

# CREWE'D JOTTINGS

## Issue 16.

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# December 2007 REPORT

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### Members and Guests Present:

**Mark and Terry Herbstreit, Robert Wort** Rolls-Royce Silver Spur ANC04359, **Lionel Gell** 1975 Rolls-Royce Silver Shadow SRH 21205, **Simon Roberts, Laurence Bottomley** 1968 Bentley T Series SBH4064, **Terry Farrow, Peter Jordan-Hill** Bentley MK VI Roadster B164NZ, **Eric and Alexander Henderson, Steve Young** 1981 Rolls-Royce Silver Spirit ASB02767, **Robert Harris, John Harriman** 1949 Rolls-Royce Silver Dawn SBA74, **Terry Harris & Brad Dummet** 1950 Bentley MK VI Rolling Chassis B207GT, **Ray Cinquegrana, Neil Matthews** 1953 Rolls-Royce Silver Wraith BLW78, **John Mantello, Peter Hiscock, Geoffrey Down, Kevin Forte, Zan Swyrydan, George Tippett,** 1951 Rolls-Royce Silver Dawn SDB26, **Alan & Jan Long, Don Peel, Len Rogen** 1988 Rolls-Royce Silver Spur ANJ22414, **Lex Lynch** 1950 Bentley MK VI B111JN, **John Brady** 1951 Bentley MK VI B216MD, **Peter Jeffery, Ross Johnson** 1950 Bentley MK VI B105FU, **Philip Grant** 1954 Rolls-Royce Silver Dawn Park Ward Coupe' STH93, **Graham Thorpe** 1974 Rolls-Royce Silver Shadow SRH19590.



## Lex Lynch Heads Up The MK VI Silver Dawn & Derivatives Technical Day.

**A LITTLE BIT ABOUT LEX LYNCH.**

Lex Lynch has a particular penchant for the MK VI Bentley and its derivatives and has gained an almost encyclopaedic knowledge of the marque since restoring his beloved B111JN since 1985. Lex considers his MkVI as an ongoing project somewhat like the Sydney Harbour Bridge. He, along with John Brady, John Harriman and other aficionados of Crewe products of this period have virtually set up their own self-help group and spend many a weekend tinkering away with their beloved charges.

Lex won his class in this year's Annual Victoria Branch Concours with his MK VI and when you take a close look at his magnificent Bentley, it's not hard to see why.

What is even more laudable about his particular group of friends is that they don't closet their motorcars away in mothballs and hide them away until such events as described above come up on the calendar.

These cars cover thousands of miles a year and attend their marque's register events all over the country and they actually drive them there.

This beggars the question of how Lex manages to keep his MK VI so fastidiously spotless. The simple answer is that he wipes everything down inside and out, under the bonnet and all the chassis components too and he reasons that by regularly doing this simple housekeeping measure it is easier to check for leaks, is easier to maintain and of course, he doesn't get too dirty himself in the process.

**THE LUVAX-BIJUR ONE-SHOT CENTRALISED CHASSIS LUBRICATION SYSTEM**

This system of chassis lubrication was adopted by Rolls-Royce Motors early in the Pre-War years and was maintained up until 1959 with the 6 cylinder Silver Cloud and Bentley SI series.

Its operation consists of a small foot pedal located under the dashboard, which operates a pump in an oil canister located on the firewall under the bonnet in the engine bay.

This, in turn, feeds (via an extensive network of piping) the lubrication points throughout the chassis, including the kingpins, clutch thrust bearing (prior to the Cloud/SI series) and virtually every moving part in the underbody area, except the four grease nipples on the driveshaft.

The driver simply depressed the pedal four times every 200 or so miles to ensure that all vital moving parts received adequate lubrication.

A wonderful system for lubricating the garage floors as well (much to chagrin of many an owner's partner); for the oil had to come out somewhere and this was through the employment of drip plugs that were individually rated to excrete the spent oil out of the system, at pre-measured rates to ensure that only clean oil reached the necessary vitals.

I remember reading in my Silver Cloud Handbook (when I had my Silver Cloud I), that the recommended lubricant was 90 Grade Hypoid Final Drive Oil but it was recently suggested that Chain Bar Oil or a thinner grade oil maybe the better option as the 90 Grade had a propensity to clog up. Whatever your preference, any grade is better than none at all as the alternative will result in a very expensive repair job.

Lex commenced his talk on the servicing of the Luvax-Bijur Centralised Chassis Lubrication System by giving us a guided tour of his MK VI's under chassis area up on the hoist.



**Lex passed around a disassembled drip plug unit to show just how intricately made this unit is.**

Lex passed around a disassembled drip plug to show the intricacies of its inner working parts. He pointed out just how important it is to keep these plugs clean and operable as, to the best our knowledge, there are no more of these parts available commercially, care must be taken not to lose any of the components.

In each drip plug is an accurate restriction orifice which controls the flow of oil to the bearing, and also a valve which prevents oil draining away from the system when the car is at rest.

The paper gaskets deteriorate over time but can be easily replaced with a ready made disc punched from plastic sheet. this ensures the system remains charged without unnecessary leakage.



**The Lower Yoke Bearings Are Prone To Oil Starvation And Can Be Hideously Expensive To Replace.**

Areas that can be of particular concern are the kingpins and lower yoke bearings.

The lower yoke bearing consists of a number of needle roller bearings that can easily become contaminated with water ingestion and road grime and if this area is starved of oil, it will quickly become worn and can cost thousands of dollars to replace. Lex advised Owners to periodically (every five years or thereabouts), dismantle the lower yoke bearing, give it a good clean and ensure that adequate lubricant is reaching the bearings.

Check all the oil lines for cleanliness and ensure that oil has free passage through them.



**The Rear Shock Damper Arm Requires A Smooth Surface For The Installation Of Modern Seals.**



**The Slipper Unit (Harmonic Balancer) Frequently Gets Clogged Up With Oil Sediment**

While you're at it, why not check the Slipper Unit (Harmonic Balancer) at the front of the engine?

Over the years, the Slipper Unit becomes clogged with sludge and it is quite often the reason why the engine might not run as smoothly as expected. There is a 'candle wick' (properly called Cotton Duck Washers) type of material wrapped around the inside of the assembly and once gunk clogs this all up and hardens, it can throw the whole lot way out of balance.

Lex has suggested that two or three holes can be drilled into certain points of the casting to allow the oil to escape back into the system to keep the area clean of sludge and this should permanently fix the problem of build-up.



**B111JN's Pristine Nether Regions.**

**HARRIET  
John Harriman's Silver Dawn**



About a year ago, John had discovered that Dear Old Harriet wasn't 'Royceing' as she should. She was misfiring, had a total lack of power and generally was not her old self.

With the assistance of Lex, John Brady, Robert Whitehead and other willing helpers, it was soon discovered that No. 1 piston had become decapitated and the top piston ring had gone South for the winter.

This was actually a fairly common problem with the Dawns and MK VI's many years ago owing to the peculiar cylinder bore design. For some reason, best known to Crewe, the company had manufactured these engines with a bi-metal cylinder bore. It must have seemed a good idea at the time but I'm yet to find out why.

In any case, what happens is, that over a period of time (Usually it happened somewhere between 50,000 to 100,000 miles), the different wear rates of these two metals created a ridge in the bore that eventually created catastrophic wear to the pistons and rings.

This is essentially what happened to Harriet and the only cure is to replace the liners with a new one (Not Bi-metal this time though).

John has recorded the rebuild with photos and I will forward this with words to Bill Coburn for Tee One Topics (When I convert John's handwriting to type).

John decided to do some other modifications to his engine while he had the opportunity and he and his band of enthusiasts set about designing a Full-Flow spin-on oil filter to replace the old (and fairly useless {my opinion}), by-pass type.

The major advantage of the full-flow filter is that it forces ALL the oil through the filtration system to ensure that no damaging little bits of wayward grit gets into the essentials; a by-pass filter only does a token job.



**Full-Flow Filter In Place top View**

Another observation by John was that the camshaft had no overlap. This is not a problem of course but if you want the old girl to have a little bit of up and go, a modified camshaft will do that; so John purchased a camshaft

from England that came out of either a late model R Type or an early S1 series and the result is that old Harriet can now 'lift her skirts up' and run.



**John Explains Harriet's Recent History To The Gathering**

John gave his Silver Dawn a decent test drive very shortly after its completion by driving her to a couple of interstate rallies and he has covered quite a few thousand trouble-free miles in the twelve months since.

I wonder what his next project will be?

**TERRY HARRIS AND BRAD DUMMET'S ROLLING MK VI CHASSIS.**

B207GT is well-known to Members of the Victoria Branch.

It was previously owned by a well-loved Club Member, Paul Stokes who stripped the MK VI down and started to do a full chassis-up restoration.

Paul tragically passed away last year and the car has now passed into the hands of Terry and Brad who have continued with the project.



**B207GT Being Trailered In**

The chassis is now a 'going concern', and our group was delighted to see the engine running again, smooth as clockwork.

We have the great advantage of being able to inspect all of the working parts which are normally not as easily seen when the body is in-situ and many Owners learned an awful lot on this day, I'm sure.

Terry managed to get hold of the original blueprint for this model as well and he had to use the bonnet of

Crewe'd Jottings  
his towing car to show it to us. This was somewhat difficult to do as the document is about 7 feet wide. It often amazes me how people find these treasures.



**The Factory Blueprint Of The MK VI Chassis.**  
I believe Terry and Brad are now preparing the bodywork so I should expect that it won't be too far in the future when this MK VI will be gracing the roads again.

**THE BEAST**  
**Peter Jordan-Hill's Mk Vi Special.**



**B164NZ**

With all the Show and Tell going on, some of us did actually get our hands dirty. This car is no 'Plastic Fantastic' as it enjoys a full aluminium body and everyone wanted to get their hands on it for a drive.

Many did and it literally goes like the proverbial rocket. Peter's complaint with his car is that it suffered from quite a few squeaks and rattles, caused by worn-out rubber spring pads. Member Don Peel actually makes these very pads and so some our team set to work replacing them.



**Peter Rummages Behind The Seat To Get The Necessary Tools.**

Alan Long put his hand up to remove the offending spring pad from the rear leaf spring.



**The Pad Here Is Under The Leaf Spring**



**Alan Long Gets His Teeth Into The First One While Don Peel Looks On.**

Now of course, you can't just undo all the bolts, otherwise the residual tension of the spring will rocket all the bits out at a great rate of knots; therefore, we will need to support the base of the spring somehow. Enter Rob Harris with just about the longest jack stand I've ever seen. This handy tool ensures safe work practice and the job can now get under way.



**Don Positions The Jack Stand To Support The Base Of The Spring**

This handy tool ensures safe work practice and the job can now get under way.



**The Preceding Two Photos Show The State Of The Old Spring Pad (Sort Of 'Stuffed' Aren't They?)**



**This A New One As Manufactured By Don Peel**



**Some New Replacements At The Ready**

With the right equipment, everything was all plain sailing and the whole job was completed in no time at all. Peter's quite a happy man now; no more squeaks and rattles except for in the driver himself.

**BIG BERTHA**  
**Neil Matthews Brings In His Wife Louise's Silver Wraith In For A Check-Up**



**BIG BERTHA BLW78**

Big Bertha is a magnificent 1953 Silver Wraith Six Light Saloon and the Cream Colour scheme is one of the rare ones that is actually original and it

has been in Louise's family since the late 1960's when her father first bought it.

The Rolls' family did actually sell it (Rolls was Louise's maiden name but no relation to Charles), before her father passed away and Neil assisted Louise in getting Big Bertha back where she belongs, back in the family (It's a much longer story than that, but it'll do for these pages).

The Matthews' family have enjoyed Big Bertha for many happy years now and Neil brought her along today, much to our pleasure and he thought it would be a good idea to take a look underneath to see if everything was shipshape.



Well, the dear old lady is happily in good health so there wasn't any necessity to do any repairs on this day.

I took Bertha out for a bit of a spin afterwards and I must report that she is every bit of a fine old lady on the road.

As Christmas is rapidly approaching, we closed the day with our traditional 'Barbie' and we also enjoyed some Christmas cake and washed it down with a nice drop of red or two.

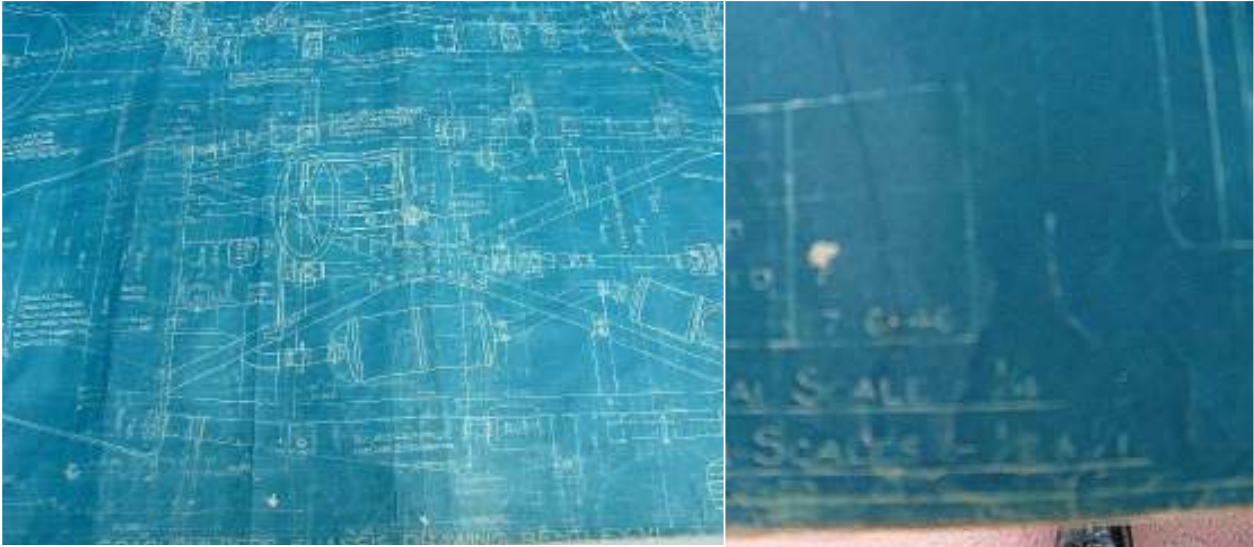
I'll finish this issue with a collage of photos of the day's proceedings.

Thank you Mark Herbstreit and graham Thorpe for sending in some extra photos.

**The Grand Old Dame Is Just About To Rise To The Occasion.**



**Terry And Brad's MK VI Rolling Chassis**



**The Blueprint**



**Lex's Fine MK VI Bentley 'Audrey', Showing Her Knickers On The Left And In A More Demure Pose With Lex At The Gates Of Como House.**



**George Tippett's 1951 Rolls-Royce Silver Dawn SDB26**



**John Brady's 1951 Bentley MK VI B216MD**



Everyone Wants A Test Drive



**Terry Harris Lectures An Interested Audience On The History Of His And His Brother-In-Law, Brad's Mk Vi Project**



**Steve Young Is Prospecting For Precious Gems In The Tyre's Tread.**



**Checking Linkages**



**Lex And John Share Some Intelligent Conversation On The Silver Wraith**



**We Thank Thee Lord....Well It Is Sunday Isn't It?  
Jan Long Nurses Her Glass Of Red While I Give My Thankyou's To All That Contributed  
On This Very Successful And Informative Day.**



**And We Reserved A Very Special Thankyou For Robert Harris For His Altruistic  
Gesture Over The Last Two Years In Offering His Premises And His Equipment  
To The Rolls-Royce Owners' Club (Victoria Branch) Technical Self-Help Team.  
We Certainly Couldn't Have Got As Far As We Have Done Without You Rob.**

