

CREWE'D JOTTINGS

Issue 24

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www.rrocavictoria.org.au/

JUNE 2009 REPORT

My dear friends,

One of the hardest things about compiling small on-line publications such as this one is that it is all too easy to create repetition. There are thousands of jobs that can be done to our cars but in many cases, Self-Help Groups such as the one my Branch caters to is limited by the fact that the job must be completed within the same day and care must be taken not to disable the car.

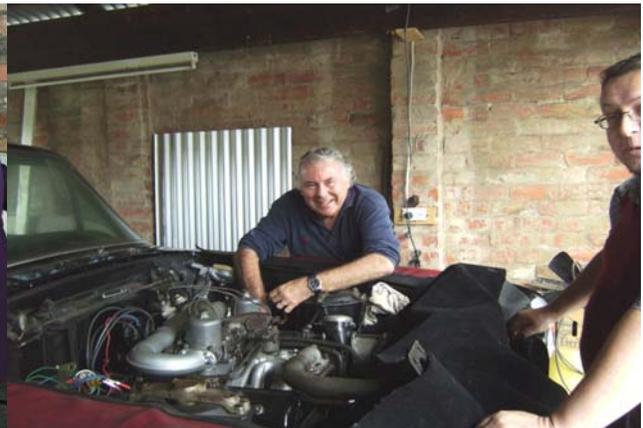
Fortunately with Terry's Silver Shadow, we have a restoration project that should keep us out of trouble and plenty of varied work to do on it to keep me writing for some time yet. But I would dearly appreciate contributions from readers. If you have a restoration project in progress or you have recently carried out some repairs or maintenance (or about to), please record it in print with plenty of photos (Font: Tahoma. Size: 10. Justified – for easy copy and pasting) and email your experiences to rhwort@bigpond.com for inclusion in Crewe'd Jottings; I would really appreciate it and so would our readers.

If you have held your own Self-Help Day, I would love to include your experiences in here too (*to comply with privacy laws, please block out registration numbers and only use people's first names {except your own, of course as I will need to credit you as the author of your article}*).

So here we are, back with Terry's Shadow and there are still lots of things to be done. Some of our Members turned up with their ladies (they probably wanted to see if we really did do any work) and while all attempts were made to get them involved in the action, the ladies were quite content with their own company; well, at least we were all happy.



The ladies were quite happy with their own agenda



And the lads were happy with theirs

Terry had been fiddling about with his steering assembly and assembled the ball and trunion universal joints on his steering shaft and after applying generous amounts of the correct lubricating medium, placed the new boots over the joints and all, he prepared it all for re-installation.

Steve was one of the busiest gents there and managed to do something that men are supposed not to be able to do – multitask – and he did this with aplomb. As the Shadow has been sitting idle for many years, he thought it prudent to check the oil level in the final drive; chances are that as everything else was dismantled, the diff probably had been too and the fact that many important things had been overlooked by the person who started the project, there was a distinct possibility that the oil wasn't topped up.



**In case you were wondering
This is the steering shaft I was referring to**

There was a miniscule amount in the diff, but it would have been embarrassingly low if one was to drive away with it.

Steve slipped down the road to the local auto shop and purchased the oil, I loaned him my oil syringe and the old oil (what remained of it) was drained and the new stuff replenished it. That's one more worry out of the way. He then tackled the installation of the anti-sway bar while Mark W. tested the operation of the S.U. fuel pumps. When we first came upon the pumps a couple of years back, they were totally seized up and consideration was made by Terry to toss them out and replace them with a modern solid-state unit. We decided that before we did anything rash (as they are good fuel pumps if serviced properly), we would see if they could be resurrected.

Our 'other' Terry at the time (not present on this occasion) gave the points a good clean and soaked the unit in good old WD40 and all indications showed that it might just come back like Lazarus. Well today, Mark W. cleaned the unit up some more and connected it to a battery and work, it did, but there was plenty of muck in the system and there was a concern that all of its vitals might be corroded beyond repair. Mark managed to get the thing apart (thanks to the previous coating of the old WD) and he inspected it, then concluded that after replacing all the necessary seals and cleaning out the corrosion (which was not nearly as bad as we had expected), it would once again be serviceable; we had all the necessities so it was all done without fuss and Steve installed it after Mark did some repairs to the mounting brackets (which were bent).



**Busy Steve had his hands full this day.
Here he changes the diff oil**



**One of the best things since sliced bread
Is an oil syringe**

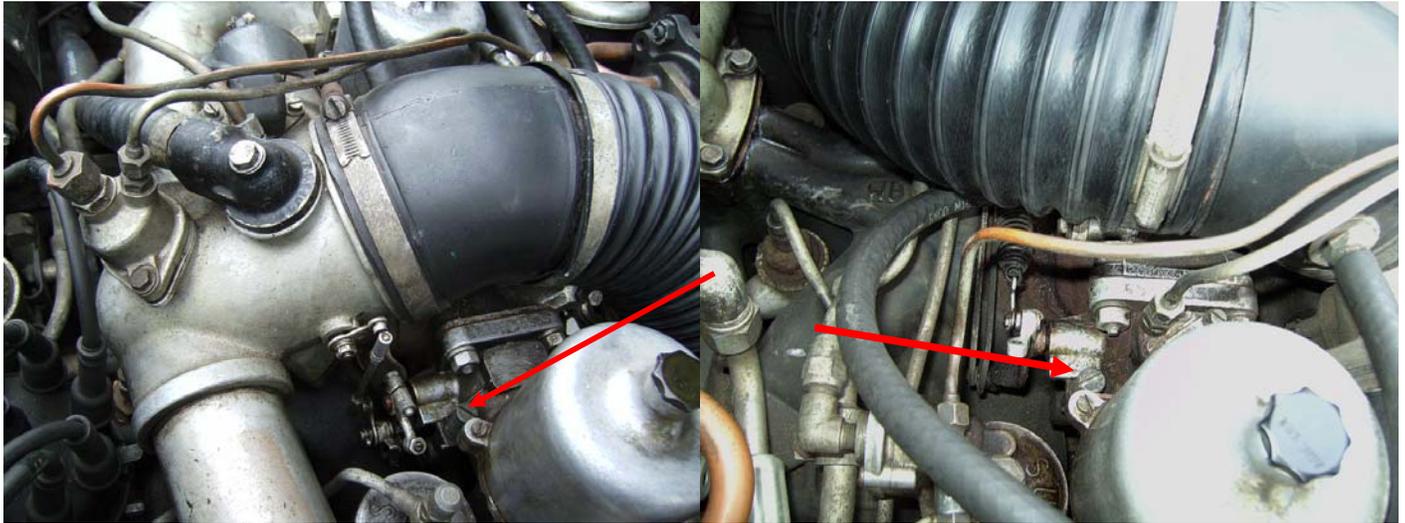


After much preparation, Mark checks the pumps.



**A bit of work was needed to repair the
mounting bracket for the fuel pumps**

While the boys were tending to Terry's Shadow, Jim's shadow (which is definitely a road-going version), needed some guidance as to where the idle speed screws are on his carburettors as his engine speed was idling too slowly. It was idling at about 500 rpm and tended to stall when the air-conditioning was engaged so after making certain that his engine was running at operating temperature, we connected a rev counter and raised the idle to 650 rpm. This wasn't enough though as it could be seen that the mixture was way too rich, but after a tune, she was as smooth as silk again.



I know you blokes know where they are, but in case you don't, the red arrows point to the idle screws on the carbies.

Steve started the process of installing the rear anti-sway bar but moved to installing the fuel pumps, so Terry finished the job. I got handed the mission of replacing all the globes for the dashboard lights and reconnecting the speedo cable to the dial before returning the whole lot to its proper place; I'm certainly pleased that all the wiring was labelled, otherwise the indicator might flash where the high-beam indicator should have been.



Terry prepares for the anti-sway bar



Mark completes the pump repair...

And Steve installs it

Terry had the forethought to prepare for a cold winter's day and hired an outdoor heater. It wasn't too cold but the warm rush of air that filled the garage was indeed most welcome, as was our usual sausage sizzle afterwards.

There's still a whole lot to do to Terry's 1968 Silver Shadow and it will be some time before she graces the road again but it keeps us all busy and we love every minute of it. It's worth noting here that Terry has no intention of making his Shadow a Concours winner but a car that he can enjoy and use. Just for good measure we gave that body a bit of a spruce up and it shone like a new pin. There's no rust and the car is always kept under cover so it will be quite a presentable example when the work is finally done.



A bit of welcome heating



For a bit of fun I give the old girl a bit of a polish

Another day bit the dust and the car had a little bit more attention. I believe Terry is organising the fabrication of new lines for the hydraulics and a new wiring loom. Slowly but surely, things are taking shape.

'Til next time folks,
Happy and safe motoring

Robert Wort
