the next day dawned dry and sunny, if cool, and the weather stayed largely that way for the rest of the tour. We learned later that it had remained very wet back home throughout our time away.

Our first garden visit was to La Vesterival. Here we were met by Clare Whately, of French Gardens



Vasterival by the owner, Princess Greta Sturdza, an amazing 94 year-old who is still making plans for the extension and development of her 20 acre garden. She explained how she planted trees for windbreaks, cleared woodland and how she pruned trees to provide light to the under-planting of shrubs. The active pruning of trees to generate light was a feature of virtually all the gardens we saw. Everywhere, the princess has managed to provide interest all-year-round, in whichever direction you look, using some eleven thousand different plant species. The North Normandy soil is acid and all the gardens had a profusion of magnificent Hydrangeas in full bloom. The range of colours was amazing. Magnolias also do very well and we kept coming across a deep pink magnolia by the name of 'Star Wars', a recent introduction which seems to flower throughout the

summer. The Princess sternly told us not to take photographs, not to touch her dog or the flowers or to walk on the beds. However, the ground was very slippery and at least one of our number found himself sliding gracefully sideways into a flower bed. Fortunately, the princess was not watching. Next we drove to Chateau de Miromesnil for Lunch



and a garden tour. Now we were on deserted, good surfaced, roads in sunny weather. Most people's experience of Normandy is of dull, flat countryside to

be driven-through quickly on the way to the Loire Valley. However, Sarah had found us some charming routes through little villages and wide, sweeping valleys. This made for ideal pre-war Rolls-Royce motoring. After an excellent lunch at Miromesnil, we were escorted round the chateau and round an amazing walled 'Potager' with vegetables and flowers for cutting. It was wonderful to feel dry and warm after the British summer.

By now, it was clear that several of our group were unhappy at the idea of navigating for themselves, so a convoy formed behind Sarah's Morgan as we went from place to place. I had two navigators on board, so we fended for ourselves. It took a while for us to get used to minor French road junctions. There is no warning they are coming up and the direction signs can sometimes only be read when you are in the middle of an intersection. We did miss a few turnings until we got used to this.

Heading for home, we visited L'Etang de l'Aunay, for a garden which is never open to the public. Here Jean Louis Dantec has created a 15 acre garden



around a contemporary house. The garden is only 15 years old, but is well established with very formal



shapes and hedges in some areas and an astonishing variety of trees, shrubs and water-loving perennials around a pond at the bottom of the garden. Clare

had provided tea and biscuits and we rounded off the visit on the terrace overlooking the garden.



Next morning, we visited the Jardins d'Agapanthe, at Grigneuseville, where Mons. Alexandre Thomas has created a labyrinthine garden in just over an acre. He avoids lawns, cramming in as many decorative plants, stone objects and topiary trees as he can. Shades of green are everywhere. The garden is full of surprises packed into a small area. Despite its modest size, you could easily get lost. Alexandre recently acquired a garden across the road, where he is already busy transforming the landscape and indulging a passion for heathers and rhododendrons. It was while we were at Jardin d'Agapanthe, that we realized that David and Bridget Pearson had not arrived. David's PII had been making heavy weather of hills and we had diagnosed fuel starvation as the problem. The symptoms described were just as I had experienced once with a blocked fuel filter on a PII. It was not practicable to look at this properly at Veules les Roses and we had advised David just to let the car take it easy until we could investigate properly that night at our next hotel, which had a large private parking area. Unfortunately, we learnt that David had come to a standstill on a hill, with severe clutch slip. I do not yet know whether the fuel starvation diagnosis was wrong, or whether there had been two problems, but the clutch failure could not be overcome and the car had to be transported home. We were all delighted that David and Bridget were able to rejoin us as 'riders' for the later part of the tour.

Our next Lunch and garden stop was the Chateau de Bosmemelet, near Braquetuit, where we were welcomed by the Baron Robert and his wife Laurence. The family has owned the chateau since the 17th Century and Laurence has created a magnificent walled 'rainbow potager' with all sorts of coloured flowers and vegetables. This was the inspiration for a garden at the RHS Chelsea show which gained a Gold Medal. During lunch, Robert, who has excellent English, having been educated in England, regaled us with stories of the Chateau, not



least of its bombing by the RAF in World War II, when the local resistance discovered that it was a

launch site for the V1 and V2 terror weapons to be used against London. We saw pictures of the Chateau with a gap blown right through it as a result of the raids. It is of great credit to the family that they rebuilt the chateau exactly as it had been before. Our night stop was the excellent Chateau de Belmesnil in St Denis le Thibout, which we had to ourselves.

Next day, at the Jardin de Valerianes, near Bosc



Roger, we met Michel and Marylin Tissait, who have built their own house and created their garden without any outside help. It is designed to be 'low maintenance' and we were greatly impressed by their knowledge and enthusiasm.



Lunch was at Les Jardins d'Angelique, Montmain, where we met the owner Gloria Lebellegard. Here there are two distinctly different gardens at the front and rear of a manor house. The front garden is full of meandering grass paths with a stream and a large collection of roses interplanted with shrubs and perennials in pastel shades. In some ways it is a memorial to her late husband, but it is by no means melancholy. The back garden is unmistakably French, with rectangular beds surrounded by very neatly trimmed box hedges and with a fountain in the centre. Madame demonstrated the lethal hedge trimmers she regularly uses. How she still has a full set of fingers was beyond belief.



Our last official garden visit was to the Jardins Plume, created by Patrick and Sylvie Quibel from a bare windswept field. Windbreaks were planted and sections allocated as Spring, Summer, Autumn and Winter gardens, each planted to be at their best at the appropriate time. The big surprise was the areas planted with enormous decorative grasses. On our way back to North Normandy for the battlefield tour, we all took the option of visiting Champ de Bataille, near Le Neubourg. This is a splendid stone and brick 17th Century chateau surrounded by 30 hectares of the most enormous traditional style French gardens, more than rivaling



Versailles. The owner Jacques Garcia is a world-renowned interior designer and the staterooms are stuffed with the most fabulous items, most with connections to the French royalty. Nothing has been spared in Garcia's desire to impress. Everything is deliberately overdone.

We stayed overnight at the Ferme de la Ranconniere in Crepon, close to the Normandy beaches and from there we visited Pointe du Hoc, Omaha beach, the American Cemetery, Arromanches and Pegasus

were learnt, which are still applied today in Army



operations.

On this part of the tour, we found ourselves going through the coastal towns on roads that had been made deliberately unfriendly by adding frequent 'gendarmes dormants' to enforce a 30 Km/hr (20 mph) speed limit. These turned out to be extremely hostile to our cars. Most were marked in advance, but one or two were not and resulted in panic braking and front springs hitting the bump stops.

Most returned home on the Le Havre-Portsmouth ferry arriving in the UK at 9.30.p.m. I thought night driving was best avoided, so stayed in a lovely 'Chambre d'Hôte' (B&B) to take the fast ferry from Caen to Portsmouth at mid-day. The best laid plans go astray, as the ferry was cancelled due to engine trouble and we were delayed at Caen for five hours,



Bridge. The whole history of the D-Day preparations and landings was brought to life for us by Major Richard Bryant from the Royal Artillery in Larkhill. who explained the initial plans and how these changed as a result of enemy action. Lessons

arriving at Portsmouth at 10.30 pm and having a night drive to Gloucestershire after all.

Overall, this was an excellent tour. Once in France, the daily mileages were easy, the roads were generally excellent the scenery beautiful we had some really fascinating places to visit. We were given privileged access to gardens and homes and an excellent guide to the battlefields, so there was something for everyone. The tour was long enough to be worth while, but not so long as to make it difficult to find space in busy diaries. As it was, the numbers were just right. A larger group would have been more difficult to accommodate, particularly at some of the Chateaux we visited. We should do something like this again.

Apart from the clutch problem mentioned, there were no 'failures to proceed'. I had a short delay due to a loose contact on a fuse holder and one windscreen wiper needed a drop of oil to stir it into life, but that was it.

NHH

THAT LOOSE CONNECTION

The Car, 120EU, late SG. Symptom, no ignition, starter or horn. Head and side lights working. The owner's handbook tells me the dead circuits are protected by the two fuses in the aluminium 'Lucas' box on the front of the dash by the steering column. Check fuses. Both have wire intact. Check inspection lamp in sockets on switchbox: OK. Use inspection lamp to check for volts at the top of the fuses. OK. Check across the bus bars below the fuses. NOTHING. Found one loose connection between the fuse wire and the screw terminal on the fuse holder. MORAL: Just because there is unbroken wire on a fuse, it still may not be making contact.

Below: Somewhere in France, we found this field full of old, apparently abandoned, Rolls-Royces, up to their axles in grass.





NORMANDY TOUR CARS

1	2
3	4
5	6
7	

1. Ian and Anne Scoggins' 1937 25/30 GAN37 Hooper Sports Saloon
2. Tim and Susie Forrest's 1912SG 2154 Barker Torpedo Tourer
3. Sir John and Lady Lesley Stuttard's 1934 20/25 GSF29 Barker Sports Saloon
4. Richard and Margaret Boggon's 1936 20/25 GTK25 Park Ward Saloon
5. Strone and Alex Macpherson's 1930 PII 62GY Hooper Dual Cowl Tourer
6. Brian and Joan Palmer's 1921 SG 149AG Barker Tourer
7. David and Rosie Robson's 1912 SG 2079 Wilkinson Tourer



1	2
3	4
5	6

MORE NORMANDY CARS AND PEOPLE

1. David and Bridget Pearson's 1933 PII 90MY Barker Continental Sedan de Ville
2. Jimmy and Janet Valentine's 1929 PI 1OR H.J. Mulliner Weymann Saloon
3. Nigel and Ann Hughes' 1925 SG 120EU Barker Tourer (Nigel doing the daily maintenance)
4. Tour members lost in the Jardins d'Agapanthe
5. Margaret Boggon (left) and Anne Scoggins admiring Janet Valentine's purchase of a Hydrangea
6. Tour members listen attentively while Robert and Laurence de Bosmelet describe their garden

TRYING TO UNDERSTAND STEERING

Several factors influence how light or heavy the steering of a car can be. I shall ignore the obvious ones of the gearing of the steering box and friction in the steering pivots and joints. Heavy steering falls into two areas: steering while stationary or at very low speed, as when parking, and steering while turning corners in normal driving.

Taking the issue of steering the front wheels while stationary, I have been enlightened by the following reference :-

'On car steering torques at parking speeds
R. S. Sharp* and R. Granger
Electrical and Electronic Engineering,
Imperial College of Science, Technology and
Medicine and Jaguar Cars Ltd, Engineering
Centre'

If we assume the footprint of the tyre on the road is a circular patch, T is the torque required to slide the tyre footprint round, where μ is the coefficient of friction, P is the tyre pressure and r is the radius of the contact patch:

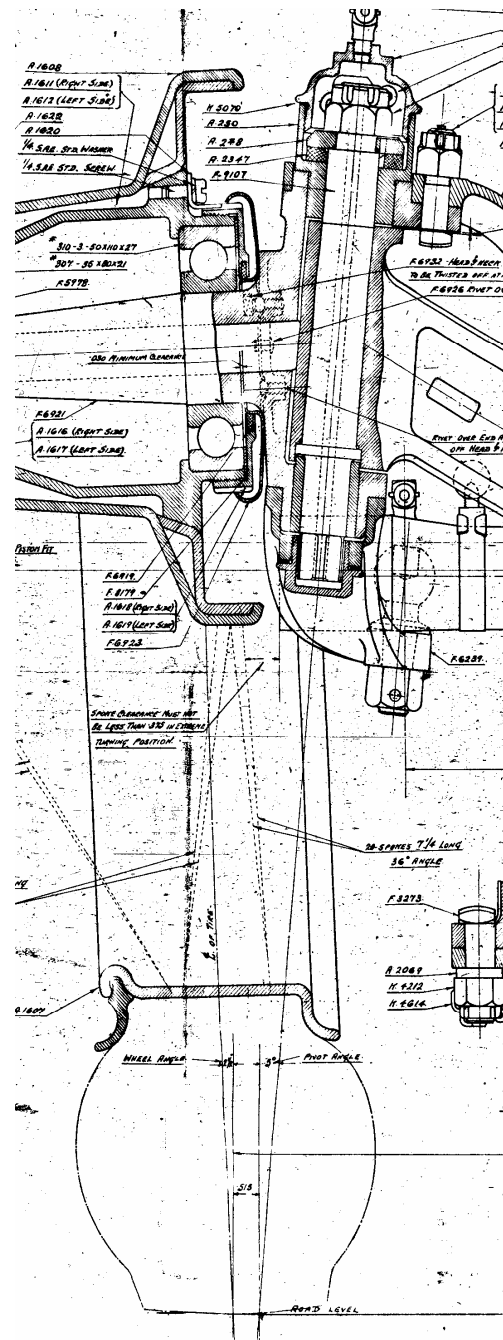
$$T = \int_0^{2\pi R} \int_0^R \mu P r^2 dr d\phi = 2\pi/3 \mu P r^3$$

(I've been longing to get some flute music into this magazine). This formula can be re-arranged as

$$T = \frac{2\mu}{3} \frac{W^{1.5}}{\sqrt{\pi P}}$$

In fact this simple formula has to be tuned slightly to allow for the effect of the tyre sidewalls increasing the load on the outer edges, but it does show that steering load increases fast with increasing weight and decreases with increasing tyre pressure. Practical tests in fact showed the required torque to be nearly inversely proportional to pressure i.e. doubling the pressure nearly halves the steering load. Generally, it is no surprise that cars on narrow, beaded edge tyres at high inflation pressures give the lightest steering.

Another important factor is the geometry of the steering pivots and wheels. Take a look at the front axle general arrangement. The line downwards through the axis of the king pin intersects the road inside of the centre of the tyre tread. Thus, as well as the squirming of the tread on the road, there is an element of rolling of the wheel when the steering is turned. One would think that the more offset there is, the better, since the wheel would roll more than it slid when turned. The study by Imperial College, shows that this



is not the case after all. More offset gives the force from the road wheel more leverage around the pivot pin, so, although the force to move the wheel is reduced by the rolling motion, the force has more effect on the steering effort required. Tests have shown that the two effects cancel out and steering force is almost independent of offset.

So, what does offset do?

Well, life is full of compromises. Imagine your right front wheel encountering a bump as you are driving forwards. The bump generates an upward force to lift the wheel, but also generates a backwards force or drag

on the wheel. If the line through the pivot intersected the centre of the contact patch, this would be called 'centre point steering'. With centre point steering, this drag is in line with the pivot pin and there is no effect on the steering. However, with offset steering, the drag force tries to turn the wheel to the right, generating a shock or kick on the steering wheel.

It sounds as if centre point steering would be good to have. However, a rotating wheel has gyroscopic effects which complicate things enormously. Imagine that bump lifting the right front wheel again. As the wheel lifts, the top has to tilt inwards, because the axle beam tilts, also tilting the other wheel in the same direction. You can imagine that an inward force is applied to the top of the wheel to cause the tilt. However, because the wheel is rotating, it behaves like a gyroscope, which is an obstinate thing because it does not like to move in the direction it is pushed, but to move in a direction 90 degrees away from where the force is applied, in the direction of rotation. So our wheel moves as though the inward force was applied at the front of the wheel, not at the top. This force tries to steer the wheel to the left. Now, with offset trying to steer the wheel to the right and gyroscopic effects trying to steer it to the left, we have a fight on our hands. The winner depends on the speed of the car and the size and shape of the bump, so in practical conditions the result will be a compromise. It may be that Rolls-Royce worked out the right answer for a 'standard bump' on their bump test rig at Derby.

One thing we can be sure of is that any change to tyre size or steering geometry will change things, probably for the worse. Among other things, unless great care is taken, use of substitute or rebuilt wheels could result in the wrong steering offset. Gyroscopic effects will also be heavily influenced by the weight, diameter and mass distribution of the wheels and tyres. Other things being equal, heavy wheels and tyres will have greater gyroscopic effects than light ones.

As if that were not enough, we have other angles to think about with steering. Front wheels behave like castors. This is to make the steering self-centring when on the move. It is obviously safer for the wheels to try to straighten themselves than for them to try to pull themselves to full lock. This castor action is achieved by tilting the steering pivots backwards at the top. The line through the

pivot to the road then lies in front of the contact patch between tyre and road and provides the castor action. The greater the tilt, or castor angle, the stronger the castor action and the heavier the steering in a turn. More force will also be required to hold the car straight on a cambered road. The castor angle is determined by the set of the front springs and by a plate between the top of the axle and the bottom of the spring.

Uneven settlement of the springs or front axle and swaps of parts as a result of damage are obvious possible causes of wrong castor angles. If my steering is heavy, why should I not reduce the castor angle? The lightest steering Rolls-Royce I ever had was a 20HP in which the original castor plates had been swapped for aluminium wedges reducing the castor angle. However, there are severe risks in reducing castor angle on an early four wheel brake car. On such cars, during braking, the front brakes try to twist the front axle forwards at the top, bending the springs into an 'S' shape and reducing the castor angle sharply. If the castor angle goes negative, the wheels will try to pull themselves towards full lock. They are unlikely to succeed if the wheels are straight ahead, but a panic stop when in a turn can end up with the wheels pulling very hard towards full lock. It is probably for this reason that the handbook for four wheel brake cars states in capital letters "DRIVERS SHOULD CULTIVATE THE HABIT OF ALWAYS RELEASING THE BRAKES WHEN ACTUALLY TURNING A CORNER".

On balance, I would recommend against changing castor angle unless parts have been swapped in the past and there is reason to believe the set up is wrong.

Regarding use of non-original wheel and tyre sizes, there is a warning in the October 1925 addendum to the January and July 1925 chassis instruction books as follows: 'Balloon tyres should not be fitted to the front road wheels. The company cannot be held responsible for the proper running of cars so fitted.'

There is much more to be understood about steering including the effects of Toe-in and Camber angles and I will try to cover these next time. (if you can bear it!)

NHH

A FEW THOUGHTS ON CLUTCHES

There have been a couple of clutch failures on tours recently and so it is probably a good time to remind members of how their clutch works and how to look after it. All pre-1940 Rolls-Royce clutches are similar, apart from those of Silver Ghost type. On the end of the engine crankshaft is the flywheel G. Bolted to the flywheel is the clutch cover H.

Inside the cover is the clutch ring or pressure plate. There are splines (grooves) on the outside of the ring to match grooves on the inside of the clutch cover. The clutch ring therefore revolves with the flywheel, but it is free to move a short distance backwards or forwards. Between the ring and the clutch cover there are several strong springs which push the ring forward towards the flywheel. In between the ring and flywheel is the clutch plate, with friction linings either side (These linings may be on the plate or on the flywheel and ring, depending on the model and series.) The forward pressure from the ring squeezes the clutch plate and transmits the drive from the flywheel. The inside of the clutch plate has splines which mate with splines on the gearbox input shaft and thus we have drive from engine to gearbox.

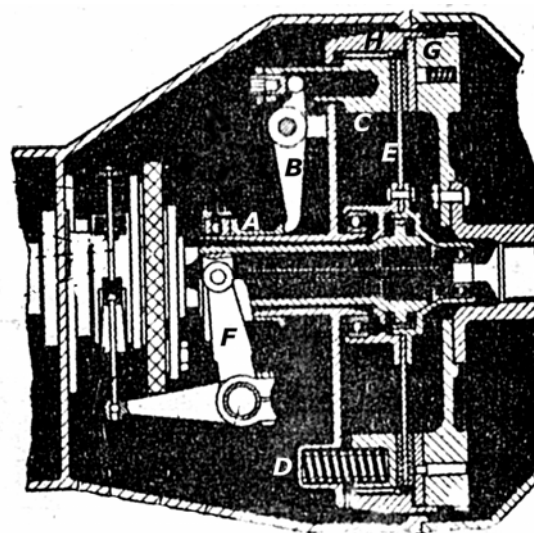
When the clutch pedal is depressed, the lever F pushes forward on the sleeve A, which in turn presses on the clutch withdrawal levers B. These levers pull the clutch ring or pressure plate C away from the clutch plate E, freeing it up and disconnecting the drive.

There are two main causes of failure. On most non-R-R clutches, a spring holds the clutch pedal and hence lever F away from the withdrawal sleeve A. If you press gently on the clutch pedal of most cars, it will move easily for a short distance, taking up the clearance between lever F and the sleeve A. This is called clutch pedal free travel. This is essential to ensure that the clutch pedal is not preventing the clutch from engaging fully. On most Rolls-Royce clutches, there is no separate spring on the clutch pedal and the weight of the pedal causes lever F to rest gently against the clutch sleeve. It is still essential for there to be free travel but this is measured by pulling the clutch pedal back until it contacts the underside of the floorboards.

Depending on the model, the free travel may be from half to one inch.

As the clutch linings wear, the free travel will reduce, though generally very slowly indeed. However, with a new clutch which is bedding in, this can happen quickly, to the point where the clutch is being prevented from engaging properly by the clutch pedal coming up against the underside of the floor boards. In cases of clutch slip, the first thing to do is to check that the clutch pedal can be

lifted before it contacts the floorboards. In emergency on the road, if there is no free pedal travel, rather than immediately adjusting the clutch, drive can be restored by removing the front floorboard and driving without it. The next most



common cause of clutch slip is oil on the linings. This can occur from over oiling of the clutch release bearing. This is a bearing which allows the clutch withdrawal sleeve to rotate relative to the clutch shaft. On one-shot lubricated chassis, there is a drip plug to supply oil to this point. Over zealous use of the one-shot can get oil onto the clutch linings, as can over oiling of manually lubricated chassis. I personally favour fitting of a very low delivery drip plug at this location on one-shot cars. Another way for oil to get onto the clutch is from oil mist finding its way from the crankcase into the clutch pit. I have seen this eased by using a piece of coarse gauze as a clutch pit cover, rather than the normal round aluminium casting usually emblazoned 'RR'. The gauze allows the clutch to breathe.

Destruction of the clutch usually results from allowing it to slip continuously. Serious slipping results in the generation of a massive amount of heat—many many tens of kilowatts—and this overheats the linings and causes burning. Worse, if the clutch ring gets red hot, the clutch springs can get hot enough to lose their temper, when they turn into mild steel, with no springiness at all. No readjustment will allow such a clutch to recover without a complete rebuild.

If your clutch shows signs of slipping, when there is plenty of free travel on the pedal, use first gear when starting from rest, do not accelerate hard and use a lower gear than usual to climb hills. This should enable you to complete your journey to the point where a proper examination is possible.

NHH

Picture from 'Service Instructions for Rolls-Royce Cars'
Rolls-Royce Limited

COMING EVENTS

UK 2009

Friday 20 February, Annual General Meeting and Annual Dinner Oxford

The AGM and Dinner will be held at Harris Manchester College, Mansfield Road, Oxford on Friday 20 February from 6.30 pm. The booking flyer is enclosed.

There is untimed parking in Mansfield Road and adjacent streets from 6.30 pm (watch out for "Residents only ")

There are excellent hotels nearby (ie walking distance) at The Randolph; The Old Parsonage; The Old Bank in High Street ; and the Four Pillars (a new hotel) on Abingdon Road - taxi ride since it is beyond Folly Bridge. The train service back to London is frequent and speedy up to 11.00pm, less so later.

Contact: Brianhfidler@aol.com. Tel 01865 726959

Circa 25 May – Irish Georgian Tour

Jimmy Valentine is currently planning the 2009 Irish Georgian Tour. This is most likely to take place over the late spring Bank Holiday weekend.

Contact: Jimmy Valentine:

f.valentine215@btinternet.com, 1, Hobury Street, Chelsea, London, SW10 0JD

31May – 14 June 2009, Grand Adriatic Tour

This will be the main 20-Ghost Club 2009 tour and has been planned by Angelika Elliott, with administrative support from Roland Duce. It will consist of two legs, the first southwards on the Croatian coast and the second northwards through Italy, finishing near Venice. Options for pre- and post-tour travel will be available. Enclosed with this edition is a flyer giving preliminary information. By the nature of the tour, numbers will be limited and an early booking is advised.

To receive a booking form, contact: Roland Duce; Roland@thurgartonpriory.co.uk or Angelika Elliott: Angelika@elliott.at

Australia 2008

Friday 28 November, Christmas Dinner

This will be held at the Union Club, Bent Street, Sydney at 8.00 pm. Contact: David Davis 029953 2031

Australia 2009

11-18 October 2009, National Tour

The National Tour will be of the Southern Vales and Adelaide Hills district of South Australia.

Accommodation McLaren Vale.

Contact Sophia Virgo 08 8252 3414

FROM THE CLUB SHOP

Ties £15.00

Brass, Nickel or Chrome Car Badges £ 25.00



NEW!

Cufflinks £35.00 pair, Lapel Badge or Ladies Scarf Pin £20.00 ea

Contact: Andy Butcher 01386 701757.

Alpine '93 Videos £20.00 Back numbers of Record and News and Record £2.50 ea. Contact: Tim Forrest 01428 684208

Wanted – SG Chassis

I am a new member of the 20-Ghost Club with my Charlesworth bodied 1923 20hp tourer chassis number 68H4 and I have also been looking for a Silver Ghost for some time now to restore. I do not mind whether I acquire a running/ non-running chassis or one that is substantially incomplete as I intend to carry out a sympathetic restoration over the next five to ten years to a very good standard but not to Concours. I have even built a motor house with an inspection pit in readiness to receive the remains of a Ghost! All it now requires is the car itself! I can travel anywhere to view the remains and at very short notice.

Graham Tyson, The Old Vicarage, St Minver, Nr Wadebridge, Cornwall, PL27 6QH, Tel 01208 862951 Mobile 07850 181252

Back Cover Picture

Strone MacPherson,
Nigel Hughes, Jimmy
Valentine and Tim
Forrest arriving at
Jardins d'Angelique



