

TEE ONE TOPICS

Number 31 January 2004

WHAT A YEAR!

FEDERAL RALLY

Well the Victorian Branch seems to have excelled themselves for this year's Federal Rally and why not, it is the Centenary of the running of the first Royce as it was then called. The program is without peer and we should be proud of their efforts. It is quite extraordinary how a motor car has brought so many people from all over the world into communication although I must confess I have no idea what the sister clubs in North America and the United Kingdom are doing but no doubt they will do the occasion justice.

WHEELS

Next event for us is 'Wheels'. We have booked our space and George is getting a great display ready for the public. The Council of Motor Vehicles has provided the following instructions to Wayne Wardman in his capacity as our Tee One representative who has passed them on:-

- WHEELS 2004. March 7th as an element of the Celebrate Canberra Festivities, along with the Balloons and Food & Wine frolic. Trucks and motorcycles will be displayed on Kings Terrace, which will be closed for the day. We will be sharing portable toilets and other facilities with other events. Public Liability Insurance is still not finalized, but it is likely that Shannon's will meet these costs.
- Lynn advised that Canberra Festival would follow launch of new Canberra in Autumn promotion that kicks off in Sydney on 6th February.
- The FX-FJ Club have volunteered themselves as traffic marshals again.
- Everyone should bring and use drip trays for the display.
- Cars should be in position by 9:30am for a 10:00am to 3:00pm display. Access will be from 8:00am.
- No free breakfasts will be provided. (They don't take George into consideration!
- Wheels badges will be sold on the day.

This is not a concours, it is an opportunity to show the public as much of the workings of our cars as possible. If you have a particular problem that can be displayed or one to highlight think about how it can be highlighted for casual interest.

IMMEDIATE POST-WAR CARS

A big nostalgia dose the other day when I stumbled onto an 'M' series Mark VI Bentley in our local electrical shop. This is the 'big bore' 4 ½ litre engined short boot bodied Bentley which is probably one of the most desirable of the series. Apparently even at that stage of production the Rolls-Royce Board of Directors were being pressed to enlarge the boot on their cars and as legend has it one Board member opposed it as he preferred the drop down boot lid to put his son's trunk on when he journeyed to and from Boarding School!

Anyway the owner of the car first mentioned, had some difficulty with the horn button which sent me scurrying into the musty manuals to find a solution. An item on this is included later and whilst there I got to dragging out a few more gems on these old wagons.

SPARE PARTS

Members will be aware of the initiative by Sydney Bentley to bring in a truckload of dampers for Shadows and charge a very much discounted price to their customers. Since the Spur was a' rattling a little up the front I grabbed a pair ready for a pre-rally changeover. Fortunately I checked both and found one to be faulty (such is the luck of the Irish). 'Send another one', I screamed but the redoubtable Tom said no more, we have sold the lot! So hopefully there will be some much improved suspensions around shortly. A replacement for my sick one has already arrived and been delivered.

Apparently there will be a flock of ACT cars going to Melbourne for the Rally including yours truly. Hopefully I will see many of you there!



MORE BLOODY SCUTTLE FILTERS!



The scuttle panel unscrewed and unbolted and slid forward. Note the mysterious circle in the middle! Note also the holes for the windscreen washers. These plastic nozzles have nice little mounting gaskets under them which disintegrate on removal. Just under a hundred dollars for a pair of nozzles with gaskets - the latter can't be purchased separately. Seems the Toyota Cressida employs an almost identical fitting.

This seems such a trivial bit of maintenance in the car that I hesitated to address it again. One of our feral Spirits in Canberra recently tried to cohabit with a passing truck.. Regrettably the coupling was unsuccessful although the exchange of dialogue was reportedly somewhat original. This car has some most intriguing blemishes in its paintwork which could drive a clairvoyant mental if she was trying to assign meaning to the various imprints of what appear to be black cats paws, colour blobs and most mysteriously a perfect circle adorning the scuttle ventilator panel. I checked all the usual comestibles and spiritous liquors I am given to partaking but none would produce this effect on Mr Duco's finest products.



Giving up the investigation, I decided to remove the branded panel and prevail on the repair man to throw some paint over it when he is restoring the rest of the car. Off came the filters and retaining panels and then the wiper arms. On a Spirit they have to be actually removed with

a puller! No problem they popped off and then off came the panel. Quite a shock. The air for the ventilation system goes through the filter panel at the centre of the scuttle but then rushes out towards the outsides of the car and through yet another coarse mesh filter into the whirling fans. The pictures tell the story. This car arrived in Canberra with worn (?) filters but they were still there in some form and I replaced them on the spot. Since then they have been changed religiously. The point being it doesn't take long to crud up the system. It also points up the desirability of cleaning the area under the scuttle panel anyway to see what is there.! When you do remove it, be sure to collect the plastic spacers behind the fixing screws!

BRAKE SHOE BLUES



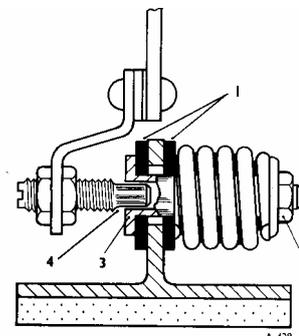
The original Rolls-Royce Brakes consisted of brake shoes which pressed outwards inside brake drums which were attached to the rear wheels and which when the brake pedal was pressed moved some millimetres to contact the revolving drums and stop them. The amount of

A Cloud III brake shoe with a fractured web (see inset). The friction device hovers around this elongated hole.

movement of the shoes was reflected in the amount of travel of the brake pedal. The pedal in those days was connected mechanically to the shoes. In the tween-war years manufacturers actually came to believe that fluids are generally incompressible and hydraulic brakes were invented. With a mechanical braking system

leverage and mechanical advantage are fairly easy to understand and design. But with

hydraulics the perceived solution in those good old days was to send a large quantity of brake fluid down the tube to do the job. This had a number of complications which were difficult to recognize. Braking delay seemed to be the worst problem and well I remember that in the good old Silver Dawn I had to be constantly aware of the handbrake emergence which was a fairly clear indication of a need for adjustment. Lockheed as I recall realised that better brake response would result if a minimum amount of fluid had to move to do the job. To this end they scrapped adjusters on the front brake shoes and fitted friction devices to the shoes so that when the brakes were released the brake shoes would only just come away from the drums. In practice there was always a little drag. The amount the shoes retracted was relevant to the strength of the retracting springs as opposed to the grip of the friction devices. The principle was carried on of course with disc brakes where the pads are always lightly touching the rotors. But back to the friction devices which were fitted to all the Cloud series which could become too



A simple arrangement. The washers (1) are squeezed either side of the shoe web by the pressure of the spring

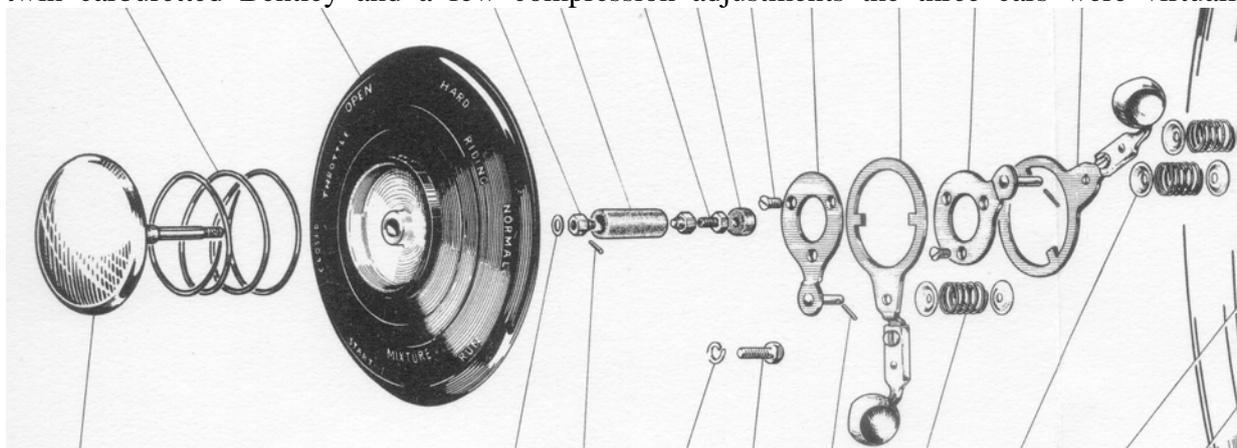
efficient through lack of use and a build up of crud. The result was a brake shoe pressed very firmly on the drum and suddenly you have a mysterious scent of hot brake lining. The other extreme is for you to lubricate the devices thereby allowing the shoes to pull much further back. Given the capacity of the master cylinders, applying the brakes simply moved the shoes part of the way towards the drums and quite probably no contact was made at all.



STICKING HORN BUTTONS ON IMMEDIATE POST WAR CARS

November 1946 saw the very first chassis come out of the Factory after World War 2. Apparently a chassis frame cobbled together from the dies of a pre-war experiment, a simplified version of the Bentley Mk V engine and for the very first time a body put together by Rolls-Royce. This brave new product drove out as the Bentley Mark VI. Not long after, some examples arrived in Australia when this country was right into the legendary wool boom. Quite a few examples finished up in the country on roads for which they were not designed. But more of that elsewhere.

Less than a year later the first Silver Wraith chassis was wheeled out for the coachbuilder to work on and that was followed by a rebadged Bentley named the Silver Dawn. Apart from a twin carburetted Bentley and a few compression adjustments the three cars were virtually



identical mechanically. But the Factory no doubt spurred on by the spin merchants kept the

three models as separate as possible even to producing almost identical spare parts, service instruction and workshop manuals for each model.

The era had never heard of the term recall as it applies to cars today and if a modification was required, instructions were mailed to all the appropriate dealers who hopefully were able to carry out the work when the car came in for a service. Needless to say, given the speed with which this model was pushed onto the market quite a few modifications were found to be needed. One of these required of all things an intricate adjustment to the actual button assembly for the horn. There would not be an extant Mark VI today that would require this modification so the reproduction of the Service Bulletin issued in August 1947 may be of historical interest only.

But what the bulletin does do is detail in writing how to dismantle this part of the car. And dismantle it you are likely to do if you have a neglected or little used car since almost invariably the horn button sticks! Only very recently one example of this occurred in my bailiwick and the auto electricians gazed in either awe or horror at the task ahead of them. And so I reproduce the Bulletin much edited for anybody who may happen to need it.

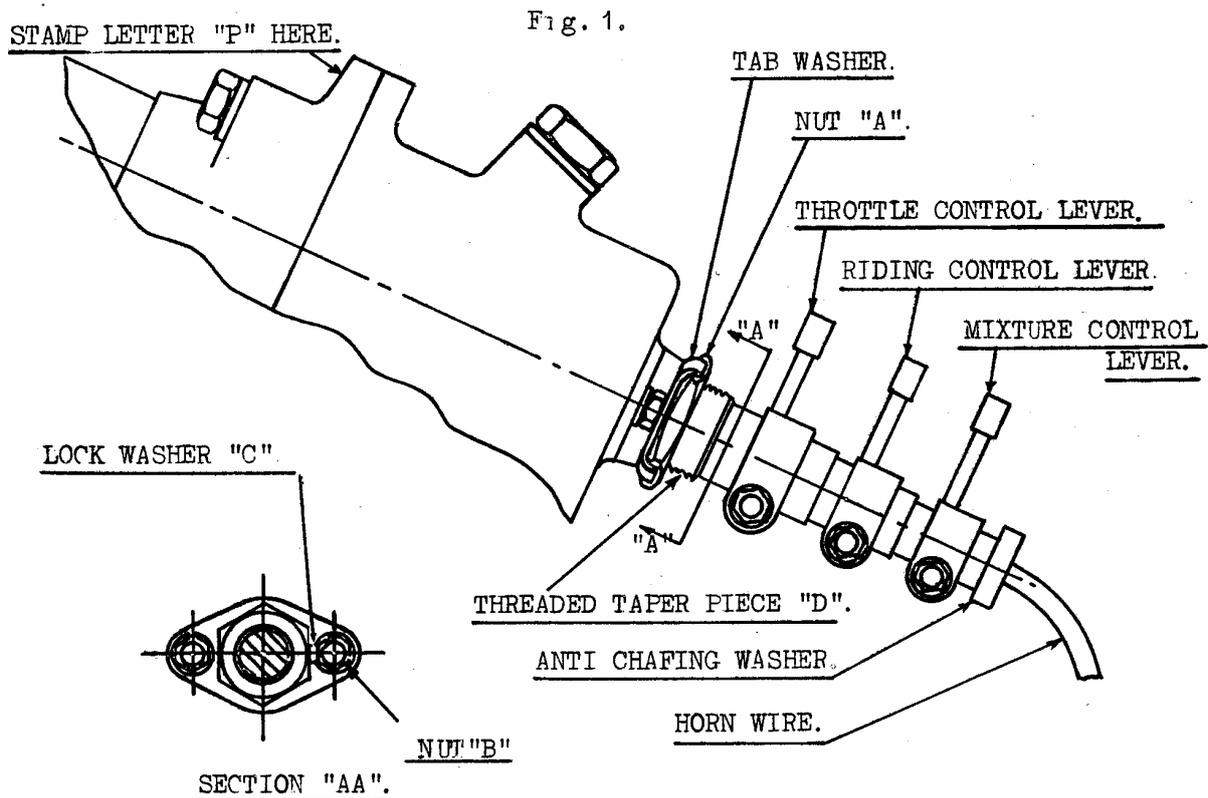
PROCEDURE .(Refer to diagram)

Remove clip fastening the horn wire to off-side valance plate and anti-chafing bush from tube at bottom of steering box, remove the pinch bolts and slide the throttle, riding and mixture control levers downwards off their tubes.

Loosen the tab washer and remove nut 'A' from the threaded taper piece 'D'.

Remove the near-side nut 'B' and its lock washer.

Temporarily fit the nut 'A' back onto the threaded taper piece three or four threads and give it a few sharp taps towards the steering box to loosen the threaded taper piece from its seating, after which the nut can be removed and slipped downwards over the tubes. A receptacle should be placed at the bottom of the steering box to catch the oil that will be lost during the next



operation.

The centre assembly of the steering wheel boss is now free to be pulled out of the steering column 11 to 2 inches, sufficient to allow removal of the three bolts from the underside and thus separate the horn push button and the cover from the lower half of the assembly. From the horn push button unit tap out the taper pin W and remove the contact nut 'J' and the brass washer 'G'. The push button and its contact pillar 'F' is now free to be removed from its cover.

Tap out the taper pin 'E' from the contact pillar and unscrew the pillar from the button. This contact pillar, with holes drilled through both its threaded portions, and the taper pin 'E' can be discarded.

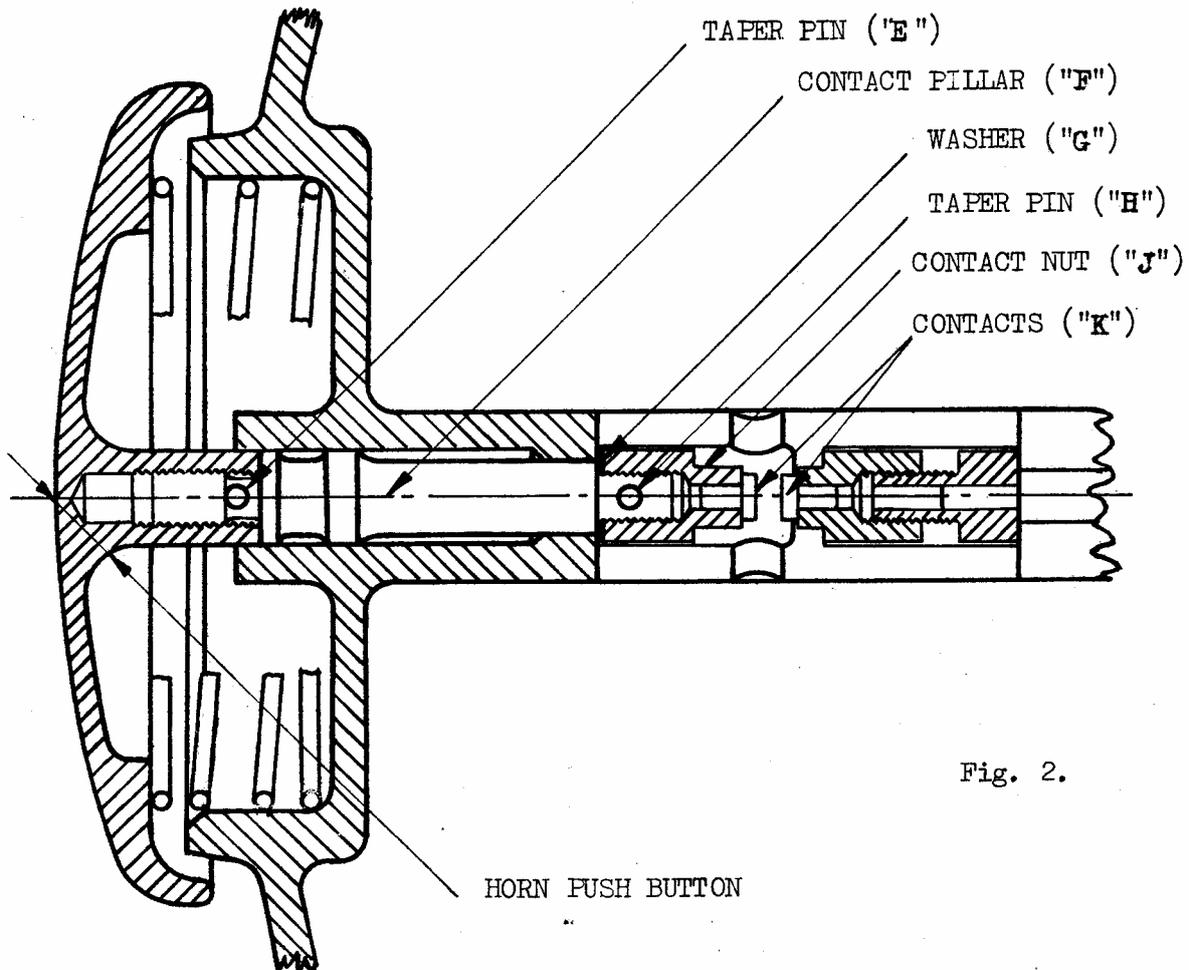


Fig. 2.

A new contact pillar, with its top threaded portion tinned with solder is screwed and sweated into the push button. (Note that this was the modification).

Temporarily assemble the push button unit and spring in the cover (leaving out the taper pin 'H'), refit to the lower half of the assembly.

A distance of .040'' between the contacts is desirable, and this is obtained as follows:-

Measure the distance with a stack of feeler gauges between the underside edge of the push button and the cover. Reduce the stack of feelers by .040'', and when the button is pressed, the horn should start to sound just as the button nips the stack of feelers.

The amount of this travel is regulated by the thickness of the brass washer 'G', If the horn sounds before the button nips the feelers, the brass washer requires reducing in thickness, but if a greater travel than .04011 is obtained before the horn sounds, then a thicker washer is required.

When the correct amount of travel is obtained, the contact pillar is drilled through the existing holes of the contact nut 'J' and the taper pin 'H' fitted. The unit may now be finally refitted in the steering wheel hub.

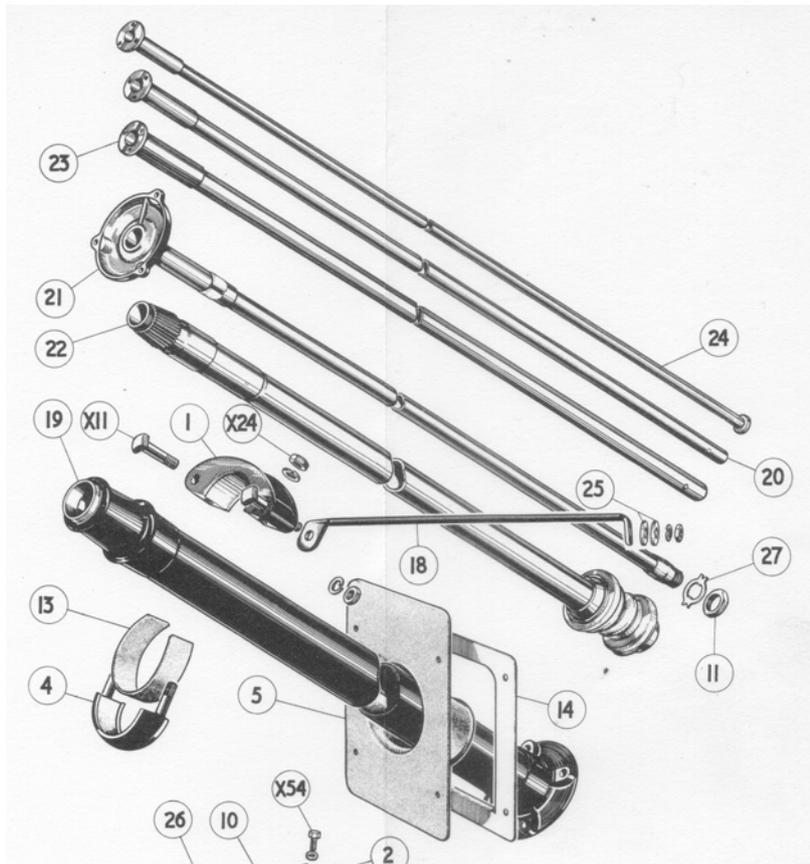
Refit nuts, tab washers, throttle, riding and mixture control levers on their tubes. Ensure that the riding and mixture control levers give their full amount of travel and that the hand throttle control lever commences to open the throttle at the seventh notch from the fully closed position on the quadrant, Refit the anti-chafing bush and the horn wire slip on the valance plate. Refill the steering box with oil.

As to the sticking horn button, removal of the button assembly will reveal a very dirty stem which when cleaned and its receptive hole cleaned the horn button will bounce back as it was originally designed.



LUBRICATING THE CENTRAL CONTROL TUBES IN THE STEERING COLUMN ON POST WAR CARS

These were the days when a driver could actually exercise some control over his car. The central boss controls were used 50 years before THE Mark VI was built and were beautifully made and fitted. The levers connected to concentric brass tubes that went down the centre of a stationary tube. The latter carried the central boss with its horn button. In this installation which was pretty standard for the time, there were three moving tubes and although they were undoubtedly lubricated on assembly – after 50 years????? But what is a small secret (for no particular reason) there is a means of lubrication without pulling the whole lot to pieces.



On the underside of the steering wheel you will find a large hole, turn the wheel around until this is at the top and with a pencil beam and possibly a mirror peer down the hole. You should be able to see the brass casting (Item 21 in the picture alongside) that is mounted on the outer stationary tube. On the periphery of the casting is a hole into which you can introduce your lubricant which all going to plan will work itself down between the three tubes. The controls should be light to turn; if not they are dry or gunked up.

WIPER REMOVAL – SZ CARS

Although it is not necessary to remove the wiper arms to refit the scuttle vent elements, should you need to get the arms off this is step one – uncovering the securing nut. The plastic cover seen here pulled up and away from the driving



shaft, simply slides over the nut and into the base of the arm. The auxiliary arm simply clips off a domed peg. The main arm needs to be removed with a small puller seen in the lower photograph and readily procured in any decent tool shop.



TWIN TOWERS – ROLLS-ROYCE STYLE

Post Cloud cars did not have a chassis with a nice big front cross member to confine their springs. Instead they threaded them down substantial tubes in the engine compartment and capped them with very thick aluminium plates. The springs were isolated from the body of the car with insulators made of a canvas material but later composed of a relatively soft rubber. Similar insulators were used at the bottom of the springs. The latter sat on platforms threaded over the front shock absorbers and which sat on small but very hard circlips integral to the shock absorber body.

To remove the shock absorbers involves releasing the tower covers and at the same time the spring tension, removing the spring seats and releasing the bottom of the shock absorber from the lower wishbone assembly. Taking up the offer of Sydney Bentley to buy new shocks at a very reasonable (by Rolls-Royce standards) price, I was somewhat startled to find that the original round hole through which the shock absorber shaft passes was now well on to being oval. The rubber bush which is standard to all cars with this type of suspension and shock absorber had worn right through and the shaft had settled down to a steady meal of the softer aluminium tower. Fortunately a good weld up and machining and the tower was as good as new!



☞ The spring with the tower cap removed. Note the insulator on the top of the spring which along with its mates was badly chewed up. Note the shock absorber hiding down in the spring. Later and indeed current production shock absorbers have a very limited travel since they also perform the task of limiting downward travel of the suspension and avoiding smashing the sub frame. Note also the gasket on the top of the tower which provides

some noise insulation between the body and the upper spring seat.



☞ Getting the tower ready for removal. Note the rubber mount around the shock absorber shaft and the spacer separating the top and bottom retaining washers. It was this rubber mount that expired and allowed the tower damage.



At right viewed from below is a view of the elongated tower hole. This is one problem you can check on safely and simply. **DO NOT OF COURSE ATTEMPT TO REMOVE THE TOP OF THE TOWER.** But you can undo the top nuts of the shock absorber and remove the washers. Place a close fitting piece of pipe or a tube spanner over the shock absorber shaft and try and wiggle it sideways. There should be little movement. If there is you should be able to gouge the top rubber free and replace it. The difficulty is keeping the shock absorber shaft vertical and central to the tower hole.



POWER WINDOW PUZZLES

The little jigsaw puzzle below feeds the electrics down the right hand side of the car including the electric window lifts in both doors. The conduit carrying the wiring for the remote locking system and the window motors pokes into the 'A' pillar. The wires then emerge through a grommetted hole behind the wiring entanglement seen below. In chasing slow or inoperative windows cleaning the various loom plugs is a must as detailed in the previous issue.



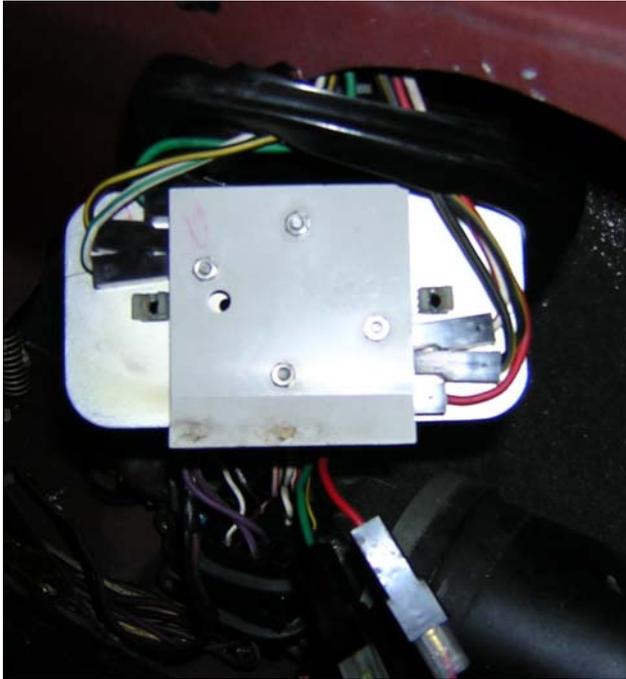
The wiring on SZ cars is held in place by screwed brackets and a carpeted toe board which is readily accessible.



The drivers door switch at left uses eight micro switches partially interconnected by busbars. It should be protected at the rear by a rubber boot from water that inevitably gets inside the door through the windows.

On the next page is one of the other door switches. Each has two micro switches which are readily available at electrical

wholesalers. The micro switch pictured however appear to be a Rolls-Royce special having screwed terminals rather than the standard push on Lucar fittings. These are used only in the

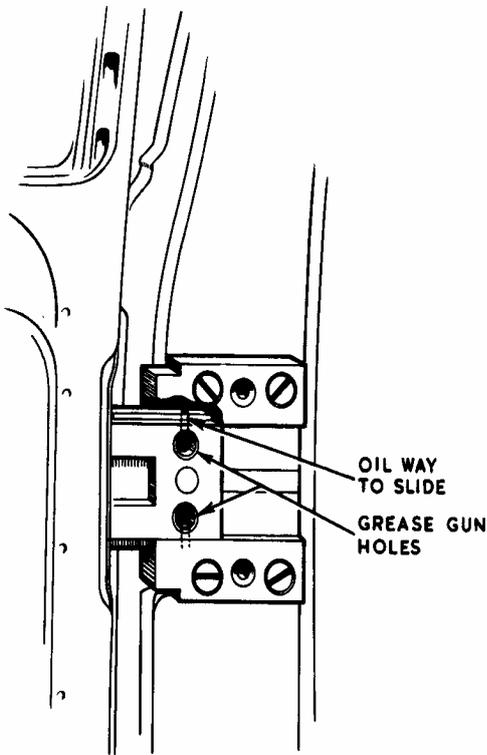


drivers door switch assembly. Both versions of switch are riveted shut. Switch faults can be quite elusive. The plunger seems to click in and out according to requirements but putting a multimeter across the terminals often shows that sometimes contact is made and sometimes not. Checking window function should start at the motor. The two wires entering the unit are both alive and movement is achieved by earthing one of them. This is the function of the switches. Most problems are dodgy switches or poor earths.



LUBRICATING POST WAR STANDARD STEEL DOOR HINGES

Remembering the trauma I went through many years ago trying to tighten these contraptions up, I was amused to find a Service bulletin detailing modifications to the hinges that would improve their lubrication. They were an ingenious device comprising a hinge and slide to allow the thin doors to open without scraping the adjacent jamb. The slide which carried the full weight of the door was made of bright steel as were the hinge pins and the body of the hinge was brass which no doubt simplified casting. They were neatly covered with a highly polished chromed plate and largely forgotten until opening a door was reminiscent of dragging the serrated edge of a bread knife over a sharpening steel! Lubrication usually fixed that problem but meanwhile considerable wear had occurred. Originally the Factory recommended removal of the highly polished plate and then vigorous application of oil particularly to the upper slide but they realised that this would not last long so they resorted to grease. To get the grease in, two holes were drilled through the slide where a grease gun could be applied. They also recommended a graphite based grease.



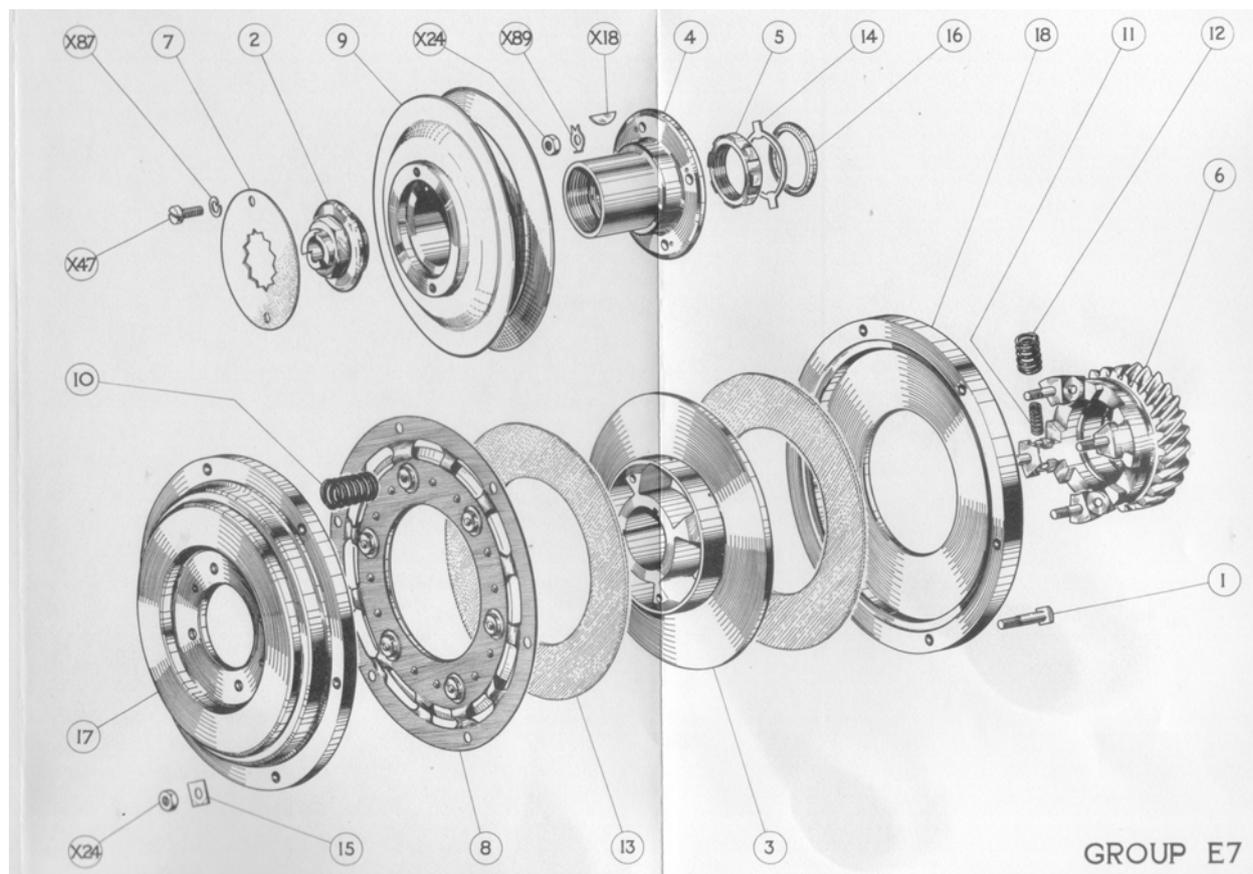
OVERHAULING THE SIX CYLINDER ENGINE CRANKSHAFT DAMPER

The following turned up on the Australian Club web site forum. It is rather esoteric but at the same time frank and realistic. Owners who drive around in their cars convinced that God or at least a deputy supervised the building of their car may find the following disturbing. In short the solution to the problem is still up in the air! I include it as a reference that should not be lost. I also naively asked the author Ashley James who Norman Geeson was and received the following burst from Richard Treacy in Switzerland

“Norman is an Englishman associated with R-Types since they were new. He was responsible for a fleet running from London through Switzerland to Italy. He now specialises in back axles, mainly for R-Types and Mk VIs, but does extraordinary research on B-Series engines too. He is possibly the world's greatest expert on these cars, and has helped me with information many times, especially fine details when I rebuilt my friend's Silver Dawn motor recently. Norman is extremely highly regarded, and writes many very accurate, and often alarming, (but long) technical articles on these cars.

Ashley James preaches that the Mk VI was the best car ever produced and completely trouble free. He says a Mk VI is more nimble and drivable than an R-Type Continental.”

The thread concerning crankshaft dampers was discussed some time ago on this site. In the last few days some discussion has taken place on some aspects of the dampers on the RREC site, which is only accessible to members. I thought that the following edited extract might be of



And for those of you who do not live and breath crankshaft dampers, here is an exploded view of the gadget. The infamous duck washers are shown here as item 13 – one either side of the driving plate – item 3.

interest. As a matter of courtesy I contacted Norman Geeson who wrote the reply for permission to quote this section. "In the case of the damper. I think that possibly the term "metalastik" has been used in a general way to describe the commercial damper as a desired fitting on the car version of the six cylinder. I am not sure whether you are all referring to a true "Metalastik" damper on R-R's own version consisting of a rubber mounted dry friction damper. As this damper was fitted to all commercial engines mentioned, up to at least 1960, and to all Phantom IV car engines.

Rolls-Royce only fitted their own rubber mounted friction damper on commercial engines during the life of the six cylinder car engine. This standard damper was embodied in the crankshaft belt driving pulley, which formed the inertia mass. In the later versions, the pulley was carried on eight circular rubber studs mounted on the central boss, which was rigidly attached to the crankshaft nose. The rubber studs only provided resilience, clamping the belt pulley by means of springs, between two Ferodo discs, produced the damping. This arrangement acted rather like a Lanchester damper. On B81 engines, of circa 1960, the assembly was either RE24128 or UE6269 depending on the belt grooving. This R-R damper gave quite VARIABLE results, but was acceptable on the commercial engines, which were generally limited to 3750 rpm.

"Metalastik" dampers were tested between February 1958 and April 1960 as a cheaper COST option only to the R-R commercial damper. At the time they gave equal, but no better results than the R-R rubber mounted damper, which itself gave scattered results. This goes some way to answering the question as to why they may not have been fitted on six cylinder car engines. In any case the car engine was out of production before the tests on Metalastik units were complete.

The Metalastik damper as you may know, is a completely different animal to the R-R rubber type, in the way that it consists of a tuned rubber bonded between the inner and outer pulley mass. Without doubt they have been improved over the years. At the time of the 1958-1960 tests a non-bonded Holset damper was also tested with equally good results to the Metalastik.

In connection with viscous dampers, Alan is probably right that a modern unit would do the job. I cannot however visualise such an arrangement preventing unwanted vibrations being transmitted to the gear train. Incidentally R-R did in fact try out a 10" Girling viscous damper on the early 3.75" bore, although only briefly and with no thoroughness, but it was found to make the situation worse. had they pursued the viscous coupling, longer term, things may have been very different. In recent years I have spent a considerable amount of time, some weeks in fact, researching seemingly untold facts and dates on the car's dampers and spring drives. Including the full history, part numbers and drawings of the slotted type dampers and Ferodo washers. This was in preparation for writing an article on the most recent history, an article that is now nearing completion. What surprised me, even astounded me was not the saga of the cotton duck washer, we all know the problem in that quarter, but the following;

Probably more words have been written about R-R crankshaft dampers and spring drives than any other R-R subject. Yet nearly half a century after the demise of the six cylinder damper, the operational problems, and there are many more than friction washers troubles, have never been mentioned.

We now have a situation where various substitutes are suggested, rather like sizing a brake lining and not knowing whether it is to be fitted on a car or a jet aircraft! If the damper does not operate dynamically as everyone believes, and it does not, then how do alternative materials or

for that matter poundages fit into the picture. The design, static testing of slipping poundage's suggested new friction materials and calculations are one thing, what happens actually in operation is quite another. The spring drive for instance is interdependent upon the friction of the damper. A seized damper soon finishes off radial springs. An offset spring drive does not exactly assist damper operation, nor timing for that matter, a situation that exists when radial springs are incorrect. A recent survey of the radial springs shows that most of them that have been fitted recently do not even conform to the drawings. Let alone the spring loads, they are not even wound the correct way!!

No friction material on this earth will operate, including Tufnol, unless certain conditions are met, and none appears in the manuals. For instance the pressure plate assembly moves axially and lifts off the friction washers during certain engine conditions. This made worse by axial movement of the outer damper rim assembly as a whole. We even read of discussion on the make up of the fibre directions on cotton duck or its alternatives, and thread rolling. Rather irrelevant when the presser plate pressure is lifting off the friction medium.

Different materials and setting poundage's abound and everyone sets slipping loads with clean oil. Who ever heard of one of these engines feeding absolutely clean oil, after the first few thousand miles, to the friction washers? Who has ever used sludged oil to set damper slip loads?

Mention is often made in articles of the slotted damper and Ferodo washers, fitted to the last 4.5L engines. Very few if these dampers will now exist as originally they were only fitted to 94 engines, investigation does however indicate that in spite of R-R's thoughts that they could give trouble, most seem to have performed quite well. Where are the printed details or research on the background, parts and drawings? This was also the only time a Ferodo friction material was used in the car engine damper.

A few questions; most answerable with some research, and I hope a few answers, but it might promote some thought. Regards Norman Geeson.



❁ MORE ON SUMP LEVEL UNITS!

Last issue we were talking about sump level units and sealing the contents of the engine inside and not dribbling them outside. Peter Shellard of Kellow-Falkiner Motors sent me an anonymous pack pictured here. Eventually I got the message – he has the seal kit and here it is including the outer cover gasket which as far as I know is not available from the Factory.

Peter has many other goodies similarly kitted which puts the Factory to shame in my opinion. So often you can ask for a particular bit which anybody can see requires a gasket or washer etc but that has to be ordered separately!

DAVID GORE TELLS IT LIKE IT IS!

For those who missed it, on the RROC of Australia web site <http://www.rroc.org.au/> David was moved to the following outburst after a correspondent related how he had been harangued by an alleged 'greenie' to the effect that he a was driving an old Roller that' polluted' the environment.

I have absolutely no time and respect for anyone who attempts to impose their beliefs and/or way of life on others by legislation or by trying to belittle or embarrass them publicly. This particularly applies to our "greenie" and "animal liberation" friends who are city dwellers with absolutely no idea of the true relationship between humankind and our environment let alone the symbiotic relationship between plants, animals and their surroundings. I was fortunate to have spent my early life in the country and with extensive contact with our Koori [indigenous] people who lived here and adopted a way of life that allowed them to survive in our harsh and unforgiving environment.

Without carbon dioxide in the atmosphere, there is no reason for plants and trees to exist as they use Carbon Dioxide to breathe; fixing the Carbon into their wood and returning Oxygen to the atmosphere. Without Nitrogen oxides in the air, there is less opportunity for lightning to create soluble nitrogenous compounds to combine with the rain to fertilise the plants and trees to enhance their ability to control the level of Oxygen in the air. Of course, there are limits on the capacity of the atmosphere to safely handle these compounds but motor cars are not the sole contributor or even the major contributor - I suspect decaying vegetation and crop residues left over from feeding our vegetarians contribute more to global pollution/atmospheric warming than our motor cars however this aspect does not suit our control freaks.

As you may know, Australia has experienced a large number of catastrophic bushfires with tragic loss of life and serious economic losses in recent years - these fires have been made far more destructive by the effects of "greenies" insisting on hazard reduction by controlled burning being banned because of smoke pollution and "disastrous consequences" for the native animals - these "greenies" are never around to help fight the fires caused as a direct consequence of their demands as they were safe and sound in the comfort of their city homes far removed from the environment they profess to care so much about. I live in a fire zone near the second oldest National Park in the world [Royal National Park south of Sydney; Yellowstone in the USA is the oldest if my memory is correct]; the last fire through this park was so intense and fast-moving, it completely wiped the last surviving colonies of several rare species which had survived numerous fires over the past 30,000 years or so. The original custodians of our land practised controlled burning for the 20,000/30,000 years they had lived here to both reduce the hazard from fires and to regenerate the native vegetation which had adapted to fire as part of its environment. The slow burning characteristics of this fires allowed the animals, to move away from the fire path to the safety of surrounding areas where they would remain until the burnt areas regenerated and they would then move back into these areas and benefit from the food and shelter that resulted from the fire. The difference now is that we ignore the success and lessons of this sustainable use of fire and ban controlled hazard reduction by fire to satisfy the "greenie" belief that they alone knew what was best for our country [our Kooris have always known what was best for the country; they died if they didn't manage their environment properly].

My apologies for carrying on about this but I have serious concerns about the modern search for "quick fixes" to complex problems which ignore the lessons from the past - the email Bob received is typical of this problem.

Well for mine David, I am right behind you!

WEB SITES YOU SHOULD HAVE ON YOUR COMPUTER

<http://www.rroc.org.au/>

Rolls-Royce Owners' Club of Australia

<http://web.rroc.org/>

Rolls-Royce Owners' Club of America

<http://www.swammelstein.nl/rolls.htm>

A private web site with an excellent forum

All the above sites have free forums where you are welcome to share your knowledge and ask your questions.

Or write to me - Bill Coburn Post Office Box 827 FYSHWICK ACT 2609 Australia of
tuppercharles@bigpond.com.

If undeliverable please return to Post Office Box 827 FYSHWICK 2609 ACT AUSTRALIA
