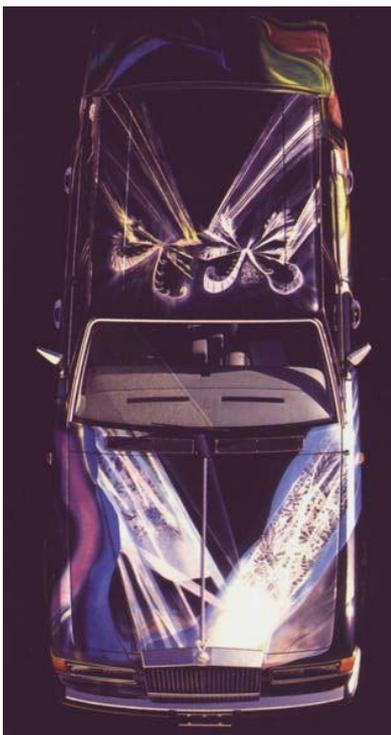


TEE ONE TOPICS

Number 13 April, 2002

The Black Kimono

A beautiful legend of the Japanese, "The Black Kimono", has been transferred from pen to paintbrush, on an automobile as its canvas. A 1982 Rolls Royce Silver Spur is adorned with rich inspiring colours to create a brilliant work of art.



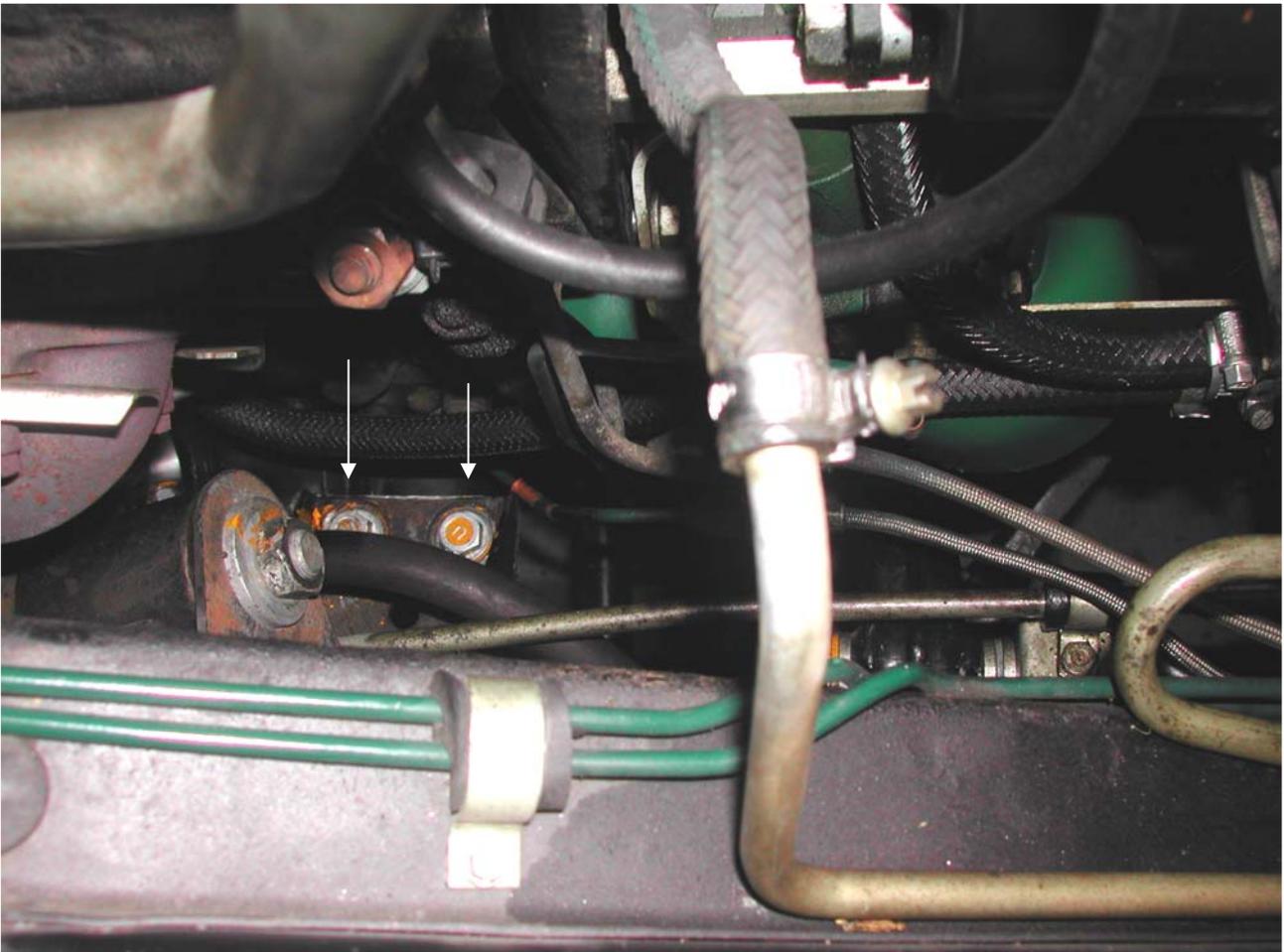
The Black Kimono car is inspired by the Kimono patterns of Itchiku Kubota in "Opulence". On the top of the car is a headpiece highlighting one of the gold and silver robes in the book. The design captures the rays of light emitting from the metallic materials. The body of the car is psychedelic in colour, inspired by the kimonos themselves. Transparent acrylic colours overlap base-tinted hues, to give depth to the car's surface, an effect similar to light passing through silk.

A collection piece driven in America by the Indian Mystic OSHO (Bhagwan Shree Rajneesh), this rare automobile has only 6500 miles on it, and has been meticulously preserved and maintained.

STEERING RACK REMOVAL

It wasn't so long ago that the steering box on any car was about the last thing that needed attention. Check the oil level when you thought of it otherwise it was one of those dirty bits down deep that did its job year in and year out. For Rolls-Royce those days ended when the factory started fitting power steering to the early Silver Clouds. The innovation was received so well that legend has it that a number of early cars had the device fitted retrospectively; a nice and expensive afterthought!! Those boxes were very conventional in design with a simple spool valve stuck at the top of the box, a pump stuck on the side of the engine and the steering nut became a piston which, pushed by a well Controlled source of oil pressure moved the wheels left or right with the greatest of ease.

But then came the Vee Eight engine and the box wouldn't fit because the exhaust manifolds got in the way so the whole thing was redesigned, dragged back to the bulkhead and with the aid of an extraordinary transfer case managed to carry out its duties. These latter boxes although more complicated seemed to give little trouble which was a relief since they must be one of the more inaccessible components ever fitted to a motor car.



The two right hand mounting bolts for the steering rack seen on a 1985 Spirit. The hot air and carburettor feed ducting have been removed for access.

The Silver Shadow came with a completely new box fitted with a very large horizontal piston. The ratio was very slow a feature which was defended by the spin doctors of the day as guarding against the 'sneeze factor'. It seems that driver's have now stopped sneezing! This box unlike its predecessors had no in line filter (the Clouds had an intake strainer in the reservoir) and the



The re-booted rack – note the mounting pedestals. The screwed plug (arrowed) is removed and a drill inserted to lock the rack centrally when lining up the steering wheel on assembly.

Inevitable sludge build up settled to the bottom of the cylinder and performed very well as a grinding medium with the result that eventually the power steering became powerless. Most Silver Shadow owners have now installed in line transmission filters to minimise this problem!

One other very embarrassing secret was that the cars were prone to snap their Pitman arms – the lever that does all the steering. Until recently a broken arm prompted immediate collection of the vehicle, despatch to the nearest dealer, repair, a full service and return at no charge. For the paranoid among us the things broke where they encircled the splined Pitman shaft that came out of the steering box and then they only cracked. The symptom was a very lumpy steering wheel if there was a lot of resistance to the front wheels swivelling such as being up against a gutter caused by the splines slipping over each other. The latter situation was usually the recipe for failure although one failed in a Canberra car wash years ago when the car got tangled in the railing



If you don't have an assistant this is one way of holding the wheel centrally while you replace the rack – some good old masking tape.

designed to steer the car through the forest of mops! Personally, if I ever own one of these cars, the arm comes off for a very detailed x ray!

The Silver Shadow II among the much heralded '2000' modifications inflicted on the car since its inception, was fitted with rack and pinion steering, an innovation that had been around by that time for about 10 years. Alas the original manufacturers didn't quite get them right and well I remember Don Appleby's story of opening the container holding the first Shadow II delivered to Australia and finding the front end sitting in a pool of power steering oil! In the Factory ulcers were

brewing as there were strikes at the company that made the petrol tanks as well as at the one that made the racks. The Board of Directors were screaming for a timely announcement of the vamped up model and the hapless assemblers were frantically yanking tanks and racks out of cars to make up sufficient samples to do a presentation!

I am told that the rack is now being produced by its third manufacturer and seemingly between them and the Factory the units are now trouble free. The pump that drives them is a metric version of the very common unit fitted to so many cars and the hoses can all be re-manufactured locally if necessary except the 'question mark hose' at the back of the pump. They still benefit from the fitment of an in line filter and they all have coolers behind the grill with small hoses that leak. The neat little coolers on the Shadows were superseded by a bigger version on the Shadow II and then the Spirits used the top section of the radiator core for their cooling.

The one bit that will fail with age and use is the convoluted seal or 'boots' on the rack itself. There are two of them and eventually they will split and must be replaced without delay to avoid the news that the rack is wrecked (?) and that will be some \$4000 thank you very much. Instructions on overhauling the racks are readily available but they are quite intricate and to some extent delicate in their adjustments and valving. For this reason I would cart the unit into a very well recommended specialist who will replace the boots for about \$180 or do a complete overhaul for about \$700 and provide a 24 hour service. The latter is indicated when the unit commences internally haemorrhaging.



The delivery and return pipes disconnected.

Removal is awkward but with care and someone to help, fairly straight forward. The entire unit uses metric threads including the hose connections although the four mounting bolts, the two racks to tie rod yoke bolts and the clinch bolts on the universale joint on the steering column are unified. Buy yourself half a dozen plastic ties (those things you thread through themselves) in a very large size – about a metre long. Use these to loosely tie the unit to the sub frame so that it won't drop off (disaster) and to help get it back. Release the main pressure feed and the return pipe from the unit and undo the clinch bolts on the universal joint

noting how the heat shield fits complete with spacers. Remove the two centre bolts connecting the tie rods to the unit and the four 5/8" bolts holding the unit to the sub frame. Access to these is best achieved with the aid of a couple of universal joints and two long extensions for your socket. You will have to remove a bit of ducting and the odd pipe to get at them.

Replacement is the reverse noting that the mounting bolts are torqued to 45 ft lbs and the tie rod connection to 30 ft lbs. Both tensions are critical. Before engaging the pinion spline in the universal joint attached to the end of the steering extension piece, centre the steering wheel and tape it, then centre the rack and hold it by the insertion of the blunt end of a drill! If the steering wheel is slightly off centre when you have finished, it can be adjusted during the subsequent wheel alignment. Connect up the pipes and bleed the system preferably using the starter. If you have to use the engine DO NOT run the pump dry or you will wreck it!!!!

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!

AT LAW

Q: Doctor, before you performed the autopsy, did you check for a pulse?

A: No.

Q: Did you check for blood pressure?

A: No.

Q: Did you check for breathing?

A: No.

Q: So, then it is possible that the patient was alive when you began the autopsy?

A: No.

Q: How can you be so sure, Doctor?

A: Because his brain was sitting on my desk in a jar.

Q: But could the patient have still been alive, nevertheless?

A: Yes, it is possible that he could have been alive and practising law somewhere.

Bentley's GT coupé design challenge – the styling story

When challenged to create the first all new Bentley in fifty years, the brief laid down to design director Dirk van Braeckel it was difficult to fulfil. The entirely contemporary in Bentley. It would need to overtly sporting, yet carry accommodate their would set the tone not 21st century, but for a new which the company's future



was as simple to express, as car would be a GT coupé, design yet unmistakably a be timelessly elegant and four people and luggage. The resulting car simply for Bentley in the generation of cars upon would largely depend.

Work started on the GT was ready to be submitted December. 'I'm still four months,' says van design a car there always and this one was about very talented designers, all we were trying to create do it."



coupé in August 1999 and for board approval by staggered it took less than Braeckel. 'Whenever you seems to be a story to tell getting the right team of of whom understood what and how we were going to

Dirk freely admits his car was based on heritage cars in Bentley's bloodline: refuse to do retro cars – taking a 1952 R-type Continental and projecting it forward half a century would have been entirely wrong."



design philosophy for the and inspired by certain key "But as I tell everyone, I there is just no need and

Instead, he looked at the past to provide the key styling elements that would always make a Bentley look like a Bentley, no matter when it was designed: "I tried to understand where the roots came from and if you look back at the early days of Bentley, it was all about the engine. They had the

appearance of being powered by big engines that enabled them to be driven at high speeds, low revs and minimal effort. And that is as true today as it was then.”

So the key to how the GT coupé should look today, lay in providing it with that kind of presence, a stance on the road that is inimitably Bentley.

Though the packaging requirements both in the cabin and under the bonnet remain secret for now, it is fair to say they presented an extraordinarily tough challenge, not simply for Bentley’s engineers and packaging experts, but also the design team. This is why van Braeckel was also responsible for concept engineering, so that the often-contrasting objectives of package and style could be blended to mutual advantage.

To capture the correct Bentley proportions, it was critical that the GT coupé had a short front overhang and dominant bonnet, expressed by the unusually large distance between the front axle line and A-pillar. Given the package of requirements, the dangers of making the car too long and therefore both inelegant and impractical, were clear to see. However, it was equally important that its cabin had a sleek and compact appearance.

Overlaying this language that was van Braeckel was employed design to great sectional theme of end of the car to



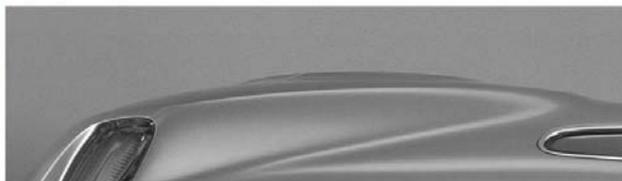
was a design form evolved for the car. While working at Audi, he methodical industrial effect, carrying the same functionality from one the other.

The approach was almost the to be alive, with a disappears like arm, sculptural yet



required for the GT coupé polar opposite. “It needed form that appears and muscle on a gymnast’s lean ” says van Braeckel.

Equipped with the emotional hard van Braeckel and about the job of throughout was should strike viewed from any above. “I never like it didn’t car, even if it was right,” he says.



practical, historical and points of the car’s design, his fast growing team set styling. The aim that the car’s appearance consistent themes when angle, even from directly wanted one part to look belong to the rest of the quite beautiful in its own

The shape itself is quite complex, with different surfaces displaying different tensions but throughout, iron discipline has been exercised to keep fussiness out of the design. Brightwork is used only where an accent is needed.

Central to the design of the car is its pillar-less cabin. Creating a car with a ‘B’ pillar would have been easy and expected but the visual delight of an unbroken aperture from the front to the back of the cabin proved irresistible. “Had we not done it,” says van Braeckel, “no-one would ever have

commented or criticised us. But once we saw how the car would look without a central pillar, we knew there was no other way to go – even if it has given my colleagues in engineering a few further challenges!

Another key feature that needed to be incorporated into the design is a rear wing that will provide downforce and keep the car stable at the colossal velocities its power and aerodynamics will provide. The challenge here was to design a spoiler that was both effective and – in true Bentley fashion – absolutely discreet.

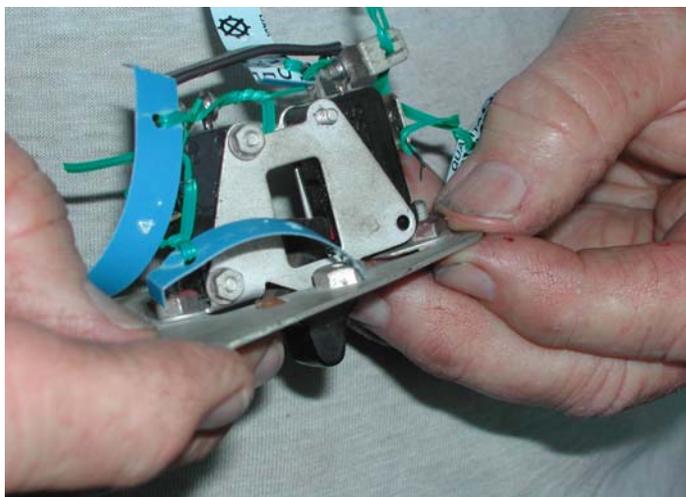
The design team was well aware that the headlights and taillights of any car are perceived to be its jewellery and getting these aspects right was essential. The team decided on an oval theme, which recurs throughout Bentley’s design history, and then applied it in a way that was fresh, unique and unforgettable. Most noticeable is the decision to use a four-headlamp appearance at the front, with the inner lamps being the larger pair. Not only does this create a striking face for the car, it also acknowledges a time during the 1920’s and 1930’s when large and elegant headlamps, mounted close together either side of the bonnet were the hallmarks of luxury car design. There is also a practical benefit as the headlamp position and size helps to provide exceptional illumination.

The principal reason, however, for designing the headlights this way is to draw attention to the area between the lamps, namely the inimitable Bentley radiator shell and grille adding both presence and immediate recognition to the car’s appearance.

The interior of the car has yet to be revealed, but it is safe to say that, like the exterior, it will be both thoroughly modern and instantly identifiable as that of a Bentley. Like all Bentleys, the GT coupé will be available in a large number of standard specification permutations. Thanks to the unique talents of Bentley’s Personal Commissioning and Design departments, this will be extended further to an almost endless number.

And of course the GT coupé marks just the start of the design revolution at Crewe. Before Dirk van Braeckel arrived in Crewe in April 1999, the design team comprised just three people. The team now numbers 48 and is still rising, working in a design studio created on site to style the Bentleys of the future.

Though most of the new recruits have come from design schools and manufacturers in Britain, some have come from as far afield as the US and Brazil. Van Braeckel sums up what this means for him and his team: “It is some indication of the pace of change at Crewe and the entirely new approach we have to the business of designing Bentleys that you can increase the number of design staff six fold and still be busier than ever coping with the workload.”



WINDOW WORRIES

These grubby fingers belong to Bill Fleming who, not pausing to wash them rushed over to show me the answer to a periodic winding window in his Shadow. In practice sometime it would and sometime it wouldn't. Removal of the switch showed the evidence pictured in his hands. The switches are held in a clamp by two screws and as you will see one is missing and the other having lost its nut was on the way. Consequently whenever the button was pushed

MORE HOUSEKEEPING



Again one of the mechanical icons of our cars, the oil filler hole and its cap. Goes back I guess some 70 odd years that nicely engineered cap with various labels directing what was to be poured into the engine's vitals. To seal the cap there is a sprung metal disc with a cork washer on top, the whole thing held in with a very small nut and a gossamer like split pin.

Two things about this picture; firstly it shows the new washer in place and secondly highlights the importance of sticking a cloth down the filler tube lest your hand slips and the nut goes down the

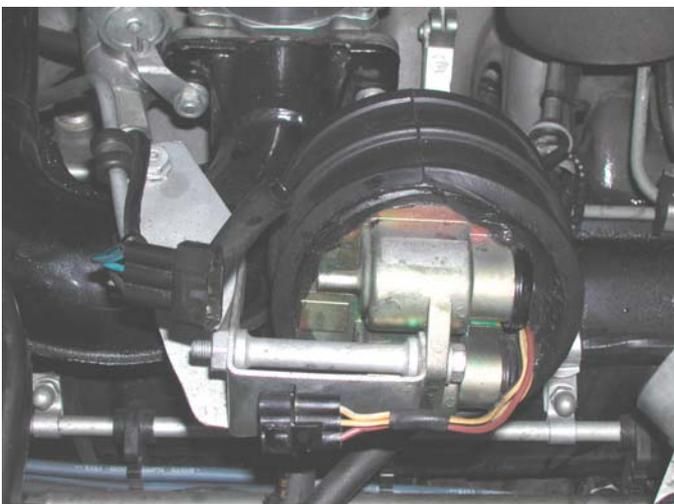


hole Daddy!

As an aside, if you are in the business of major restoration, the whole assembly should be removed from the front of the engine, the swivel pin for the cap carefully driven out and the cap removed. The latter can then be cadmium plated having been stripped not only of its washer and fittings but the label on top. That involves driving out the tiny aluminium rivets holding the label on and then you go hunting for replacement rivets.

Now this picture shows the first two bits that go into the cap, the spider spring and the stepped locating washer of which there are two. On top of this goes the backing plate with the curved lip pointing toward the cap, then the cork washer, then another stepped washer this time with the step down, then the castellated nut and the split pin!

The newly lined cap will take a bit more pressure to close but will quickly shrink.



SLOWING DOWN WITH OLD AGE!

Cruise control or speed control as the Factory would have it started with the mid range Shadows as a rather primitive mechanical device. The advent of the Shadow II saw electronic speedometers which in turn paved the way for electronic cruise controls. The most obvious component of the various mechanisms that go to making up the system is the bellows which actually pulls the throttle levers. The

valves admit vacuum from the engine to the bellows to effect the throttle movement. It follows that the bellows needs to be air tight. With age the rubber relaxes, air leaks in and suck as hard as it may, no effective pull on the throttle occurs. One primitive solution is to use a Silastic adhesive to seal the unit which will be seen in the above picture. The Factory by the way does not supply the bellows rubber separately but offers the complete unit at prices ranging from \$700 to \$1400 depending on the model! Turns out that Jaguar uses an identical bellows which is available from GB spares in Sydney for some \$40!



The unit dismantled easily and the disconnects are the vacuum line, a snap plug, one bolt and the 'bath chain' The second picture shows the Silastic removed mechanically, the spring that holds the bellows apart and the two ends which fit snugly and hermetically into moulded grooves in the rubber. Note that the taller rubber is the old item having swelled over the 16 years it was working.

SHADOW REAR AXLE BEARING PART NUMBERS

Timken 18690 outer 18790
Timken 18620 inner 18720

Alan White

FROM DEEPEST AFRICA

From a Zimbabwean newspaper: While transporting mental patients from Harare to Bulawayo, the bus driver stopped at a roadside shebeen (beerhall) for a few beers. When he got back to his vehicle, he found it empty, with the 20 patients nowhere to be seen. Realizing the trouble he was in if the truth were uncovered, he halted his bus at the next bus stop and offered lifts to those in the queue. Letting 20 people board, he then shut the doors and drove straight to the Bulawayo mental hospital, where he hastily handed over his 'charges', warning the nurses that they were particularly excitable. Staff removed the furious passengers; it was days later that suspicions were roused by the consistency of stories of the 20. As for the real patients: nothing more has been heard of them and they have apparently blended comfortably back into Zimbabwean society.

DAVID GORE REPORTS

In case you didn't see it, the attached article from the Sydney Morning Herald will interest all owners of RR & Bentley vehicles that have suffered fuel vaporisation problems on hot days. The supply of winter blend fuel in summer has been the obvious cause and explains why the problem did not fully respond to various corrective techniques to cool the fuel/carburetors.

The problems arising from the use of summer/winter blend diesel out-of-season has long been known to users of diesel engines particularly in cold climates. Refiners supply a special alpine blend for use in winter to overcome problems of the fuel "gelling" when pressurised at temperatures below approx 5deg Celsius. The use of glow plugs to assist starting is also related to volatility and flash-point of the fuel.

Motorists will be able to save as much as \$2000 in stamp duty by buying a "green" car under a scheme being finalised by the State Government - but the drivers of petrol guzzlers will pay more tax.



The accumulators on a Spirit unlike those on the Shadows are sealed units, cannot be overhauled or re-charged and are a throw-away item. There is a considerable saving in cost however. One noticeable difference from the driver's vantage point is that these units provide only 40 odd brake applications when in top order.

At the same time, the Environment Protection Authority is pushing Sydney's petrol suppliers to produce a new blend of special summertime fuel, so it can reduce the 27 million litres of petrol that evaporate into the city's skies each year.

Under the stamp duty deal, someone buying an environmentally friendly car - such as the Japanese hybrid electric-petrol models - could save up to \$2000 in stamp duty, an EPA spokesman said. But the owners of a four-wheel-drive - or "Toorak tractor" - would pay thousands more. "The cleanest cars would have a reduced stamp and the dirtiest cars would have an increased stamp duty," the spokesman said. "But the overall revenue will be the same." It will only apply to new cars.



NEXT CANBERRA SELF HELP GROUP

George Shores will be running a general fixit and lookatit day on **SUNDAY 12 MAY 2002** at Peter Chan's place **61 Learmonth Drive KAMBAH** starting at **10.00AM**. We will dig up some vittles to get through the arduous time. Bring your car, dirty clothes and questions. Sydney members are very welcome as always.



SOME INTERESTING EXCHANGES ON WIND NOISE



Not a particularly welcome sight on the left rear axle of a Silver Spirit that arrived at the last self help group meeting at Hornsby. The wet upper rubber mount clearly shows that this damper is seriously leaking. Apparently they are not repairable. This should not be delayed as the leak is exhausting the accumulators and reservoirs.

David Gore picked up some information from the RROC Inc public site on the problem of wind noise in the Shadow series. Phil Sproston at the last self help group showed us a sticky backed 'L' section rubber supplied as a modification to the window frames which seems to fix the problem. The techniques for finding wind noise and some of the applications suggested by contributors I found quite interesting and produce an edited summary here.

Wind noise is a common problem on Silver Shadows and Silver Spirits/ Spurs as they get older. The good news is that Rolls-Royce has recognized the problem and now offers a window seal upgrade kit.

It's cheap, by Rolls-Royce standards, and it's very easy to install. The cost is about \$US250 and it will take no more than 40 minutes to install, including cleaning the window frames. The kit consists of four fitted window seals which have very sticky peel and stick tape on the backs of them.

All you have to do is clean the chrome plated door frames and fit the seals to the tops of the frames and cut off the excess length. I have them on my cars and the difference is dramatic. They also work on Silver Clouds, etc.

The only possible negative is that there are no instructions with the kit and it is possible to install them backwards if you don't know how they are supposed to go on.



You will be surprised by the difference this makes. I have them on our 1987 Spur and the doors shut like a bank vault and the car is as silent as you could possibly wish (they were installed by the previous owner, bless him). The only problem with the new seals is shutting the door. If only one door you have to really slam it a good one,



The part number is UT13535PB.



(To find a specific noise generated by wind) I would suggest first taping all around the door with masking tape so all the shut lines are sealed, then drive the car to ensure the noise is gone (temporarily), if the noise is still there then it is not the door or window seals, at which point check wipers, windshield trim, mirrors (especially where the mirror hull meets the pylon) and under the car. If the noise is gone then it definitely coming from the door area and you can do the paper test, a dollar bill works well too as it does not tear & is narrower. Another technique used by body shops, but which takes a little more setup is to close off/seal all the vents & gently pressurise the inside of the car with compressed air & then work around the suspect area spraying a soap solution and looking for bubbles as air escapes from the inside. Remember that a car acts like a sound box; noises often seem to come from areas far from their actual source, ride with a passenger to help pinpoint the noise.



The air is probably getting in past the door seal. Take a sheet of paper say 8x10 and close the door shut on it. The paper should be hard to pull out, try it in different positions around the door, if you find it loose then you will need to adjust the door in at the reception. Sometimes, however, you



Martyn Stafford-Bell's Silver Cloud III at Nelligen. He kindly lent me the car to take former Club member Peter Polkinghorn and his parents from the coast to Canberra. Peter's father who has since passed away had a life long time ambition to 'ride in a Rolls'.

might find that it is the frame that needs to be adjusted in. This will require removal of the door panel in order to obtain access to the bolts at the bottom of the frame.



IN COURT

Q: How old is your son, the one living with you?

A: Thirty-eight or thirty-five, I can't remember which.

Q: How long has he lived with you?

A: Forty-five years.

Q: What was the first thing your husband said to you when he woke up that morning?

A: He said, "Where am I, Cathy?"

Q: And why did that upset you?

A: My name is Susan.

WHERE IT ALL BEGAN

My father's Sales Manager was married to a lady of a very prominent family in Hobart. In my early teens I remember this same lady having a four door Riley Nine cabriolet. It was white with red spoke wheels red upholstery, a black roof and a pre-selector gearbox. I often wondered what



Happened to that car. Her father, a very old man decided that she should have a new car and thought that a new Bentley would fill the bill. A conservative man, her father asked the then agents in Melbourne Kellow Falkiner whether the car could be supplied without a radio as it wasn't necessary. (Radios were still a novelty immediately after the war). The answer was yes but only with difficulty so it stayed. The next stumbling block was the servicing and who was going to do it. The owner to be, nominated her long term mechanic who conducted his business in the same suburb. Kellows actually sent someone over from Melbourne to instruct the fellow. The car crossed Bass Strait on the RMS Taroona – the only passenger/minor freight link to the island which docked at Beauty Point near Launceston! The car was craned ashore and driven by the Kellows man to Hobart, taken to the new owner's house and locked up. The new owner would be instructed in its use the following day! And so in 1950 this 'F' series Bentley hit the road. I was allowed to sit for hours in it making teenage driving noises and it would seem, contracted this life long disease.

The car is pictured above circa 1952.

The purchase price was £4,300 the Silver Dawn being some £300 dearer! As virtually every one of you readers will be younger than I let me give you a 'feeling' of the time. Cars were very difficult to get. Waiting lists of 2 years were not uncommon. My father had bought a new Chevrolet Stylemaster for £840 in 1948 and a Buick if you could get one was £998 as I remember. My

father's company had bought Holden number 49 which was a dreadful thing by today's standards but a breath of fresh air in those days. The roads were littered with pre-war cars dating back to about 1934. Anything earlier than that was a bit impractical for handling and spares. But many a father dug out the family car which had sat at the back of the shed during the war for lack of petrol and sadly quite a few drivers inherited cars that the owners would never need again. So the arrival of a Bentley in Hobart equated roughly to finding the QE II on Lake Burley Griffin!

My first impression was the smell and the perfect paintwork and the gadgetry!!!! It had, believe it



or not, windscreen washers which approximated in function to a micturating grasshopper by today's standards. The only cars I had seen this on were the Buick (When better cars are built Buick will build them!) and Packard (Ask the man who owns one!). The other mystery was the silence of the gear box. Only first gear made a quiet dignified whine. Stories abounded in those days of these cars being driven for miles in third gear, the driver being unaware of his non-changing! And the one-shot system was real magic and obviously reserved for the cars of God! The only things that went wrong in the three year guarantee period that I

I really wonder at the politics of this sale/placement/gift? The displacement of Daimler from the Royal Mews thanks to the Duke of Edinburgh was a real landmark for Rolls-Royce. But to now lose that coveted Royal Warrant would seem to be the last straw. One feature of the new vehicle that surprised me was the return to suicide doors at the rear. The last Phantom VI had specially made doors for the Queen that opened forward. The above arrangement however is preferable by far for entry and exit.

remember were that the steering wheel had to be replaced as the original one cracked, the tyres, English Barnett Glass by brand very quickly gave up the ghost and had to be replaced and the clutch pedal pad wore out very quickly. A new pedal was ordered and outrage ensued at the cost of the item which was smartly returned. Separate pads were not then available! This little episode was probably proleptic. I eventually took off to the mainland and completely lost contact with the car.

Last year George Shores was foolish enough to lend me his copy of the Sunburnt Country and there was the listing. The Chassis Plate showed its existence in Queensland. A phone call and sadness. This owner had found the car in a wrecker's yard with the body half off in preparation for the restoration that would never occur! Apparently he had bought it from a brothel where it was used for bringing well heeled clients to the establishment. The head cloth had been replaced with a material adorned with fluorescent stars – the mind boggles. The Queensland man decided that too much needed to be done and disposed of the body to one buyer in his State and the chassis went to South Australia to sire a racer! But then there was the last link. In describing my sadness over this demise to John Beagle he flippantly told me that the sunroof he had bought for his car had come from my Bentley in Queensland. It didn't fit and he still has but will not give it to me!

The above discombobulated me for some time. A bit like finding the family home demolished. Had the original owners replaced that clutch pedal and continued maintenance as the Factory recommended we might still have that wonderful old girl to drive.



FOR SALE

Silver Shadow parts

One Rear Brake disc (new).	\$ 200
Shadow 1 pitman arm, heavy construction.	Offers
Lucas starter motor armature, still in carton	\$ 300
Front indicator chrome surround, genuine	\$ 150
Non genuine	\$ 100
Set of accumulator return hoses for RR 363	\$ 40
Set of engine timing gears	\$ 60
Wheel rim	\$ 40

Alan White
Phone 0403 061 238

The Case of the Suppurating Alternator

Recently while carrying out a 'D' service on a mid eighties Spirit, I noticed what appeared to be a slick of soft tar on the bottom radiator hose and a few dottles of the same stuff on adjacent fittings. An inspection from beneath suggested it was coming from the alternator since there was clearly a large pendulous dob on the lower side of that unit's casing.

Much picking off and sniffing was of little help. Into my favourite team at our local Lee and Thomas; they picked and sniffed and opined that it was probably old grease accumulated. But if I was so keen to contribute to their coffers by all means bring it in. It was delivered back to them as a unit that same day.

On collection, some amazement; the regulator which is a small unit at the rear of the alternator which sorts out how much electricity goes where, and which is simply filled with a resin for waterproofing and protection, was an almost empty casing with its precious electronic bits exposed nakedly to anyone who wanted to look. The electrician claimed he had never seen this happen before and also offered the intelligence that the bearings of the unit were worn and very noisy! The mess found originally on the radiator hose was of course the resin.

A new regulator, new bearings and jolly good cleanup left the unit like new. Reinstalled, I reached for the newly supplied belt from Sydney Bentley and almost had to use a crow bar to get the thing over the pulleys. Clearly this was not right!! Phone call to the ever-helpful Tom Small at SB and he assured me had sent the right belt "Unless of course you have a Motorola alternator!!! Guess what, - this car did have such a device. The belt I had was compared with the one I had removed (in afterthought with some difficulty) and surprise – it was the same size allowing for a little age and stretching.

It all came clear at that point. The worn bearings were the clue – particularly at 50,000K!!! Some professional had fitted the wrong belt some time in the past which was so tight the bearings got very very hot and melted the resin in the regulator.

If undeliverable please return to Post Office Box 8 Mawson 2607 ACT AUSTRALIA