

TEE ONE TOPICS

Number 6 September, 2001

👂 ATTENTION:- Next Self Help Group Meet Saturday 22 September 01 bookings by 👂
17 September to John Begg - See Page 52

Disclaimer

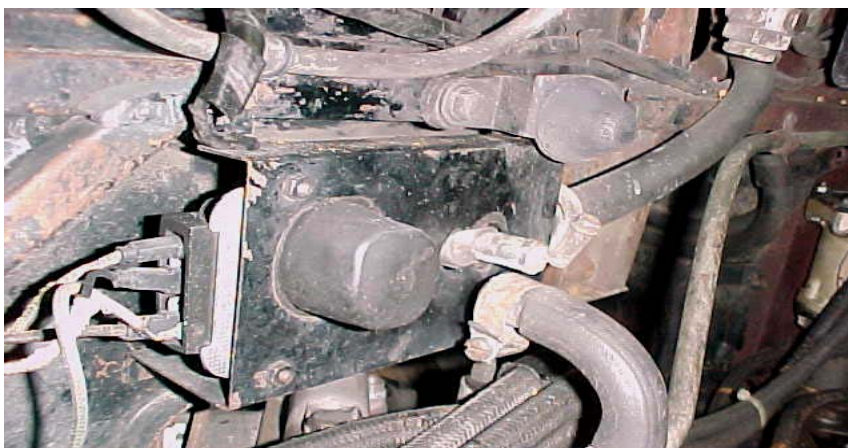
The Tee One movement is not in any way affiliated nor associated with the Rolls-Royce Owners' Club of Australia nor any other organisation. Its aims are to spread knowledge and information about proper motor cars that would not normally appear in club journals nor any other publications readily available to the public.

The knowledge of owners and enthusiasts that is shared in these gatherings is offered/received without any form of guarantee or authority. Individuals are solely responsible for their own cars and actions and the use to which they put the information gained.

A BIT OF AN AMBLE

This 'publication' started after a group of owners and enthusiasts of and for Rolls-Royce Motor Cars got together largely under the indefatigable George Shores to 'have a go' at maintaining their cars. George was and is concerned that people who are interested are given every reasonable support in this pursuit regardless of experience, status, wealth or intended use of the vehicle. The first gatherings were conspicuous by the enthusiasm of those attending and by the relief many showed when the 'mystery' of these cars was revealed.

The name Rolls-Royce in its numerous corporate guises has, largely to protect the interests of its dealer network, developed an atmosphere that their product was something approaching a celestial



The Silver Cloud II/S2 series dispensed with vacuum operated heater controls although coach built cars including the Phantom V and VI continued with these mechanisms for flaps. In lieu electric sector motors were used and are probably still in use today. The picture shows the motor beneath the oval shaped rubber shield that operates the heater tap on the S2 which is mounted on the right hand valance. S3's use two taps one on each side enabling one to have cold demister/face air and warm foot level air. The conical rubber to the upper right rear of the unit is a quaint provision fitted on cars fitted with airconditioning. In the event of the engine lurching to the right as a reaction to violent torque, during the filming of a James Bond chase down a switchback the unit will strike the rubber block rather than the valance producing a mysterious thump rather than a blood chilling crash!

chariot. It was a very clever piece of 'spin' as we say today since even the media and cartoonists pick up this aura and propagate it. Some owners still subscribe to the spin and describe how their cars ran effortlessly, quietly,

majestically etc etc and get quite uncomfortable if one points out known trouble areas. The irony is that frequently the car being lauded is worn or mal-maintained to the point of being unsafe.



Detail of the chassis mounting of the mail battery cable and brake pipe in the Silver Cloud

The various Clubs here and overseas that specialise for owners and enthusiasts for Rolls-Royce cars vary greatly in their services to their members. Some feel that glossy pictures of beautifully restored cars with fascinating accounts of the history of individual vehicles is the way to retain members and encourage them to raise the standard of their cars. In the absence of any information of how to go about this however, the obvious method of restoration is to deliver the car to a 'professional' restorer and leave a book of signed blank cheques on the front seat. Very few owners are in a position to do this and if we were to rely solely on these peoples there would be very few of the older cars left in use. But what is interesting is that even among these 'wealthy people' there are enthusiasts that are keen to know details of the cars and understand what is happening when things go wrong.

Further, because of the relative small population of cars, dealers and service facilities are few and far between. And with the unfortunate upheaval of the dealer network in this country, the supply and

availability of spare parts is rapidly becoming a real concern. George Shores encourages owners to share their experiences with others particularly in the availability and quality of services. In so doing however it is a case of caveat emptor since the whole exercise is based on voluntary help and mutual assistance.

The recent birth of model registers particularly that for the Silver Shadows and derivatives has coincided with the production of these pages particularly since there are so many of these cars around us, many in daily use. John Begg the Registrar of this group has embraced the Tee One Notes as being relevant to his group's interests and we are pleased to share our knowledge and experience with all his people. It should be noted that the Tee One Group is involved and interested in all Rolls-Royce products hence these pages will address a variety of models.

And so I will continue to put these pages together at a standard consistent with my IT abilities which are not great and to the limit of the equipment available to me noting that I do not have free access to an A3 size printer!

Contributions will be really appreciated and criticisms welcomed providing they do not nit pick, reflect on individuals or comment on my personal idiosyncrasies which at this stage of my life are incurable! If I get clever enough I will produce an index and to this end have re-numbered the pages of previous issues to facilitate this. Consideration is being given to putting the whole thing on a web site with a small fee charged for access with a password. For those who are avoiding the technology a larger fee will be sought to have each edition posted (known as snail mail) to them.

Bill Coburn



The central steering relay levers of John Beagle's R Type

Well I was running late on Tuesday yet wandered into a chat with some guy on Manhattan late in the evening. He looks out the window and said the WTC is on fire Minutes later the news came through there. The rest you know. The whole thing was palpable to the extent that I have been rendered largely useless for the week. I lived in America some years ago where I made many friends hence the reaction.

All this to explain the late edition. I was going to wax on about Bill Fleming's calipers – no he does not have polio just brakes that seemed to take some time to come on and when they did boy they sure did. But that account will have to go in the next edition.

Today I started to remove the front shock dampers from Sid Drury's Shadow a 1972 English delivery. Lots of pics to be taken.

Last request for sympathy. My Armstrong Siddeley Whiteley (1950) started to leak exhaust at the head/manifold joint.. Simple! Get re-manufactured gaskets from a member in South Australia and set about installing them. As soon as I started to spanner those exhaust nuts I knew it; snap. Off came the sheared frozen nuts – yes they were swimming in Penetrene. Another snapped off. So off with the manifold and I attempted to remove the broken studs – they snapped off in the head!! Off with the head discovered that some idiot had over faced the valves. The edges were like razor blades!

There is a world dearth of 18 horsepower Armstrong Siddeley valves you will be surprised to learn. Found a guy in Victoria (in fact 2) who makes beautiful valves; but horror upon horror the head restoring man says they will cost around \$50 each!! I pointed out that valves for the Bentley were last priced at \$380 each. They have been ordered. It will take time to get them but we also have an alternative supply for the other valves that we may need.

Hope to see a lot of you in Sydney.

THE SQUEAKING HINGE DOESN'T NECESSARILY GET THE MOST OIL.



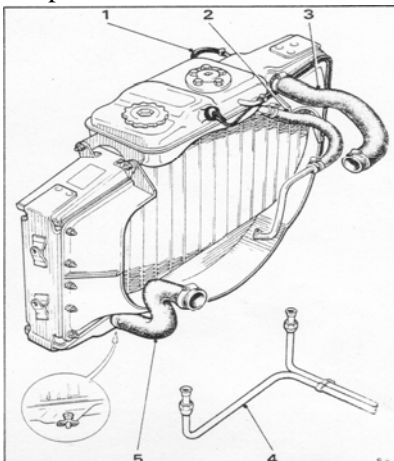
All the very best case hardening did not save this expensive pin from the ravages of corrosion. The right hand end as pictured sitting in a blind bush and not getting enough oil at some time quietly rusted, lost dimension and gave rise to significant lost motion in the steering. Prior to the S2 and associated Silver Cloud, chassis from the factory were lubricated by oil pumped around the structure through various tubes one of the ends of which can be seen above. Once the Cars dispensed with manual gearboxes, the only downside of over-pumping of the central chassis lubricating pump was a dirty garage floor. Degreaser is cheaper than a steering relay pin.



The blind bush in which the damaged pin sat. If it is not full of oil it is a prime target for retention of water. The recess above the bush is designed to hold a felt washer which is the last bastion against the ingress of water. Removal of these bushes for fitting of re-manufactured items can be a problem. One technique is to pack them with grease and hammer the pin in and use the hydraulic action generated to force the bush out. The last resort is to drill them carefully and split what is left behind.

Radiating Confidence.

A little over three years ago members of our (then) Self Help Group were reverse flushing the cooling systems of their cars as part of the systematic bumper to bumper preventive maintenance plan we had formulated. I noticed that there were some sizeable lumps of sediment in the



outflow from my radiator so out it came at the very first chance. All those beginning to nod off please stop reading now, because I am about to describe how I did the job.

The very first step was to disconnect the battery. Why? Answer will be provided at the end of this article.

The factory fitted radiator core seems to be on a par for quality with most other makes. It is unusual not to be able to recore the unit.

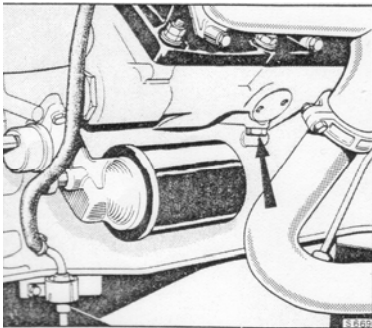
Draining the coolant from the radiator into a large container was quick and easy. The drain

tap had been operated recently so it was free and the drain hole clear (they block up sometimes. A stiff piece of wire will usually clear any blockage). Once the radiator was completely empty, I undid the jubilee clip fastening the lower hose to the bottom of the radiator, wobbled it to break the seal and worked it off the spout. Now I needed some room to work. The bonnet gets in the way so it is better to remove it.

Before doing so though, I carefully marked the position of the bonnet hinges with a pencil so that I could replace it

in exactly the same position. I disconnected the earthing strap at the very front and centre of the bonnet (it's easy to see), and unplugged the trouble light electrical leads. Removing all but one of the four hinge bolts on each side of the bonnet I enlisted the help of my long suffering darling Laraine who took one look at the huge expanse of metal and balked. I had to show her in the book of words where it stated that the aluminium bonnet weighed all of 8 kilos. Taking care to hold it steady, I removed the last bolt on each side and away came the feather light bonnet. It was carefully stowed out of harms way and I turned to the grille. Although it is not absolutely necessary to remove it, here is a great opportunity to get some serious cleaning and inspecting done.

The stainless steel grille is held in place by six bolts. There are two under the front bumper and



The drain plug for the block (one each side). Pundits lamented the lovely manual taps fitted to previous models which frequently had to be removed anyway to free them up!

four on the skirting at the top. I removed the lower ones first and then the two outer ones at the top. That left only one holding the grille in place. Hang on, didn't I say six bolts???

Yes I did. The sixth one is used to anchor the earthing strap, and I had removed that one

A Little Racism

Five Germans in an Audi Quattro arrive at the Italian border. The Italian Customs agent stops them and tells them: "It's illegal to put 5 people in a Quattro."

"Vot do you mean it's illegal?" asks the German driver.

"Quattro means a four" replies the Italian official.

"Qvattro is just ze name of ze automobile", the Germans retort unbelievably. "Look at ze papers: zis car is designt to kerry 5 persons."

"You can'ta pulla thata one on me!", replies the Italian customs agent. "Quattro means a four. You have five a people ina your car and you are thereforea breaking the law."

The German driver replies angrily, "You idiot! Call your zupervisor over - I vant zo speak zo somevone vith more intelligence!"

"Sorry", responds the Italian official, "he can'ta come. He'sa busy with 2 guys ina Fiat Uno."

earlier. Supporting the grille to stop it falling forward, I undid

the ingress of dirt and moisture. At this point I had a choice.

the last bolt and eased the grille forward and disconnected the electrical connectors for the mascot alarm. Some Silver Shadows do not have the mascot alarm fitted. Once freed, the grille was put aside, to be examined and cleaned later.

The fan and viscous coupling could be removed before the radiator or I could simply remove the two retaining bolts either side of the radiator and slide it up and out of the engine bay. I removed the fan and viscous coupling.

All of the top hoses were loosened and disconnected. So was the low coolant warning light lead. Care must be taken not to tear the small rubber boot. It hardens and becomes rather brittle with age. The three bolts anchoring the header tank were removed (take care to collect all spacers), and the tank removed and put aside. I would attend to the steam valve and seals later. Reaching down into the engine bay, I removed the shroud retaining nuts from each side, and the two from under the radiator and gently worked the shroud free. While on my back, I disconnected the automatic transmission fluid lines and fitted blanking plugs to prevent

I cleaned the radiator assembly, paying particular attention to the core and placed it carefully in my van for presentation to the local NATRAD agent. He would carry out the necessary repairs/work required. I closely examined the header tank for signs of leaks and corrosion. I found none. Yippee! Next, I turned to the rubber seals. There are two. One under the filler cap and the other under the steam valve. The one under the cap is easy to check. Look into the filler neck and ensure that the rubber ring is not permanently indented or tired from age or over enthusiastic tightening of the cap. Look too,

for radial cracks of the ring as they can permit pressure to seep away, thus lowering the boiling point of the coolant.

At this point examine the sealing surface of the bakelite (pre-plastic composite) filler cap as it is prone to chipping when accidentally dropped. Owners have confessed to moments of utter horror as they spot a pool of coolant or rising temperature gauge only to find that the “no harm done” bouncing radiator cap had resulted in a small but important chip in the sealing rim, which allowed pressure and coolant to escape.

Next step was to remove the plate housing the steam valve. Six bolts hold the warning plate and cover, housing the valve, in the tank. The thermostatically



Demonstrably the most exclusive of all Proper Motor Cars – The Hunaudiere here in a view I had not seen before.

operated valve allows pressure and coolant to escape if temperature or pressure exceeds limits. It does the same job as the spring loaded radiator caps on every day cars such as Toyotas, Fords and Holdens of the 60's 70's and 80's, only more expensively. A radiator cap, with integral pressure relief for those cars will set you back about ten dollars, a steam valve costs

around one hundred and twenty. “Ah... but look at the quality”, say the purists....It is the price one pays to keep a



There is a 19 year old somewhere on the net displaying pictures of the cars of his family this is 'The Old Folks'. The above bespoke cars are made under contract for Rolls-Royce with the demise of the Phantom.

vehicle original. Check that any residue (rust/scale/plaque) coating the valve is not interfering with its operation and examine the seal on the tank. Ever the opportunist, I gave the engine bay a thorough wash, carefully checked the

condition of the hoses and power steering cooling element, debugged the air conditioning cooling core and painted the header tank whilst

it was out. The next day I took the radiator to the local Natrad agent who separated the top and bottom tanks from the core, pushed a cleaning rod through the many down pipes (a process called

“rodding”) and resealed and painted it. Because I had removed the radiator from the car, I was charged the princely sum of \$70.00. One can save

substantially if one is willing to do some of the preparation. I picked it up the following day, freshly rodded, painted and rarin' to cool. Installation was simply the reverse of the above and it went back in without trouble. That was the good news. The bad news was that the prognosis for the core was grim. It had a limited life of about two years of reliability in it. That's why this article is being submitted so long after the job was done. I have kept a very close eye on both the radiator and the temperature gauge for the past three years (heart in mouth for the past twelve months!), and the suspense got too much for me. I needed to remove the timing gear cover to examine the oil pump (I'd heard and read several disturbing stories of the nut working loose), and the radiator had to come out for access, so I took the opportunity (again, that word!) to replace the core. But that's another (\$600.00) story...

Oh yes, the answer to the battery question The battery should be disconnected to guard against the live alarm, trouble light and low coolant switch wires shorting against the body. You could remove the appropriate fuses, or tape up the wires. The battery is easier.

**24th July 2001
Made in Crewe - Last of Line
Series of Rolls-Royce Silver
Seraph**

To celebrate 97 years of Rolls-Royce production - and to commemorate the end of 55 years of Rolls-Royce manufacturing at Crewe - Rolls-Royce and Bentley Motor Cars has announced details of the Last of Line series of the Rolls-Royce Silver Seraph.

The specialist craftsmen and women who distinguish all cars built at the famous Crewe site will build only 170 of these exceptional motor cars. This limited number gives aficionados of the famous marque from around the world, a chance to invest in the last Rolls-Royce saloons.

This very special Rolls-Royce Silver Seraph will celebrate the beginning of the end of the Crewe era for the marque and embodies all that is best about car making as practiced at Bentley Motors. In line with the agreement in 1998, from the end of 2002, the licence to manufacture and distribute Rolls-Royce motor cars will transfer to BMW, following the final separation of Rolls-Royce from its home at Crewe.

The exterior of the car features a duo-tone paint scheme, in the style popular of the much loved Rolls-Royce Silver Cloud I, the first Rolls-Royce model to be both Crewe engineered and built.

The wheels bear the Spirit of Ecstasy on the centre cap and all badging - on the radiator shell, boot and rear quarter panels is finished in red, as in the pre-1933 motor cars. The badge colour changed to black, at the request of Henry Royce himself in order to achieve a more pleasing blend of colour between the badging and the increasingly diverse range of body colours specified by customers and coachbuilders alike at that time.

On the front lower quarter panel a small but vital distinguishing highlight is a badge, set against a British

Union flag, stating simply: "Rolls-Royce Motor Cars, Crewe, England."

As expected the use of beautifully crafted veneers are a defining feature but this final version is even more special. Rosewood Burr, also known in the quality furniture industry as Amboyna Burr - one of the world's most exclusive and prized furniture and cabinet wood veneers. It is also one of the first veneers Rolls-Royce Motor Cars employed for dashboards (previously solid wood was used) - and is featured throughout. Its value is five times more than 'standard' walnut veneers and is one of the densest and therefore most challenging to form into the required shapes.

A particular feature of Rosewood Burr is its rich and varied range of colours from yellow and golden browns to rich red browns - ensuring that each of these motor cars will be truly unique in character. The elegantly sculpted waist rails are in solid Cabinet Cherry with Rosewood Burr veneer and the crossbanding throughout is in Oak. All Crewe-built motor cars feature the finest wood finish achieved anywhere in the motoring world and this final combination is a true credit to the exceptional talents of the craftsmen and women who work in the Crewe woodshop.

the quartered veneer design to the picnic tables and the R-R badge finished in marquetry on the radio flap.

Further finishing touches include the veneered door panels and seat switch surrounds and the part-veneered steering wheel. These are complemented by contrast piping on the sumptuous leather seats and the pair of luxurious, curled goose down filled cushions, also with contrast piping and embroidered with the R-R emblem.¹

Naturally there are footrests and, in the luggage compartment, a pair of umbrellas to underline the never-failing Crewe ethos - that nothing has been left to chance in the preparation of this most magnificent motor car. Tony Gott, chief executive of Rolls-Royce and Bentley Motor Cars said: "As a final confirmation of our unique combination of competence and customer ethos and for those customers who wish to make this fitting end to production of Rolls-Royce motor cars at Crewe even more rare, we are delighted to take the specification beyond our production offer through the bespoke skills of the Personal Commissioning team at Crewe".



This skill and care is equally evidenced in the detailed marquetry inlay of the Spirit of Ecstasy to the car's waistrails,

John Begg has offered the following as a planning basis for owners and enthusiasts. He would undoubtedly consider any suggestions.

Planned 2002 Activities

Date **March 16th**
Activities Wheels off check – Annual/20,000 kilometer/12,000 miles service
Venue Sydney

Date **May 3rd (Friday of Federal Rally)**
Activities Two seminars, one on Shadow Air-conditioning, and the second on Shadow Hydraulics, run by Ian Rimmer (ex Rolls Royce Crewe) plus a “Show and Tell” session on Shadows PLUS others to be finalised
(Full details available later in November)
Venue Coff’s Harbour Rally Centre

Date **July**
Activities TBA
Venue Canberra

Date **22/23rd September**
Activities A weekend technical session – for ACT/NSW/VIC members
Venue South West NSW
Date **23 rd November**
Activities TBA
Venue Sydney

SELF HELP GROUP – NSW

Date **Saturday 22nd September 2001**
Start 09:30 hrs prompt
Venue Barry Solomon Steering Pty. Ltd. – 8/49a Anderson Road, Mortdale
(Off Boundary/Bonds Road)
Leader David Gore – NSW
Assistants: - Bill Coburn – ACT T1 Group
George Shores – ACT T1 Group
Purpose Preventative maintenance
Activities Demonstration on automatic transmission oil and filter change
Bring Necessary parts, Tools, Workshop manuals, Work clothes/overalls, RAGS(Lots)
Cost \$20:00
Lunch Chinese take away - \$10/13
Notes Car numbers are limited therefore please confirm your attendance by phoning me on **02 9580 1666 by September 17th 2001.**
The **Penrite** representative will be attending with products for sale – payment by cash/cheque/Visa/Mastercard/Bankcard.

Date Saturday 24th November 2001
Start 09:30 hrs prompt
Venue Phil Sproston's Establishment at
Unit 1 – 17 King Road Hornsby
(Phil says 'BEWARE of "humps" on site' – particularly Shadow drivers)
Leader David Gore – NSW
Assistants - Bill Coburn – ACT T1 Group
- George Shores – ACT T1 Group
Purpose Preventative maintenance
Activities Backflushing the cooling System
Disassembly of an engine
Bring Necessary parts, Tools, Workshop manuals, Work clothes/overalls, RAGS (Lots)
Cost \$20:00
Lunch Sausage Sizzle (courtesy of Phil)
Notes Any issues you may have please get in contact with myself
The Penrite representative will be attending with products for sale – payment by
cash/cheque/Visa/Mastercard/Bankcard.

Next year activities are being planned –please let me know if you have any suggestions or offers
technical assistance
John W. Begg - Phone/Fax - 02 9580 1666 - Email – johnbegg@bigpond.com



Lloyd Missen the new Registrar for the Silver Dawn and derivative clan. Lloyd among other pursuits than the presentation his of his very desirable chariot has done some most interesting work in the post-war exhaust system design. Hopefully he may share it with us.

Not in the best of taste

Students of Royce-lore are well aware of the fact that Henry Royce through an unnatural pursuit of his automotive interests disregarded his body's requirements for sustenance. As a direct result he suffered from extreme bowel irritation – probably ulceration and as a relief the surgeons of the day performed a colostomy. This you will be aware was well before the neat fittings that the Queen Mother wears which are analgous to throwaway vacuum bags. The technique then was to fit the patient with a rubber belt packed with cotton wool and the 'exudations' oozing from the severed bowel were soaked up by the contents of the belt. Needless to say while the physical nature of the products could be concealed the aroma could not. I have personal experience of this when as a child I used to visit an old man with my Mother who had had the operation and my memories to this day was the overpowering smell which seemed to permeate the entire house.

And so my idle and mischievous mind fantasized about a meeting between the Great Man himself and one of his engineers with the purpose of discussing the difficulty of removing the brake servo from the side of the transmission. Several breaths later the engineer could well autonomically agree with whatever 'R' said and got out of the room as fast as he could. And the problem was never solved. Such detail is left to the gutter press to reveal along with that appalling bit of mischievous reporting that Rolls-Royces DO break down!

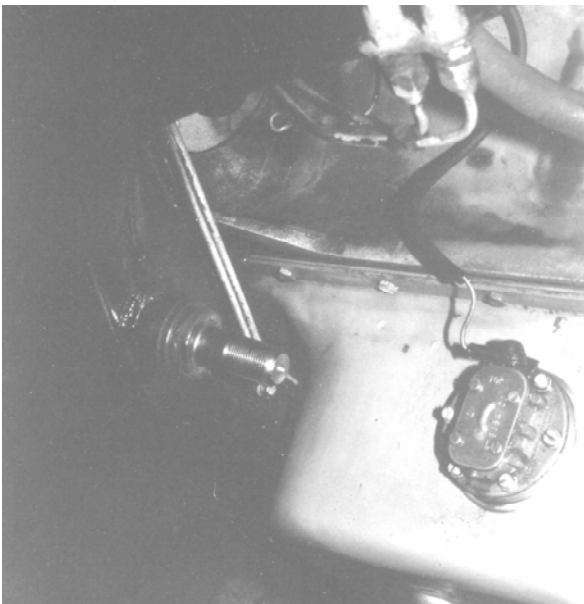


George contemplating the logic of a sign we found on our travels



There is at least one of these Continental Cabriolets in Australia in a dark green. Drooling is permitted

WOT'S THIS 'ERE



This little round thing on the side of the sump is not an alternative drain plug but the sump level unit. After lots of time the bit in the middle covered by the rectangular plate fills up with unspeakable sludge and renders the thing either useless or at best inaccurate. The clue is to wait until the next oil change order a gasket and take it off when the oil is out. Open up the unit and be very very careful of the wiper mechanism inside which has almost gossamer gauge wires in it. Flush it out thoroughly and reseal it. Refit the unit with a new gasket and hopefully all will work well. Don't lose the 6BA copper washers and nut on the terminal and fit a new cover. The unit screws onto a boss welded onto the side of the sump. There is sometimes a leak at this point ignore it until you have to remove the sump.

Rubber covers for Lucar connectors

Perhaps not an item high on your list of intended acquisitions but these little beauties are used extensively on the Cloud and later series to cover the Lucar clips. They are still available.



*If undeliverable, Please return to
Post Office Box 8 MAWSON 2607
Australian Capital Territory
AUSTRALIA*

**POSTAGE
PAID
AUSTRALIA**