



# NEWS AND RECORD



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**CONTENTS**

### Page

|     |                                         |
|-----|-----------------------------------------|
| 383 | <i>Editorial</i>                        |
| 384 | <i>Croatia's worth the journey</i>      |
| 388 | <i>Trying to Understand Steering-II</i> |
| 390 | <i>Tuning the Air Valve</i>             |
| 391 | <i>Coming Events</i>                    |
| 391 | <i>Welcome to New Members</i>           |

### Front Cover Picture

*Clayton and Helen Banks at  
speed in their 1922 SG  
34MG Hooper Tourer*



### Note:

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# EDITORIAL

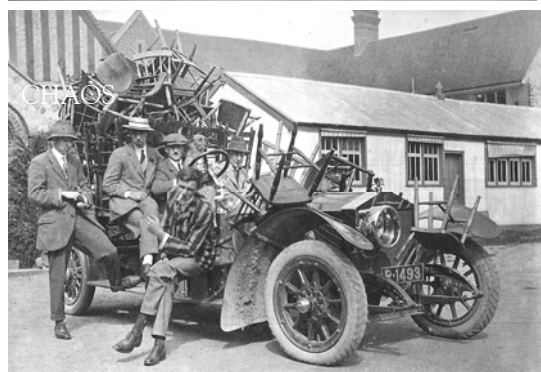
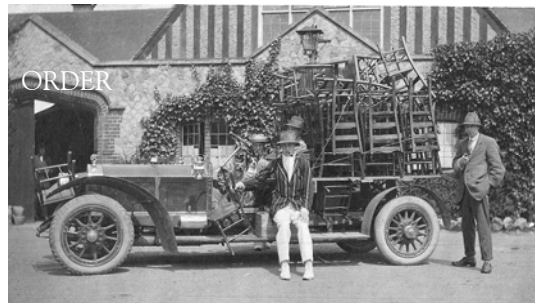
## Subscriptions and car data

It's a little late, but we wish all members, their friends and their families a very happy and adequately prosperous New Year.

By now, unless you are an Honourary Member or newly joined, you should have received your forms for subscription renewal. Please send these back with payment to the Treasurer without having to be chased by letter. It makes our Treasurer's life so much easier. Also, we rely on you to check your personal information and car data on the form we sent. These forms are directly printed from our database and tell you the information we have. The only exceptions are very long coachbuilder's names and body styles which I just can't fit in the available space. Your data is only used for the purposes of The 20-Ghost Club.

If you do not renew your subscription, we will continue to send you at least the next copy of 'News and Record' in the hope that we may change your mind.

## A Discovery



Charles Howard writes: "This remarkable Silver Ghost commenced its illustrious career in 1912 as a Northey Trials Car. In the hands of its gallant and eccentric first owner it was bodied as a two-seater Balloon Car and took part in the Retreat from Mons in 1914. It is probably the only Edwardian Ghost that started life as a two-seater and it is fortunate that original photographs of it in that guise are available, so that an accurate re-creation could be built. The temporary body seen above carries a Skull and Crossbones mascot which was retained on the two-seater. Its story after 1914 is equally interesting and the lives of its first two owners are intimately connected with British history."

If anybody feels like tackling an heroic restoration, contact Charles at 01453 873828 [cardhoward@aol.com](mailto:cardhoward@aol.com) photographs by courtesy of the Fasal Collection.

## Farewells

We are deeply sorry to have to record the death of Kon Keogh who passed away in August 2008 and of Alan Archer who died this January after a short illness. We will miss them both.

## In this edition

My thanks go to Jean-Pierre Meuller who supplied the report on a visit to Croatia. This visit was by way of being a recce tour for the Grand Adriatic Tour announced in the last edition. It looks as if a great time was had by all on the trip and augurs well for the main tour in May/ June this year.

There is a substantial Technical Section in this edition. Well, one has to find some entertainment on the long winter evenings. I have concluded my research into steering, finishing up with advice for those in trouble. There are still some questions unanswered, as you can see. From correspondence and reports received, there are clearly some issues over the fitting of power steering to the 40/50 HP cars. There appears to be no standard kit for the purpose. Some installations are successful, others much less so. If anybody knows the answers, I will be glad to include them in a future report.

Also, my thanks go to Graham Ashley-Carter for enlightening us on the mysteries of the carburettor air valve. Please take his advice to heart.

## A message to authors and photographers

I am very grateful for the contributions made by authors and photographers. Without them, I would have to write and illustrate the whole magazine myself. However, most of you appear very shy when it comes to offering material for publication. Please let me have your articles, however humble you may feel them to be. I am always happy to polish what I receive and can add suitable illustrations where these are available. For example, the air valve picture in Graham's article came from a 1925 40/50 parts catalogue I have.

As regards photographs, it is clear that the digital era has reached even the most technophobic of our members. This can make publication much easier and I am very happy to receive pictures in electronic form. However, I do not have fast broadband and many of the pictures I receive are shot at resolution (megapixels) much beyond what I need. This makes for very slow downloads. Four megapixels is ample for most of my purposes and often I use less. If your computer has the tools, please resample pictures down to that level and send them in low compression JPEG format. I can take care of the rest. Alternatively, please burn a CD-ROM and send that, particularly if there are lots of pictures. I am now even able to deal direct with memory chips if you can risk parting with them.

NHH

# CROATIA IS WORTH A JOURNEY

Croatian Island and Inland Tour, September 15 – 26, 2008

These are some highlights of an extremely interesting and beautiful country along the shores of the North-Eastern Adriatic. Croatia is not much visited by car yet because of the war not so long ago – and therefore classic cars have not been seen for a long time. The population was not only enthusiastic about our cars, but also extremely kind and helpful in every respect.



Three days before we were all to meet in Croatia, Alexandra and I started with our little Twenty in pouring rain from Zurich. As if this were not enough, after 20 Miles the Autovac was starving. Having filled it with petrol under an umbrella, we continued without further problems to the Fluella Pass tunnel, then over all the Ofenpass bends up to 1950 meters and down into fertile South Tirol where tractors carried piles of cases with fruit, and medieval castles looked down from every hill above the towns. As we had an appointment with friends in a village far up in the Dolomites we were to climb another pass at 2000 Meters; the poor Twenty working really hard all day long.

Next day saw us roaring down the Italian plains towards Venice, Trieste, then for a short stretch into Slovenia through an empty border post – all in the rain again. Crossing into Croatia was easy, being stopped by the Officials mainly to have a look at the unfamiliar car.

A perfect Motorway led to Rijeka. As we were not keen to spend the night in yet another Hotel in this lousy weather we were pressing hard the whole day to reach Villa Astra in the evening, a few miles after Rijeka along the coast.

Being the only guests in this 6-room aristocratic building, we spent the next day with the entire infrastructure for ourselves – amongst others, three Cooks suggesting Mediterranean style menus, just for the two of us. Fortunately the sky cleared and we were walking along the Adriatic coast, admiring elegant villas dating from the times of Austrian rule.

15<sup>th</sup> of September saw the other participants dropping in one after the other. The parking place under century old trees was filled by:

- the famous 1913 SG 2260E Alpine Tourer of John and Rae Kennedy,
- the 1921 SG 60NE Tourer of Gervase and Margaret Forster,
- the 1922 SG 34MG Tourer of Clayton and Helen Banks,
- a 1927 P I 26 EF Tourer of Graham and Jane Ashley-Carter,
- the 1928 20hp GKM22 Cabriolet of Jean-Pierre and Alexandra Mueller,
- and the P II 80MY DHC of Michael and Angelika Elliott



This smallish group allowed us to get to know each other easily and to enjoy a good laugh. We all gathered finally at the elegant table for dinner, enjoying as "dessert" Croatian songs by a group of artists with traditional instruments, the concert being generously offered by the owner of the Villa.



Jean-Pierre and Alexandra Mueller on Cres

The following day saw us driving down the coast of the Istrian Peninsula and crossing by ferry to the first islands, Cres and Losinj. Our Austrian members, Angelika and Michael Elliott, familiar and enthusiastic about the region, were so kind as to organize all details, enabling us to enjoy the highlights on the Dalmatian islands. These were once, together with the mainland belt, under the auspices of Venice, a fact that can be seen in countless details: fortified cities, harbours, churches – and of course crests showing the Venetian lion on city walls.



Angelika had prepared the itinerary perfectly, including 7(!) precisely-timed ferry crossings from one island to another, or jumping to the mainland then returning to yet another island. Indeed, I should mention the excellent hotels and good restaurants she had booked, everything within easy reach and without hassle.



*On the Island of Pag, overlooking the town of the same name*

The Dalmatian islands are well known for their beauty, some wooded and with gardens full of fruit and vegetables, century old Olive trees, not to forget the vineyards providing some tasty wines – greatly appreciated by our group! On the other hand quite a number of islands are bare of any vegetation, pure rock, their topsoil totally eroded 'yet they have a very special character. Large groups, such as the famous Kornati islands are protected as National Parks, accessible only by boat. The Dalmatian waters are a paradise for water sports, with many harbours and marinas to protect the boats from the occasional fierce northern wind, the Bora.

Generally speaking Croatia has a rougher climate than the Adriatic coast further south, and the coastline is rocky, without

sandy beaches. Nevertheless there are good opportunities everywhere to swim as steps lead to concrete platforms hidden between the rocks. The water is crystal clear and clean, and the sea has incredible variations of blue.



It would go too far to enumerate all the islands we visited, most with difficult names to remember, and I will mention only the more important ones – or the one that has a name like the sound of a crash box gear change – Krk. Others were famous as holiday resorts for leaders in the Communist era. Another, Korčula, was the birth place of Marco Polo.



*Gervase and Margaret Forster island hopping*

Croatia deals very positively with tourism and its infrastructure. They seem to have learnt from the bad examples in Spain, Italy and other Mediterranean countries: in Croatia there are very few big Hotel blocks, and many old towns are closed for all traffic. Holiday houses are mostly built in local traditional style, with subtle colours and stone walls.

We also had some tense moments during the journey, of course. At one time most of the participants arrived rather late at a ferry station, with the effect that there was no space anymore for the intended crossing. To make things worse, the next ferry we needed to catch on the mainland ran only once per week! Anyway, thanks to our Twenty having caught the first boat, Alexandra was able to provide tickets in advance and guide the late bunch on to the weekly ferry, with just a few minutes left and without queuing up. Sadly two other local cars could not be loaded because of the excessive length of Ghosts and Phantoms, a fact that had not been expected by the lady issuing tickets.



*The approach to Dubrovnik*

On the mainland, driving down to the southernmost town, Dubrovnik, we visited Zadar with its medieval town centre and fortified church, Sibenik and Split. The day off in Dubrovnik unfortunately was mostly rainy. Being well equipped Tourer drivers, it did not distract us from visiting the town with its vast fortifications and its museums. We had the pleasure of staying in the impressive Hilton Hotel, a traditional Art Deco building that was restored after being bombed in the last Balkan war. And we will never forget the social get togethers everywhere for dinner, such as in the little lane in Dubrovnik under a tent – and the subsequent drinks of rather strong Grappa, called Raki in the Balkans.



*Graham breathes on Clayton's Ghost*

On the mainland, close now to the border of Serbia, there were innumerable houses either in ruins from bombing, or just deserted, with black window holes without glass, people having left for ethnic reasons, the young ones mostly emigrating to the EU or US. But interestingly enough, nobody in Croatia blames other people or countries, everybody is keen to forget.

In towns like Karlovac or Zagreb one wonders why Croatia is not a member of the EU, such is the impression of their civilisation. And you have actually the same feeling along the coast and on the islands. People are truly Europeans, and their culture is a millennium old European one, influenced by the Serenissima and the Austrian Empire.

In the elegant 5-star Regent Esplanade Hotel in Zagreb we all had a farewell dinner, thanking Angelika for her effort in organizing the tour by presenting her a watercolour showing the town of Korcula, the town of Marco Polo. Next day everybody left in different directions, some West to Italy, some up North to Austria, and some for another Rally in Hungary. None of us had experienced any serious mechanical troubles and nobody "failed to proceed"! Good cars – and of course good drivers who take care of them for more years of Rallies to come.

*Jean-Pierre Meuller*

*Photos: Jean-Pierre Meuller, John Kennedy*



*Jane Ashley-Carter, Helen Banks, John Kennedy, Gervase Forster and Graham Ashley-Carter cooling off in Dubrovnik*

The second part of the journey brought us up North to Zagreb via Karlovac, partly on secondary roads, and some stretches on perfect motorways, all with very little traffic. On the way we visited old National Parks with impressive waterfalls and lakes. We wandered through an abundance of wild nature – scenery that understandably formed the background of movies.



## TRYING TO UNDERSTAND STEERING - II

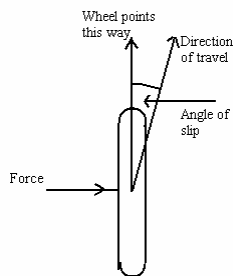
### (Shake, Rattle and Roll)

Sorry about the missing 'R' in the title of the previous article.

Here it is :- **R**

We have taken a look at steering while stationary, steering offset and gyroscopic forces and at some effects of castor action. We will pick up from what we learnt about castor angle.

First, we need to understand something about how tyres behave. If a wheel and tyre are simply rolling in a straight line, there is no side force on the tyre. But if a tyre is to cause a car to take a corner, side force must be generated. If a tyre is pointing in a particular direction and a side force is applied, the tyre will move in a direction at an angle to the direction it is pointing. This angle is called the angle of slip. Equally, if a tyre is turned to an angle away from the direction of travel,



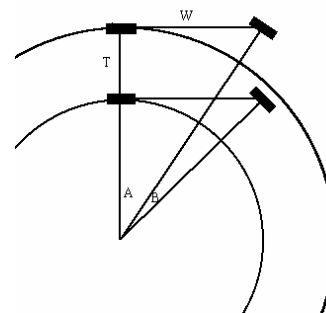
slip will be generated, producing a side force. Roughly speaking, the side force increases steadily with increasing slip angle until the tyre loses grip and skids. Also, the lower the tyre pressure, the greater the required slip angle for a given side force. If the front tyre pressures are low and the rears high, other things being equal, the front of the car will tend to run wide in a corner, generating so-called

understeer. If the front tyre pressures are high and the rears low, the back of the car tries to run wider than the front, generating oversteer. With understeer, in a skid on a corner, the front of the car goes through the hedge. With oversteer, the back goes through the hedge. Do not try this at home.

Now back to castor action. The castor angle of the front axle pivot pins provides a self centring action because any displacement of the steering produces a side force acting to oppose the displacement. The pendulum of a clock, for small displacements, experiences a force proportional to its displacement. That is what makes a pendulum capable of oscillating from side to side. It is the same thing for our steering. If the steering is disturbed, it tends to oscillate from side to side - the dreaded wheel wobble. Supermarket trolleys with loose castors can demonstrate this to extreme. To control such an oscillation, damping or friction has to be introduced into the mechanism. Your supermarket trolley generally calms down when loaded, because the weight causes extra friction in the castors. Most pre-war Rolls-Royces have plain thrust washers in the pivot pin assembly, carrying the weight of the front of the car and producing the desired friction. However, particular bumpy road surfaces can still cause wheel wobbles. Later cars such as the Phantom II added more friction by having spring loaded ball joints at the ends of the cross steering tube, but earlier cars did not. Silver Ghost type chassis seem originally to have been set up with virtually zero friction to the ball joints. However, experience has shown that it can be desirable to tighten the ball joints somewhat to keep steering wobbles at bay. The right setting is a matter of trial and error and depends on many inter-related factors beyond the scope of this article. For this fix to be successful, it is vital that the balls of the ball

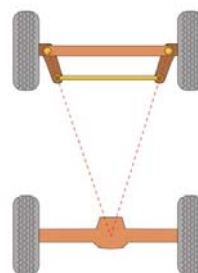
joints are perfectly round and unworn, otherwise severe binding of the steering will occur away from the straight ahead position. Some owners have turned the balls 90 degrees to bring the unworn portion into use.

Next, let's talk about toe-in. It would seem sensible for the front wheels to be parallel to one another in the straight ahead position, since this would minimise tyre scrubbing and rolling resistance. But on rear wheel drive cars, front wheels are nearly always set up so that the wheels are slightly toed-in. Toe-in is measured by measuring the distance between the inside wheel rims, at wheel centre height, at the front and back of the wheels. If the front measurement is less than the back measurement, we have toe-in, the reverse being called toe-out. Your pre-war Rolls-Royce has a toe-in of from 1/8 to 1/3 inch, depending on the model. The reasons for having toe-in are far from clear. Most of the literature on the subject seems to relate to the setting-up of cars for high performance and racing. Many modern cars have some flexibility in the steering joints and the suspension arms. In these cases, the effect of toe-in is to generate inward forces on the wheels which take up any slack in the joints and tend to leave the wheels running closer to parallel with one another, particularly under braking. However, in our cars, there is virtually no slack in either the cross steering tube or front axle pivots, so what is the purpose of toe-in? One argument is that toe-in provides sharper entry into a turn. As your car enters a turn, almost the first thing that happens is that it rolls in the opposite direction to the required turn. (No jokes about Rollers please) This puts more load on the outer tyre and less on the inner. The argument is that the outer tyre then has to generate more than half the total side force and needs a greater slip angle to do this. With toe-in, the tyre is already generating side force and turn entry is quicker. Toe-in is also claimed to make the steering more stable. I am not entirely convinced by this for our relatively sedate cars, however, they can generate quite startling roll angles when provoked, so there may be something in it. If anyone knows better, please let me know.



Finally, let's look at a car taking a corner. The car has a wheelbase  $W$  and a track  $T$ . The rear wheels line themselves up along the radius of the turn. However, while the outer front wheel has to be turned through an angle  $A$  to make the turn without scrubbing, the inner has to be

turned through an extra angle  $B$ , because it is tracing a smaller radius curve than the outer wheel. This is done by making the cross steering tube shorter than the distance between the pivot pins. The steering arms are angled towards one another and it is this which produces approximately the required result and is applied in the design and



set-up of our cars. It cannot be adjusted other than by bending the steering arms and should not be an issue unless the car has had crash damage. This idea was down to our Mr Ackerman, after whom this type of steering is named. In modern cars, true Ackerman steering is not always employed, apparently for handling reasons similar to those related to toe-in. It is the absence of true Ackerman steering that produces the familiar tyre squeal when taking the sharp turns in a multi-storey car park, as the front tyres are forced to slip sideways on the surface. Just for interest, on a 20/25, on full left lock, the outer tyre is turned 31.75 deg and the inner 39.5 deg. On full right lock, the corresponding figures are 28 and 33.5 deg. The right lock is lower to prevent the right tyre rubbing on the side steering tube.

Our front wheels also have positive camber, meaning that the top is tilted outward relative to the bottom, as seen in the illustration in the last article. This may have been to allow the wheels to sit vertically relative to a cambered (rounded) road surface. Alternatively, it may be to reduce the inward

tilt required on the top of the pivot pin to produce the required offset. (See diagram in Part 1) (The inward tilt of the pivot pins has the effect of causing the front of the car to be lifted as the wheels are turned from straight ahead, increasing steering loads.) I have been unable to find any other reason for camber on our cars. Some modern competition cars use negative camber (wheels tilted in at the top) to increase maximum cornering forces and negative camber is used on some swing axle independent rear suspension to resist 'tuck under' of rear wheels during severe cornering. It is interesting that camber was reduced on the later 40/50 R-R models. On a flat surface, positive camber produces greater wear on the outer part of the tyre. Again, camber will only be wrong if parts have been substituted or there has been damage. Below are some data on steering measurements for various pre-1940 Rolls-Royces, culled from the available General Arrangement drawings. I would personally favour using the smaller toe-in figures, to reduce tyre wear and rolling resistance, but others may know better.

| Chassis type                      | Pivot pin inclination (castor) | Toe-In                      | Offset    | Camber  | Drawing Ref |
|-----------------------------------|--------------------------------|-----------------------------|-----------|---------|-------------|
| Early two wheel brake 20 HP       | 0.375" 4.5 deg                 | 0.25"?<br>(Drawing damaged) | Near zero | 2.0 deg | F51700      |
| FWB 20HP with straight side tyres | 0.275" – 0.325" 3.5 Deg        | 0.25" +or- 0.125"           | 0.460"    | 2.5 deg | G51820      |
| Early 20/25, wide hubs            | 0.275"- 0.325" 3.5 Deg         | 0.25" +or- 0.125"           | 0.675"    | 2.5 deg | G53669      |
| Later 20/25 Narrow Hubs           | 0.275"- 0.325" 3.5 Deg         | 0.25" +or- 0.125"           | 0.795"    | 2.5 deg | G54313      |
| SG American two wheel brake       | 0.125"- 0.187" 1.5 Deg         | 0.270" +or- 0.075"          | 0.515"    | 2.5 deg | A1876       |
| SG FWB (as EACIII)                | 0.1"- 0.15" 1.25 Deg           | Not Known                   | 0.916     | 2.5 deg | G72926      |
| PI C2 to F2 series                | 0.125"- 0.175" 1.5 deg         | 0.25"                       | 1.265     | 1.0 deg | G74294      |
| PI F2A - G2A series               | 0.187"- 0.237" 2.0 Deg         | 0.25"                       | 1.265     | 1.0 deg | G74294      |
| PII UK and US                     | 0.235"- 0.285" 2.6 Deg         | 0.125"                      | 1.75"     | 1.0 deg | G77305      |

*Notes: Pivot pin inclination is given as the distance the bottom bearing is in front of the top bearing of the pin. For small HP cars, the pin is about 5 inches long. For 40/50s it is about 6 inches. Nominal castor angles are also given.*

*EACIII was an experimental PI chassis based on a late SG four wheel brake chassis.*

*It is interesting to see that steering offset was progressively increased from SG to PII and 20HP to 20/25, as tyres became fatter. This could well have been due to a belief that offset reduced steering loads when stationary. However, R-R did not have the benefit of the research done by Imperial College as quoted in part 1.*

If your car steers badly, use the following check list:

1. Tyre pressures and wheel balance
2. Cross steering tube poundage
3. Front shock damper settings
4. Steering geometry – toe-in, castor angle etc.
5. There have been cases of re-spoked wheels having the wrong offset. Apart from any adverse effects there may be on steering, if your car has wheel discs this can make their fitting very difficult.
6. In the case of Phantom II chassis from about 74MS onwards, the back shackle on the right front spring is an 'anti-shimmy' shackle, containing several coil springs. These have been known to break, causing poor steering.

NHH

# TUNING THE AIR VALVE

Graham Ashley-Carter tells you how

As each step towards cleaner air is achieved, the more prominent our cars with their early combustion systems will become as polluters.

It will help our case, if it comes to that, to show that we are aware and are doing everything possible to minimise the effect of our exhaust emissions and carbon footprint.

Logically, our individual car's carbon footprint is closely related to the amount of fuel burnt and it must therefore be sensible to burn as little as possible per journey. In the case of R-R, it is fortunate that the best performance is obtained with the most economical fuel consumption, to say nothing of reduced maintenance and engine wear and, of course, maximum enjoyment. To achieve this requires the correct engine settings which, although covered in the owners manual, do require experience -- the longer the better, and a feel for when things are not quite right. So many fine cars fall into this category for the want of that final touch.

This was the art of the RR tester which finally came to an end with the introduction of fuel injection, flywheel sensors and ECUs etc. In fact the modern apprentice is taught nothing of carburettors and distributors and therefore lacks something of that essential affinity with the workings, from which we all learnt the results of "doing it wrong".

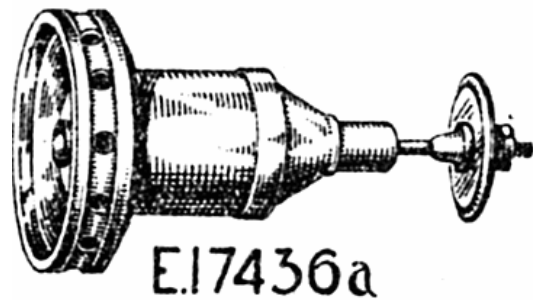
Most of our cars are fitted with Royce's patent carburetor knowing as semi-expanding. Instructions are given in the owners handbook on the setting of the low speed and high speed jets, but nothing covering that vital unit - the air valve, which might be more correctly described as the Extra air valve and which should never require alteration, apart from cleaning. Hence the lack of information, which in any case would be difficult to explain in a way which avoided confusion. It should be remembered that this was at the cutting edge of auto technology at the time.

Owners who take an interest in the mechanical features of their car should be able and confident enough to establish the jet settings as set out in the handbook, but may still find things are not right, with flat spots, coughing and general debility,--- yes there are distinct parallels with our own physical welfare -- at some points in the performance range,, notably in top gear. Assuming spark plugs (.025"), Distributor cap, rotor, and C.B. points (.018") are clean and in order with both magneto and battery ignitions working and correctly timed, and tappets with adequate clearance, the fault will probably lie with previous interference with the air valve.

Much is made of the 2 or 3 seconds drop time for the air valve piston, but this actually is of minor importance against the other settings involved, and normally only affects sudden opening of the throttle, unless chronically worn. These settings are vitally important to the general running and fuel consumption of the engine and should never be disturbed from the original settings for any reason. However, it happens, and requires correcting to restore proper performance.

Firstly the air valve spring: some "Experts" have a nasty habit of stretching this so that when the knurled ring at the top of the air valve is unscrewed the cap springs up: It shouldn't, and this will give a strong spot immediately off idle making it difficult to find a secure setting for the jets. The spring rate is carefully calculated to load the piston against the 4 extra air ports in the cylinder extension; (the bit which screws down into the carburettor body.) and this spring requires to be set so that it is just clear and sitting flat to the top of the piston.

The other setting concerns the diaphragm or "penny" washer



suspended from the top face of the piston on a threaded rod passing down through the piston body, and this should be found pinned and soldered to this rod. The amount of damage often found with these components is difficult to understand, but can usually be recovered, but when it involves unsoldering the piston it becomes a 6th form job.

The action of this diaphragm washer can be thought of as an automatic throttle controlled by air valve movements which open or close the high speed throat automatically according to demand, and initial settings are made with a depth gauge to achieve a condition in which the diaphragm just shuts off the high speed throat when assembled in the rest position. This setting is critical and can have a serious effect on fuel consumption and performance.

Both these settings are not easy to obtain, as compressing the free length of a spring is almost impossible and cutting it is not an option. Also, checking the diaphragm position is made difficult by the washer moving around while you are trying to measure its distance from the bottom of the dashpot. In the carburettor, holding the depth gauge vertical while measuring to the bottom of the "castellations" at the top of the high speed throat can also leave room for error, including forgetting to add the thickness of the aluminium washer under the air valve body.

All these settings, it should be pointed out are to some extent interdependent and to get optimum results it might be best to get some experienced help to get started.

Final settings are done on a warm engine by advancing the hand throttle one notch at a time and checking the mixture at each point with small adjustments to the diaphragm to correct any rich or weak spots with any corrections to the high speed jet being carried out on the road, normally between 30 and 50 mph. When complete, exhaust emissions of around 5% co. at idle should be possible, but the unburnt component will be higher on the "China" engine than on the later "Japan" engine as used on P11, Bentley and 25/30.

A small bonus of correct settings is that it should never be necessary to clean spark plugs and carbon build up will be controlled. Don't forget, an improvement of one mile per gallon can amount to a ten percent reduction in consumption (and cost).

*Editorial note. The late Bill Morton, told of George Clegg who worked on SG Carburettors at R-R Manchester. Apparently, George could reduce the free length of an air valve spring by working gently round the coils with a pair of pliers progressively twisting the turns in the right direction. Try this at home on a spare spring before tackling your air valve. NHH*

# COMING EVENTS

## UK 2009

### 25 April – Spring Lunch

Strone and Alex Macpherson once more invite you to Armsworth Park House at Noon for Fizz, Shepherd's Pie and Treacle Tart. Flyer enclosed.

Contact; Strone Macpherson 01962 735562

### 16-18 May – Irish Georgian Tour

Jimmy Valentine is currently planning the 2009 Irish Georgian Tour. This will take place a week earlier than the usual Spring Bank Holiday weekend, in order not to clash with the Adriatic Tour

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. 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

### September – Weekend in Kent

5 & 6 September (one or two nights - to be decided) - proposed weekend visit to Kent castles, including a private tour of Allington Castle (owned by Sir Bob Worcester).

## 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

## Welcome to New Members

Allan and Sue Glew, 7, Draycott Business Centre, Draycott, Moreton-in-Marsh, Gloucestershire GL56 9JU  
01386 700987 susan.glew@onetel.com  
Associate

Philip and Favell Ashby, Densham Farmhouse, Bishops Down, Sherborne, Dorset, DT9 5PN 01963 23490  
philipashby@btinternet.com  
1929 PI 62WR H J Mulliner 2-Door Drophead

Nathan Clements, 41 Lawson Road, Henley Brook, WA 6055, Australia, 08 9296 0887

1929 PII 98WJ H J Mulliner Saloon

1933 PII 86PY H J Mulliner Weymann Saloon

George and Sandra Lucey, 120 Mt Lofty Summit Road, Crafters South Australia 5152. 08 8339 6948

1926 PI 98DC Roger Fry Tourer

## 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



*Back Cover Picture:*

*Michael and Angelika Elliott's 1933 PII 80MY Barker Drophead at Cres*

## TECHNICAL TAIL

When did you last read your Owners' Handbook from cover to cover?

It's a strange thing, but I still find that a problem I have solved the hard way, by trial and error, is fully described in the handbook, if only I had looked there in the first place. Even the most experienced of us can benefit from a spot of revision, particularly before embarking on a tour. We are very fortunate that there is usually somebody with technical skill and knowledge to help if we get into trouble when touring with a Club group, but every one of us should ensure that he or she has followed all the maintenance instructions in the book before embarking on any significant journey. The man I bought my first car from gave me one really good piece of advice: 'If you follow everything in the handbook, you won't go far wrong'. Do not just rely on 'your man' to have done it all for you.

