

# TEE ONE TOPICS

*Possidemus et ipsi reficimus \**

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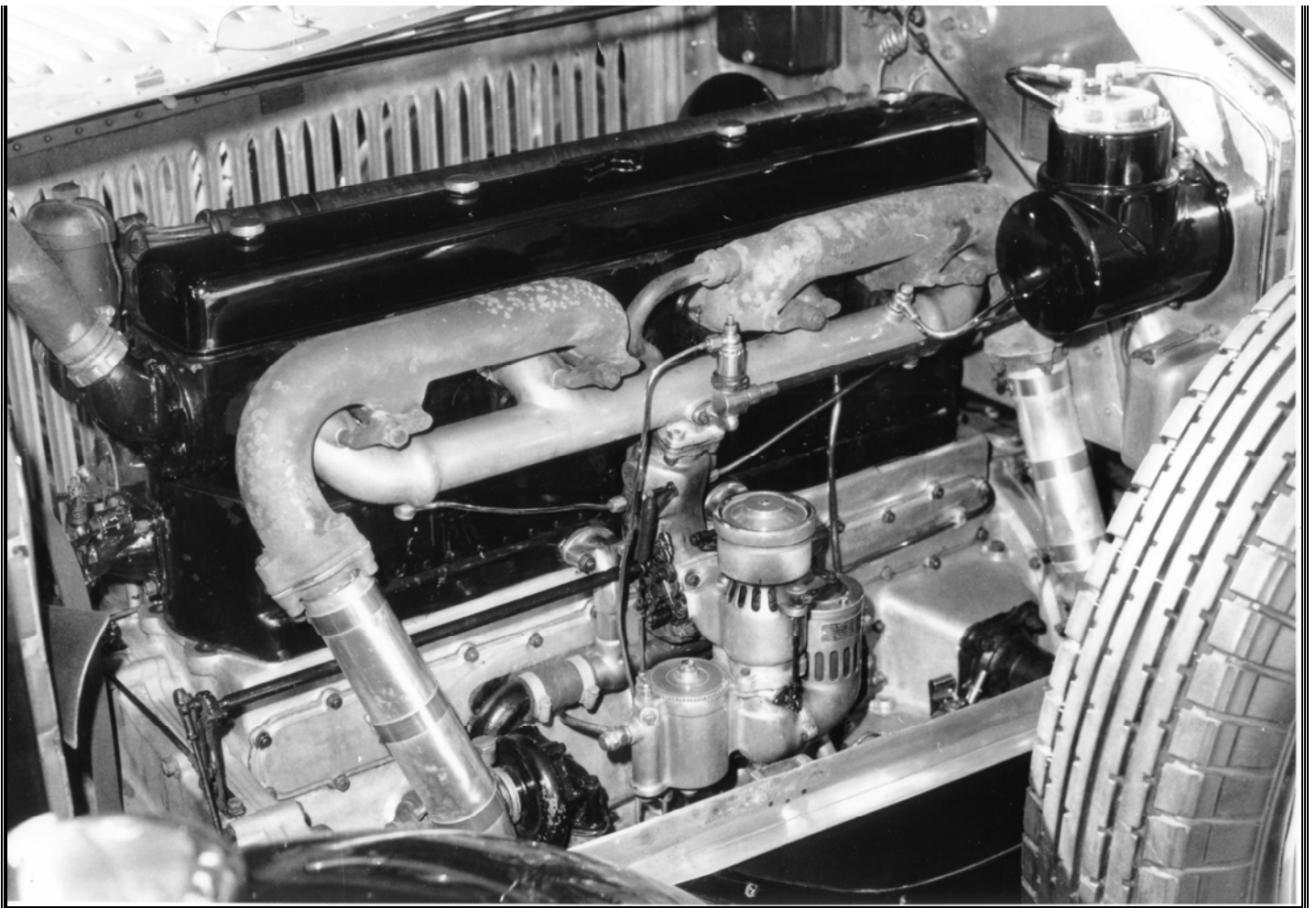
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Number 8 November, 2001

## GASP

One of our resident Cloud Threes some months ago developed a severe asthma attack particularly in the morning. Much missing and loss of power for miles until it warmed up. Clearly I said with the air of one trying to impress others with his knowledge – it is the automatic choke. All checked out well there. The asbestos (shock) cord covered pipes feeding hot air into the thermo coils pulled a good vacuum when checked at the top of the air horn and the whole choke and fast idle system set itself with a resounding click (popped a bit of oil around those linkages while I was at it) and although the cold running left a lot to be desired, the engine did fire very promptly when dead cold!

**NEXT SELF HELP GROUP – HORNSBY – 4 DECEMBER 2001**  
**0930 hrs See page 77**



Accessibility was a luxury only afforded on Pre-World War 2 chassis

**\*We own and we ourselves repair**



The view over the left hand wheel after the cover has been removed from the valance. And this is the easier side – and you Shadow types thought you had problems of access! The quality of this picture is about as good as the view you will get of these engines.

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“Out with the plugs” he said. (Digression here) Found a great little tool (which you will all tell me you’ all have), which is a simple socket extension piece. One end goes into the socket and the other into my variable speed electric drill. When you have a bucketful of ¼ inch UNF screws to remove to get the valance plates off to get at the plugs not to mention 10 wheel nuts which can be removed by any large plug spanner and you have to do this a number of times, such gadgets become very attractive. Supplied in a kit of three to fit the variety of small sockets, they earned their outlay in about 17 seconds of use.

The plugs were interesting in having a hard brown deposit on most of them, yet were quite dry. Another loudly stated conclusion – it was not the choke but clearly the LRP. (How one clutches at straws when one doesn’t really know what the Hell is the problem!!!). In went a new set of hotter plugs and the owner advised to sup on straight unleaded fuel.

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Our new enthusiast Neil Garvey not steeped in the strictures of originality called me to say he had fitted a high level stop light in the rear window of his recently purchased Shadow. Fearing a monstrosity, the sight to the left greeted me on his arrival. The surround matched the leather trim and the lines blended nicely with the window shape. Turned out to be a very expensive purchase from that well-known supplier of Rolls-Royce accessories – Clints!!!



Barely 1000 miles later (Clouds travel in miles – not those vulgar Johnny-come-lately kilometers) and the missing started again. Called in for counseling and laid in further supplies of favourite Scotch; taking earlier mentioned extensions pulled out the second set of plugs to find they were well decorated with soft very black dry soot. We are getting closer – clearly a rich mixture. Where is the thing getting all this fuel – it must be a secret imbiber guzzling away when quietly idling along the highway. Opened up the

## DECAPITATING AN R TYPE

John Beagle's R Type Bentley having covered some 3000 miles since having a top overhaul decided that it would blow its head gasket fortunately some 300 metres from his front door. The pair of us had the head off in smart order. The rupture occurred between cylinders 2 and 3. Blown head gaskets are usually as predictable as flat tyres but fortunately far less frequent. The picture shows the head after bead blasting and a slight skim with the grinder across the face to make sure all was flat. Head tension for the 4½ litre engine was never published apparently the factory recommending the



experienced fitter with a suitable wrench. For the amateur a tension wrench set at 40 – 45 ft lbs is probably a better bet. Note that this does not apply to the 4¼-litre engine, which has 5/16" studs as against 3/8" fitted to the larger engine. For those that haven't decapitated an immediate post-war car these are the inlet valves, their size unlimited by the exhaust valves which sit in the cylinder block. Removal is pretty standard, although my valve spring compressor needed a bit of help to get onto the double valve springs, which are recessed fairly deeply, in the head. A nice little safety touch is that simple spring wire circlips are fitted in grooves at the top of the valve stem to guard against it dropping into the cylinder in the event of a total valve spring failure.



And to the left is the valve seal, a coiled impregnated cord that is worked over the valve stem and jammed between the tapered top of the valve guide and the lower valve spring holder. It works!



Carburetors, which fortunately the Department of Health had not inspected. The pistons were filthy as were their vacuum chambers. Much cleaning finishing off with that new-fangled carburetor cleaner which dammit makes for a great job I must admit. (When I lived in America, a 'carburetor job' consisted of dumping a whole can of this stuff down the carburetor barrels while revving the engine almost to the point of rupture; seemed to work - amazingly). One of the needle valves was clearly leaking (these are standard items from your friendly carburetor shop) and one of the throttle levers was bent and the carburetors were clearly out of sync. Apart from that everything was fine.

So clean carbys, new needle valves, throttles synchronized (and checked with a manometer – don't trust the lining up of the volume screw slots) and another set of plugs and all ran well. Wrong! More slight missing. Out on the road, had occasion to burn off some hood in a Korean something or other (the impertinence) and looked behind to find challenger and driver had disappeared – in a cloud of smoke – emitted I have to confess from the

Cloud's personal outlet (gross embarrassment). Limped home, kicked tyres lectured Lady on the problem – she just stood there holding her skirt up –Huzzy!!! And finally gave in and took the whole assembly to my friendly Dynatune in Civic – a service I have used for years when I finally let my ego be overtaken by common sense.



'My God it's rich' my friendly operator opined. I was not about to argue. He lectured me on weakening the mixture and I pointed out that if I backed off the mixture screws any further I might as well throw them out! Much interrogation on needle fitting, float levels and sundry other clutches at straws. His magic meters showed the plugs firing but irregularly breaking

Ever wondered just what suitcase would fit in the boot? Here is the solution 'Fitted luggage' supplied in the past by Antlers of London.

down and misfiring. This is mainly due to the porcelain center electrode soaking up excess fuel and becoming a conductor and shorting the plug out.

'Take the air cleaner out' he said. The engine sighed, took a deep breath and while still occasionally missing seemed much more comfortable. The answer was there and closer examination showed that it was a bodgy unit although not particularly dirty. But that was the answer; the poor thing could not get a good lungful when it needed to! Much chastened and embarrassed I was in the process of trying on my hair shirt and was relieved to hear that my professional friend had had the same experience on a number of cars over many years. He said cloths inadvertently left in air cleaners were a common event and recently a mouse heavily modified an air cleaner element before expiring, which produced a very strange picture indeed on his magic meters!

So a third set of plugs went in since the short sojourn on the indigestible mixture had damaged them, together with a brand new correct filter from Mr. Kellows in Melbourne and the owner is actually reporting a measurable decrease in fuel consumption, a problem he has suffered since he bought the car!

With hindsight, the clues were backing off the mixture screws to a ridiculous level and the Cloud of smoke under very heavy acceleration. But I knew that all along and just wanted to see whether you did!!!

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## **SELF HELP GROUP – NOVEMBER 24<sup>TH</sup> AT 0930.**

Late developing arrangements, in addition to the back flushing exercise at Unit 1 (lower level) 17 King Road Hornsby (Phone 9939 6843), we will also be disassembling a vee eight engine.

Arrangements are also being made for the attendance of restoration personnel to discuss leather and wood restoration

Members travelling from the South should:-

- Turn right at Westfields (opposite the station) into Burdett Street,
- Turn left into Sherbrook Street at the second roundabout
- Take second exit into King Road at next roundabout
- Number 17 is the first commercial building on the left about 500 meters from the roundabout
- Take the second drive –DOWN- Beware of deep dip (Air dam demolisher type) at street gutter.

**John Begg**





Sid Drury thought he might have a crack at the Bathurst 500 and lowered the front of his Shadow in preparation. Actually that is a fib. During an extraordinary sequence of events whilst waiting for new front shock dampers, it was necessary to move the car so the vehicle was carefully lowered onto its bump stops. Interestingly the central suspension front horns were a little over 3 inches off the ground and any attempt to turn the steering wheel more than  $\frac{1}{4}$  of a turn met with fierce resistance from the bodywork. Wonder what happens when hitting a very high bump when the wheel are on full lock?

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## The cost of parts, space station toilets and Sydney Bentley

There are two myths that are rapidly dying in these turbulent times.

- Rolls-Royce and Bentley 'people' are very cagey with information and,
- Avoid going to dealers for parts because they will charge an arm and/or a leg.

Many years ago I remember asking a Service Manger of one of the capital city dealers whether they had had problems with Silver Shadows breaking the torque reaction arm on the differential case. I got a very formal reply to the effect that No they hadn't, it had nothing to do with me anyway and if there were any problems – not that there were any I was to understand – they should be referred to the dealer full stop!

Well the ultimate irony was that the Managing Director for Rolls-Royce Australia visited me (actually talked to me at work where he was visiting some really important people) and having said all the usual goodbyes departed in his rather new demonstration Shadow borrowed from a dealer. Shortly afterwards I saw the whole party trudging back to our office abandoning the car on the side of the road. Guess what broke!!! Anyway enough gloating!!!

By contrast, very recently I had need of some front shock dampers for an early Silver Shadow and the advice I received from a number of friends was shop around. That advice cost me the best part of four weeks delays through sheer ignorance of current manufacture. Having ordered three lots of dampers from local and interstate suppliers all of which appeared to be incorrect, I plucked up courage and got the advice of Sydney Bentley (where else can you go to ask about the correct equipment for a 30 year old

car?) and presto all became clear, the items arrived very promptly and I fitted them in the assured knowledge that they were the correct equipment. The final surprise was that the parts were actually less expensive than those I had tried to buy in Australia! Some time ago I had exactly the same experience with the primary muffler for the same car, which was, supplied some \$30 cheaper than a locally made item.



Yes we do succumb to a bit of social interaction – it is not all greasy hands and bleeding knuckles. Your rotund editor at left holding court with Wayne Wardman, Greg Whellum and Warwick Grigg all waiting to correct me on nomenclature

In short it pays to check and asking Sydney Bentley for advice seems to be no trouble or of concern to them.

This by the way is not a commercial – though it may read like one – just credit where credit is due.

Space toilets? When man decided to get away from the confines of gravity, some basic problems presented which we mere earthlings would not normally consider. In a style of the utmost delicacy, you will be aware that the delivery side of our body does not have exit points anywhere as advanced as those pesky drink vending machines which neatly deposit their product in a closed container. Given the lack of gravity the parallel situation with a spaceman is something we would not want to consider but given the imperative, consider it NASA did! At a demonstration of an inflatable hospital (I kid you not) in Georgia South Carolina, I got into conversation with an American Air Force General who specialised in space medicine and asked him the simple question “How is ‘it’ contained?”

Well it turned out to be a topic near to his heart (so to speak) .The answer lay in the basic principle of a vacuum cleaner! Now you needed to know that didn't you?

Anyway the relevance of all this is that the development of the ‘vacuum cleaner’ cost squillions apparently and was the subject of many a Congressional query and inevitably became the subject of some very unsavoury jokes and snide remarks. Recently one of our very new colleagues newly practiced in the

art of Shadow air cleaner replacement managed to lose that common reach nut that holds the element in and the cover on. This was during the recent self-help group attended by thousands at the home of Peter



I am often asked about the fitting for greasing. This is one of the more complex ones. They are usually available from heavy machinery places.

Chan. No amount of reward or threat succeeded in finding the item and in exasperation I called off the search announcing that I would get another tomorrow as it was surely a very simple inexpensive item!

A call to Sydney the following morning and ‘cardiac arrest’! The quoted price was over \$150!! Needless to say our local fitter man duplicated the item for \$10 and apologised for charging that much! I was reminded of an altercation I had with the Company Marketing Director back in 1980 when I upbraided him for charging some twenty something dollars for a wooden meat skewer that was (and presumably still is) driven down the side of the rear main bearing block to seal the joint on the post war in-line engines. He retorted rather imperiously that it was a special Nordic pine to which I enquired whether it was really necessary to use the King of Norway to actually do the felling on a Sunday – being the only explanation I could imagine for the price!!

But such aberrations are part of the folklore I suppose and with the help of the ingenious members of our group we will generally find an alternative.

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## **The Kambah Caper – Self Help Group for October**

Peter Chan kindly turned his house and gardens over to the Group for the October meet and cars came from Sydney and Yass for the event. Garry Scorgie came from Yass and was seen darting from one car to another with such fervour that he went home and bought a car from Adelaide. Neil Garvey a Canberra lad brought his newly purchased car from Goulburn and was so enthusiastic had to be restrained from doing an engine change on the spot!

Peter’s home has recovered with only token oil slicks on his otherwise immaculate concrete and by and large all agreed it was a very worthwhile exercise and pleasant function. One of the tasks on the agenda was the audit of the power steering systems and the fitting of an in-line filter in the oil line. This seems a very worthwhile accessory particularly on the pre Shadow II cars since the steering box, which is basically a very large cylinder and piston, is horizontal. The sludge that invariably accumulates settles on the bottom of the cylinder and provides a very effective grinding paste.

The task was detailed in issue three when we fitted a filter to Bill Fleming’s Shadow but Wayne Wardman has provided an account to refresh our memory.

## **Flush and Replace Fluid in the Power Steering System**

At the October T1 meeting in salubrious Kambah Heights one of the tasks planned was to service the



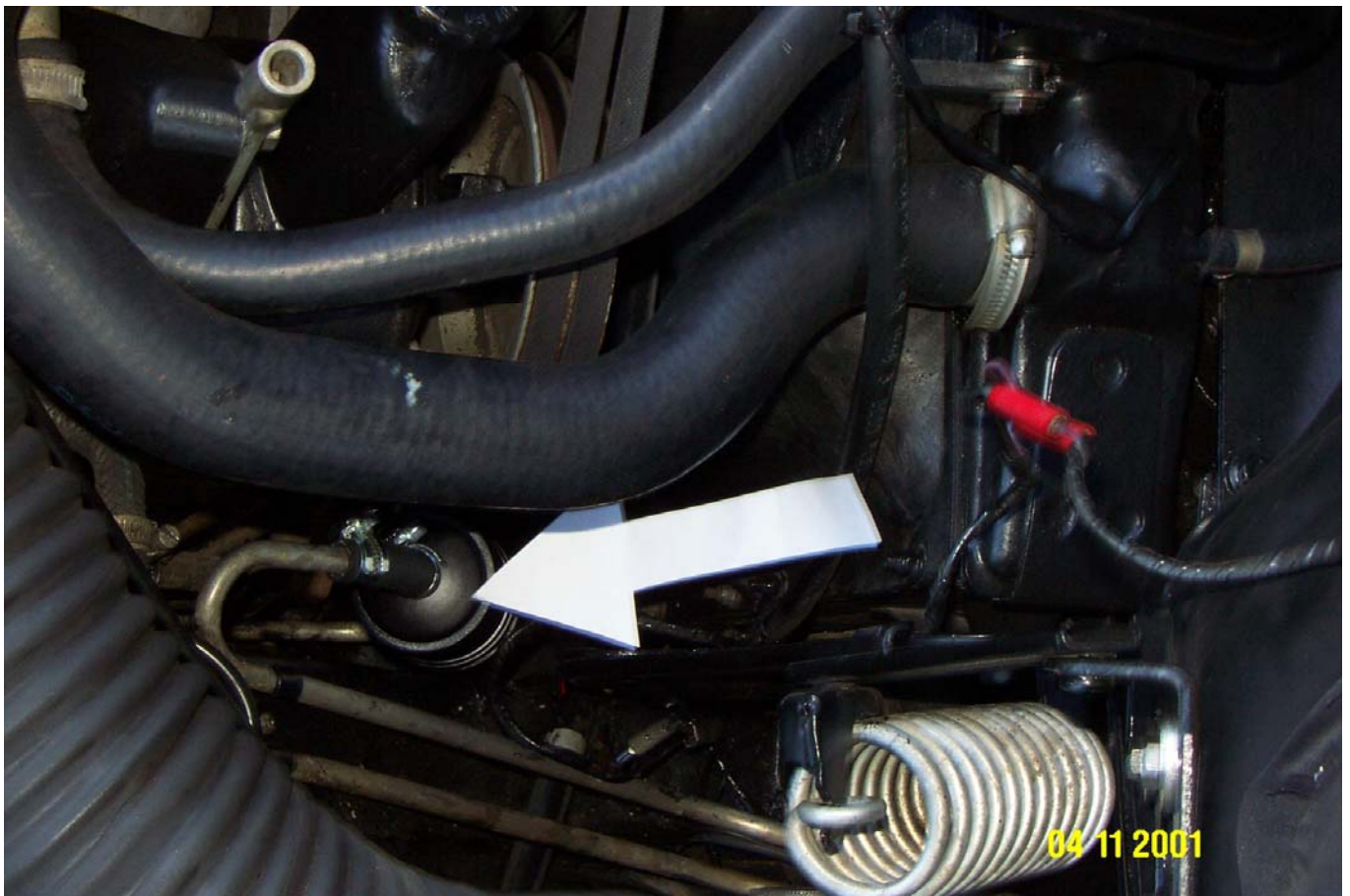
power steering system.

Armed with 2L of Dexron III, numerous rags and a bulk order of enthusiasm Warwick Grigg and I set out. I followed the planned approach of cleaning the power steering radiator and replacing the forward tubing attached to it. After wrestling with the grille one B Coburn gazed upon the hoses and radiator and exclaimed that they did not need any attention on my car and that the work could be performed in the engine bay. Being a lover of mindless repetitive tasks, I set about replacing the grille.

In the engine bay two hoses ran to and from the steering box. The 'curly' one was left alone. I removed the straight one to find replacement was justified.

Then B B Coburn exuberant as ever explained to the masses that this system had never been fitted with a filter and that he had a couple. The idea was to site it where the straight hose had been with suitable new pieces of hose to make up the original length.

In the meantime we turned our attention to flushing the system. We attached a clear plastic hose to the upward pointing end of the metal pipe where the hosing had been attached. This was headed to a drainage receptacle.



We removed the high-tension lead from the distributor to avoid engine the firing up. Removing the power steering filler plug allowed Warwick to pour fluid in as I cranked the engine. Not much movement of fluid occurred.

BBC suggested that we replace the high-tension lead to allow the engine to fire up BUT I was only to let it crank for a second. The pump is very powerful and earlier in the day had sent a large amount of fluid skyward on another car. This proved not only successful but reassuring, as the fluid that emanated was quite clear.

I thus sited the filter as alluded to above. The task was made easy by using jubilee clips with hex nuts for tightening with a socket, a W Grigg suggestion that permitted me a few more years of gray hair absence and sanity, as the confines made for very difficult screwdriver use.

The photograph shows the site of the filter (arrowed).

Then we topped up the fluid reserve. This is easy to over do and some adjustment may be required with a bit of use. Starting the engine and checking for leaks was the last task of the day.

Finally I checked the fluid level the next day and re-checked for leaks.

Ed Note:- The curly pipe Wayne refers to is the low pressure return pipe from the oil cooler pipe clipped on the right hand valance to the inlet on the back of the pump. You can get a large bottle of Glen Livet for the cost of this hose, which is known, in the trade I gather as the question mark hose due to its shape. Use it and don't improvise since a bodgy hose can crimp or burst of course of course doing irreparable harm to the pump. They do wear out but give plenty of warning by getting very wet with oil.



Doctor Wardman performing a surgical procedure on his Shadow II

## **GOSPEL AND BLOCKED PIPES.**

Recently one of our newest members arrived with a nice fairly high mileage Shadow that had obviously had a fair amount of TLC and asked me what he should do with it as far as maintenance was concerned. I suggested that in the absence of any documented work on the car the safest approach was to completely service it and provide a starting point for future care.

The new owner, quite uneducated in matters Shadow but frighteningly enthusiastic, casually mentioned that the hydraulics were running on DOT4 rather than RR 363 since he was advised it is the latest so it must be the best or at least that was the impression he had of the advice. Both hydraulic pumps were



chattering to each other, neither system-warning lights functioned, the system appeared clean but there was the nagging thought, if 4 were better than RR 363 surely Rolls-Royce would have said so. If it is it is one of the better-kept secrets in the automotive world. But there is the nagging thought that maybe 4 is better and RR don't want Castrol to lose the product sales of RR 363? We will never know, but what we do know is that RR 363 works so why change it??

The following may be of interest as to what an amateur can pick up about these so-called highly complex vehicles. The hydraulics we decided to flush with RR 363. The reservoir was opened and drained to find that 2 of the three mesh filters were badly holed and the whole structure had a reasonable patina of scum through it. The damper rubber was missing from the bottom of one of the reed valves as were the limiting cotter pins and the terminal for the bottom of the front reed switch was broken off. One of the sight glasses was badly cracked. Pressure testing revealed that the respective nitrogen pressures were 500 and 600 psi compared with 1000 psi.

The front callipers bled well without difficulty but the rear callipers would not produce any fluid at all. This is not an uncommon problem. The first and most obvious one is opening the bleed nipple too suddenly and the causing the deceleration valve to close shutting off fluid flow to the rear. I wish this had been so. A rarer reason is a pipe blockage. The deceleration valve has a large steel ball in it, which reacts to both fluid flow and sudden velocity changes in the car. Either will cause the ball to roll back and shut off fluid flow to the rear callipers thus minimising skidding of the rear wheels under heavy braking! To effect the seal the orifice to the rear brakes is fitted with an annular seal, which also cushions the ball against the outlet.



Another method of flushing the power steering

Unfortunately with age this rubber seal deteriorates to the point where a sudden application of brakes can cause all or bits of the seal to follow the oil down the pipe to the rear brakes. But it does not fit and instead firmly blocks the line. I have actually tried to remove these blockages with a cylinder of nitrogen, which I had on hand for re-charging spheres but to no avail even though the available pressure was some 3 times that that could be mustered by the accumulators.

The solution is simple loosen the line progressively from the valving under the driver's seat until fluid no longer drips and that will tell you where the blockage is. It remains to remove the pipe, proceed to your nearest local brake shop and ask them to make a duplicate – sans blockage!!!

Was that all? Well no. We had a front transmission oil pump leak which can only be fixed by dropping the transmission, the differential filler plug is done up so tightly that it will be hazardous to remove it. The differential side seals are leaking badly but this will be an interesting procedure to document in the not too distant future. Minor problems included the missing cover for the level sensor on the coolant tank, the missing bonnet stops whose absence promotes bonnet damage at the rear and a firewall rubber, which had been damaged due to missing stops. The driver's window will not work unless the door is wide open – a distracting approach for other drivers on the Queen's highways, there are split pins in the brake callipers and not roll pins which is a worry. Anything else and you will be the first to know!



## NEW CARS TO THE GROUP.

Two new Silver Shadows have arrived, one from Goulburn and one from the Middle East (no it is not Bin's). At the time of writing Garry Scorgie who resides at Yass and figured prominently at the Kambah Self Help Group meet, has purchased his Arab car in Adelaide, had it inspected by Tom Johnson and has it safely at his address. It is yellow with brown upholstery and the Chassis number is SRH23952. Beyond that I can tell you little other than in common with the Goulburn car it has no brake pressure warning lights that work! Garry was curious as to how much nitrogen actually remained in the accumulators – an interesting problem with no warning lights. I suggested he get on a gentle slope clear of traffic and having given the engine a good four minutes to pump the two spheres to capacity, switch it off release the hand brake and let the car roll. Do the pumping trick with careful counting and eventually depressing the brake pedal will have no effect on the motion of the car. That must be the exhaust point. Any better ideas?

More later on fixing pressure warning switches and recharging the spheres!

The second car SRH 19405 – yet another blue car is the one referred to in the previous article! At Kambah there were 5 blue Shadows and every one was a different hue!!! This car has been re-painted and if you are to embark on this major re-work, take great care with putting it back together. Trim will often need new fasteners and rubber seals need to be fitted with considerable attention to detail.

### Shock Dampers??



Sid Drury's car needed new front dampers. The one removed is centre, the one below is the right length but wrong rate and the top one was a new one that collapsed. The shorter length is brought about by a damper spring in the top of the body, which cushions the load on the rebound buffer.

Neil Garvey, a local Canberra lad bought the car and is happy with it. It drives nicely and looks good. On arrival I opened the bonnet and noticed the rest rubbers had gone. This resulted in the firewall seal that runs across the bulkhead at the back of the engine compartment being actually chopped up and the paintwork damaged. The obvious rubbers that nobody seems to worry about, the tops of the front dampers and the water level sensor were missing. And as often happens the header tank looked like something out of the Japanese submarine at the War Memorial.

But these were cosmetic items. The power steering oil cooler was doing the customary leak behind the grill, as mentioned neither hydraulic pressure switches work. Neil opened up the reservoir which was reasonably clean albeit with the cracked sight glass and found minimal sediment but amazingly two of the three filters were ruptured which probably explains why the pumps are performing badly and are quite noisy! Even more amazingly, the sealing rubber at the bottom of the number 1 surge tower was missing, as was the limiting split pin. Why would anyone leave that out???

Pressure testing the spheres resulted in 500 and 600 psi of nitrogen rather than the 1000 psi they are supposed to have and after lots of pumping the systems were able to muster only 1500 and 1800 psi versus 2600!

The car was fully serviced – it actually had original nipples, and the entire hydraulic system flushed. The differential case presented an interesting problem. We could not get the filler plug out. This is the next challenge. A necessary one as the half shaft oil seals is leaking copiously. The hand brake swivel pins are held in by split pins (why would you bother), which can be readily replaced, and most of the hubcaps were loose. The front converter pump on the transmission is leaking and the driver's door window mechanism only works on occasions when the door is fully open. This is difficult opening the door at 100KPH going down the Tuggers!!

Given that the car is 25 years old the list is not bad and best of all, fixing the problems with the possible exception of the transmission is within the abilities of our Group members!

## Letter to the Editor

Bill, the TEE ONE bulletin is a delight to read and the information therein is most relevant to ALL Rolls-Royce and Bentley owners. Having buttered you up, I would now like to point out two small boo boo's which appeared in the latest edition of Tee One (number 7.).

### **Boo Boo One.**

In reading your brief overview of the spring removal routine, you failed to mention that the height control valve actuating lever arm **MUST** be released from its anchor point on the rear subframe before lowering the hubs. Failure to do so will result in either damage to the valve or shearing of the anchor bolt or both. It's sooooo easy to do, as you well know that I know - I did it to my own car!

### **Boo Boo Two.**

It's not really a boo boo, more a minor misunderstanding. The last sentence on page 65 refers to my penchant for describing the methodology used in performing a particular task as "My Way". There. Is a very good reason for that phrase?

As you have stated before, neither of us is specifically qualified in the automotive field and I am mindful of that so I simply describe the way I do a particular job rather than give a step-by-step instruction on how to do it. One needs only to look in the workshop manual to find that. Yes, there is the disclaimer on the front cover, but as an added precaution to keep that ugly bag "Sue" from raising her vicious head, those two words "my way" are used in prefacing my articles. So, you see Bill, I too claim no "special procedure" I'm simply a bigger chicken than you are.

If you take umbrage at the tone of this, the first letter to the editor, wait until I have something really important to bitch about. Keep up the good work- you do know that it is very much appreciated, don't you. - **George Shores, Bleater.**

**Ed:-** Yes I do!

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## More on Shock Dampers

In my unholy quest for dampers, I was delighted to find that these have now attracted kits to help installation. Rolls-Royce until recently seemed averse to kits which is infuriating when you are miles from a supplier and having ordered a bit find that you really need another bit to complement it! The

removal and replacement of front springs on any cars is really a bit beyond to scope of most readers – suffice to say it is a very dangerous procedure and one that needs careful planning and well-constructed equipment. The factory recommend a system that basically clamps the spring in a compressed state as it is in the car and the whole assembly of spring clamp and spring tower is lifted out as a unit. The release of the spring tension is done as a separate exercise. The system I use involves bolting a frame over the spring towers with a triple throe hydraulic jack fully extended in it. Having unbolted the tower and the top of the damper, it remains to release the jack slowly and the spring pushes itself out of the body.



All these remarks apply to the Shadow; the procedures for the Cloud and Dawn are quite different. The picture above shows the newly introduced gasket between the tower cover and the body, the new rubber boot to cover the damper shaft and the large sleeve is the mount for the lower spring seat! The smaller one beside it is the old item.



To the left is the set-up the tower cover threads down the 1/4" Whitworth rods as the jack is pumped up. With the short shaft dampers now supplied the procedure is a little more complicated as it is necessary to thread the damper shaft through the cover while the spring is under a heavy load.



And here is the unit complete with overhauled lower swivel lower spring support and boot.



## **The Schubert Car**

Two of my good friends from the Armstrong Siddeley Club, Geoff Tuckwell and Shawn O'Brien set off for Yass some months back in my dear old Whitley and conducted a non-stop commentary on a persistent popping noise coming from 'neath the bonnet (US read hood). Diagnosis was leaking exhaust somewhere. Turned out to be correct in fact it was a leak between the exhaust manifold and the head at number 6 port.

As soon as I put spanner to exhaust manifold nut the whole scene flashed before me and sure enough the head stud parted company with nut leaving quite a bit of it with the latter. One more stud broke before the manifold could be removed.

Next step was simple – apply stud remover and ease broken studs from head. **WRONG!!!** Studs broke off in the head. So off came the head. Did not know when the head had been attended to (car had been running perfectly) so into the local head place and they rang to say the valves were like razor blades and running on sheer good will and little metal!

Valves are not available. Consider nice reconditioned Holden motor with 3 speed Hydramatic but then hear of the saviour, one: -

**Beasy Engineering**  
**38 Hyne Street**  
**LILYDALE 3140**

Seems Mr Beasy will make valves for anything and has his creations in a number of Rolls-Royces, Ferrari's and other exotics so I ordered a complete set which he made out of Austenitic Stainless steel (Type 21 – 4N) usually reserved for racing engines and 12 beautiful pieces of machining turned up in my letter box some 2 weeks later for \$720 plus Mr Howard's GST! The valves have larger stems than the originals (8 mm), which will allow the head man room to ream out the guides to give a perfect fit!!! If you wonder about the price, the cost of an exhaust valve for a Silver Shadow now is over \$500 EACH!!!

Schubert ? I am reminded of his unfinished symphony. I hope he had fewer problems with his composition than I with mine!!!

## **TERRIBLY BRITISH DAY**

Since we seem to be an entity in much demand George and I thought it would be a good show to get a group of us together at Weston Park Canberra on Sunday 2 December and show our stuff. All are welcome and we are even going to pop in a few ring-ins various ones of us have worked on. There will be a barbecue crackling and some goodies. Please come along if you can spare the time.

**This newsletter is put together by Bill Coburn as his personal contribution to the repair and maintenance of Rolls-Royce and Bentley Motor cars. Readers are cautioned to make their own decisions about the accuracy or otherwise of the contents. Every effort is made to disseminate what appears to be worthwhile information in the hope that the lonely owner will have some idea of where to start!**

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