

TEE ONE TOPICS

Number 15 July, 2002

HIGH TENSION LEADS

Probably the most neglected wires on any car yet they can bring any car to its knees if ignored. Traditionally they were made up of a heavy gauge multi-core copper cable with a heavy insulated outer covering. Unfortunately these have been proven to radiate quite a bit of energy which does little for the effective functioning of many electronic gadgets both within and without the car. Modern leads use a variety of materials to overcome these problems the only catch being termination requires special equipment. Six cylinder engines of conventional layout are very simple for lead replacement but the Rolls-Royce vee eight fitted to pre-Silver Shadow cars poses a considerable test of dexterity.



The lowest clamp for the leads on the 'B' bank

As to whether they need replacing a test on a dynamometer would be the best diagnosis. But if the insulation is soft – scrap them. Another trick is to open the bonnet in the dark and get someone to lock the brakes engage drive (4) and put the boot in. The engine loaded up will often shower itself with spark trails around the leads and the distributor cap indicating problems.

As many would be aware the S2 and S3 cars sported these engines to keep sales going while

the Shadow was being developed. Some quite extraordinary engineering measures were taken to achieve this including the placement of the spark plugs on the lower side of the heads. This necessitated running the high tension leads down the back of the cylinder block guiding them around the corner of the engine and hanging them on the spark plugs. When the Shadow was born the plugs moved to the upper side of the heads and life was much easier.

Replacing the leads on the Silver Shadow and later cars is almost as easy as on the old sixes. Forget getting genuine new leads from the Factory as you will probably be looking at more than a big one as John Beagle would say. There are several people who will make leads up if you give them the old ones but one I have used to great satisfaction is

Thundercords

Unit 44, 2 Railway Parade

LIDCOMBE NSW 2141

Phone (02) 9749 9600 FAX (02) 9749 9431

They are prompt reliable and very helpful. Sending them the old looms means they can thread the new wires and terminate them to specifications.

CHANGING LEADS IN AN S2 or S3

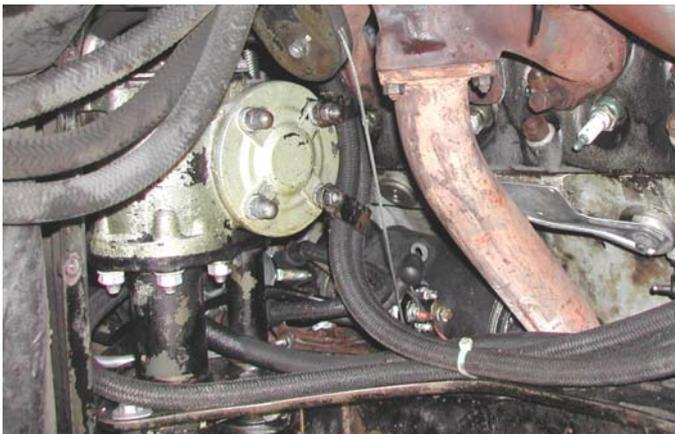
Owners of these cars are used to hauling off the front wheels and under-guard covers to get at the spark plugs. For lead replacement, cover the mudguards, remove the air cleaner and trunking, drain the cooling system plug up the intake manifold and draw a diagram of the distributor cap showing which wire goes where and remove the under trays. Disconnect the battery, the

carburettor flexible braided feed pipe and the water take off rubber pipe for the heater. On



The second clamp on the 'B' Bank at the rear of the cylinder head

S3's remove the exhaust manifold shield. Best you start at the bottom and carefully detach the plug wires from the plugs. Do the 'B' or left bank side first. The first lead holder is bolted to the block roughly under the number four spark plug. Grab a 7/16 A/F spanner and remove the bolt. The leads pop around the corner and are held by another clamp bolted to the lower edge of the back of the head. That involves using a 1/2" A/F spanner as will the next bracket bolted on to the top edge of the head. Pull up the waterproof covers on the leads where they enter the distributor cap and unscrew the terminals.



The clutter on the right hand side of the RHD car. Around and through which you have to work. Be very conscious of the bare handbrake cable which is lashing around some pretty hot terminals on the starter. Ensure the terminals have insulating caps and that the cable is well clear of the terminals

The loom should then be removed from the top of the engine. If the lead tags (B1 B2 etc) have been lost mark the loom to know which side it came from.

Unbolt the starter. There are three bolts which are to the rear of the unit on the back side of the gearbox extension housing. Release the main battery cable from the starter solenoid and the push the starter forward and let it nestle down against the chassis. You cannot remove it without dropping the crossover exhaust pipe. Behind the where the starter solenoid was, you will see the first clamp for the 'A' bank loom. A 7/16A/F spanner should remove that. The next clamp is held by the bolt at the back of the cylinder head securing the heater take off pipe. Note that the clamp is a special shape for the location. The bolt is 7/16" and is best reached from underneath with two long extensions and a universal joint. The last clamp is held by a 1/2' A/F bolt at the rear and top corner of the 'A' Bank head.



This is the bolt holding the lowest clamp on the 'A' Bank which is cunningly hidden behind the starter solenoid.

Send off the lead looms for re-manufacture. Make sure you ask for lead labels! If some of the rubbers look a bit iffy, Kellow Falkiners have re-manufactured most if not all of these items. Check that the distributor cap and rotor are in good condition and fit new plugs currently recommended NGK BP5ES with a .025" gap.

Replacement is the reverse procedure noting that the number 4 lead should be at the top of the clamps as they go under the heads otherwise you will have crossing wires which is not good practice. Set the top clamps so that the loom rubber will not rub on adjacent parts. Arrange the wires as they come out of the looms so that they don't look a tangled mess when they head

for the distributor and when tightening the uppermost bracket to the rear of the head angle the cable holder to suit the lay of the wires.



MORE FROM THE COURTROOM

Q: What is your date of birth?

A: July fifteenth.

Q: What year?

A: Every year.

Q: What gear were you in at the moment of the impact?

A: Gucci sweats and Reeboks.

Q: This myasthenia gravis, does it affect your memory at all?

A: Yes.

Q: And in what ways does it affect your memory?

A: I forget.

Q: You forget. Can you give us an example of something that you've forgotten?

Q: Now doctor, isn't it true that when a person dies in his sleep, he doesn't know about it until the next morning?

Q: The youngest son, the twenty-year old, how old is he?

Q: Were you present when your picture was taken?

Q: So the date of conception (of the baby) was August 8th?

A: Yes.

Q: And what were you doing at that time?

Q: She had three children, right?

A: Yes.

Q: How many were boys?

A: None.

Q: Were there any girls?

Q: How was your first marriage terminated?

A: By death.

Q: And by whose death was it terminated?

FROM IRELAND

I am trying to locate where the chassis number is stamped on my UK market 1968 T1 (aside from the title plate), in order to re-register my car in Ireland, I appreciate that this isn't a question that has direct relevance to Australia, but if any one knows where the number would be stamped directly on the car body I (and the Irish Revenue Commissioners) would be grateful.

From David Gore

Your car's serial number is located in two places - the first is on the title plate fitted to the left-hand side of the cab bulkhead in the engine bay as you have observed; the second location is on the bracket which is located adjacent to the right-hand front spring pot.

Your engine number is stamped on the front of the crankcase between the alternator and the left-hand front spring pod [just below the oil filler cap] - the number should be the same as the car serial number less the identifying letters i.e. the engine number for DRH14434 should be 14434.

David,

Thanks - no joy on finding the number on the spring pot web, however I've been on to Crewe and they have advised me that they didn't always

stamp the chassis number on this part of the car (the phrase used was "sometimes").

However, it doesn't matter now, as the Revenue Commissioners have just phoned me that they are happy to register the car on the one number - and as the car is over 30 years old I don't have to pay the Vehicle Registration Tax of 30% plus of the value, nor will I have to pay the annual road tax of over 1000 Euro.

From David

Thanks for your courtesy in letting us know what happened especially about the factory not identifying the chassis separately to the name plate - this could be a problem for us in Australia when re-registering a vehicle that has been in storage/under restoration and the registration allowed to lapse as the chassis number verification is an important stage to prevent "rebirthing" of stolen vehicles. Our regulations require the chassis number to be permanently stamped on the body structure and the name plate does not qualify to meet this requirement.

From the RROC Web Forum

Why are we here

I have been asking this question for over thirty years. And have been asked many times by others 'outside' the movement. What has the Marque got that gets so many of us involved in its following. Now that the manufacture, support, and publicity is in the process of a great upheaval many devotees are sitting back and wondering about their own motivations.

Mostly I have enjoyed the Marque through the Club network initially with the RROC in the United States and latterly the Australian Club. I have always thought we were a pampered mob. Many a letter I have seen over the last generation or so, addressed to the Company and couched in the innocent terms of a bewildered owner, asking for a car's provenance, how to maintain it or to seek advice on some obscure problem. And in a seemingly short time back would come a reply always in formal terms endeavouring to help, often claiming privacy but overall a helpful gesture. Most if not all other manufacturers will politely tell you to get in touch with the local agent. Advice which is often singularly unhelpful since you would not be writing to the factory if you could fruitfully consult the local man! They now seem to recognise this, as I notice in my Australian car handbook a clear set of instructions about the procedure for resolving complaints, eventually escalating to the factory! I will be interested to know how the new regimes handle such requests for the two Marques.

So why are we here? Do we get a buzz out of being seen in a Rolls-Royce (or Bentley). Maybe, if I can speak for myself. Some months ago I was adjusting John Beagle's R Type Bentley and took a mob out to a very public watering hole at Dickson, a suburb of Canberra for those of you living elsewhere. The air at the time being balmy there were many people sitting outside sipping their cups when we drove up and stopped in the middle of the road to de-car. The sipping stopped, eyes widened and fingers pointed! My passengers afterwards found that the enquiries were 'what is it, whose is it and how much was it'. Hardly the queries of an enthusiastic audience. Of recent times I have been wheeling an excellent example of a Silver Spirit around town and have made a point of parking very conspicuously near shopping malls and places with a lot of foot traffic. Short of running a poll my best efforts at overhearing observers of the car's comments revealed complete disinterest. I would probably get more notice if I parked my somewhat immaculate ED Ford Ghia in the same place. If I had parked a huge Phantom III there I would probably have got the same reaction as I did with the Bentley so it seems the reaction is generated by size and uniqueness in this world of look alike motorcars!

Is there some kudos in owning a Rolls-Royce? Undoubtedly this was the case fifty years ago. For someone to be able to purchase a Car new then meant money and money in those days usually gained respect and a certain notoriety. People would even acknowledge drivers of Rolls-Royces when chaffeurs became too expensive and those who could afford the latter were regarded with much interest. But since those times the Western community has become much more affluent. Quite a few cars are far dearer than the Rolls-Royce and those cars incite admiration for very different reasons. They are faster, noisier, more powerful and frankly often more interesting. Moreover, with the necessary introduction of the Silver Shadow and its derivatives, production soared and Rolls-Royces have become almost common.

I think we are here because we have been captured by the ethos of the design and build of the Marque. However apparently over-engineered or complicated, there always seems to be an intent to do the job properly. If that was not the case it was not for the want of trying. This came home to me in a very trivial way recently when I hauled the grille off the Silver Spirit. Having replaced a few bits I noticed that some of the large penny-sized mounting washers were most conspicuous as their cadmium finish glowed among the flat black finish of the air conditioning condenser and various pipes and bits mounted in the space. Closer inspection revealed that these washers had been painted matte black which had been worn off by the gale coming through the grille. A small detail but clearly the Factory had realised that that finish would render all the bits behind the grille effectively invisible to all but the most curious examiner. So into my car and travelled some distance to buy a can of that very paint which I will probably never use

again and all the bits washers etc were returned to their designed finish. Quite mad I hear you say but then I have been bitten by the bug and probably fatally. I got a lot of satisfaction out of that simple experience.

Knowing the foibles of a particular component or the tricks to a particular adjustment gives me almost as much pleasure as a good single malt. And sharing that knowledge with a fellow enthusiast is just as pleasurable. It seems all that I require. I have lots of friends with whom I go motoring in lesser cars and friends I simply mix with socially. It is great that there are fellow enthusiasts around to share the experience, many I might add whose greatest pleasure is simply driving the cars but they love the beasts and to some extent revere them. If the new masters manage to demonstrate the care and attention to detail that was a hallmark of their predecessors, which I have no doubt they will, we and our successors will have plenty of new examples about which to enthuse.

Wrecking the Rack

The more avid readers will recall a 1985 very low mileage Spirit which among other problems had split concertina boots on the steering rack. The factory as we know had a lot of trouble with this bit of equipment particularly leakage. Overhauling the units appears relatively straight forward but as it was clear to me that I needed the best of setups to carry out the task. I sent it to Penshurst Power Steering at Moorebank in Sydney town who re-booted the unit and reported that as far as he could see there was no internal leakage. This saved the owner some hundreds of dollars.

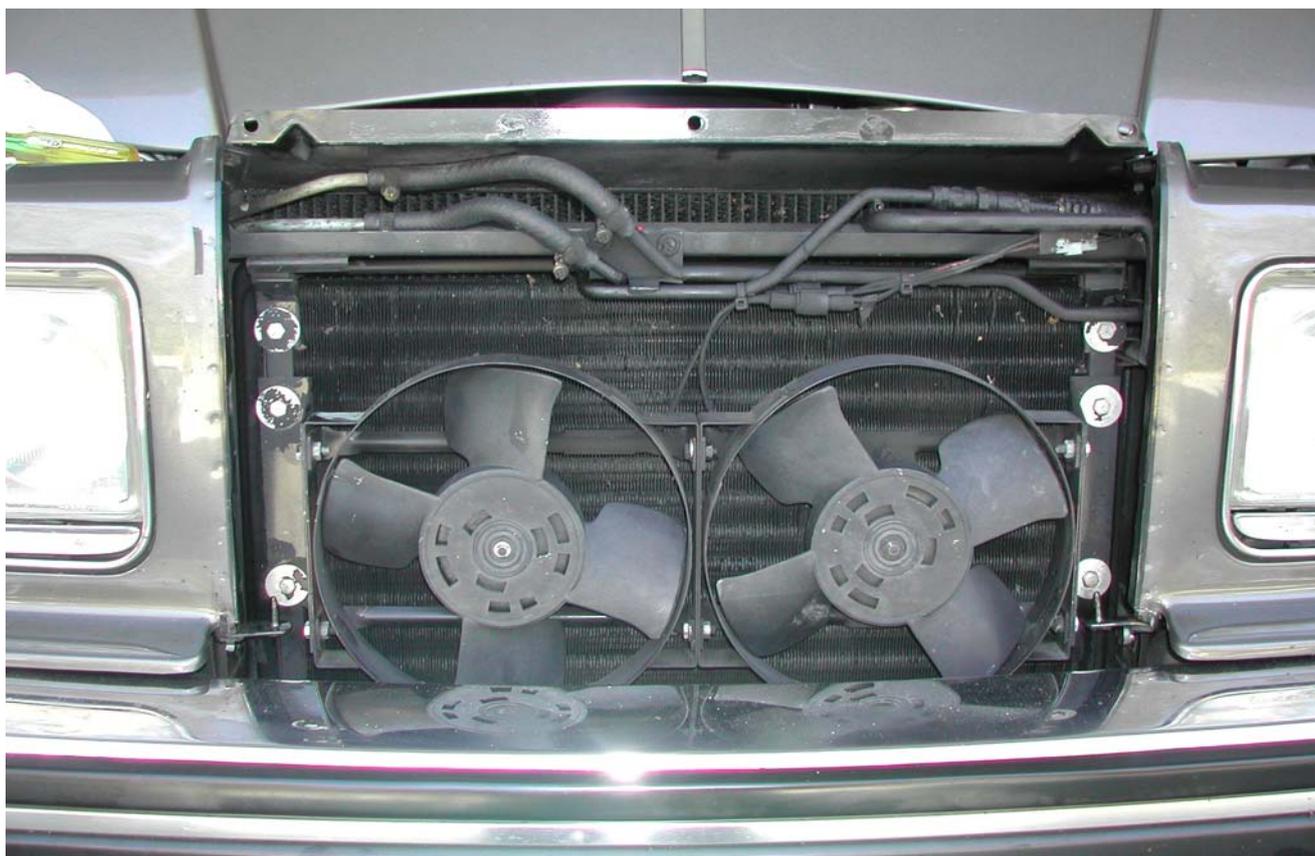
A few hundred kilometers later the whole unit started to leak at the centre mount and particularly at the valving and input shaft. It was inconvenient to the owner and myself to remove the unit again and a very experienced friend suggested using transmission seal rejuvenator in the system to hold off the inevitable. I called David Hill at Penshurst who almost came through the phone at me strongly advising against the additive. Some muttering, more bleeding knuckles and out came the rack again and back to the specialist.

Bad news, seems someone prior to the present ownership had indeed put the additive in the system. This had the effect as designed of swelling the seals and initially stopping the leaks. Unfortunately the stuff keeps softening until the seals resemble stiff jelly. Given working pressures exceeding 1400 psi it was a wonder that there was not have a catastrophic failure. But we did not get off lightly, the input shaft seal had softened, distorted and was forced so hard onto the shaft, the latter was scored which required machining.

Still not out of the woods!! There are seals in the pump which would also be affected by the additive so the pump had to go to Sydney and be overhauled as again a simple mechanism but fiddly to fix.

More to come. The rubber low pressure hoses (four in all) all had to be replaced as well as the high pressure supply hose from the pump to the rack. The grill had to be removed to replace the cooler hoses and the fixed pipes thoroughly flushed along with the heat exchanger which on Spirit is part of the radiator.

Quite an expensive and time consuming task you would agree. Thinking the specialist may be exaggerating the rubber hose problem, I split one that I had removed and found that the lining was not only soft but bits of rubber could easily be scraped off with a knife. Had I not replaced the pipes these would have gone through the system eventually and probably blocked the valving necessitating yet another complete overhaul and flush.



A 1985 Spirit which by then had progressed to two auxillary fans. Note the different arrangement for cooling the power steering oil where it is pumped trough a section of the main radiator. There are still two pipes there that need to be watched for leakage. The bright washers as mentioned elsewhere were repainted having lost their matt coating from the draft through the grille.

THE SYDNEY BENTLEY AND REFINERY TOUR 27 JULY 2002

John Begg has done it again. The 27th of July saw George and me along with some 50 odd members from the NSW Branch at Sydney Bentley drooling over a succession of vehicles in various states. There were so many sights and lunch came far too quickly. Then out to Kurnell to the Caltex refinery and a very interesting session from the production people. Peter Chan took a heap of pics some of which follow. Brian McMillen opened the session in his showroom, welcoming us very warmly and then attempted to answer a variety of questions various members of the group had posed. Almost all of them could have been the subject of a 2 day seminar but Brian patiently touched on the salient bits and gave many of us thoughts to dwell on in days to come. I would also be remiss in not mentioning the courtesy and helpfulness shown to us by Brian's staff. I have often found that professional people in this field treat enquirers about technical matters with suspicion and are very guarded about advising the 'do-it-themselves' presumably because they are losing work from their organisation. Fortunately Brian and his staff have no such inhibitions and answered a great variety of questions from members.

Tom Small the Spare Parts Manager who must be the leader in his trade in Australia gave a brief talk on the future of the parts supply organisation and together with Brian stressed that the new masters in Crewe were very conscious of the cost of parts and were quite amenable to negotiation where this seems fair and warranted. This doesn't mean that you front Tom with a fist full of dollars and start haggling – he will probably belt you one as they say!

The day finished at Kurnell with a very priviledged tour of the Caltex refinery. Security was impressive and the delivery of information never stopped. Somewhat mind boggling particularly the quantities of materials put through the system. All in all a most interesting day thanks to John Begg.

A COLLECTION FROM PETER CHAN'S CAMERA



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!



You will have spotted the S3 drophead, apparently one of 2 ever made and both are located at the Sydney Bentley showrooms. These cars were cut down by the Factory from standard steel saloons and apparently mounted rigidly to the chassis frame unlike their common sisters which ride on cushions of rubber. Both cars have been completely restored and make a fine display in the showroom. Half a million dollars would put you in the seat and I look forward to one of these turning up at the next SHG!!!

There is a marvellous shop in Canberra called Specialty Fasteners which has the most amazing range of threads, fasteners, nuts clips etc. But although I have not used them the following which I copied off the web, may be a Godsend to the stymied restorer.

CLASSIC FASTENERS

CLASSIC FASTENERS was established to provide a fastener service to restorers of automobiles and motorcycles, both amateur and professional. Our extensive range includes Nuts, Bolts, Screws, Taps, Dies and more, including many of those hard to find items.

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We stock the following thread types.

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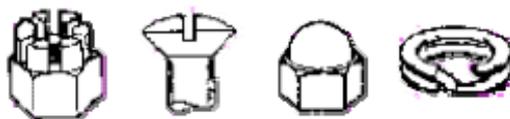
BSW

UNC

UNF

Metric - coarse

Metric - fine



On our web pages you can find:

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- ◆ Technical data of screw threads, tapping drill sizes and much more.
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PO Box 187

Welland SA 5007

Australia

Tel: +61 8 8346 9838

Fax: +61 8 8340 9898

E-mail: cf@tne.net.au

For those of you who read Praeclarvm, you may have noticed the very public concern expressed by the President of the ACT Branch about the 'Two Club' situation in Canberra who chose to air his opinions in the Federal Council Report. I wrote to the Editor of Praeclarvm asking that the following letter be published but he declined to do so. Similarly the Editor of the Capital Letter deigned not to publish a similar letter to avoid upsetting the harmony of the Branch. As the original proposition is arrant nonsense I copy the letter here for anybody that can be bothered reading it.

Lest your readers misunderstand the situation of owners of Rolls-Royce and Bentley motor cars in the ACT I would like to comment on the report of the Branch President Alistair Kinloch apparently tabled at the Federal Council meeting this year.

Firstly there is no body that I am aware of called the A.C.T. Branch Self Help Group. The description could be used to loosely describe a motley collection of enthusiasts both within and without the Club who enjoy getting dirty under the supervision of George Shores with the intention of learning to maintain their cars. Last year the then Committee supported by some members on the floor expressed concern at Club liability in the event of an accident during one of the 'self help' exercises. The simplest solution seemed to be to divorce the activities of the group from those of the Club. This was done by advising participants of the meeting by phone rather than formally listing it as a Branch function. To describe this as a formal separation gives the circumstance far more status than was intended or was the case.

As to the recognition of the group by the ACT Council of Motor Clubs, this was brought about by one Club member apparently complaining that the group had been allocated space at the annual Wheels rally. We gather he did not receive a very sympathetic hearing but a request was made to the Council for membership largely as a courtesy and the group are indeed formally listed as "The Tee One Group". It should be noted that the Group's function or charter is not exclusive to Rolls-Royce and Bentley vehicles but to date has been involved with some fairly challenging tasks on Lotus, Sunbeam Talbot, Armstrong Siddeley, MG and Wolseley and Vanguard. When the Group's interests were announced at the Council meeting the delegate was approached by quite a few other Council members enquiring about joining.

It will be noted that no use has been made of the Marques' name and that of the 50 odd members of the Group, all owners of Rolls-Royce vehicles, about ten are not members of the RROC and despite encouragement show no inclination to join. None of these owners who were members of the Club have as far as I am aware not continued their membership so who has broken away? The Group is quite separate and from my observations its interests are quite inimical to those of the Branch. Club members who are members of the Group attend functions of either party

As to separate displays at multi-club functions, what is the problem? Is the President saying that Rolls-Royce vehicles may only be displayed on one stand? I would hope the owners have some say on that matter. At this year's Wheels the Group presented static displays, component sectioning, cars partly dismantled and videos showing a wide range of activities. They did decline to be co-located with the Club principally because of the large proportion of non-Club members present.

Lastly the Group does not consciously compete with the Club, in fact it would seem to be a catalyst for the latter judging by their turnout at Wheels this year which contrasted sharply with their showing of one car at the previous event!

Bill Coburn



GETTING OUT OF THE GROOVE

Please ignore the floral backdrop. Short of using a pair of my underpants the next door lady's frock was the only cloth readily available. The substantial shaft with the three pegs protruding is the means for turning the brake servo mechanism, in this case in a Silver Cloud III but equally applicable to all post war pre-Shadow cars. The arrow points to a problem most cars of this vintage are now experiencing the groove worn around the shaft where the oil retaining seal runs. It is not unexpected given that the area is supplied with a plentiful supply of dust and with the oil forms a nice little grinding paste.

The usual symptom is the brakes requiring heavier and heavier pedal pressure for the same stopping power. The oil of course has leaked onto the lining of the servo. Replacement of the seal is generally futile as it will not seal on a surface with an ad hoc groove ground into it! The original seals were single lip. Nowadays double lip seals are available. The outer lip keeps the dust out and the inner seal keeps the oil in. But even that won't work with a grooved shaft. The solution is shown above. A patent device called a Ready Seal is forced over the shaft providing a perfect and even harder surface for the new seal to run on.

A sample of the sleeve is shown above. Above it is the 'cap' supplied and used to drive the sleeve onto the shaft. Once in place the flange on the sleeve is cut with side cutters and peeled away. An enormous saving in parts cost and you finish up with a far superior design than that originally fitted.

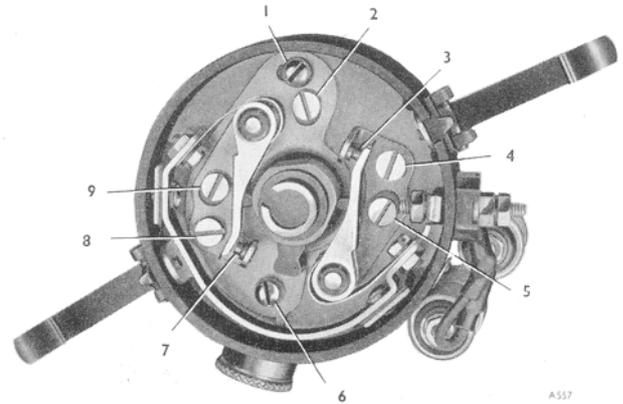
DISCLAIMER

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.

DISTRIBUTORS

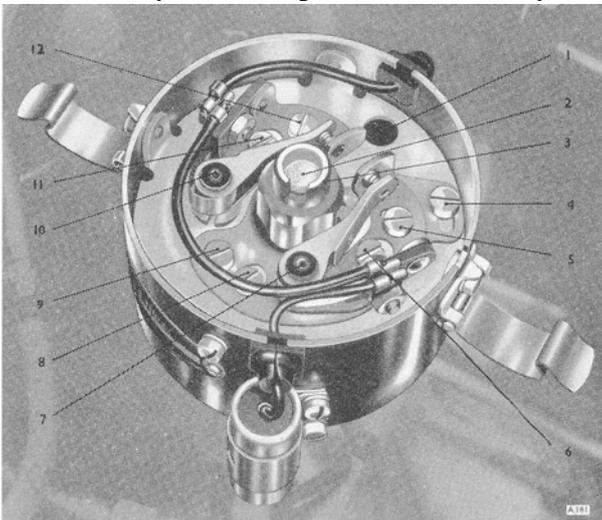
I remember being quite uncomfortable at finding the distributor on my old Silver Dawn decorated with a Delco Remy label. The thought of an American fitting on the legendry car caused much upset in my mind. But that was jolted from the brain when I pulled out the gearbox and found a Ford clutch assembly bolted to the flywheel. Yes it was original. Nowadays all cars are a chutney of contributions from various makers and component manufacturers and Rolls-Royce is no exception. It couldn't be, the balance sheet would never stand it. Furthermore, it enables the Factory to draw on the expertise of others.

The conceit that the spin merchants of yesteryear peddled that every part except the tyres were made on the premises was abandoned probably at least 80 years ago. It must be frustrating for the buying department however since quality control is largely beyond their control. Of recent times the Factory's apparent experience with steering racks is a case in point. They are now in the hands of their third manufacturer and even then the design particularly in the seal area is apparently obsolete. Starters were another example with the factory switching to a Japanese model which apparently is totally reliable unlike the item/s it replaced.



S series distributor

The above situations of course are conveniently overlooked by the pundits who would rage against the new factory ownership. The old Factory simply could not finance the development of new components.



The S2 version

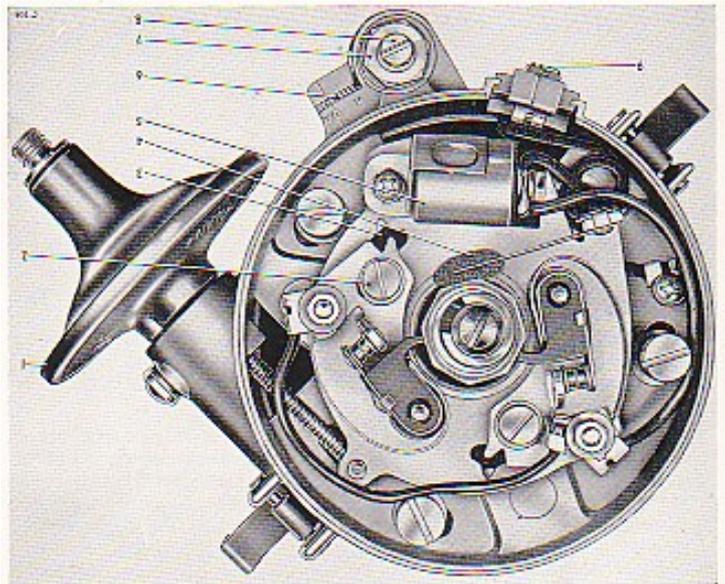
Anyway I tire of those arguments and address a bit of history, the distributors of the Silver Cloud/S series cars.

The original Silver Cloud sported a simple unit without vacuum advance, two sets of points and an external condenser with a spare strapped beside it and a grease cap, much the same as that provided for the previous Silver Dawn.

The Silver Cloud II used a similar unit albeit expanded to supply eight cylinders with some electrical inspiration. Seems the Factory was comfortable with condensers by this time as only one was supplied but still strapped on the outside of the casing. Still no vacuum advance. The distributor cap followed the design of the previous models with side entry of the high tension leads.

The Silver Cloud III was the Factory's effort at buying time while they worked their butt off to get the Shadow on line. At the same time, various markets were flexing their muscles in the emission control area and vacuum advance for the distributors, used by American manufacturers for the previous thirty odd years became a feature on the S3. And the condenser disappeared into the body of the distributor. So you have three similar cars with three different distributors. And each of these had another variation to cater for the various compression ratio versions of the engines.

The Silver Cloud III version unfortunately can be a bit confusing to the uninitiated. Noting the picture, you will see that the now internal condenser has a single stud terminal on the end of it. A separate lead carries the power from the terminal to the first set of points. To get the low tension current to the condenser the Factory fitted a small plastic block that slips into an aperture in the side of the distributor. The block has a spade terminal on the outside and internally a soft cotton covered wire leads to the adjacent distributor. Repair people needing to replace the condenser, recoil at the sight of one with a screw terminal costing some \$40 and decide to fit an aftermarket unit with the conventional lead and terminal that they fasten to the points. But then they have to get the power from the plastic block terminal to the points and finish up with a dog's breakfast of joined wires and oversoldered terminals. You later come along and can't work out what you need. The simplest approach is to fit the correct condenser

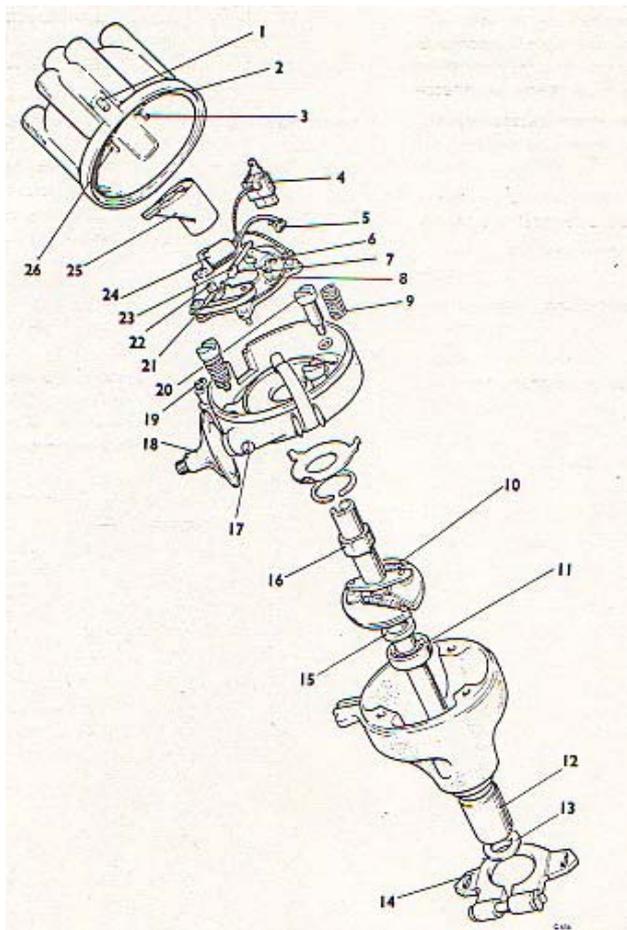


The S3 fitment

and a new plastic block and lead assembly and make up a new wire to go from the condenser to the points. Refrain from extending the wire from the terminal block. It is a multi strand wire, selected for its flexibility and is not designed to be added to and strung around a distributor. If you have to extend the block wire, remove the existing soft wire and put a complete new piece in.

Finally all this is a bit academic. None of these ditributors are examples of prime engineering. If you can detect any side play in the ditributor shaft radical overhaul is warranted. Similarly the cost of points is getting to the point where it is cheaper to replace the whole system with an electronic unit and forget you have a ditributor.

Various conversion kits are available including one that fits entirely inside the casing, avoiding the appearance of mysterious boxes fastened to the bulkhead.



An exploded view of the S3 unit

The servo drive shaft mentioned earlier fully assembled. The seal groove is clearly visible. The bronze gear needs to be watched as it can wear to the point of breakage.



PARTS SUPPLY

The British Rolls-Royce Enthusiasts' Club have thoughtfully sent out a brochure from Rolls-Royce and Bentley Motors operating from Crewe. Titled Crewe Genuine Parts Rolls-Royce 'Business as Usual' but under a different name. Since the brochure would not scan very well I re-produce the text for your interest.

'As you are no doubt aware, at midnight on the 31st December, 2002 the Rolls-Royce Marque will be transferred to BMW, ending 56 years of Rolls-Royce production at Crewe.

Many owners have expressed concern about what this will mean to the future support of their cars. The purpose of this letter is to share with you the action currently being taken by Bentley Motors and our Dealer network to ensure support after 2002 for all existing Rolls-Royce models.

Despite the marque transfer, we are keen to reassure members that we retain a clear objective to support the aftermarket business in the future. Whilst the Dealer network will be Bentley branded, the expertise, tools and factory support will continue to be available as they are today.

To achieve this vitally important aim, we have recently launched '**Crewe Genuine parts**' – a programme desogned to offer Rolls-Royce parts via the future **Bentley Authorised Dealer Network**.

It is the aim of Bentley Motor Cars that, through our marketting and brand awareneww programme, '**Crewe Genuine Parts**' will be synonymous with the Rolls-Royce marque, enabling Crewe and our Dealer network to provide the established levels of aftermarket support to Rolls-Royce owners.

Warranty will remain as it is today: a three year, unlimited mileage, warranty on parts, with one year warranty on labour when fitted by an Authorised Bentley Dealer, or a one year parts only warranty when fitted by a third party.

If you have any queries on this or any other issues please do not hesitate to contact us.

Julian A Jenkins
Aftersales Marketting Manager
Rolls-Royce & Bentley Motors

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