

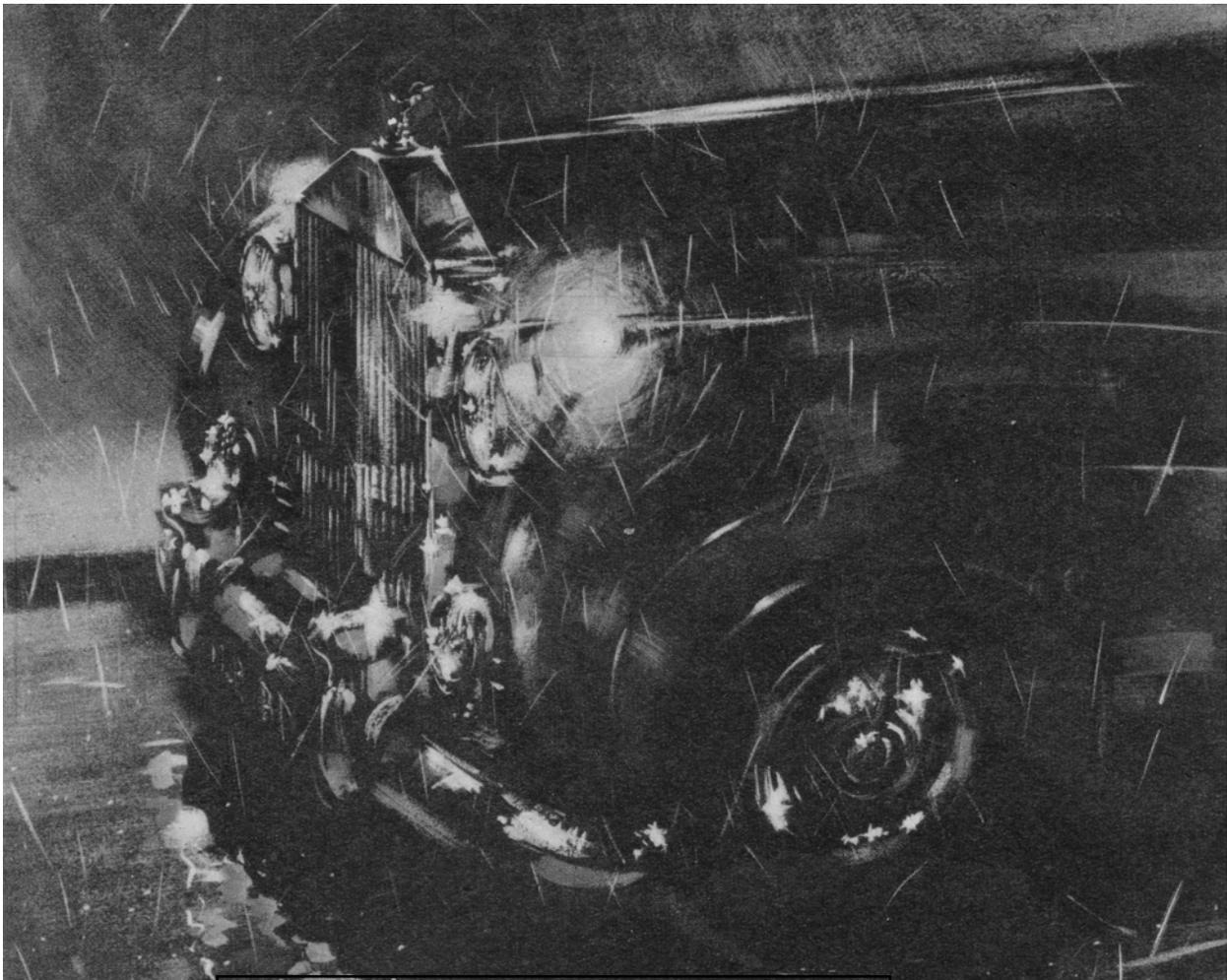
TEE ONE TOPICS

Number 7 October 2001

Disclaimer

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

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



**The next Tee one Self Help
Group
Saturday 27 October, 2001
61 Learmonth Drive Kambah**

FROM THE SILVER SHADOW REGISTRAR – JOHN BEGG

Whilst I was in the UK recently I wanted to fulfil two of my responsibilities as Registrar of the Shadow group (the best car Rolls-Royce ever made).

- Ascertain the situation for continuing the supply of parts, and
- Identify technical people we can call on should we be unable to solve our problems locally.

The Spares Secretary of the Rolls-Royce Enthusiasts' Club, Tony James advised me that he had a meeting with Bentley at Crewe and was told that they had all the equipment and technical information to continue the supply of parts for the older models. They were also in the process of reviewing the parts inventory.

I checked out 6 breakers (pom for wreckers) and spoke to 3 others along with sourcing a supplier of trim clips for most models. All are able to supply parts to Australian clients.

I contacted 3 people who happy to help on technical enquiries and take calls from 'under the car'. (their words)



I also sourced a supplier of exchange reconditioned wiper motor and rack assemblies. This is among other items in an exchange service I am endeavouring to set up for all self help groups and DIY owners.



Montague & Co are setting up to service Rolls-Royce and Bentley cars in Surrey near Guildford. Their approach is professional and the operation large and whilst covering all models, the emphasis will be on postwar cars. The owner has over twenty cars in pristine condition. Already they are supplying other Rolls-Royce and Bentley pre-loved parts suppliers.. I will advise when they are ready to commence overseas business.

Compact discs containing the illustrated parts catalogue for Silver Shadows and Spirits are now available to all members.

NEXT SELF HELP GROUP MEET

Time:- 10.00AM Saturday, 27 October, 2001

Place:- 61 Learmonth Drive KAMBAH –

One of our members, Peter Chan has invited us to hold the next meeting at his house at 61 Learmonth Drive Kambah. Further, he is shouting us to a barbecue lunch and if you are so inclined there is a sizeable swimming pool for you to do a Perkins. Clearly he needs numbers for catering.

RSVP:- Please phone these through to George (W 6251 3977, H 62553366, Mobile 0411 983 777).

Agenda

Power steering. Flushing the system, fitting an in-line filter, replacing the low-pressure return hoses, grille removal, cleaning the power steering cooler and fitting new connectors.

Electric Fuel Pump Overhaul. Dismantling, replacing points coil continuity, diaphragm adjustment, diaphragm tensioning and testing.

FANNING THE FLAMES.

Enthusiasm, don't you love it?

Saturday the 22nd of September was a glorious day and we made very good use of it. I shall let others report on the actual tasks undertaken and instead, focus on the very apparent build up of enthusiasm by the NSW members.

It was most pleasing to see people turning up and quite clearly enjoying themselves. Members like Stuart, who took the time to pen a note telling me that he is really getting



Peter Merlin trying to get his chair serviced!

a kick out of learning about the servicing requirements for his car. Thanks for that note, Stuart, it's people like you that "spur" us on and lift our "spirits"! Another who comes to mind is Warren Jeffers, who, on the day, articulated his delight in finding that there was a group of ordinary bods who would take the time to explain the workings of his car. Little do they know!!! In no time at all, a newcomer will ask a question and they will find themselves explaining how the automatic transmission fluid is checked for correct level and condition, or showing where the engine overheat alarm sensor is, or how to spot a crook viscous coupling.....Etcetera, etcetera.

It is a real thrill for organisers to find people are so keen that they will travel from as far afield as Newcastle (Mike Winzenried) and the Central Coast (Neville Bradshaw, Judith and Peter Merlin) to lie under their cars and ask questions. And ask they do! It is a delight to be able to strip away the mystery and show how and why a particular part functions, often on their own cars. That old saw, "Knowledge is power" could be extended with the phrase "and a relief!" in this instance. How many owners have taken their cars to a repairer and not really understood the reasons given for why certain additional work was necessary? When one knows the cause and effect of maintenance and/or repair, the sting is lessened. I am definitely NOT suggesting that repairers are reluctant to offer explanations. Quite the contrary, in fact. Most are very helpful, and are delighted when they discover that an owner can actually follow their explanations.



George demonstrating!

So....I wonder how many freshly enthused owners take the first opportunity to put newly acquired knowledge to the test by getting in and under their own cars for a fresh look at getting things in order? At this point, I need to reiterate another old phrase, SAFETY FIRST. Enthusiasm should be tempered with sensible caution. If one is not sure, stop and ask. Most repairers, and all of the good ones, will give helpful advice if asked, and if all else fails, get in touch with one of the Self Help or Tee One group organisers, we may well suggest that the job be left to the professionals.

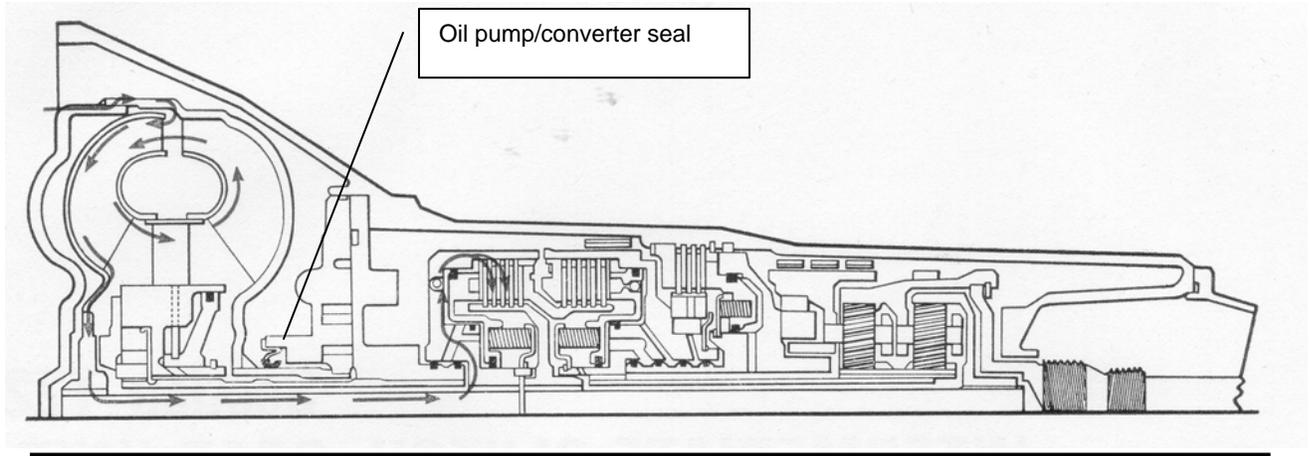
Finally, I'd like to offer my own thanks to the organisers of the NSW group (John Begg and David Gore) and to the newcomers. You have rekindled my own enthusiasm!

Happy maintaining,

REAR END HAEMORRHAGE

I am referring to the engine. Until the Factory sealed the engine with a lip seal on the end of the crankshaft after the rear main bearing the only time oil would drip from the rear of the engine was when it was parked at something approaching 45°. Oil apparently dripping from the rear of the engine is invariably red in colour and leaking through a worn torque converter seal at the

front of the gearbox. When you get sick of the oily garage floor take the car to your friendly gearbox man who will have the box out, the seal in and the box back before you can get your cheque book out. Above all **KEEP AN EYE ON THE OIL LEVEL IN THE TRANSMISSION. RUNNING BELOW THE MINIMUM CAN BE THE END OF A BEAUTIFUL OWNER SHIP.**



Oh! what a beautiful day

Talking to one of our people the other day when he observed that 'If these cars didn't have *that* grille on the front they would have finished on a scrap heap ages ago'. Well judging by the attendance at the last Self Help Group meeting at Hurstville there's an army of enthusiasts out there determined that this won't happen. Twenty eight Shadows and derivatives arrived for a presentation by David Gore on servicing the GM 400 automatic gearbox and a demonstration by George in changing the rear springs.

The modern transmission regardless of its make is something we take for granted. Maintenance for many cars is simply keeping the fluid up to it. For a while Ford deleted the dipstick on its transmissions, so confident were they of their product. Ford cars now have dipsticks in their transmissions. One of the diagnoses David had us all doing is going around smelling each others dip sticks ????. That and recognising the colour of burnt oil gave most attending a new interest in that big lump of metal behind the engine.

The best news David passed on was the ready availability of after-market parts used by other cars using the same transmission. As well, he arrived with a generic publication that he swears is the amateur transmission mechanic's savior – details elsewhere.

George's spring change was almost by rote given the number he has done. One of the most obvious signs of deterioration in these cars is the sagging-bum look. There are specific dimensions laid down to achieve the correct standing height at the rear but the handy test seems to be the ability to be able to slide your hand between the top of the rear tyre and the wheel opening in the body.

Unlike the front springs the removal of the rear springs is not a potentially lethal exercise. The procedure involves releasing the bottom end of the rear shock absorbers, unbolting the rebound straps under the rear seats, disconnecting the driveshaft universal joints behind the rear hubs and

tie the shafts to the rear cross member to avoid straining the inner trunnion joints. Remove the wheels. Then comes the bit that requires planning. You need to lift the rear of the car at least four feet to allow the hubs to drop down sufficiently. Having done this the springs will simply lift out and can be threaded off the shock absorber shafts.. Keep track of the packing washers.

KMAC are selling rear springs for the Shadow that are notably shorter than the original which makes insertion even easier. Using the same packing washers, the finished result (height and handling) according to owners who have made the change is excellent and the cost (doing it yourself) under \$400. Further it is much simpler than removing the springs sending them out for re-setting and making an experienced guess as to how much the springs have to be raised.

The final observation of the day was that quite a few cars need a step by step examination of their air conditioning systems particularly the simple mechanical action of opening and closing the various flaps.



SETTING THE RECORD STRAIGHT

by
Bill Fleming

Speaking both on behalf of myself and SRH 22160 (I know it sounds somewhat formal, but we don't really know each other well enough to be on first name terms yet) the idea of Bill Coburn spilling the beans in public concerning our calipers, as he threatened in the last edition of T.1 Topics, fills us with a certain element of disquiet, unease, concern. There are those who regale all and sundry with full esoteric details of their latest op, but we are rather more reticent, preferring to expunge the gorier aspects from our mind. I know I speak for the two of us, as I distinctly heard the rumblings of disquiet the last occasion I was in the motor-house; not quite a full-blown Silver Ghost type back-fire, but certainly rather more than the mere shadow of one. A distinct whiff of carbon monoxide tinged Disapproval hung about for some time.

So, in a pre-emptive strike I am prepared to set forth the saga myself. Setting the record straight. No doubt Mr Coburn will garnish it with pictures to add to our embarrassment and discomforture, but at least the story will not be hopelessly over-dramatised. Indeed, rather than an account of an actual operation, having regard to the delicate nature of SRH's feelings, I intend to hypothesize, in the fashion of a Do It Yourself manual.

SILVER SHADOW BRAKE OVERHAUL

1. As the first step in tackling work on the brakes of the Silver Shadow, have your man cut down a large eucalypt - a mountain ash of some 20 odd years in age when sliced at the base into 300 mm lengths will furnish easily-handled blocks of excellent longitudinal compressability. Two of these should be split lengthwise into quarters, which will function as wheel-chocks, while four others form the stumps on which the car will rest when the wheels are removed. (Those with less of a sense of adventure or without forest access can of course settle for ordinary common or garden car-stands.)

2. With wheel-discs removed, wheel-nuts loosened, gears in CEP^1 , hand-brake applied and wheels chocked as appropriate the car can then be jacked front and rear alternately from under the centre front suspension mount, and, with a suitable wooden spreader, under the rear drive unit. It will then rise majestically, rather as the Kursk will eventually mount from the bed of the Barents Sea, coming to rest on the afore-mentioned mountain ash blocks, or car-stands, 2 under the front Y suspension yokes, and 2 under the boltheads protruding from the underside of the car some 200 mm ahead of the rear wheel arches. At this stage one rests and possibly shouts oneself a Glenfiddich.



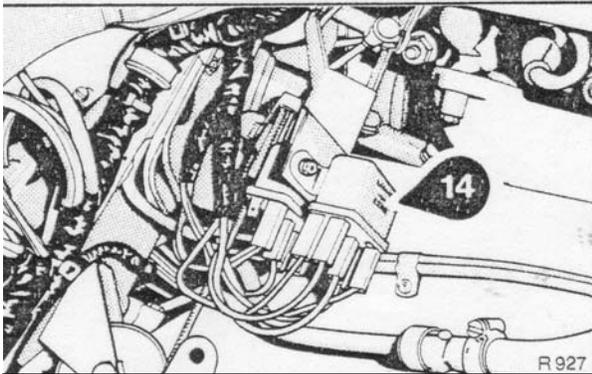
3. The T1 Group has copies of a video on the subject put out by the American R-R Club. Copies may be borrowed in Canberra from Bill Coburn or in NSW from John Begg. At first sighting the whole thing may seem daunting, particularly the view of the multitude of tools, some large and expensive that are allegedly needed. But a second or third viewing reveals that the more esoteric tools and procedures are needed for overhaul of the hydraulic system and particularly the re-charging of the accumulators. Brake and hub maintenance and overhaul seems

well within the capabilities of the ordinary DIY owner. And indeed experience shows this to be so.

4. The video is broken up into segments with a logo and rather annoying music separating each. Consequently when one wishes to remove the front brake calipers for example, one finds that segment on the video and plays it through a number of times until one has the general idea, and ones head is ringing with the stupid jingle. One then repairs to the motor-house (you know of course that R-R's reside in motor-houses and not garages?) and commences the procedure. When stuck one returns to the video-player and checks again. (In a normal domestic situation, tracking back and forth across the loungeroom carpet in grease-impregnated sneakers may induce an adverse response. It is difficult to formulate a general rule to cope with this, but certainly a degree of care is advised.)

5. Having removed the bits and pieces one takes them apart, again following the video advice. If the car has stood idle for a lengthy period, the actuating pistons may be siezed in their cylinders. This arises from rust owing to the hygroscopic nature of hydraulic brake fluid. Do not despair - a blast of high pressure air induced through one of the fluid passages will remove them. But be careful, they will act like any projectile under the circumstances, and should be aimed away from soft (and particularly human) targets. All parts then need to be thoroughly cleaned and scoured, and where appropriate, painted. Meanwhile the necessary replacement membranes, seals, springs, cotters, brake pads etc. will have been procured from an appropriate source (T1 group convenors can help here) and the components are then reassembled and replaced. The calipers are then refitted to the car, the system recharged with fresh brake fluid, the brakes bled in normal fashion, and the car is ready for road-testing. A piece of cake.

A BUTTON TO TRIP THE RELAY TO ENERGISE THE SOLENOID TO SWITCH ON THE ELECTRIC MOTOR TO START THE ENGINE



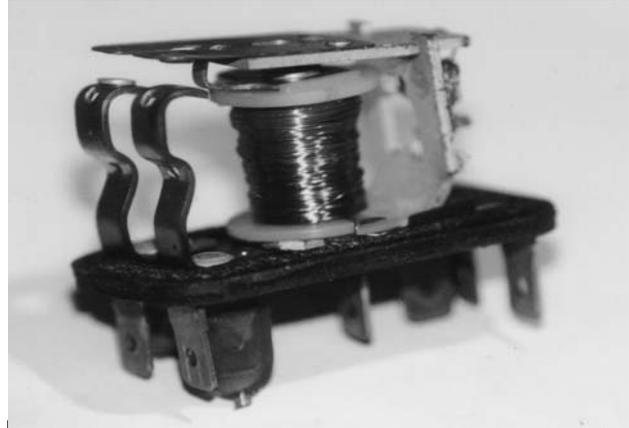
Where it's at.

the solenoid on the starter motor.

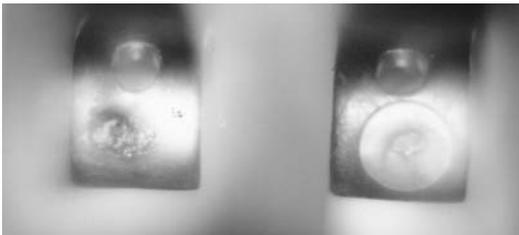
Warwick had it out after carefully labelling the wires and with a little dextrous squeezing and bending, removed the cover. Greatly satisfied he is since therein lay copious quantities of rust and some quite badly pitted contact points. These all cleaned up very satisfactorily were re-assembled, reinstalled

and he now has a starter circuit with at least one component he knows he can rely on!

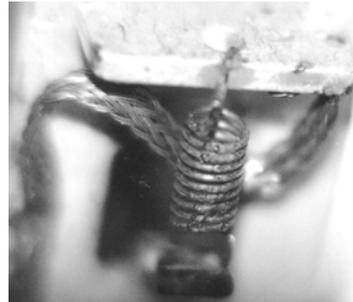
Warwick Grigg having nothing better to do cast a jaundiced eye over that pair of relays nestling below the right hand heater blower near the speed control bellow and adjacent to the handbrake cable on his Shadow II. The one closest to the bulkhead looks after the choke solenoid and the one ahead of it is a relay to feed



The internals



Burnt contact points - easily cleaned up with a point file.



When NASA first started sending up astronauts, they quickly discovered that ballpoint pens would not work in 0 gravity. To combat this problem, NASA scientists spent a decade and \$12 billion developing a pen that writes in 0 gravity, upside down, underwater, on almost any surface including glass and at temperatures ranging from below freezing to over 300C. -----The Russians used a pencil.

FOOTNOTE

Having observed how engineering triumphs over design for a number of years, I enjoyed the above. But then I read another report that mentioned that pencils were unsafe to use since their use generated tiny particles of graphite that floated in the air and had caused serious eye injury!

CALIPERS

Background

Well despite Bill Fleming's rear-guard action in providing a status report (albeit retrospective) on his brakes, the truth will out. Bill's car had a unique feature – 'Are you sure brakes'. Users of Proper Motor Cars may not of course have come across this optional extra apparently occurring at no cost and I confess it was new to me.

The feature works along the line of your sensing that you should slow down for the approaching 'T' junction'. You slightly depress the larger pedal to left of the accelerator intending to admit some of the 2650 p.s.i. accumulated hydraulic pressure into the little pipes that run down to the calipers with the intention that the little pistons will push the little pads out onto the spinning discs and slow the big wheels down.

But it is here that the optional feature comes on line. By the use of accumulated deposits of brake fluid residue, grunge and decaying hydraulic brake seals the pistons are able to resist moving. There is therefore no diminution in

the speed of the vehicle proceeding towards the 'T' junction. Our bodies, planned the way they are have a connection between the eyes, the realization that the foot is not achieving its anticipated purpose and our lower bowel. The latter apparently sends a signal to the eyes which dilate, the sweat glands go into double exudation and the hairs on the back of the neck tend to erect. All these conditions are monitored by the foot which then goes into the press-harder routine and a lot of the 2650 P.S.I is allowed into the little pipes etc. The pistons which so far have chosen to ignore the last message are suddenly propelled out of their respective cylinders and the spinning discs reduce speed alarmingly. Reducing the pressure on the brake pedal doesn't necessarily help in reducing the retardation since the pistons have been sent to do a job and do it (i.e. stop the car) they will!



These pistons just passed muster as the corrosion pitting was outside the



As you may have guessed this feature also provides roll-back insurance when starting on a hill. And so in the interests of conformity to the original design Bill consented to dismantling the brakes.

Doing It

As George would say it 'My way'. Well I claim no special procedure. Briefly, what is involved is the following.



The hole (centre) connecting the hydraulic circuit between the two halves. There is a

worse nightmare it crashes to the ground due to the jack stands collapsing, the fall is cushioned. And of course where else would you store the blasted things.

- Getting the car elevated to a working height. As a warning to the over-zealous - avoid having the bonnet up when jacking the car. The spectacle of a crumpled bonnet trying to lift the covering off your skillion roofed garage is the stuff of nightmares.

- Getting the wheels off and of course you loosened the wheel nuts before you left the ground. Try putting the wheels under the car so that when in your second

- Exhaust the hydraulic accumulators by pumping the brake pedal until both lights come on and then another 20 pumps or if the neighborhood brat comes in let him pump until he needs a orthopedist.
- Disconnect the brake lines from the calipers. Don't twist pipes- think before turning. Hold one pipe while you undo the next.
- Undo the bolts on the calipers. Don't use your \$85 ratchet. It needs a solid drive and probably a length of water pipe that you have meant to throw out for the last ten years. Have on hand containers for each wheel into which you put the bits.



Here is a case of one of the brake levers falling off because a roll-pin has corroded

- Dismantle the calipers and keep their bits together. The factory tells you NOT to split the calipers but so far I have not found a single brake specialist who doesn't split them. They would be very difficult to clean if left intact. In ordering parts from agents, bear this in mind, as the seals between the two halves are not supplied. They are supplied however by after-market shops.

apply compressed air to get them out. COVER THE PISTONS BEFORE APPLYING THE AIR with your hand and some thick cloth.

- The pistons will often be stuck and as Bill has advised be prepared to

- Clean everything. Use any solvents you like but finish up with methylated spirits to ensure absolute cleanliness and dryness. Get yourself a supply of self-sealing plastic bags

from your local stationery store to store the bits and assemblies in. Clean passageways in the calipers with suitably sized drill bits spun between the fingers.

- Carefully examine the handbrake mechanism on the rear calipers. Various assemblies are held in place by pins which in turn are retained by split roll pins. The latter are readily available from your local fasteners shop – don't improvise.
- Assemble using plenty of brake grease.
- If using after-market brake pads, ensure that they move freely in the calipers. They often need trimming at the side.
- Consider overhauling the front wheel bearings while the calipers are removed.
- Reassemble and bleed the brakes. Fit new handbrake pads if needed and bed in.



Bill Fleming learning the intricacies of Rolls-Royce secret fasteners

Drugs alcohol and razor blades

Unless you are one of those original spares freaks, the above support items should not be necessary except perhaps when you price the kits for the rear calipers and the pistons should you need to replace them! They are an RR special – oh joy! Otherwise your favourite local after-market man can make some very relieving noises for you. Note that early Shadows had dissimilar sized pistons at the rear later cars used same sized items.

End of the year blues.

So 'The Factory' is producing the definitive car to commemorate the demise of Crewe and for most of what it has stood. I was in Washington in 1971 when the factory was declared bankrupt. One of the interesting responses from interviewees of those days was that if the Company went to the wall the cars would become even more valuable!!!

It is all a bit hard to accept, the demise of a legend, the resurrection of Bentley and the total expected change in design philosophy of the cars that we love. I think this is all academic now. Cars produced in the last ten years are firstly so expensive that only the very wealthy can afford them. When they age and need some TLC any rational owner is going to take one look at the prices of spares and the hours needed to repair them and are quickly going to arrive at the decision that the wreckers yard or a quick ad in the Telegraph is the easiest solution.

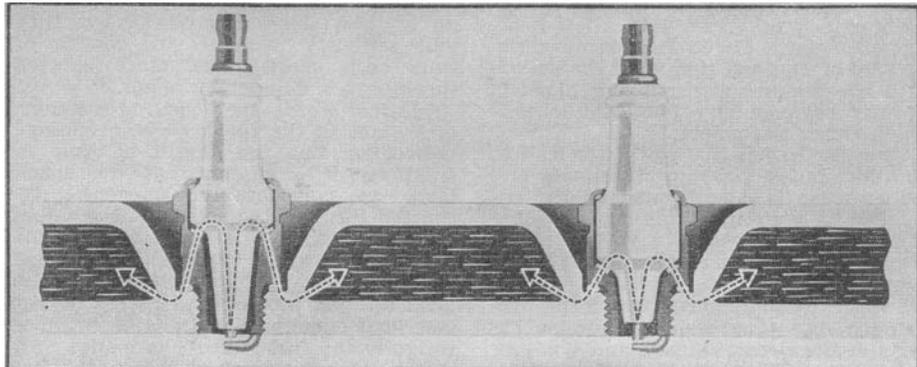
As I mentioned before a man, professional in matters RR told me last week, that these cars if they didn't have 'that grille out in front' would have been scrapped years ago. The wrecking yards are littered with top line Mercedes and BMW's as testimony to this observation. But there is a limit. I was reduced to mild apoplexy earlier this week to find that one electronic shock absorber for a Silver Spirit was of the order of \$3500! It takes an awful lot of grille out front to justify that expenditure!

My next fantasy/nightmare involved my being able to buy a Phantom III and at least be able to use it say once a fortnight. Where I mused would I find someone to maintain it – arguably one of the most mechanically complicated Rolls-Royces ever built? There is the rub. Well I remember one of the more bizarre owners I have known ruefully telling me that only one person is left in Australia who can re-build a Silver Ghost gearbox.! Such monopolies are not permitted usually in normal domestic commerce and it is difficult to imagine what other Ghost owners are going to do when this man expires. Given the self-interest of the individual it is not surprising that he did not give a second thought to this problem and the likely effect on the maintenance of other Silver Ghosts; so much for the professed aim of preserving these icons.

Hopefully the readers of these pages and those of similar endeavor will strive to keep these cars alive and avoid the prevalent social more of driving them until they stop through lack of maintenance.

Those hot plugs.

Today many owners are fitting hotter plugs to cope with developing incontinence in their wearing engines. Do you know what is meant by hotter plugs? The 'hot' index is related to the distance the heat on the electrode has to travel to get to the coolant!



BUMP

All suspension systems have some sort of device to limit the travel of their suspension. Apart from a few considerations such as collisions of wheels with the body structure, ground clearance and the rupture of rubber insert bushes, there is also the requirement to prevent any spring expanding beyond its relaxed limits. The latter consideration is particularly important with leaf springs. Allowing these to repeatedly drop down to beyond their completely relaxed state is a perfect recipe for breakage. It follows that to avoid damage to adjacent structures some cushioning is needed both for full compression of the suspension when the wheel strikes a bump and for when the spring forces the suspension down to its limit when the wheel drops into a ditch



The rebound rubber. The correct one unlike the above has a shorter rubber body. The item below is the Blackwoods special!

on rebound. The rebound rubber that cushions the latter seems to take the worst pounding in most cars. The Shadow is no exception. When the front shock dampers wear out, the ride and steering start to emulate a barge in a high sea which some owners tolerate by contemplating the \$1400 replacement cost. But the wearing bit of course are the rebound rubbers.

On the Shadow these are moulded into a cup ringed with suitable notches to facilitate the use of a 'C' spanner. This is necessary as the rebound rubber and cup screws into a fairly deep recess in the upper suspension lever. Recently a friend's car arrived with badly rusted as well as very worn front rebound rubbers. Despite liberal application of WD40 through the mounting hole that the bump rubber stud



The old rubber, note the bias.

screws into (5/16" UNF) both studs sheared off when I tried to unscrew them. So off came the upper levers which needed new inner bushes anyway, the broken bit drilled out and the thread cleaned up. A cardiac crisis then occurred. The replacement items were over \$259 each! Out of intensive care and Alan White came to the rescue. Seems he had found a standard bump rubber at Blackwoods which with the thread cut back from 3/8" UNF that would do nicely. Total price for the two rubbers \$34. They are installed as Alan suggests with Loctite and a pair of multigrips. The only drawback is that replacement of these items could necessitate removal of the upper lever since there will be no way to grip them firmly. But for a saving of \$500 I can put up with that inconvenience!



The rebound rubber. The front road spring has been removed to facilitate replacement of the shock dampers. This one is the wrong rubber. This is used on the very early non-compliant suspension. If this rubber is used the whole moulding will skew around the sub-frame and eventually allow the mounting cup to hit the frame.

ORIGINALITY

I was startled the other day when a friend in the parts supply game rang me to see where he could get for a customer, original coolant hoses for an early Silver Cloud. I told him that even if I

found such items I would be very dubious about using them since age, sunlight and the air are not kind to rubber products. If they were new manufactured stock, the company would certainly never have made them and I would be confident that they never did! So what makes them original? Presumably the manufacturer that **ORIGINALLY** made them with the **ORIGINAL** dies etc would qualify! And then they are allegedly inspected before being packed and labelled with the magic name (and re-costed with the magic price) and voila, you have an original top hose!

Some little time ago I had need of a top hose for a Silver Cloud III only to be advised that they were no longer available. I suppose our originality freaks would wreck the car at that point. Seems Peter Shellard at Kellow-Falkiner Motors has commissioned our local radiator hose manufacturers to make the things which are indistinguishable from the original. **WRONG!** they are a third of the price and do not have the magic name glued to them!

I have just had a thought that may help my friend's customer for originality. I know of a header tank near the Factory that was part of the original Cheshire water reticulation system. I know that even after all these years there are still thousands of gallons of water sitting in the tank as it is no longer used. As it was cut out of the lines early in the '60s there will be some original water there for Silver Clouds! He should make a killing!!!!

WEYMAN BODIES

Found this delightful old picture of a Phantom possibly a 12 cylinder III but more interestingly described as having a Weyman body. These were a between Wars innovation to overcome the creaking sounds of wooden joints in body frames and used on many different cars. Based on the airframe construction of the day the system used steel plates to connect the various wood members together. In an effort to lighten the finished product the whole frame was then padded thoroughly with flock and finally covered in a special canvas and treated with aircraft dope which sealed fabric and contracted it to give an overall tight fit. The body could then be painted in the normal way. The finish was clearly fabric but was easily cleaned. The body design gave exceptional quietness – like riding in a box of mattresses. A friend of mine went on a pub crawl with some Service mates in England. The lead group travelled in a pre-war Triumph Gloria which had a Weyman Body. My friend travelling



behind in another car noticed that the Triumph was being steered in a zig zag fashion for what ever reason and at one stage either zigged or zagged right into the path of a substantial lorry. The course was corrected but not quite enough and the corner of the tray of the lorry caught the 'A' pillar of the Triumph and managed to disconnect the entire body minus the floor and seats from the chassis. The severed carcass flew into the air and just missed my friend's car and the occupants of the Triumph continued without so much as a look back! Ah! The good old days!!!

MORE HURSTVILLE



Top left to right:-

- **Shadows galore**
- **More spring changing**
- **No shortage of observers**
- **The icecream lady arrives**
- **To be removed!**
- **Autopsies everywhere**
- **The two Beggs thrash out policy**

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