

Vauxhall Motors Ltd

LUTON



BEDS.

WHEN REPLYING PLEASE QUOTE

→ OUR REF: 2196

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TELEGRAMS
CARVAUX, LUTON, TELEX

TELEPHONE TELEX
LUTON 21122 LUTON 82-131/2/3
EXTENSION No. 2196

25th November, 1965

Mr. A.J.P. Jetten,
Autobedrijf Jetten,
Sporstraat,
Boxmeer,
Holland.

Dear Mr. Jetten,

VAUXHALL O.D. 248
BUILT: JANUARY 5th, 1923
AXLE RATIO: 15/62 - 4.1/1
TYRE SIZE: 895 x 135

I am returning, with many thanks, the photograph of Vauxhall O.D. Chassis No. 248 which I am so pleased to observe is in such excellent condition. The only unfortunate feature is the drop head covering which, originally, was heavy patent leather. This body was styled 'The Arundel All Weather' and the complete car retailed at around £1,100.

You may find the following technical information useful.

On the Valve Rocker Cover should be a brass plate giving the tappet clearance as .045. Be that as it may, in the works the tappets were always set from the flywheel and never by feeler gauge.

The procedure was to run the engine to normal working temperature. It was then stopped and, starting from the front, each valve rocker was adjusted in turn. As you know, the valves run:

Cylinder	1	2	3	4
	Ex: In:	In: Ex:	Ex: In:	In: Ex:

and the procedure was as follows:

1. Rotate crankshaft by the starting handle until No. 1 Cylinder Exhaust Valve is in the fully open position and then make one complete turn of the handle, thus bringing the tappet to the lowest point of the cam.

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2. Check the 'Top Dead Centre' marking on the Flywheel. You may have difficulty here because as the starter teeth of the Flywheel were part of it, when the teeth wore in one part, the Flywheel was turned on the palm of the crankshaft to a new position. If this has happened and the Flywheel not marked accordingly, remove the piston then oscillate the Flywheel until you find the piston at T.D.C. and re-mark the Flywheel. On either side of this mark make two others $1\frac{1}{2}$ " from it. Move the Flywheel anti-clockwise to the $1\frac{1}{2}$ " mark and adjust the valve clearance until it is just possible to turn the exhaust valve on its seat by gripping the Valve Spring Cap. When adjusting the Inlet Valve, the same applies except that the Flywheel is put on the other $1\frac{1}{2}$ " mark. Thus the valve timing is:
Inlet Open $1\frac{1}{2}$ " before T.D.C. and Exhaust Closes $1\frac{1}{2}$ " after T.D.C.
3. For the ignition timing another mark of $3\frac{1}{2}$ - 4" should be made on the Flywheel before T.D.C. and with the ignition control lever in the fully advance position, the magneto points should be just breaking. Spark Plug gaps should be .012 - .015.
4. The front wheel 'toe-in' measured at the inside centre of the wheel rims should be $\frac{3}{8}$ " wide at the rear, with the wheels in the straight ahead position.
5. The clutch stop clearance should be $\frac{5}{16}$ ". Clutch lubrication is by flaked graphite ($\frac{1}{4}$ oz.) introduced via the three hexagon plugs on the Clutch Housing. Incidentally, the clutch should be slipped as little as possible.
6. Wheel Locking Rings should be greased on the threads and lands and kept very tight, otherwise the wheels will rock on the hubs and eventually strip the serrations (which should also be greased) on the hubs. This particularly applies to the rear wheels.
7. The Track Rod and Pull and Push Rod should be adjusted so they can just be rocked on the ball joints by hand. The Rear Spring Saddle Brackets should be well greased. If it is not possible to force in grease by turning the cup caps they are siezed and should be freed as this has a marked effect on the ride.

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Autobedrijf Jetten

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8. If the Foot Brake is not efficient (according to its year !!!) it is probably due to oil leaking into the drum past the oil seal at the rear of the Gearbox. If the car will not reverse but will go forward, it will be due to the shoes of the foot brake picking up in the drum. This is easily cured by slipping the drum over the Pro-Shaft and backing off the ends of both shoes.

I do so hope you will find the foregoing of interest and use.

Sincerely yours, and kind regards,



W.C.WARD
MANAGER
Overseas Tooling & CKD Assembly