

TEE ONE TOPICS

(An occasional bit of bumf distributed among owners and others interested in the maintenance and care of Proper Motor Cars)

Number 2 May 2001

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.

From the bench of.....George Shores.

As this is the first contributed Tee One Topics perhaps the best place to start is at the beginning.

When I joined the RROC ACT branch, I was about to purchase a Silver Shadow or Silver Shadow II, and naturally directed most of my attention (and questions) to those models. What struck me, as an outsider, was that although members seemed to take pride in the marque and their own models, there was little evidence of any real knowledge of the workings of their cars. Yes, I was told where I could take a car if it needed repairs, but no one at the meetings could speak with any confidence about the model I was most interested in. The advice I heard most was “They’re very complex cars so best leave them to the experts.” I heard horror stories of huge repair bills for hydraulic systems, engine overhaul costs which matched the price of a new medium sized family car, replacement parts which seemed to cost far too much and got the impression that owners were at the mercy of the “experts”.

Undeterred, I found and purchased my car, a 1978 Silver Shadow II, and set about learning what I could, either by trial and error, or by ringing the experts who were very generous with their advice and time. Dealerships were most helpful too. And yes, I did buy those fuses from the RR dealer for \$8.12 each and later sourced at five for a dollar and an oil filler cap cork gasket for over \$50.00! But you live and learn. I started servicing my own car as per the hand-book and obtained a set of workshop manuals. I gradually tackled more complex jobs and invited Branch members and friends to check my progress.

When the only Rolls-Royce and Bentley dealer here in Canberra opted out, we formed a self help group. It was patently obvious that most of the mechanics I visited were quite unfamiliar with our cars and I for one, did not wish to pay anyone upwards of \$50.00 per hour to “have a go at it for you mate” or to embark on a voyage of discovery. The idea of helping oneself (and sharing the experience gained) gathered momentum and there was great satisfaction in seeing our modest little group gaining confidence with every job undertaken. It was, and is, group policy that each owner bear all responsibility for work carried out on his own car (we insist that the owner tighten all nuts and bolts and there is always a workshop manual handy). At this point, I must mention one particularly talented ex-member who gave me a lot of help both physically (I sometimes needed an extra pair of hands) and technically. We often solved mechanical problems by talking through the



How could a perfectly presentable S2....

functions of whichever part we were unfamiliar with. Although he chose to leave the branch, luckily for us, he is an active member of our group. Greg Whellum has a keen analytical mind and a very agreeable nature. We are hard at work developing our own “experts” in the different areas, such as SU fuel systems, hydraulics, suspension etc.

When I joined the Branch, I made a point of making my car available for new members to look over and test drive, to get a feel for Silver Shadow II's. I also pointed out some of the things to look for (and ***look out for!***) when seeking that special car. That is now obsolescent as we all seem to be quite comfortable with car swapping on our pre meet runs. “Pre meet”? Did I hear a “please explain”? We now have an early drive of about 50 to 100 kilometres on the day of our group meeting, to give the cars a good run and to expose the gremlins. We swap cars. It's quite a thrill to see one's own car wending it's way through tight bends or cruising smoothly on the open highway at the hands of another member while you try out another model.

At a recent meeting of the RROC (ACT branch), one member expressed concern that the actions of this group may expose the branch and even the club to risk of litigation should anyone be unhappy with advice given or helping hand offered. There was some discussion, which wasn't getting anywhere so I took the Greek option, i.e. to remove the sword of Damocles hanging over their collective heads; I cut the Gordian knot. I advised the meeting that the self help group would sever ties with the Branch. We also have several ex-members, who are valued and valuable participants of our group with many skills to contribute. The Federal President of the RROC Australia will clarify the club's legal position shortly and we shall take the appropriate action in the fullness of time (as Nigel Hawthorn would say). The bottom line is that we are on our own. Let us succeed in the preservation of our wonderful cars, in increasing our knowledge and most importantly in enjoying them. And let's share our fun. Invite an interested friend to our next meet. Particularly if he has an RR or Bentley.George Shores.

Oh yes, anyone wishing to become a member of this group and to continue receiving the Tee One Bulletin, please contact me on (02) 6255 3366.

FROM BOB SKILLEN

Welcome to the Tee One News Bulletin. Dawn and I have had a long and enduring association with cars and car clubs over the years. We entered the fascinating world of repair and restorations when some years ago I unilaterally decided to buy and “do up” a wonderful old Packard. Initially, Dawn “was not amused”, but quickly came to enjoy the cars as much as the rest of our family did. Since those early days, we have restored and enjoyed a number of rare and beautiful models of various marques and it seems fitting that we now own what some wise heads consider to be the best model (of the modern era) of the best marque. Our Silver Cloud is a practical classic. It is used and enjoyed regularly. We take pride in having a small piece of Rolls-Royce history that accurately reflects the level of excellence attained nearly 50 years ago.

There are several reasons why I endorse the “self help” philosophy and the Tee One group some of which are:

First and foremost, the “hands on” approach gives one a far better understanding of any given part of the car. That understanding becomes more important as the years go by. “Experts” retire, move on to other things, or pass on, leaving a vacuum in specialised knowledge of particular models. The ‘self help’ group preserves that knowledge by encouraging the free and open exchange of experiences and methods.



Darren gets enthused

Secondly, self-satisfaction is enhanced. There’s a wonderful feeling of achievement after one has toiled diligently on a car and the end result is put to the test. Not only does one own and drive a desirable car, it operates as the manufacturer intended.

The financial aspect is not to be sneezed at either. Where else can one receive assistance, both technical and physical, advice on availability (and suitability) of spares, access to some of the special tools required and a working example to refer to metres away?

It is often said that we are not the “owners” of these cars but merely the custodians. A worthy sentiment indeed, so let’s take the preservation of not only the cars themselves, but also the knowledge of their workings seriously so that we can rest assured that we “custodised” well. Much of the fun is in having our cars run and look as they did at the start of their useful lives and in being able to extend those lives indefinitely.

Welcome aboard,

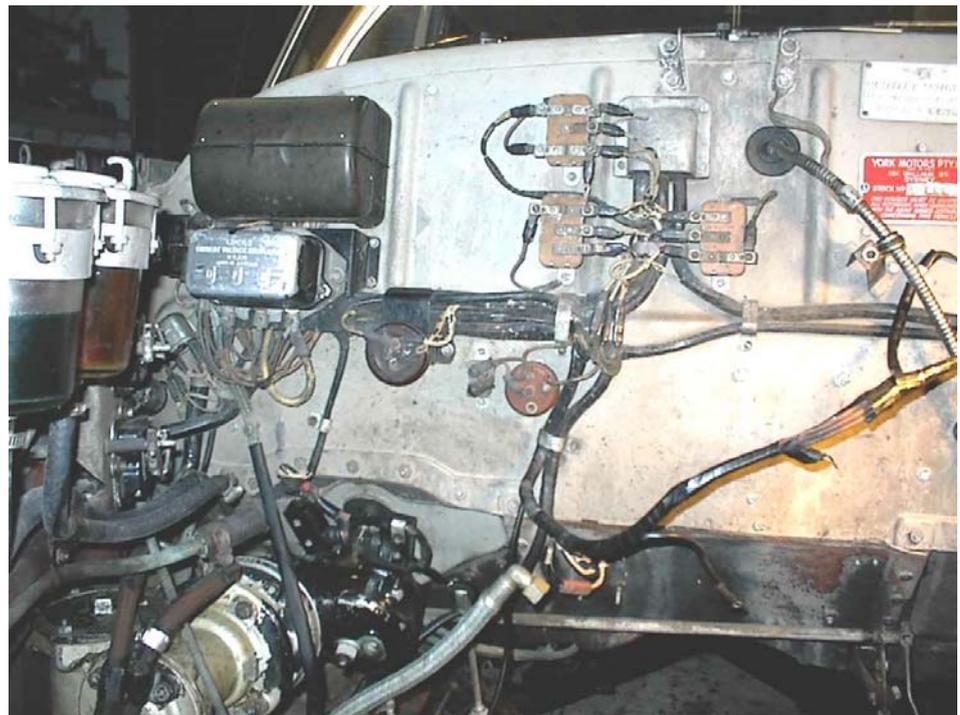
Bob Skillen.

PARTICIPANTS TO DATE

1. Mrs Dawn Skillen 1957 Silver Cloud
2. Mr R. (Bob) Skillen Assistant owner of above
3. Bill Coburn 1960 S2 Bentley Free ranging critic
4. Greg Whellum 1970 Silver Shadow Shadow Guru
5. Wayne Wardman 1939 Wraith
1977 Silver Shadow II Video and IT guru
6. Peter Smith 1972 Silver Shadow Finance man
7. John Begg 1980 Silver Shadow II Group Registrar
8. Eric Hart 1970 Silver Shadow
9. Ken Glover 1983 Silver Spur
10. George Shores 1950 Mk VI Bentley Spare parts and technical material

Age!

With the passing of the Dawns and Mk VI's the concept of accessibility seemed to depart from our cars. I look in envy at the pre war car which with bonnets flung up one could happily wipe and polish almost everything in sight. Further engines running cooler as they did, the deterioration of the engine compartment and its components was much less severe. Note the staining on the lower bulkhead and outer insulation of the wiring falling off and the



.....be reduced to this!

absence of most of the paint on the regulator and steering box promoted by the brake fluid that inevitably gets spilt and not wiped up. Still for 40 years and 100,000 miles

The MAY MEET.

Participants.

Ken Glover.....1983 Silver Spur
John Begg.....1980 Silver Shadow II
Eric Hart.....1978 Silver Shadow (George's)
Wayne Wardman.....1977 Silver Shadow.
Peter Smith.....1972 Silver Shadow
George Shores1957 Silver Cloud. (Dawn Skillen's)
Greg Whellum.....1970 Silver Shadow (After the run)
Bill Coburn
Supervisor/Foreman
Peter ShellardStretch Ford Limousine.

Even before we started, I got a telephone call from Rip Van Coburn, who sheepishly tendered his apologies as he'd "just woken". That works once, Bill. Next time we come and get you!

Six intrepid starters met at 7.30 am in Queanbeyan and bumped their gums until someone said, "Let's do it!". We drove all of about 10 kilometres then pulled over and swapped cars. A fast but steady run into Bungendore for breakfast was a great way to whet one's appetite. My plan to provide the famous "one burner barbecue" was shelved because winter is upon us and we much prefer to sit in a warm diner having someone else cook our bacon and eggs. A nice breakfast was enjoyed by all.

We'd set a time of 10.00 am for the start of the work session so we ambitiously set out for home (50 kilometres away) at 9.40 am. I drove four different cars on this run, a Cloud, a Silver Shadow, a Silver Shadow II and a Silver Spur. They all have that special feel of substance and luxury only inherited history can provide.

We arrived a mere 10 minutes late to find Greg Whellum rarin' to go. A quick reminder about common safety principles and owner responsibilities then away we went.

Peter Smith decided to reverse flush his engine cooling system and had his car on the ramps in no time. After turning on his heater and removing the radiator cap he opened the draining cock. He loosened and disconnected the lower radiator hose. Then he removed the left side engine block drain plug and connected a brass adaptor, which accepted a garden hose connection. Using mains pressure he flushed out the block. When satisfied that all removable debris was gone, he cleaned and replaced

A NOTE ON TRANSMISSION HEAT EXCHANGERS

That grand old man of physics Isaac Newton pointed out that energy can neither be created nor destroyed. So if you are struggling up a hill with heaps of energy going from the engine coming from the engine and not much coming out at the back wheels or sitting at a traffic jam listening to the clock, the unused energy has to go somewhere, usually as heat. (If it manifests itself as noise or light you have a real problem and one that we would be delighted to report in these pages.)

Even though as an intelligent driver you manually change the transmission to a lower gear to minimise torque converter slippage, or slip the selector into park or neutral while sitting listening to your clock, there is still heat to be disposed of. The most popular method is to pump the oil through a heat exchanger in the bottom of the car's radiator where the coolant is coolest. Early Shadows for some reason decided to do the exchanging in a special unit under the gear box as the diagrams will show.

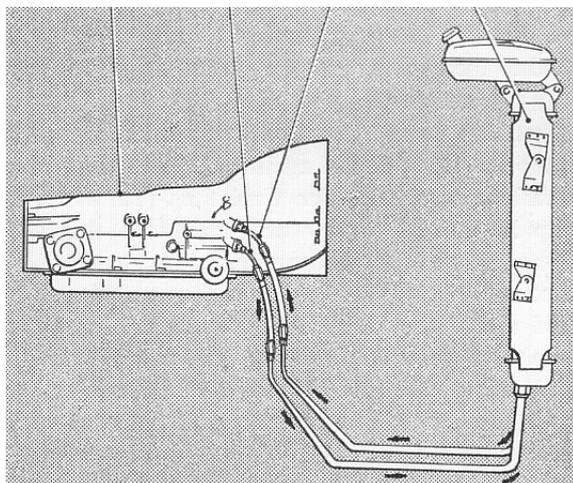
the plug (the cavity always fills with grit) and repeated the process on the right side. Next, he placed the flushing adaptor to the lower radiator opening and reverse flushed the radiator. Wonderful things happened. Dirty water gushed out and Peter was mightily satisfied when the outpourings became clear. Bob Skillen who used it to flush out some of the very desirable cars he has owned donated that adaptor which combines mains water and compressed air. Those included a well presented Phantom II, a James Young bodied Mk VI (one of only four in that style) and of course Dawn's magnificent Silver Cloud.



Early cars with external heat exchanger

Peter's next job is to replace the sagging rear springs that have had to bear an extra load since he has converted his car to run on gas. That will take place at our next meet on the 17th of June. We shall be video taping that job too. Wayne Wardman provides the camera, the tape and the expertise. We are building a respectable library of demonstration tapes which should be very handy particularly for group members who are unable to attend our meetings. For example, if Joe Bloggs from Grafton wanted to change his springs, as a member of our Tee One group, he would be able to borrow that particular tape as a visual aid to supplement the information provided in the workshop manual.

While Peter was getting on with his jobs, John Begg had whipped off his wheels and examined his brake pads. They were quite serviceable, however, the upper ball joints were in need of grease. Peter Shellard from Melbourne had made the effort to call in to offer a supply of spares and any advice needed.



Later cars with oil passing through the bottom tank of the radiator

He noticed that the upper ball joint rubber boots were not plump with grease, as they should be. We removed the blanking bolts (yet another car without grease nipples, I wonder why?) and manually filled the joints with grease. I have a supply of the correct nipples, but am embarrassed to admit that I couldn't find them. John purchased a cork gasket for his oil filler cap from Peter Shellard for one tenth of the price I had paid a few years ago and set about replacing it. Not as simple as it seemed was it John? Who would have thought that they would use such a tiny split pin to secure the nut? As with most assemblies on these cars, it made sense. The nut is in a high vibration area and needs to be secure in case it vibrates off. No one wants a loose nut rattling around in among his tappets!

John also cleaned the flame trap on his car and replaced the O rings. This is a simple yet important job, which should be attended to regularly. Some of the other participants also did their cars. Poor Eric (who travelled up with John from Sydney to be involved) was without his Silver Shadow II and sorely missed it. I'm sure he will get his fill when we do a 12,000 mile service on it at the next meet. With his kind permission, the whole servicing will be video taped.

Greg Whellum and Wayne Wardman carried out automatic transmission oil and filter changes on their cars. Greg's car has the early transmission oil cooler which obstructs the socket when removing the pan but a bit of determination and tongue biting did the trick. Wayne's exhaust muffler, which he'd recently fitted, got in the way and I ribbed him mercilessly until he barked a few expletives and shut me up. The pan needs to be lowered from the back to remove it. When replacing the pan, the gasket can be a devil to align so use of a little general-purpose grease to hold it in place will be a huge help.

Although there are only slight differences between the Silver Shadow and the Silver Shadow II, the following description is for SILVER SHADOW II's only. Anyone wanting advice on Silver Shadow methods should contact Greg Whellum.

TRANSMISSION OIL AND FILTER CHANGE --- SILVER SHADOW II

Tools.

7/16 th AF socket	Car ramps or jack and stands.
Rags.	Draining container (capacity < 5 litres)
½ " AF socket	mid size shifter.

Parts.

Turbo 400 filter and gasket kit. (Any auto shop can supply one for under \$20.00)
5 litres of the appropriate Automatic Transmission Oil (your hand book will advise).
One Filler pipe sealing O ring. (Although the real McCoy is far more expensive than an after market one, the servicing is so infrequent....what I did was buy a genuine one and a supply of after market ones. I fitted an after market one and had the genuine part on hand in case it failed. It didn't.
Small quantity of general purpose grease.

My way.

Caution:- Never attempt to change any transmission oil when it is hot. The oil can reach temperatures in excess of the boiling point of water and can inflict serious burns. Before commencing the following procedure you should be able to place the flat of your hand on the base of the transmission sump without any discomfort from heat.

1. Check condition of transmission oil by removing transmission dipstick and examining the colour of the oil (should be a clear red, much the same as fresh oil) and checking the smell. If it smells burnt or "caramel" the oil should be changed regardless of last service.
2. Having decided to change the oil and filter, procure appropriate parts and read workshop manual.
3. Place car on ramp and secure. (Jack and stands if no ramps).
4. Place drain container under connection and undo filler pipe (R/H side of transmission) using shifter. Although the correct sized open-ended spanner is best, there is no real pressure on the connection; thus the good old shifter is quite acceptable. Ease pipe out of pan.
5. Loosen and remove pan securing bolts and tilt pan from the rear to drain oil.
6. Rotate pan from rear downward until it falls clear of the transmission.
7. Remove filter securing bolt and allow filter to fall away. It will still be full of oil so take care.
8. Examine residue in pan. It can tell you quite a lot. Metal powder and shards warrant serious investigation and sludge should also be regarded suspiciously.
9. Wash pan and remove all traces of old gasket. Remove old O ring from filler pipe receptacle and fit new one. Smear light coating of general-purpose grease on gasket and set aside.

10. Replace filter. Ensure filter accepts short connecting hose. It's fool proof, there is only one connection to the filter other than the securing bolt (which shouldn't be over tightened—there is a stand off.). Tension securing bolt as per workshop manual.
11. Wipe down peripheral of transmission so that the grease on the gasket will adhere. Note. Use lint free rags.
12. Place gasket in position. Ensure all bolt holes are aligned
13. Offer the pan to the transmission, front edge first and check that gasket is in position.
14. Replace pan securing bolts and finger tighten.
15. Tension all pan perimeter bolts as per workshop manual. If a tension wrench is not available, I suggest that a hand placed on the socket ratchet or spanner with the index knuckle directly over the head of the bolt and moderately firm pressure applied to tighten will seal the gasket without cutting it. It works for me!
16. Roll car off ramp (or lower jack) and replenish transmission oil. Start with 4 litres and run car. Run gear selector through all gears then place in "P" (Park) and check transmission oil level on dipstick. Top up if required.
17. Check level of transmission oil before next outing and again on completion of days use. A little topping up should cause no concern but any more than 500 mils needs to be investigated.
18. Include transmission oil check with weekly engine oil and coolant levels check.

Well, there you have it. Anyone having a better way, please, please speak up. We're keen to do things the easy way. Anyone wanting to attempt the job may ring me before hand on 02 6255 3366. Good luck.

Two tips before this first bulletin ends.

1. Never eat yellow snow.
2. Did you know that there is an engine overheat alarm on your car? And did you know that you have not much more than 30 seconds after it sounds to shut down the engine? Does yours work????? The alarm is easy to function test. Simply disconnect the sensor connecting lead (R/H bank between spark plugs 5 and 6 and earth lead out to body of car. The alarm should operate. You will hear it from the driving position.

Happy motoring. George Shores

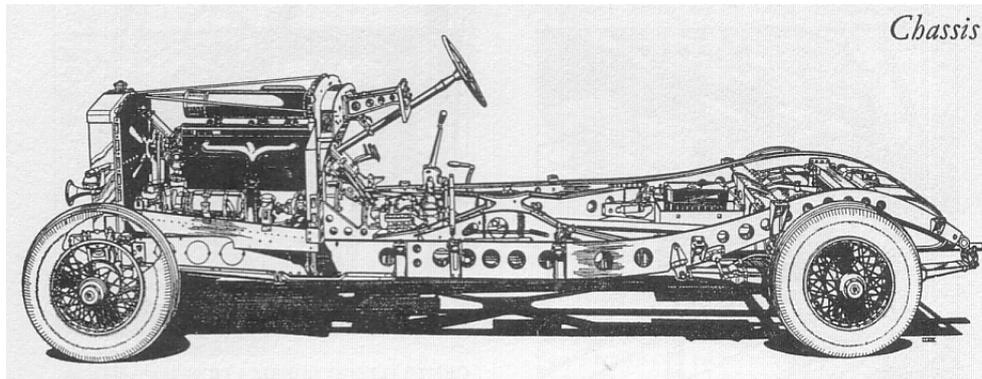
Wayne Wardman owns a very rare car indeed for Australia, a Wraith, the Factory's last gasp before turning their genius to the problem of Mr Hitler. We are grateful for this contribution and hope that it might inspire others to pen similar accounts of their cars. We had hoped to put pictures here of the beast but there was a little functional incompatibility between computers to prevent this.

WRB40 – 1939 Wraith – Hereinafter Known As 'Wendy'

In the beginning

I first saw Wendy in February 2000 on the internet due to her listing with Unique Cars magazine. It was more or less love at first sight and I was attracted by her significant history being owned by GJ Coles prior to his giving her to the Army where General Blamey (and others) covered 80,000 miles. She was complete and had had an engine rebuild in 1985. I also warmed to her owner – a kind and honest man, now devoted to steam engines.

I can but fumble to find the words to properly describe George Shores' role in her purchase. Suffice to say that George went to Kilsythe in Melbourne to inspect her and did more than a tad of the negotiating. I have promised to paint his house, make over his garden *and* clean his shed in thanks – but even then I would still owe him. She arrived in Queanbeyan in mid July and her 'maiden voyage' lasted one kilometer – until her fuel pump selection switch (she has twin SU's) came loose and shorted against the steering column.



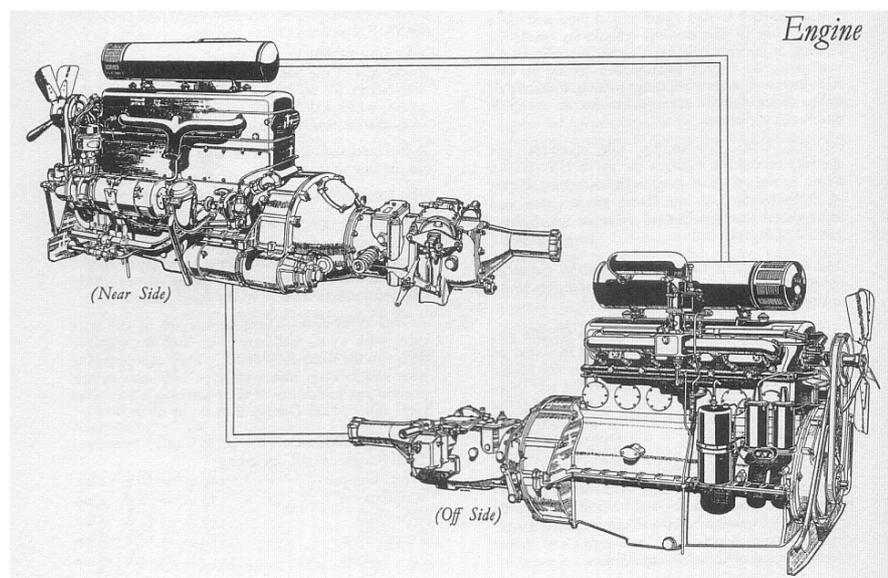
A resolution to completely rewire her was immediately made and was completed in April this year. Her first 7 months in Canberra were devoted to cleaning of the chassis and refurbishing her innards. I aimed to have her ready for the Shannons Federation Rally and as it dawned my 'To Do' list was on schedule – just. Its success assumed no hiccoughs. Bill Coburn and George Shores painted her a deep blue, in my front yard and to the amusement of passers by, who still think I am a tad 'unusual' no doubt.

A layer too many

Warwick Grigg and I decided to take Wendy for a short drive on the night before the Rally. She moved down the drive and suddenly all went black. No lights, ignition or anything vaguely resembling the passage of volts. An intense Clinico-Pathological conference was instantly called. After much analysis and removing various electrical do-dads, naught had been achieved. Attendance at the Old Parliament House display was now off. Disappointment existed, but it was always going to be a fine line.

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Warwick kindly returned the next morning and we replaced the only wire in the car that I had not already, namely the battery line. Alas, no reward. Wendy was unforgivingly covered in a tarpaulin and I began a 'Wendy-free week' to recuperate. I arranged a 'house call' with the local auto electrician who diagnosed the fault in one minute. Too much paint around the battery earth. A layer of POR 15 too many and

a lesson well learned.

The best thing all day

With Wendy being brought back to earth (so to speak), George Shores and I grabbed the opportunity to go for a proper drive. Minor clutch shudder in first gear aside, her maiden voyage was a delight. The engine was sweet and strong and she clearly enjoyed the drive too. George and I were in heaven. We had both put a large amount of work and emotional energy into her and now, at last, to receive such a delightful reward was wonderful. "You should bottle this feeling" George said, but I already had. To feel the life emanating from her once motionless parts was like the birth of a long-awaited child. It was a *great* day.

Wayne Wardman

Radiator caps?

Such a simple item but George spotted a problem with them that I had not considered. These caps unlike the garden variety with their sprung steam valve incorporated, close onto a rubber washer in the neck of the header tank. They are made of a Bakelite substance which is brittle and human dexterity being what it is, dropping the thing can cause chipping. If it happens to be on the edge where the sealing needs to take place there is no seal and a mysterious water loss!



EXPLODING ROLLS-ROYCES!!

Not a joke as you probably heard. A new Corniche in predelivery mode in Detroit had its initial fill of fuel and the service man during the drive away from the bowser operated one of the windows and the car exploded. Well allowing for a little media hyperbole, petrol vapour trapped in the car exploded. The service man and a bystander had minor injuries and the interior was damaged. The car was returned to the Factory and a total recall of all 539 of them commenced. One wonders how the fumes couldn't be smelt by the technician but if the fuel seeped into the cavity between the interior lining and the outer skin and the sealing was good - maybe not!

Older members will remember early Humbers that used one of the tail light reflectors as the filler cap. The other reflector was securely fastened to the body on the other side. Back in the sixties a work mate of mine was monitoring at a petrol station and noticed that the amount of fuel a customer was getting into his Humber was approaching the capacity of a Mack truck. Emergency switches were thrown and the vehicle pushed as far away from the station as possible where the petrol was siphoned out of the boot! Rootes apparently modified the reflector on the left side so that it could never be removed!

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