

CREWED JOTTINGS

Issue 22

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Please visit the Rolls-Royce Owners' Club of Australia (Victoria Branch) website for more of our local Club news.
www.rrocavictoria.org.au/

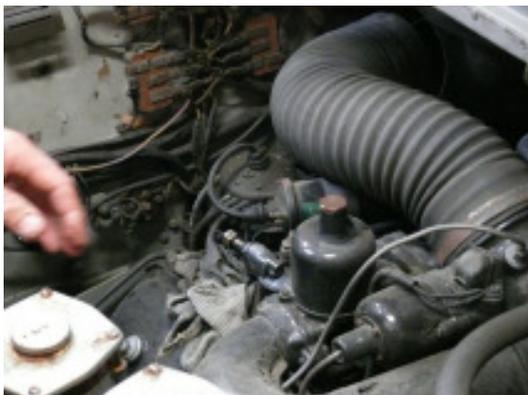
December 2008 REPORT

We couldn't let the year go by without having at least six events on our calendar and as the year is drawing to a close, we had a little Christmas breakup after the work was done.

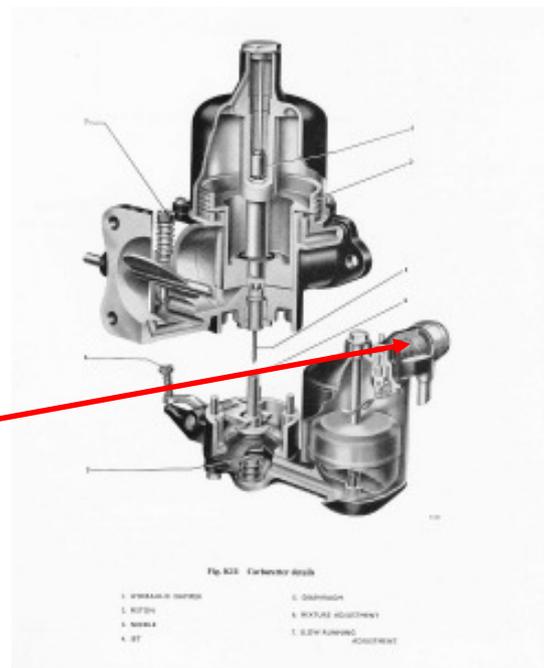
Peter was having some issues with his Silver Cloud II in that it was losing power on hills (particularly inconvenient for Peter as he lives in the mountains). The problem appeared to be in the fuel delivery, the pumps were both working okay and tuning the carbs didn't seem to achieve the desired result; there had to be a fuel blockage somewhere.

The solution was fortunately quite simple. After a few checks it was found that an appreciable amount of 'gunk' had accumulated around the gauze filter strainer that led into the float chamber of the right carburettor which restricted the flow of fuel into it. We also checked the main fuel filter (adjacent to the fuel tank), and both filter gauzes in the fuel pump (according to the workshop manual, these should be cleaned every 10,000 miles) and after balancing the carbs and adjusting the mixture, the old girl was back to her former self again.

Gauze Strainer



Removing The Gauze Strainer

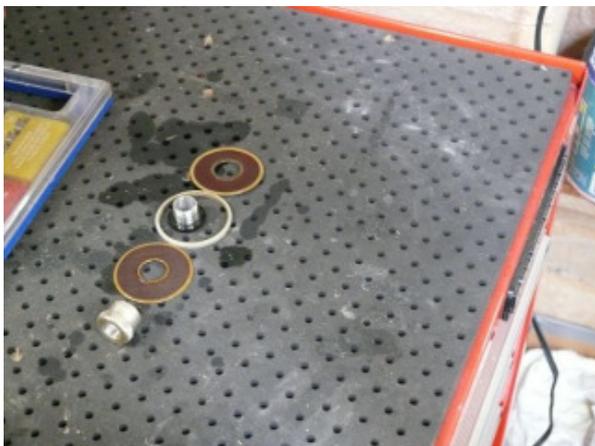




The Gauze Strainer Itself



Removing The Main Fuel Filter Adjacent To The Fuel Tank For Cleaning. The Fuel Lines Were Also Cleaned.



Elements From The main Fuel Filter



You Know, I Have Heard So Many Times That These SU Fuel Pumps Should Be Replaced With Modern Solid State Electronic Ones; Why? They Are A Brilliant Set Of Pumps. All They Need Is An Occasional Service (Best Every 15,000 Miles) Which Involves Removal Of The Covers And Cleaning Of The Points And They Will Give You A Lifetime Of Faithful Service. These Have Lasted Well Over 40 Years; Would You Complain About That? Another Advantage Is That If They Do Stop, You Can Give Them A Bit Of A Whack With A Spanner And They Will Get You Home. When Solid State Ones Go, It's Time To Book A Flat Top Truck. I Know What I'd Rather Be Doing.

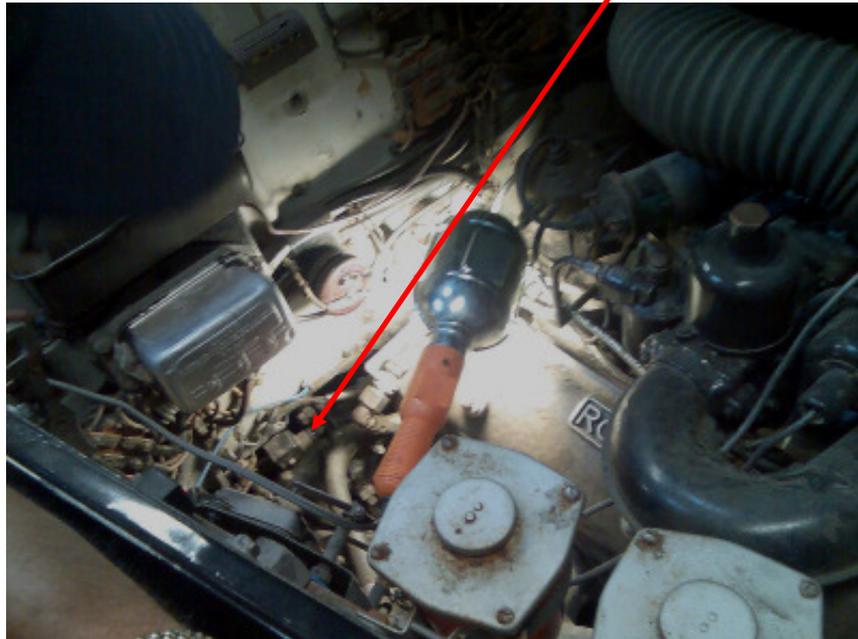
Getting Everything Clean Did The Trick In The End.



Another problem was that the reversing lights weren't operating and as both lights weren't illuminating, the first place to check was the fuse box. No blown fuses, so we checked the reversing light switch which is attached to the base of the steering column. There are two separate switches located near the steering box. One is for the reverse lamp, the other for neutral. They are operated by the same flap on the gear selector rod.

The problem here was that the switch was worn down and it wasn't reaching the terminal to close the circuit. There is some room for adjustment but in this case, the small rod was not going to reach the contact. Short of replacing the unit (and they're not cheap), we decided to use a 'home remedy.'

As the old saying goes, 'Necessity is the mother of invention', and an excellent medium that closed the gap was (believe it or not), a plastic tyre valve cap which was Superglued over the small shaft.



Heads Down And Bums Up Is Usually A Good Sign Of Progress



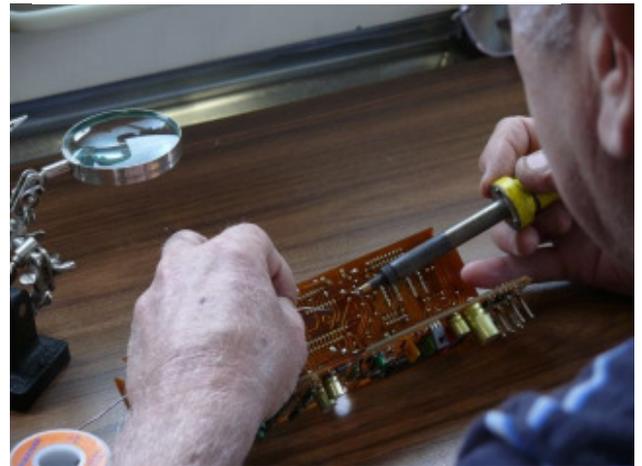
Something A Little Different. One Member Snared These Two Shadow Toolkits At The Bendigo Swap Meet At Bargain Basement Prices. Hope He Gets Me An SZ Toolkit Next Time He Goes There.

Readers may recall a couple of issues back that my clock and outside temperature gauge were not working. This seems to be a bit of a common problem with Spirits and Spurs (Only some. Turbos and the later SZ Bentleys have analogue clocks and temp gauges) and one of our group had the same problem. Actually, mine still had some issues as well; there seems to be a hairline crack behind the circuit that causes it to cease operating intermittently. Terry H. got them both up and running again by simply soldering every solder point on view.

Mine works in the main but further investigation will need to be made as it sometimes requires a bit of a tap to get the outside temp gauge working properly; it's of no huge importance but we'll get it right eventually and you will be informed of the culprit in due course. Richard Treacy advised, "Don't forget to lacquer the newly-soldered tracks and components with electrical PCB insulation spray!" Thanks Richard.



Terry H. Tests The Clock/Temp Gauge Assembly



More Soldering



And More Still



Working So Far, But We'll Keep A Eye On It.

Steve Y's Silver Spirit seemed to be fixed with a lot less fuss but we'll keep an eye on its progress. Steve had another issue however and it would be worth everyone checking theirs just in case. I am referring to those little pipes in front of the radiator head, hidden behind the grille. Steve was occasionally topping up his power steering reservoir and there was no evidence that the usual suspects were the culprits for the fluid loss (namely the rack and pinion). There was a wet patch around the base of the grille and Steve was nonplussed as to where it was coming from.

Now this might be worth a look in for all SZ Series Owners.

There are a couple of hoses hidden in front of the top of the radiator behind the grille. These braided hoses are for the power steering and presumably are positioned there to keep all of the workings cool. To get to them is relatively simple and you will need to remove the grille.

The photo on the right shows arrows pointing to the Allen screws (*Allen screws are possibly RR only, but are definitely not on Bs - but a good retrofit. They have 1/2" long 1/4UNF - 7/16"AF heads (R-R) UA102/Z (Bentley) UE7532Z. Thanks Again Richard*) which secure the grille in place.

If you have the traditional Allen key set, care should be taken not to scratch the paintwork on the grille when undoing or tightening these bolts. Allen tools can now be incorporated into socket sets and these are much easier to work with (not to mention that they are a lot faster). It's just a simple task of lifting the grill out after their removal and putting the grille in a safe place where it won't get damaged or scratched.

You will now see the braided hoses, as we did.

The hoses themselves appeared to be in reasonable condition and as we hadn't any new ones to replace them with, it was decided to rectify the cause, which was that the clamps had come loose. The lads gave the hoses a quick cleanup and tightened the clamps, but with the understanding that the Owner will replace the braided hoses at the earliest opportunity just to be certain.



The Hoses As Referred To

Knowing how fastidious the Owner is, he is probably purchasing the replacement hoses as I write. It will at least put a stop to that annoying mess and will probably prevent a sudden haemorrhage at the most inconvenient place and time.

The total operation took less than twenty minutes so it's something you might like to check this weekend.

2008 proved to be a very productive year with many odds and sods fixed and well attended days such as the Engine Seminar and for that, I would like to thank Charles LeMesurier for travelling in excess of 300 kilometres to give us his valuable time, free-of-charge.

I would also like to thank Clive Lungmuss, Ashley James and Norman Geeson (all of the UK) for their valuable

contributions and our ex-pat Aussie, Richard Treacy (who currently resides in Switzerland for his much appreciated two-bob's worth as well. Lionel G. for the use of his garage for this issue and one previous. Grahame Thorpe for many photos (The majority of the ones in this issue are his). And of course, Robert Harris for his ongoing support and supply of his premises at Roadstar Automotive over the past few years.

Of the utmost importance to the continuance of the Self-Help Technical Group and Crewe'd Jottings, is our little band of regulars of which none of this would be possible; Thank you all.

Now of course, to err is human and we don't always get things right the first time (hence the disclaimer at the top of each issue). We are not professionals and while we do have talented people on our team, we are all enthusiastic amateurs and devotees ensuring that we can preserve the marque as best as we can. It's not about saving money either as many of the problems we have discovered along the way has best been sorted by those who specialise in caring for our motorcars, so they have also benefitted from our foray into the dirty-hands brigade. Many Owners have bemoaned the price of maintaining R-R and B brands but compare some of our parts prices to leading Japanese car parts and I am sure you will moan no more (by comparison, some of our parts are an absolute bargain).

Back to our 'to err is human bit,' Richard Treacy has posted a couple of corrections to Issue 21 and I thank him for bring these to our attention.

He writes,

"The SS camshaft was not removed to correct the timing (the removal is a big job with the transmission removed, inlet manifold, hydraulic tappets and brake pumps removed, motor rear end cover off) and with the front timing cover removed, the timing wheel was reset."

Terry F (The Owner) responded,

"Richard was correct---The camshaft timing gear is attached to the camshaft with eight bolts---supposedly with only ONE position in which the holes all line up correctly. (You can see these bolts in one of the photos) Unfortunately these bolts

ALMOST line up in a couple of incorrect positions and the person who put the motor together obviously got it wrong. What I had to do was remove these bolts and ROTATE the camshaft until the holes were correctly aligned – then refit the bolts.
Hope that clears it up-----Cheers----Terry”

Richard also wrote,

“Clive has fitted the wrong oil pressure sender. He fitted a 700kPa full-scale Jaguar unit. It needs a 400kPa unit, by chance as fitted to a few earlier Jaguars not mentioned. His gauge will read much too low.

Clive responded,

“Thanks for the quick response from yourself and Richard much appreciated. I took my info from the XXXXXXXXXX web site : 'Oil Pressure Sender: Rolls part #UE40480 for all Shadow II, and Spirit/Spur into the 90's - is Jaguar '78-'91 part number C46272 available at XXXXXXXX for \$16.90 (XXXXXX brand). Compare Rolls part price at about \$100!'

The first thing I noticed was the lower oil pressure reading!! Ignorance is bliss so they say and as the pressure stayed exactly the same i.e. it did not drop when the engine was hot I thought I would have to live with it. The other point was and I think Bill Coburn mentioned it and that is the sender has to be aligned with the gauge. Just to say the current reading with the new sender is not a lot lower than the reading from the one it replaced. So I am grateful Richard has pointed this out as it would be a gross error to send out incorrect info. Hope this helps and please feel free to alter the notes I sent you so that Crewe'd Jottings sends out the correct info and kindly include Richard's name for the additional technical info.

Best regards, Clive.”

Many thanks Richard, Terry and Clive for these corrections. I am very fortunate that my contributors put facts first before egos.

I was hoping to get this issue out before Christmas but it was not to be owing to a mass influx of relatives coming down from interstate for the celebrations. Nevertheless, I hope all of you had an enjoyable Christmas and it is my sincere wish that you all have a fantastic and safe 2009.

See you all next year.

`Til next time folks,
Happy and safe motoring

Robert West
