

## LIGHTNING NEVER STRIKES TWICE IN THE SAME PLACE - DON'T BELIEVE IT !

Two years ago I gave an account of how the Mark VI was taken to the local MoT testing station and then flatly refused to start when required to enter the test bay. This was eventually traced to a faulty rotor arm which was replaced by Gordon's spare, which got it through the test and then failed my the way home. I bought a new, smaller one later in the week at the Annual Rally and this gave no further trouble.

Last month I took the car for its MoT test , parked it in the usual spot and when the time came to drive it into the test bay it failed to start. As before, we checked that fuel was present, and that the electrics were OK. The coil seemed to be unusually hot and this was thought to be the culprit . However after a bucket of cold water had been poured over the coil, the car still wouldn't fire. As a last resort, the foreman tried the rotor arm and with it touching the centre contact and his pal's finger up the centre, he flicked the points causing his pal to curse just as he had two years earlier. The new rotor arm was faulty after about 300 miles. The car was finally tested using an old stock AC-Delco rotor arm intended for a Vauxhall Viva HB and is still running like a sports car .

There are two different designs of rotor arm available from the R-R specialists :-

a) is to the original design and has a large diameter and also a suppressor to prevent HT interference on the radio. This is expensive at approx. £32 plus VAT.

b) is smaller and identical to that fitted to most 1950-70 Vauxhalls and the Triumph Herald amongst others. This has no suppressor and costs only a few pounds ( less at an autojumble ).

A well-known post-war Bentley specialist told me at the Annual Rally that although he stocks both designs , he only recommends the original type and that the failure rate of the new smaller arms is higher than the original type.

Another member remembered reading somewhere that the material used for moulding the new rotor arms is wrong.

My own conclusions are :-

1) if you have an original valve radio fit a rotor arm of the original design with suppressor ,  
or

2) buy a pocketful of Viva HB rotor arms at the next Autojumble , although I do not believe that these rotor arms are suspect .

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