TEE-ONE TOPICS

Number 37 July, 2004

NEXT SELF HELP DAY AT KAMBAH – 7 AUGUST 2004 - SEE PAGE 546

Gosh this rag is getting long in the tooth (a bit like its editor). As many of you know it was started to prove to myself and a number of enthusiasts that there are a lot of owners out there who actually want to know what makes the wheels go round. Through a series of events which I care not to think about, I became involved with the Armstrong Siddeley marque largely because I was looking for a convertible anything. I finally purchased a do-it-yourself kit, the result of a pubescent university student dismantling a quite satisfactory car in order to 'make it a really good car'. Predictably both the money and the enthusiasm ran out. Australian backyards are full of such examples.

From the mid seventies a line up of the seminal ACT Branch cars. From the left Eric Goudie's S2 Bentley which is still with us as is Eric and his wife May, an early Mk VI Bentley with an extraordinary colour scheme. This disappeared down the coast, then my first Rolls-Royce a B series Silver Dawn, Tom Ginan's Silver Dawn which has also disappeared, then the very rare Hooper bodied Silver Dawn owned then by Bob MacCulloch. Bob decided to sell the car some years after this picture was taken. Duly advertised an atypical Greek father turned up with a pubescent son, looked at the car and readily accepted the asking price of $11,500.00. ' It will make a good car for my son' he announced. The car was withdrawn from sale and as I remember finally sold it to Leo Schofield of Sydney fame. It was last heard of in France!! Lastly is the very famous replica armoured car owned and built by the late Trevor Shores, father of our one and only George Shores. Trevor once told me that his one ambition to be realised was to mount a 'night cart' body on a remaining Phantom chassis he had. At that time he actually had obtained an original 'can' complete with tar lining and needed another 35 . He proposed, once constructed to arrive at Vaucluse House for the then resplendent Concours d'Elegance staged in the park by the New South Wales Branch. I think this was in response to known concerted efforts by the then governing Branch Committee to prevent Canberra having its own Branch.

The Siddeley for those of you who are not familiar with the marque was built in Britain from 1922 to 1960 and finally closed by the last parent company Hawker Siddeley in order for their expertise to be employed in more profitable pursuits! There was an agreement that they would continue to produce spare parts for 10 years which I think was a UK statutory requirement. Australia brought about 3000 of the cars in various models into the country and reportedly they had a good service network. But came 1960 the clock started ticking. Coincidentally Rolls-Royce became involved in the spare parts supply but this was terminated eventually. Forty

years later the Armstrong Siddeley Clubs here and in the UK are all that keep the name alive. There is spares remanufacture and a fair bit of mutual technical support but between governments taking as many measures as are politically safe to relegate such vehicles to museums and church fete displays, and now two generations having grown up who have never heard of the cars the future of the marque looks to be purely of historical interest.

The story is not unique, look at the Riley, the Wolseley, Sunbeam, Standard, Lagonda, Austin, Talbot, Morris, Bradford, Javelin; the list goes on, all cars I remember very clearly in my near 70 years on this planet! For many years Rolls-Royce and Bentley owners have been spoilt with service and spares for their cars. And for the pre-war (one wonders these days which war?) cars, if they are properly kept were a decent investment and usually one 'got one's money back' at least. This situation brought out a plague of check book restorers to the extent that until a few years ago, Club Concours became a blatant competition between restorers rather than the owners. I suppose there is a similar analogy to racehorses and owners, trainers and the jockey who actually got the poor beast across the finishing line.

Bendigo Racecourse June 1976. Bob Skillen at left then in much better health but still with us as our Patron. Then Patrick Kane-White a Victorian member who would have to be classed as one of the great old-fashioned enthusiasts. He owned a very interesting 20 horsepower with a most interesting open body and a rather tired R Type Bentley. The former passed to Jim Kelso who has restored to car to allegedly near new condition. Patrick undertook the extraordinary task of producing the very first Club Register of motor cars. This was done in the face of considerable antagonism from many quarters who thought the whole exercise was an attack on privacy. Patrick was a compulsive perfectionist and despite my entreaties from Canberra (I was Federal Secretary at the time) I could not get him to have a stab at detail. In the end he actually became ill pursuing the task and we had to grab what he had done and publish. At least we got the first register out. Next to Patrick is a youthful Robert McDermott and for those that can remember in the background are Val Stocks and Owen Bourke.

And now there are no new owners. These people who with a few notable exceptions were seldom if ever seen in or around the Club. The latter really catered to the second, third and subsequent people. The second owner paid a lot for a very nice car well into its puberty if you will excuse the term. The car was reliable, usually fully serviced almost immaculate and the

new owner could enjoy its fruits with complete confidence. But then came the first really big service and they blanched. Maybe they paid once but with the second of these operations, they quietly unloaded the car. The third owner, noting that the car ran quite well didn't bother with that service and kept the thing going on 'mechanical credit'. Eventually the 'reliability fat' inherent in the design of the car ran out and we all heard the now rather silly 'failed to proceed' label. The fourth owner bought the car after a patch up job to keep the car going and in a short time the first of many 'failings to proceed' occurred. This owner more often than not got rid of the vehicle and advised anybody that would listen, what a croc of detritus not only was his car but all bearing the same label.

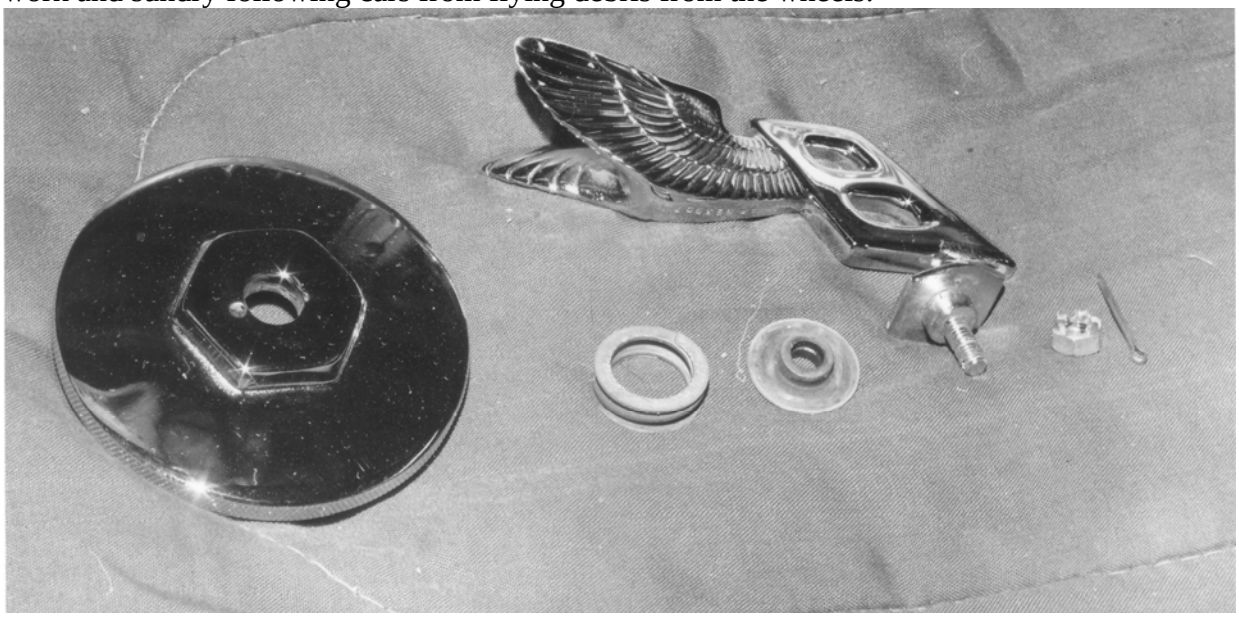
Hopefully at this stage the enthusiast came along. If he was a check book man he would foster a rare version of the marque, say a drophead or a coachbuilt chassied car and hope in the end that the money he forked out would appear again on re-sale. This to some extent is still occurring but with the inevitable run down in spares supplies and the demise of people who can actually work on these cars with the benefit of actual experience, these examples' days are numbered.

This late 1954 R Type Bentley arrived in Canberra in the late seventies complete with Mulliner body and backward leaning mascot.. This was a 'Z' series car and among the last to come off the line before the S series Bentleys emerged. The grille is interesting in that it has nine vanes either side of the centre bar. Apparently in England they were attracted the soubriquet of nine-a-siders. A term foreign to me. But at that time came the observation from the same Country that it was far more acceptable to have a Bentley than a Rolls-Royce since the former was less ostentatious and to be really appropriate it should always be slightly dirty!

At present there are to my knowledge three pre-seventy four speed Silver Shadows that all look quite glamorous, languishing for the want of love and funds. Efforts to find new indulgent homes for them have immediately brought out the calculators and the figures are not conducive to a sale in fact not even conducive to a gift. 'But the engine must we worth at least 5 grand' the hapless owners gasp. Certainly to someone who wants one. Certain engines out of the General Motors stable are very saleable but they are all very repairable and very reliable. The same cannot be said of a neglected aluminium Rolls-Royce vee eight. Just try to remove the head of

one of these cars when it has been in place undisturbed for 40 odd years! The interesting comparison is with the legendry pre-war Phantom III which also enjoyed an aluminium engine. So many of these cars are sporting odd engines and not even the mildly respectable post war industrial straight eight 'B' series unit.

So what of the newer cars. I have been raking the world to try and find mud flaps for a Silver Shadow II. These it turns out are no longer made. Crewe Spares which announced that they would keep our cars supplied with needed spares, decided given their Bentley association that they would not produce Rolls-Royce accessories. And sure as Hell I can't imagine BMW coming to the party. OK I can understand the reluctance to produce sterling silver chased backscratchers with the RR logo on them but mud flaps??? which I like to think protect paint work and sundry following cars from flying debris from the wheels.



And that backward leaning mascot in common with most immediate post-war cars was held on to the radiator by a simple assembly of washers spring nut and split pin. Of course one remembered to always turn the mascot before opening either bonnet side. The spring beside the cap provIded a mounting tension for the mascot to stop it wobbling and turning with the wind (?). One great feature of these accessories was that a standard oil filter wrench fitted the serrated edge of the cap allowing the owner to tighten it quite beyond the manual strength of any would be thief.

Recently I needed some small springs to support the tail shaft assembly on a thirty year old limousine. They are no longer available. I had them made. Perhaps that is the intention of the 'new owners' but where is it to end? And who is to watch these developments and protect the not inconsiderable investment many of us have in these cars? It must surely be the Clubs.

Nearly four years ago a little band of members separated themselves form the general run of Club activities such as visits, drives, displays and concours and endeavoured to encourage members to have a go at maintaining their own cars or at the least develop some understanding of the mechanisms. For reasons we have never understood, the group was virtually vilified and blacklisted at the highest level in the Club with the final condemnation that they 'had done great harm to the Club and no assistance was to be given to them'. Well fortunately the tide seems to have turned. With a guessed membership of some 900 members over a hundred now receive Tee One Topics in Australia and some thirty odd copies go overseas to other enthusiasts. This newsletter which I do not claim as authoritative, well edited, or for many, even interesting is nevertheless, as far as I am aware, the only general writing on the technical side of these cars in the Southern hemisphere.

And so the little group so vilified is doing its bit and hopefully these pages are some help to owners but from a purely selfish point of view, we hope that all owners both within and without the Club will direct some of their enthusiasm for the marque to their preservation, for as we have said so many times, this is the end of the line, the last bastion before automotive oblivion, when these cars are gone there will be no more. It's up to you!

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A cardiologist died and was given an elaborate funeral.
A "huge heart" covered in flowers stood behind the casket during the service. Following the eulogy, the huge heart opened, and the cardiologists' casket rolled inside. The heart then closed sealing the cardiologist within the beautiful heart forever.
One of the mourners burst into laughter. When confronted, he said: "I'm sorry, I'm sorry, I was just thinking of my own funeral ----I'm a gynaecologist."
At that point, the proctologist fainted.

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BLEEDING THE SHADOW HYDRAULICS

Everyone seems to know how to do this but perhaps a description might be a worth while reference. The hydraulic system recirculates and to some extent bleeds itself. The pumps are fed by gravity from the reservoirs. They then pump to the accumulators through the control valves. When the accumulators are fully charged the output from the pump is redirected back to the reservoir. Brake fluid from the accumulators remains under full pressure from the accumulators to the brake actuation valves in the 'rat trap' and to the height control valves on the sub frame. Both of these assemblies have provision for the fluid to return to the reservoir after it has done its job in the brake callipers and/or the rear rams. As this return is not continuous and as there are lots of places on the way for air to get trapped, these circuits need to be bled.

Preparation

You need to plan a bleed at least for the first time. Things to consider or make preparation for are:-

- The car needs to be firmly placed on good jack stands to give an adequate clearance to roll around underneath. The wheels should be free to swivel or for real access take them off.
- Cover both fenders well preferably initially with plastic sheeting then soft cloth. This is to guard against disasters with brake fluid covered hands.
- Cover the paintwork on the scuttle.
- Put plenty of soaking cloths under and around the reservoir but don't let them get on the exhaust manifold.
- Ensure that the sight glasses are clean
- Have at least 8 bottles of RR363 on hand. Never re-use brake fluid.

- Buy a plastic funnel and cut the nozzle short so that it will fit in and sit on the reservoir filler holes.

- Buy 2 metres of clear plastic tubing to fit the nipples. It should be a tight fit.

- Remove the rat trap cover

- Inspect all the bleed nipples 13 in all. Some or all of them will have their flats burred. Get new nipples noting that there are some long and some short. Replace with the same size. Don't forget the nipple on the deceleration conscious valve at the back of the rat trap.

- Cut a length of light timber to go between the front of the driver's seat and the brake pedal. Make a cushion over one end.

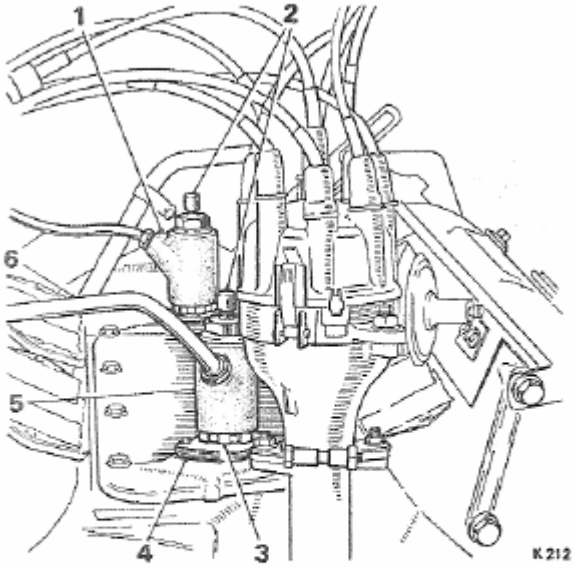


FIG. G9 HYDRAULIC PUMPS IN POSITION

1 Front pump
2 Outlet ports and adaptors
3 Serrated nut
4 Pump pedestal
5 Rear pump
6 Inlet pipes from reservoir

- Exhaust the two systems by pumping.

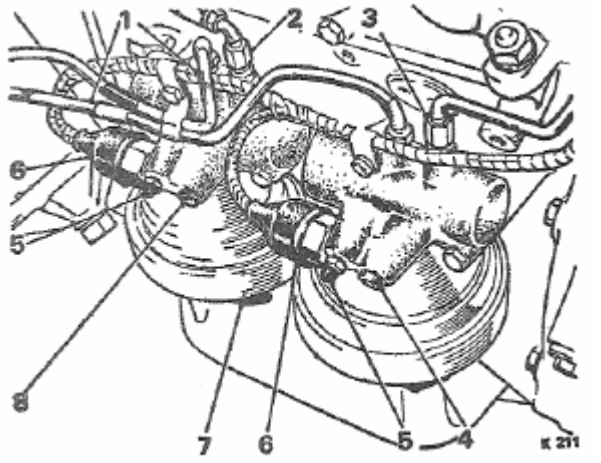
- Unless the reservoir is immaculate remove the cover and suck out the contents. Remove the baffles, filters and reed valves if fitted and give them a good clean. Use only methylated spirits (denatured alcohol). Re-assemble the reservoir and fill with fresh RR353. Note:- You may also take the opportunity to renew the low pressure hoses between the reservoir and the pumps. Be aware that you can get an airlock in these pipes when you fill the reservoir again. The remedy is to simply loosen the hose at the pump end and let some fluid dribble out to clear the bubble. Re-tighten the hose!

- Break the seal on a number of bottles of brake fluid and have them near the reservoir ready to pick up. Do not open them until they are needed, air has moisture in it and brake fluid loves moisture!!!

Method

There are two methods of bleeding, high pressure and low pressure. The braking system is bled at low pressure and the suspension rams at high pressure. When you open a bleed screw do so

only far enough to have a steady flow of fluid. If you open them too far the passage of the fluid can actually suck air past the nipple threads which then comes out as bubbles in the exiting stream. Another reason for not opening nipples wide relates to the rear callipers. There are two nipples on each unit. On cars with a master cylinder, one nipple bleeds that system the other bleeds the number 2 system. The latter feeds the calliper via the deceleration valve. If the bleed nipple for that system is opened suddenly the valve closes and nothing will come out until the brakes are released and the procedure repeated.



The early accumulators perched on the left side rear of the engine. They straddled the engines of the Shadow II and reduced their size allegedly to satisfy French regulations. Unlike the later Spirits they did need to be bled first up in the scheme.

If your car has a master cylinder which can be seen at the end of the rat trap, bleeding it is probably the first step. These cylinders actually come from a Morris Minor and are designed to give the feeling of a full pedal. Given the length of the line from the rat trap to the rear wheels and the small amount of fluid moved with each stroke of the pedal, it can be very difficult to bleed these lines. Many operators lift the rear of the car to a great height with the intention of the air bubbles floating to the nipples. Others persevere with the usual pump the pedal then hold it down, release the nipple and retighten it before the pedal returns. If you have a compressor you can devise a suction bleed either by buying a kit for the job or rigging one. I use a kerosene (paraffin) spray gun, remove the fluid container and connect the bleed line to the pick up pipe on the gun. Opening the bleed nipple I put some old absorbent cloths in a large bin, poke the nozzle of the spray gun into the cloth well away from the car connect the air and fire away. The venturi effect of the gun sucks on the bleed pipe and bleeds the system. If all this seems a bit much talk to your friendly neighbourhood brake bloke and ask whether he can do a suction bleed for you. This method can't however be used for the other systems.

Some owners use pressure bleeding for the brakes. Unfortunately this tends to aerate the fluid and it is difficult to see when the lines are free of air. The Factory specifies low pressure bleeding for the brakes. Essentially this involves opening the system before the accumulators start to charge and letting the flow be generated solely by the pumps. The latter is obvious during this procedure as you can hear the pump clicking away and note the pulsing of the fluid as it comes down the bleed hose. Again don't open the nipple too far.

It is quite easy to do this job on your own. If everything goes wrong simply switch off the engine and close the bleed valve. The greatest hazard is getting brake fluid on paintwork but care will overcome that. Always have clean water in a bucket handy in case this happens. Immediately douse the area and wash it clean.

Low pressure bleeding

Exhaust the systems. Bleed one system at a time.

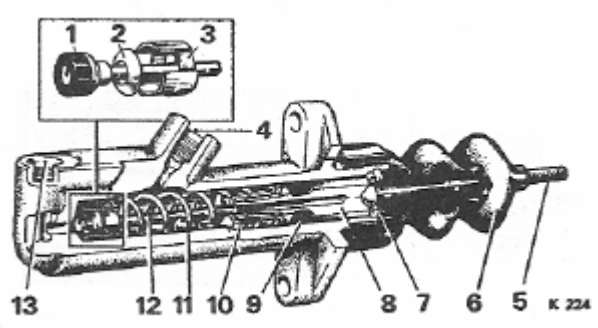
Loosen the bleed screw on the number one accumulator . Fit a small ring spanner (7/16”AF) over the nipple so that it can swing without fouling adjacent parts. Fit a suitable length of clean clear plastic hose over the nipple and hang the end in a clean container. Old milk bottles are ideal! Repeat this with the nipple on the front calliper of the wheel nearest the driver.

Jam the piece of padded wood you have prepared between the brake pedal and the front seat. Move the seat forward to depress the brake pedal.

The reservoir should be over filled.

Start the engine and get it back to idle speed by holding the choke lever fully open then rev the engine slightly. The fast idle cam will drop down and the engine should just tick over.

Open the bleed valve on the accumulator enough to get a steady flow.



The little master cylinder to give early cars ‘feel’ to their brakes. Later cars used a pushrod with a cone of rubber on the end which was pushed into a conical hole.

When all bubbles have ceased coming down the tube open the nipple on the front calliper.

Close the nipple on the accumulator.

Put a spanner and tube on the other side front calliper.

When the bubbles cease on the first calliper open the second calliper bleed screw.

Close the nipple on the first calliper.

When the bubbles cease on the second calliper close that bleed nipple.

Switch off the engine.

Top up the front reservoir. Note depending on how long you have the bleed screws open will dictate how quickly the reservoir empties. If you let it drain, you will have to start again. If you are very clever, when draining the reservoir to clean it put the old fluid in the container you are going to bleed into. Note the amount of fluid in the container. When you are bleeding the number 1 system, keep an eye on the level of fluid in the container which will give you an idea of how the reservoir is holding up. If you leave it a bit late, don’t panic, simply switch off the engine, refill the reservoir and restart the engine.

Bleed the rear callipers if they are connected to the number one system. (See note).

Release the brake pedal.

When you finish the number one system make sure the front reservoir is full since the accumulator will fill after you have finished bleeding, lowering the reservoir level.

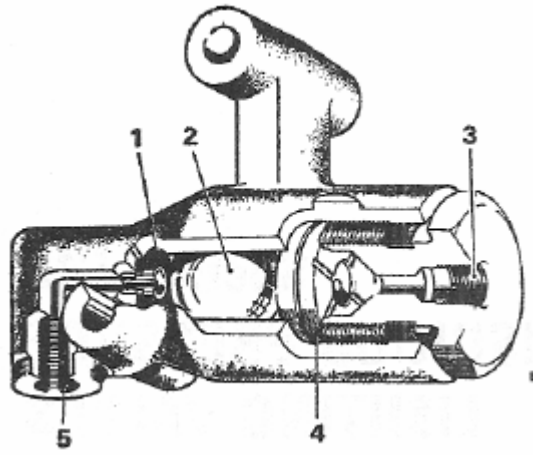
Repeat the process for the number two system. Starting with the accumulator then the bleed nipple on the back of the deceleration valve, then the nipples on the rear callipers on the front wheels and finally the callipers on the rear wheels if they are connected to the system (See Note).

Again allow the system to fully charge the accumulators keeping an eye on the reservoir levels.

High Pressure Bleeding

It remains to bleed the rear rams. Allow the accumulators to fully charge and then overfill the rear compartment of the reservoir.

To get flow through the rams, the height control valves need to be opened. Depending on your facilities the easiest way to do this is to stand the car on its wheels at the rear on top of blocks or ramps. Take great care to keep the whole thing stable and safe. Remember that the handbrake only holds the rear wheels as does the parking pawl.



The deceleration conscious valve at the back of the 'rat trap'. Fig. 2 is a large ball that rolls onto the rubber seal (fig 1) to cut off pressure to the rear wheels and minimise skidding. The rubber seal deteriorates with age and has been known to fall off and be forced down the supply pipes to the rear brakes which results in no oil getting to them. Although not shown this unit has a bleed nipple.

Loosen the clamping nut on the height control valve link at the lower end. You should be able to slide the attaching bolt up and down the adjusting slot. Find the ram bleed screw and put a spanner and tube on it. Note that it is lightly mounted on a bracket. Hold the bracket while undoing the bleed screw. Don't break the bracket.

Start the engine and let the accumulator fully charge. You will know this when the pump stops clicking. Open the bleed screw and be prepared for a hefty squirt from the tube end. It may be advisable to clip the tube to the side of the container if it can get out thus avoiding a shot in the eye of hot brake fluid.

Push the actuating link up on the height control valve and fluid should flow. When the valve is about to open considerable resistance will be felt. If this is not felt disconnect the control arm from the adjusting bracket and push further but not too far lest you disconnect the internals.

Repeat the process for the other side.

Adjust the height control valve by moving the link up the adjusting slot until you can feel the valve resistance. Lock it at that point.

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SELF HELP DAY AT KAMBAH

On Saturday 7 August 2004 we will be having a get together with the ACT Branch members at our place 61 Learmonth Drive KAMBAH starting a 0900 hrs. Breakfast and if needed a light lunch will be provided. George will be demonstrating flushing the RR363 hydraulic systems which we suggest is well within the capabilities of most owners. We also hope to have some

bits from George's Silver Spirit which will be of interest. As always all owners are welcome and if there are other queries we will be there to help and advise or tell you where to go for help.

The flushing scheme is very important to all Silver Shadows to preserve the delicate seals and fittings in the system hopefully to minimise the very high labour charges that can be incurred in the event of a major failure of part or all of the system. I am hopeful of prevailing on Warwick Grigg to loosen the two spare spheres I have to demonstrate their overhaul and reassembly.

Please let me know (02 62965893) if you wish to attend so that we know how many pigs to kill for the bacon!

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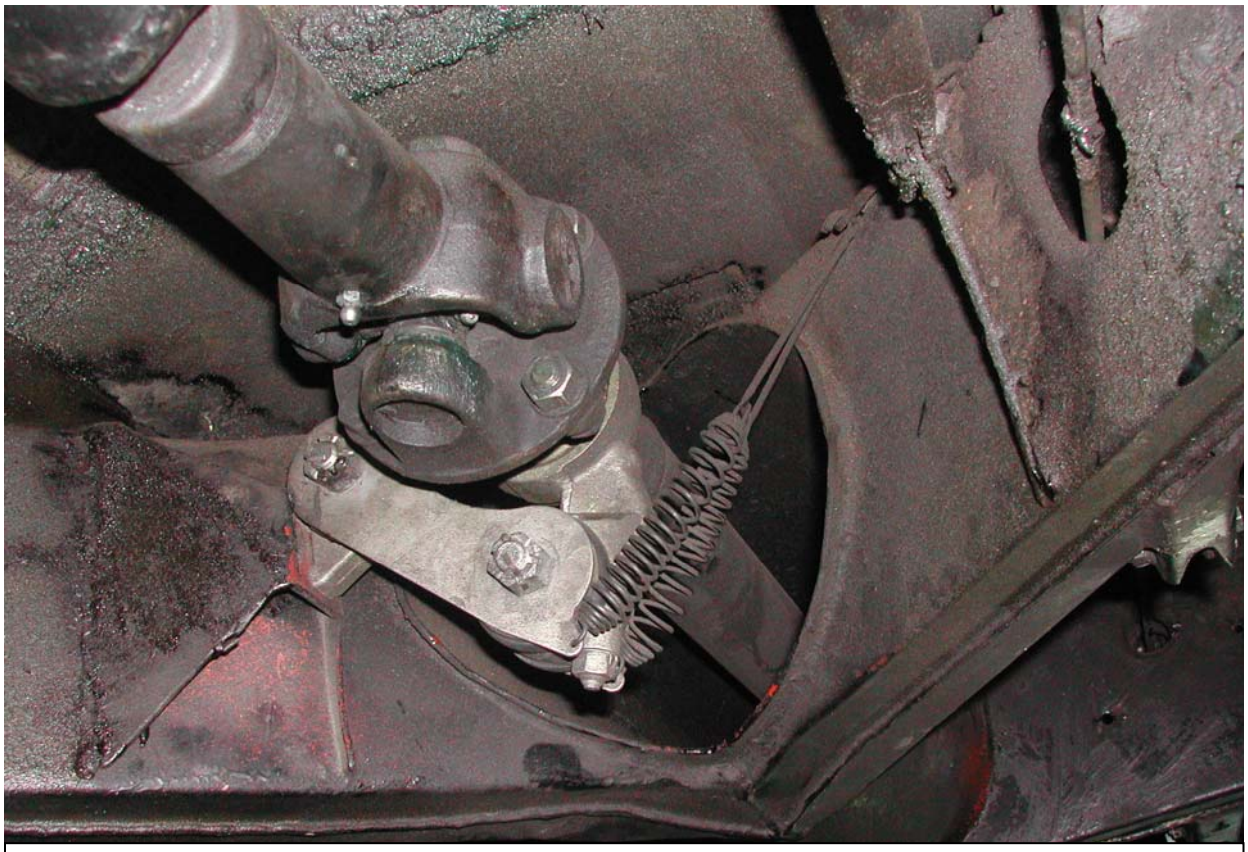
IS YOUR TAIL SHAFT FLOPPY?

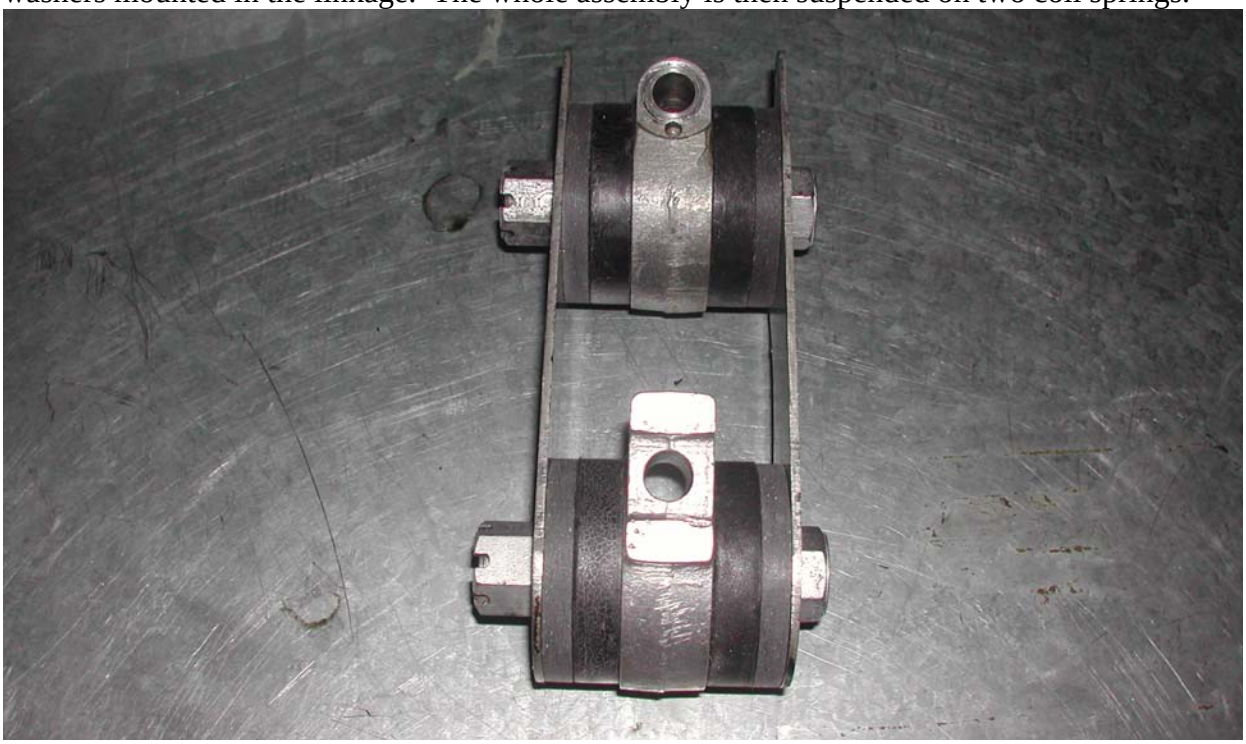
Owners of pre-Shadow cars had the problem of getting the output of the gearbox down to the rear axle so that the car moved. The necessary tail shaft or propeller shaft however had to



A very sagged centre mount in this case on a Phantom VI. Note the overstretched supporting springs.

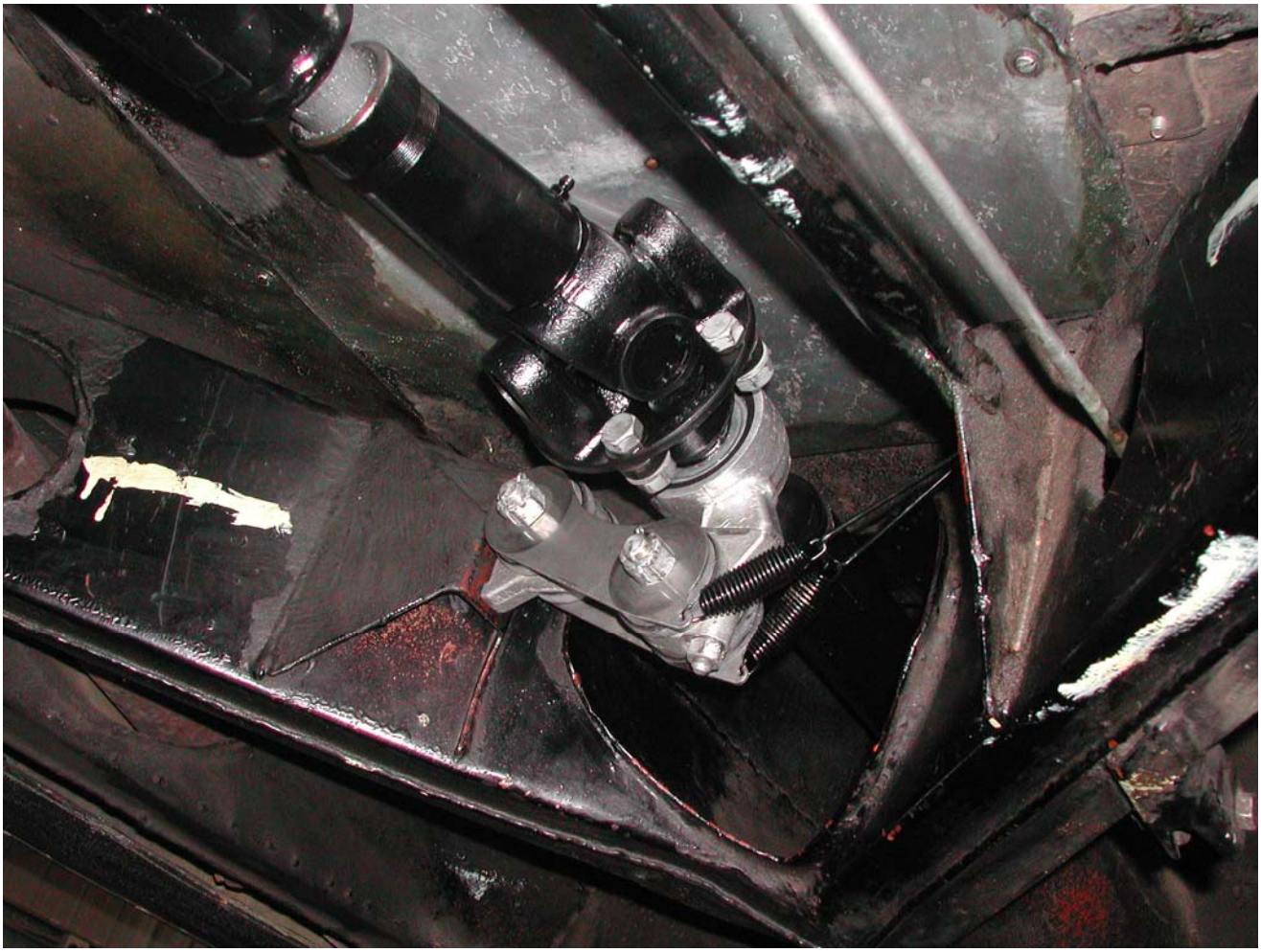
negotiate the cross bracing of the inherent chassis frame. This involved running a shaft to an intermediate bearing beyond the bracing and then bolting another shaft on to carry the revs to the back axle. The idea is very common and evident on modern day trucks. Where the two shafts are joined there has to be some system of holding them otherwise the two would under certain circumstances make like a skipping rope.

In the trucks I referred to, the join is mounted in simple rubber holding devices but Rolls-Royce decided that a more flexible system would minimise vibration which can occur. The 'join' involves running the first shaft through a ball race in a housing. This in turn is mounted on an arm bolted to the chassis frame. The arm is free to move vertically controlled mainly by friction washers mounted in the linkage. The whole assembly is then suspended on two coil springs.



The centre support overhauled. The bolts actually pass through silent bloc bushes with the rubber discs, the inner ones slipping over their extensions followed by the friction washers. The above assembly has not been tightened which is not done until the whole tail shaft assembly is in position.

With age the friction washer wear and the springs sag so that the whole shaft alignment drops to a dangerous level. If not corrected the shaft under certain driving conditions will indeed emulate a skipping rope. This occurred some years back in a Cloud III and given that the two shafts together are about all a man can carry, the resultant damage included chopping the centre cruciform clean out of the chassis. In short the car was destroyed. The wear and sagging is of course worse on extended cars such as the Phantoms and long wheel base cars. Note the length of shaft on the above car! But even the standard steel models need to be checked.



The finished product. If the universal joints or the CV joint at the front of the assembly need to be replaced, take the whole lot to a professional propeller balancing place and have it balanced. Check that they accept your universal joints. It has been known that the joints as bought from an aftermarket shop may not meet the standard of your balancer. If this is the case best leave it to him to do the job. As with all balancing situations mark the correlation of all components.

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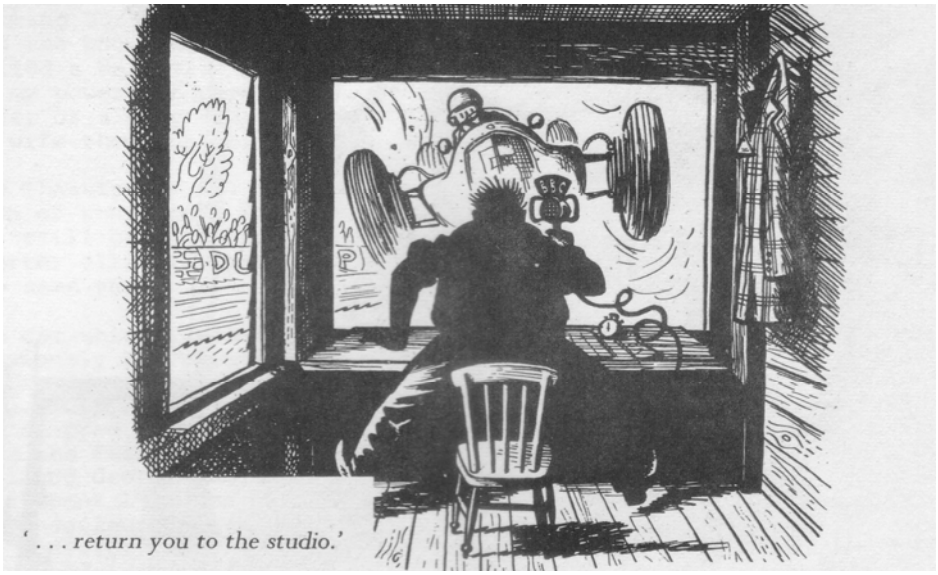
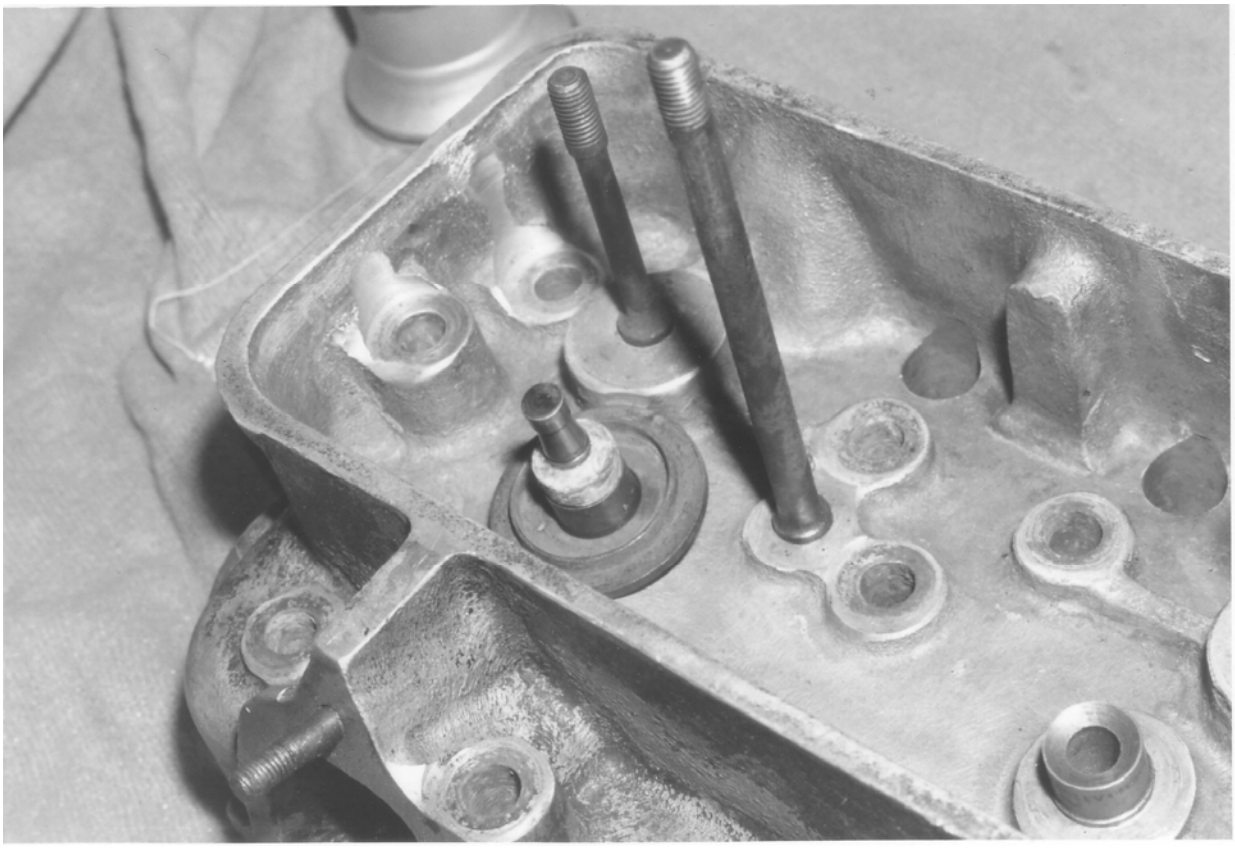


WHERE ARE WE?

Actually I am not sure who 'we' are! For the late arrivals these notes, the Tee One Topics, were compiled to provide some record of experiences of owners who came together to fiddle with or fix their cars. The idea is not new. As long as I can remember there have been screams for lists of preferred suppliers, cross-references to after-market parts to avoid the Factory monopoly of selling genuine parts, recommendations for tradespeople and others who have performed splendid services and public castigation for those who haven't. Again these requests and ideals are not unique to Rolls-Royce Owners – all clubs chase them. But they don't work. The lawyers feed on such lists. Recommend a particular brake pad and the car goes through a clutch of kindergarten children on a pedestrian crossing through failed brakes and you may as well kill yourself if you are the recommender.



For those of you not familiar with the site this is the end of a cylinder head off a Silver Cloud. The protuberance sitting to the lower left of the two studs is the end of an inlet valve. The furry white thing on it is a seal. All cars have these but not all cars have ones that work. Rolls-Royce cars fall into the latter category. The idea is that oil swishing around the head before dribbling back to the bottom of the engine, loves to slip down the side if the valve stem through the guide that the valve runs in and get caught up in the maelstrom of the air/fuel mixture being sucked into the combustion chamber. This provides marvellous upper cylinder lubrication for the piston but nearly chokes the spark plugs with soot and invariably provides in varying degrees an on-tap smoke screen that can be laid from the exhaust pipe simply by slamming your accelerator foot to the floor! The diagnosis for this problem is to let the engine idle hot for a while then rev it. A cloud of smoke indicates worn seals or worse worn valve guides. One often sees this at traffic lights when after waiting seemingly eons for the lights to change, the innocent nicely washed Corolla in front driven by the little old lady complete with twin set and pearls, moves off with a great roar of the engine and you miss the lights waiting for the area in front of your car to clear so you can drive. The genuine seals are now avoided by those in the know and American after market items are used in stead . These are excellent last much longer and seal much better. They can be changed without taking the cylinder head off!!!

But if you are the owner of one of 'our' cars and you need the oil changed but can't get the sump plug out, do you spend a couple of hundred dollars to get the job done by someone who knows how to remove the plug, or enquire from someone who knows precisely what is involved,

what tools are needed and how do you go about the job. If you fall into the latter category ‘we’ are interested in you since ‘we’ think that you are doing something to preserve the finite number of Rolls-Royce and Bentley vehicles. ‘We’ have now produced over 500 pages of notes, diagrams and references which it is hoped will help the hapless owner understand his car and hopefully maintain it. Through the various Club web sites many owners have contributed to this mine of information and here in Australia ‘we’ have managed to acquire and store almost every Factory technical writing on all post-war cars. These are available to anyone who asks. Recently, I was startled to see a correspondent on a web site effectively tell another who was in need of information on his car, that if he was a member of ***** Club he could get the following help. In other words if the owner was not a member of a Club he may as well take his car to the local wrecker. I have the rather strange view that the clubs are here to preserve the cars not to preserve themselves! But as one of our overseas visitors observed to me at the Federal Rally this year, ‘it seems from my vantage point that the club has two distinct factions - those who like the cars and those who like what their cars say about them’.

If your Club considers itself as a bunch of enthusiasts, visit their library and see what technical books are available on Rolls-Royce and Bentley vehicles. And I am not talking about beautiful coffee table publications, these do nothing to help the owner of a car that simply won’t go! Talk to the technical officer and get his advice. With the demise of the old Company the supply of spares, despite the best of assurances is somewhat parlous – what is your Club doing about that?

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REAR WINDOW BLUES

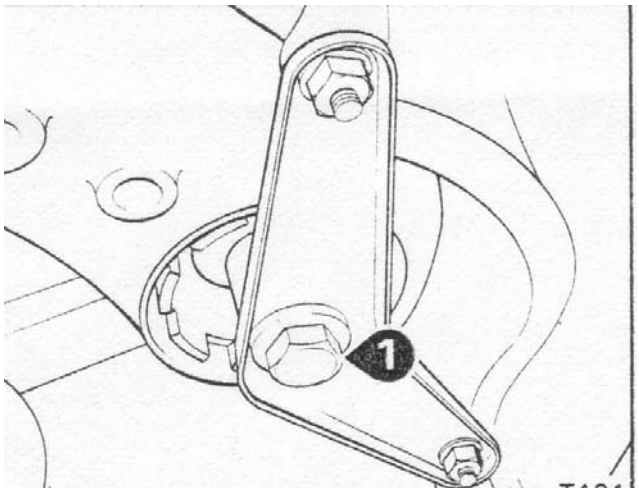
Does the view out of your back window on a frosty morning bear improvement? The reason for the fogging is usually oxidation of the element sandwiched in the glass. This can usually be

burnt off by running 24 volts of DC current (try hooking two car batteries together in series) through the element. The glass will noticeably warm up in spots and hopefully the whole glass will be evenly heated. It is not necessary to remove the glass, simply locate the terminals and bare the wires. Be very careful wit the wires since the replacement glass is dearer than the car!

❁

CURING THE GRAUNCH

John Elmes wrote about this little RR quirk that appeared on his magnificent Turbo R. The effect is variable but in the case of the Blue beast there was a very distinct grinding click under the front floor. Remembering the cure I climbed under the car and was horrified to see the boomerang brackets seen in this Factory drawing, nicely scrunched up, no doubt from the efforts of a lazy tyre changing gentleman. This is not a jacking point. With the aid of a few improvised tools, the bracket was straightened and I was able to get a spanner on to the bolt numbered one in the picture. This is one of four that effectively hold the whole front sub frame to the body of the car via a flexible mount. They tend to loosen with age and the body moves ever so slightly on the sub frame. A good quality socket and a strong break bar will tighten the joint and the underfloor graunch will disappear. If the boomerang bracket is really pretzelled they can be replaced at a reasonable cost.



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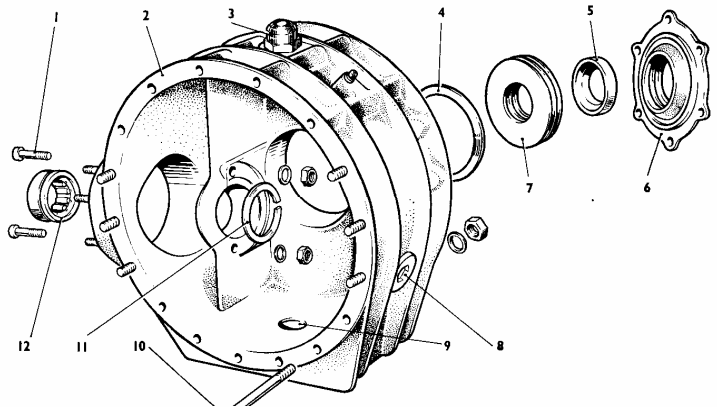
ASTHMATIC DIFFERENTIALS

Phil Sproston tells me he is finding breathers on both Clouds and Shadow differentials blocked with road gunge. These are essential for muck free running as they allow air and vapours to move in and out of the casings. Block them off, have a fast hot run and it is not unlikely you will blow out an oil seal or a gasket. The Cloud is easy to get at the Shadow a bit more awkward. The drawing is of a Cloud differential and item 3 on top of the casing is the breather or as Rolls-Royce so quaintly term them ‘the ventilator’!. The Shadow fitting is similar but more difficult to get at since the Cloud axle drops down when the body is lifted the Shadow differential does not. This is a good job for one weekend all it needs is a socket and some kerosene!



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WEB SITES YOU SHOULD HAVE ON YOUR COMPUTER

http://www.rroc.org.au/
Rolls-Royce Owners' Club of Australia

http://web.rroc.org/
Rolls-Royce Owners' Club of America

http://www.swammelstein.nl/rolls.htm
A Dutch private web site with an excellent forum

All the above sites have free forums where you are welcome to share your knowledge and ask your questions. Or write to me - Bill Coburn Post Office Box 827 FYSHWICK ACT 2609 Australia or tuppercharles@bigpond.com.

If undeliverable please return to Post Office Box 827 FYSHWICK 2609 ACT AUSTRALIA