For Rolls-Royce Silver Cloud, Phantom V & Bentley 'S' Enthusiasts

Post55

SILVER CLOUD & BENTLEY S TYPE SOCIETY

Spring 2004

Ewald Biemans' LWB Silver Cloud, LCC28 as photographed by the late Fernando Arroniz for his book "Aruba". See page 10

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For submission of future articles, please fax or e-mail your article to Debbie Habacker.

Please add "Post 55" to the subject line for your article to be opened. Photographs need to be at least 200dpi to reproduce properly.

To post a picture of your favorite Cloud, Phantom, or S, send graphic image to webmaster@cloudsociety.org

From the Editor

Hello, to all of our faithful readers and to those who are new members of the Silver Cloud Society. We welcome you and value your comments and suggestions and of course information on your cars. Please send us photos and any information that our readers might be interested it. We especially like to hear about any work you are doing on your car and are always interested in how you became its proud custodian. Those are the stories I love the most.

Well spring is in the air and for many of you that means dusting off the PMC that has been stored for most of the winter and going for a spin. It's also a time to think about all things new. Fluids, hoses, etc. and for those of you who are dedicated readers, the first new thing you will notice about this issue is the wonderful new cover! Mike Kan, who is the best publisher in the world in my opinion, and Texas Region's Lone Star Lady Editor, Steve Krazer of Krazer Marketing have come up with a winning new design cover. I cannot begin to take any credit for the wonderful work these two gentlemen have done to improve the look of the Post 55. Thank you both so very much, you've done a great job.

As always, this issue has some wonderful articles for those of you who like to attempt working on your cars and for those who are a little more timid about doing the work, but like to read about those who do. Just looking at the photos of the beautiful cloud owned by Ewald Bieman in Aruba makes you want to go see it in person. And see how one of our members, Joel Foreman turned a necessity into a new business!

Also, be sure to check out the Society's Club Stores page in the back of the publication to order items to show your support of the Society. (A limited number of items will be available for purchase at the annual meet, but order early and have your shirts, hats, totes, etc. ahead of time). Speaking of Club Stores, we will be looking for volunteers to work a few hours during the week at national and would greatly appreciate anyone who can work a shift. The more volunteers we have the shorter the shifts will be. Easy work, No pay.

I hope many of you will be attending the annual meet this year in California. Not only is it the 100-year anniversary of Rolls-Royce and a great time to participate, but it is also Pebble Beach. I for one have never attended the concours at Pebble Beach and am looking forward to seeing the exhibition before we kick off our RROC Annual Meet.

Society activities at this years annual meet will include our second Society Dinner, which I am told is going to fabulous, under the direction of Glen Van der Hart, and an excellent presentation planned by Tom Hilborn of Hilborn Interiors. Two events you don't want to miss in a week full of wonderful activities. Hopefully you have already signed up for both.

The Society is also busy at work on sponsoring two new awards for judging and hope to have them ready for this years annual meet. More details on that as the awards are firmed up.

I look forward to seeing many of you in California and for those of you I have not met yet, please be sure to introduce yourselves. I love meeting people whom I have communicated with via email on the Post 55 and its content. Safe motoring.

Until next time…

Debbie

Replacing Gas Tank Hoses & Refinishing Gas Filler Cavity

By Larry Durocher (LSCX671) laduroch@earthlink.net

My car (Silver Cloud III) is approximately 40 years old and hence most rubber components have been replaced or need to be replaced. About a year ago, I filled up my car at a gas station and then saw gas leaking onto the ground. The source of the leakage was a large rubber hose that connects the steel gas filler tube to the gas tank. Luckily, I was able to tighten the hose clamps and stop the leak. However, it was obvious to me that the rubber hose was on its last legs.

Since I had decided to refinish the gas filler cavity to its original condition, this was a good opportunity to replace the large rubber hose and inspect all other gas tank connections. This article outlines the procedure that I employed, which is not always the best or most efficient approach. **Please note, if you are only replacing the large rubber hose, there is no need to drain and remove the gas tank. I wanted to also replace the rubber vent hose that connects to the top of the gas tank and hence is inaccessible unless the gas tank is lowered.**

The first thing I needed to do was to get the gas out of the gas tank. Being somewhat hesitant (lazy) to get started, I went for a long ride until the gas tank was almost empty. As always, I start by disconnecting the battery; I use a cutoff switch. I then used a siphon to remove another gallon or so. I also wanted to clean any remaining sediment out of the tank, so I wanted to remove the large drain plug in the bottom of the tank. **If you are using a droplight, use a low temperature florescent light, rather than the standard hot bulb that can ignite gasoline, eliminate all further work on this car, and allow your spouse/executor to collect life insurance.** The drain plug is sometimes difficult to remove. If so, try to tighten it slightly and then try to loosen it. The hex on the gas drain plug is the same size hex used on the oil pan drain plug. If your toolkit is complete, you will have a hex of the proper size in the toolkit. Use a large funnel and a gas container to catch the remaining gasoline as you slowly loosen the plug and allow the tank to completely drain. I found some sediment in my tank.

At this point, or earlier, you need to get the car on a lift or get the rear end up and supported by good (4-sided) jackstands at the rear axle housings. Section K3 of the Workshop Manual describes the gas tank removal so I will just add a little detail. On the front left of the gas tank is the fuel gauge sending unit. It has two wires and a ground strap attached to it. You will need a ¼" wrench to remove the nuts holding the sender wires; take them off one at a time and mark at least one of the wires so you can put it back correctly. You will need a 9/32" wrench to remove the nut holding the ground strap.

Figure 1

If you can get at it, loosen the Jubilee-style clip that clamps the large rubber hose to the gas tank (upper left side of tank). You should be able to get at it since it is usually tightened from below.

Now remove the fuel line that runs from the gas tank to the rear fuel filter; an 11/16" open-end wrench is needed. Theoretically, you only need to remove the end of the fuel line that goes into the gas tank. However, I removed the entire pipe since I was going to be doing the work alone and I was afraid I would bend/damage the fuel line while removing the gas tank. By the way, once the gas tank is out, this is a perfect time to clean the rear fuel filter; again, see section K3 of the Workshop Manual. Our July 2000 technical e-mail lists the parts that you will need if you decide to clean the rear fuel filter. All the technical e-mails are on our website, www.silvercloud.org.

Before loosening the straps that hold the gas tank, we need to deal with the rubber hoses whose upper ends are visible from the trunk. To gain access:

- Pull the carpeting away from the left side of the trunk
- Remove the ring on the end of the manual, gas filler door opener (pull-wire)
- Remove the screws that hold the left trunk panel in place (be careful, don't lose the small cup washer associated with each screw) and remove the panel.
- Remove the three 2BA slotted screws that hold the vinyl-covered, tubular sheet metal piece that covers the gas filler tube.

With all the covering removed, you should see the gas filler tube as shown in Figure 1.

We see the following in Figure 1:

- Rubber hose on left is a drain for the gas filler cavity itself; obviously water will get in there from time to time and, if you are sloppy, gas might also spill during a fill-up. Don't spill gas here too often, the drain is not that far from the exhaust.
- Another rubber hose, coming out of the floor in back of the gas filler tube (cylindrical metal piece), and connecting to the rear of gas filler tube. This is the vent hose for the gas tank.
- Rubber access plug (has nothing to do with this article) in the floor; however, if you want to replace it since it is old rubber, it is RR part number UB1051 and is still available.
- Metal tube running up the filler tube and connecting to a boss on the upper part of the filler tube. This is an overflow drain for the gas filler tube. If you should overfill the tank, this tube directs the excess gas down through the

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continued from page 3

floor, away from the exhaust pipe, and over to the right side of the car.

- Large rubber hose at the bottom of the filler tube, clamped by a Jubilee-style clip, connects the filler tube to the gas tank.
- Metal plate with four 2BA holes, clamping the felt to the floor.
- Felt type packing between the large rubber hose and the floor opening.

At this point, you could loosen the clamp on the large rubber hose, pull the rubber vent hose off the filler tube and drop the gas tank. However, the overall job looked like it would be a lot easier with the filler tube removed and I had to remove the filler tube to get it cadmium plated. To remove the filler tube:

- Disconnect the metal overflow drain; you will need a ¼ BSF (3/16 Whitworth) open-end wrench.
- Loosen the Jubilee clip on the large rubber hose.
- Pull the rubber vent hose off of the filler tube.
- Pop open the gas filler door and remove the six 2BA slotted screws that hold the gas filler tube to the body; see Figure 2.

Oops, I cheated and showed you the refinished gas filler cavity (with the gas cap removed); the original was much too ugly. With the screws removed, you can gently pull the entire gas tube out of the opening. The incorrectly finished, gas filler tube is shown in Figure 3.

Here we can see where the rubber vent tube is attached and the threaded boss for the metal overflow drain. You can also see the thick rubber seal, the thin steel plate with six holes that clamps the seal to the body, and the thin steel plate (an integral part of the filler tube assembly) with three holes that clamps the filler tube to the body.

The correct finish (as reviewed by Ralph Curzon, chief judge of RROC) of the gas filler cavity is outlined below in text and shown in Figure 2 (without the gas cap for clarity):

- Body and lid are the same paint color as the adjacent fender area.
- The following parts are cadmium plated:
  - All screws, bolts, nuts, washers
  - Door opening assembly (upper left of Figure 2)
  - Gas filler tube and mounting plate (3 holes in plate)
  - Gas filler closure bracket (upper right in Figure 2, has rectangular hole)
- Rubber seal should be natural black rubber (not painted)
- Steel seal clamping plate (six holes) should be painted gloss black, regardless of car color
- Gas cap, natural aluminum
- Door opener solenoid, natural aluminum
- Small plate that says "100 Octane" is secured by two screws, gloss black, and has a border (about 1/8" or so) that is unpainted. Note this plate was added to the Cloud series when the higher compression V8 was introduced with the Cloud III/S3 series cars.

If you are refinishing the gas filler area, you can gently pull the rubber seal over the boss and vent tube and down the filler tube. Be careful with the seal; this rubber piece is no longer available. Once the seal is removed, the steel clamping plate also slides off the bottom. The door opening mechanism and the closure bracket are both secured with two 2BA hex bolts and can be removed if they need to be replated. Finally, if necessary, the four 2BA slotted screws (holding the door itself) can be removed, one at a time, and replaced with freshly plated screws. The gas cap can be removed from the filler tube by unscrewing the connection from the wire retainer.

In my case, I needed to gently remove the paint from the rubber seal, from the gas filler tube, from the closure bracket, and from the door opening assembly; everything had been painted white at some time in the car's history. I then sent all the appropriate parts, including all screws, bolts, and washers, to be cadmium plated. I also resprayed the steel clamping plate in gloss black.

Sometimes, certain plastics will be damaged by cadmium plating operations. As luck would have it, my plastic roller was damaged when I sent the opening assembly to be plated. Unfortunately, the end of the center pin for the roller is just hammered over to secure it to the bracket so if you remove it, the center pin may not be usable. I machined a new roller out of a chemical and wear resistant nylon and machined a new center pin from a standard shoulder bolt.

With the gas filler cavity well in hand, we return to the gas line hoses. With the filler removed, we can easily remove the large rubber hose by removing the single, remaining 2BA slotted screw that holds the steel plate (painted black) around the floor opening, slide the steel plate over the hose, carefully pry the felt out of the opening, and pull the large rubber hose off the gas tank and out through the floor. That clanking sound will be the Jubilee clip (from the gas tank side) falling to the ground. The old large rubber hose is shown in Figure 4. The vent hose was totally deteriorated.

Note, everything we have done up to this point did not require the gas tank to be drained or removed. Do you ever smell gas after you have filled up your car or go over a large bump or around a sharp corner? It may be the 40+ year-old vent hose on the tank has finally developed a leak. My vent hose was so deteriorated that I simply broke it off at the trunk side with my hands. Since

Figure 2

continued on page 5

continued from page 4

Figure 3

Figure 4

the vent hose is connected to the top of the gas tank, we must drop the gas tank if we want to change the vent hose.

Again, section K3 shows pictures and discusses the gas tank removal. If you are alone, start by propping the tank with something so it doesn't just fall out. We remove the nut on the tensioning bolt on each side of gas tank and remove the four saddle bolt/nut combinations on each side of the tank. See Figure K2 in the Workshop Manual. You will need a 7/16" box wrench and a 7/16" socket and ratchet (or another 7/16" open or box wrench) to do this job. The tank is now free and you can lower it enough to remove the vent hose. Check the webbing between the tank and the straps and replace if necessary.

You will need a new large rubber gas tank hose; this part is currently available from Rolls-Royce. The vent hose is 5/16" ID, 5/8" OD, approximately 3' 6" long and of very heavy-duty construction. I found something virtually identical at my local NAPA store. There is a rubber grommet (7/8 OD, 5/8 ID) where the vent hose goes through the trunk floor; NAPA also had an appropriate grommet.

To reassemble,

- Feed the vent hose through the trunk opening and over the gas tank strap; you don't want to clamp the hose against the tank. Put the vent hose on the gas tank in its lowered position.
- Raise the tank and prop it in position. Pull the slack out of the vent hose at the trunk side; estimate the amount needed to reach the filler tube attachment and cut the vent hose to the appropriate length. Slide the grommet down the hose and position it in the trunk opening.
- Pull the strap tightening rods through the openings, get the nuts started, and then put in all the saddle bolts/nuts. As you tighten everything, check to make sure the straps stay aligned with the edges of the tank.
- With the tank secured, put a Jubilee clip on the gas tank end of the large rubber hose, tighten the clip enough so that it will stay on the hose but can still be moved by hand. Slide the tank end of the hose through the floor opening and into the gas tank. Use your hands to make sure it is fully on the tank and the tightening bolt is visible/accessible from under the car. Use a 7mm socket, a long extension, and a ratchet to tighten the clamp on the gas tank; a very long screwdriver can also be used. The early Jubilee-style clips did not have hex heads and hence a screwdriver is needed.
- Put the felt piece over the large hose and check to make sure that the metal, overflow drain hose is sandwiched between the felt and the large rubber hose.
- Put the black metal clamping plate over the large hose and felt and put in the rear 2BA screw.
- Put the loosened Jubilee clip on the filler end of the large hose.
- Reassemble the filler tube parts; don't forget the rubber seal at the bottom!
- Push the filler tube through the gas filler opening and into the large hose; put in the six 2BA screws that clamp the filler tube to the body. Tighten the Jubilee clip on the hose.
- Push the vent hose onto the filler tube; shorten if necessary. Connect the metal overflow drain to the filler tube.

The reassembled trunk area is shown in Figure 5. Note, at this point the blanking plug for the floor had not arrived.

The remaining reassembly is simply done in the reverse order. If you have drained the gas tank and/or removed the fuel line, after reassembly and refueling, be sure to check all connections for leaks!

Figure 5

Companion Mirror Removal

Les Stallings (LSAE445) les@usa-aus.net

One of the many fun aspects of refinishing the wood or replacing the headliner on our standard saloon Cloud/S automobiles is the removal of the companion mirrors. I always wondered why I saw so many cars with "most" of the wood refinished beautifully, but not the companion mirrors. Now I know.

Other than refinishing the wood surrounds for the mirrors, the mirrors themselves suffer from the mounting technique use at the time of initial assembly and the normally expected deterioration of the silver backing that any mirror will suffer over 40+ years. They are originally mounted to the wood frame with black electrical tape, with a strip of tape crossing the back of the mirror at an angle. Over the years, a noticeable de-silvering in the area of the crossing electrical tape will be visible from the passenger's compartment. Other de-silvering will occur along the edges of the mirror, also caused by the electrical tape.

I talked to a local glass and mirror shop owner of considerable experience and he told me that any mirror, regardless of how mounted, will show signs of de-silvering after 40 years. In our case, the taped areas provided the weakest link and deteriorated at the highest rate. He recommended that the new mirror be reassembled in exactly the same way and in 40 years the next custodian should expect to do a similar replacement.

Now, how to get the sucker out? It is hard enough to get it out, never mind getting it out without breaking the electrical connection off the top of the light socket. Don't worry, it is also just as hard to get it back in without breaking it off again! It's also easily possible to short the wire out, melting the fuse wire every time. Note that the rocker switch completes the circuit to ground, therefore the socket is normally "hot".

The companion mirror surround is mounted by four wood screws (ignore the manual's reference to only three screws, although some Cloud - at some time - may have only had three) that are only accessible from BEHIND the headliner side panel. This panel is the one that curves up from the parcel shelf to the roofline and has the opening for the companion mirror. To get behind this panel to access the screws, it must be partially (mostly) removed. That's a bit of a challenge in itself since it is wedged between the rear seat back, parcel tray, and the roof portion of the headliner. Oh, it's also nailed in. Yes, nailed. With the exception of the five metal rods that arch the roof (they are held in by screws), the entire headliner is nailed into place with the West of England cloth carefully pulled over the nail heads with what looks like a large sewing needle. Dang the fun we have had!!

There may be a way to get around doing everything we did, but since we were removing the entire interior for replacement, we had the seat back and parcel tray slid out of the way. Follow the manual's instructions about de-energizing the circuit, removing the light bulb (frees up some clearance), etc. By carefully pulling on the side panel we could feel the small nails gradually release their hold on the panel. It is IMPORTANT that the panel be pulled free from the BOTTOM. This is due to the light fixture fitting between the side panel and the body steel support bracing. Even with care, we did manage to break off the electrical connection on one of the two fixtures. How to repair that comes later!

Figure 1

How far to pull out the bottom of the panel depends on how skinny your arms are. As the panel rotates out from the bottom, use a light to look at the wood frame of the companion mirror. Using a very stubby screwdriver, you should be able to reach the forward facing wood screw (easy) and the bottom screw (fairly easy). Walk around to the rear window and you can see the rear facing screw. A contortionist will be of value on this one. To get to the top screw, we found that the side panel will be all but completely detached before we could get to it. If your headliner is stiff and brittle, you may have decided by now that it is a good time to replace the whole thing. Be careful, it is very easy to put your knuckles or finger through the fragile fabric unless it is in good shape.

If all went well (right...), the wood surround can be pushed out from the rear of the side panel. Don't try to pull on the beautiful veneer surround that overlaps the fabric unless you are really talented in wood repair. One of ours took a good bit of pushing from the back to get it free. Remember, these are hand built and were not really considered to be a serviceable item (other than lamp change). Pay attention to the wires. Some will need to be unscrewed, others (e.g. cigar lighter) have a male/female connection. Label everything.

So, you are done, unless you notice that the top of the light bulb fixture is missing

Figure 2

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continued from page 6

the wire connection. Did you hear something spring out while removing the mirror?? Does one of the wires have a spring fit connection hanging free? Stop, LOOK FOR PARTS!! You broke the top off the bulb socket. Look for a spring (extremely similar to a ball-point pen spring) and a small brass brad, about 1/2 inch in length. This is the spring loaded piece that the light bulb contacts at the base, with the other end attached (press fit) into the wire connector. We found the "brad" but not the spring. I checked out the socket that we did not damage and found the lost spring could be replaced by the spring from the first ball-point pen I could find. As a possible "just in case" measure, put a piece of tape over the light bulb socket opening after you remove the bulb. That way, should you break the connector off, the spring and brad will stay with the socket. Gee- why did I not think of that before???

I tried to reassemble the brad, spring and press fit wire connector and had moderate success. The trouble was that during reassembly, the slightest stress on the wire would pull the connector off the brad. After a few attempts, I resorted to soldering a short length of wire directly to the brad. I could then put the spring over the wire and brad assembly, thread it into the socket, and hold everything in place with the light bulb. For safety sake, I used a little electrical tape to insulate the connection for any unintentional contact with the metal body frame. Don't use too much or you will not have enough room to rotate the reattached companion mirror and headliner side panel into the opening (top first, then rotate bottom in) without damaging the light bulb fixture again.

This job will test your patience but is possible with a lot of care. With a little luck, the side headliner panel can be reattached with the original nails that should be still protruding from it. It may be necessary to add a few new nails. Just be sure to hide the nail heads by pulling the fabric over them. You can get really anal and align each thread perfectly, or you can kick back and watch one of Ralph Curzon's how-to videos for your next project.

Figure 3

Silver Cloud Society
Technical Seminar with
Ralph Curzon

Rebuilding a Transmission

November12 & 13, 2004
Dallas, Texas

Please e-mail eileen@rroc.org
or call 1-800-try-RROC for registration details.

We have planned many activities
for your significant others!

Silver Cloud Society Dinner
at the
2004 Annual Meet
in
Pebble Beach, CA

Wednesday Evening
18 August 2004

Hors d'Ouevres 6:15PM
Dinner 7:00PM

Music by the Monterey String Trio

Fisherman's Wharf
Jumbo shrimp, oyster, crab, calamari, and salmon.....

Carmel Mission
Carved beef and turkey to order, BBQ ribs, and chili.....

Salina's Valley
Chop suey cooked to order, farmers market, and steamed artichokes

Spaghetti Hill
Antipasto, Pizza, and pasta

$75 per person

Shock Damper Seminar in Bradenton, Florida

Michael Kan (5AS69) mike@kan.com

Cap'n Richard at the helm on Tampa Bay.

Our seminar kicked off Thursday afternoon with a sunset Margarita Cruise on Tampa Bay with our hosts for the weekend, Richard and Betty Conard. This gave us an opportunity to get to know each other before we were asked to get busy rebuilding four shock dampers. A gorgeous evening and spectacular sunset was followed by dinner at the Bradenton Yacht Club. We were most impressed with the skill the Conards displayed handling their spectacular yacht. Most of us turned in early to make it through the first day of our seminar.

In attendance for the seminar were instructors Ralph Curzon (ONT) and Doug Siebert (NY) with apprentices Will Brown (FL), Roger Buck (FL), Ron Wesley (MI), Joel Foreman (GA), Andy Rennie (ONT), Jim Klein (IL), Dick Conard (FL), Les Stallings (NV), Peter McLaughlin (FL), Larry Durocher (CT), and myself from Texas.

This was my third Cloud Society seminar, and once again it proved to chop away at some of the mystery that surrounds these stunning motorcars. One test Ralph performed will quickly tell whether it is time to take a look at your shock dampers. Press down on the bumper with your knee. Once you let go, check if the car returns to neutral position without bouncing. If it bounces a few times before coming to rest, it is time to take a look at your dampers. This job ought to be done in conjunction with your springs to bring the car back to its original height and comfort. If the distance from the top of the rear axle to the bottom of the frame is 6_" you are in good shape. If it is less than this, you should have attended the Springs seminar in Houston to be ready to re-arch those springs!

Taking advantage of the Conards' garage and lift, we began by removing the left-front shock damper. Careful attention was given to the compression and removal of the spring so not to cause serious injury to the participants. This side is the most difficult damper to remove and careful attention must be given not to damage the brake and power steering lines and hoses.

Once the unit was degreased for easier handling, we began to take the covers off and carefully remove the damper shaft to get access to the piston. One clue that these dampers had never been serviced was the very putrid fishy smell of the "old" whale oil that was originally used in these units back in the 1960's. Ralph made sure we cleaned the components very carefully and removed as much of the old grease as possible. Replacing the rubber gasket proved to be the most tedious of the tasks at hand. We were extremely careful not to ruin the new gaskets when replacing them into the brass cups.

Once the units were put back together, it was time to refill them with automatic transmission fluid. This was done prior to inserting the two needle valves for easier priming. Once this was accomplished, Ralph replaced the two valves and placed the top lid back on to the housing. A bit more ATF to top off the unit, and voila we were ready to put the unit back in place.

Guiding the rubber gasket into its housing.

The rear damper proved to be much easier to remove from the mount. Make sure you disconnect the wires from the solenoid. Here too, one has to pay careful attention not to ruin the rubber gasket when replacing it between the damper arm and the main unit. The gasket has to be pushed in under constant pressure. We used a blunt screwdriver to help the edges of the rubber gasket go in, making sure the screwdriver did not cut into the rubber itself.

On day two of the seminar it was the participants' turn to rebuild the dampers on the right side of the Cloud III with Ralph taking a step back and only intervene when we forgot a step or part. Following the test drive, Ralph and Doug quickly adjusted the carburetors and rebuilt the brake servo to give this Cloud III "the

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best ever ride since I have owned the car."
Friday evening was spent around Dick and Betty's pool dining on the freshest Grouper, a delicious fish local to the Tampa Bay area and the Gulf of Mexico. All in all the weekend was a superb opportunity to learn and relax.
For step-by-step instructions on the disassembly and rebuilding of the dampers, go to our members-only area at cloudsociety.org. Members who have shared their e-mail with the RROC have received logon instructions via e-mail. If we do not have your e-mail address, contact me at webmaster@cloudsociety.org for access instructions.
The next technical seminar in the works is the rebuild of a Cloud, Phantom, or Bentley S transmission. This seminar will take place in Dallas the second weekend in November. Please, pre-register by sending an e-mail to seminars@cloudsociety.org. We will limit this seminar to 25 attendees.

The unit before disassembly and cleaning.

Our host compressing the front spring back into place.

A clean and primed damper getting its valves put back in place.

Silver Cloud Society
Technical Seminar with
Ralph Curzon

Rebuilding a Transmission

November12 & 13, 2004
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Please e-mail eileen@rroc.org
or call 1-800-try-RROC for registration details.

We have planned many activities
for your significant others!

Aruba's Cloud

Susan Biemans (LCC28) biemans@bucuti.com

The lone Rolls-Royce on the island of Aruba, the "Pearl of the Caribbean" is a 1961 Silver Cloud now in the care of my husband, Ewald Biemans, the fourth custodian.

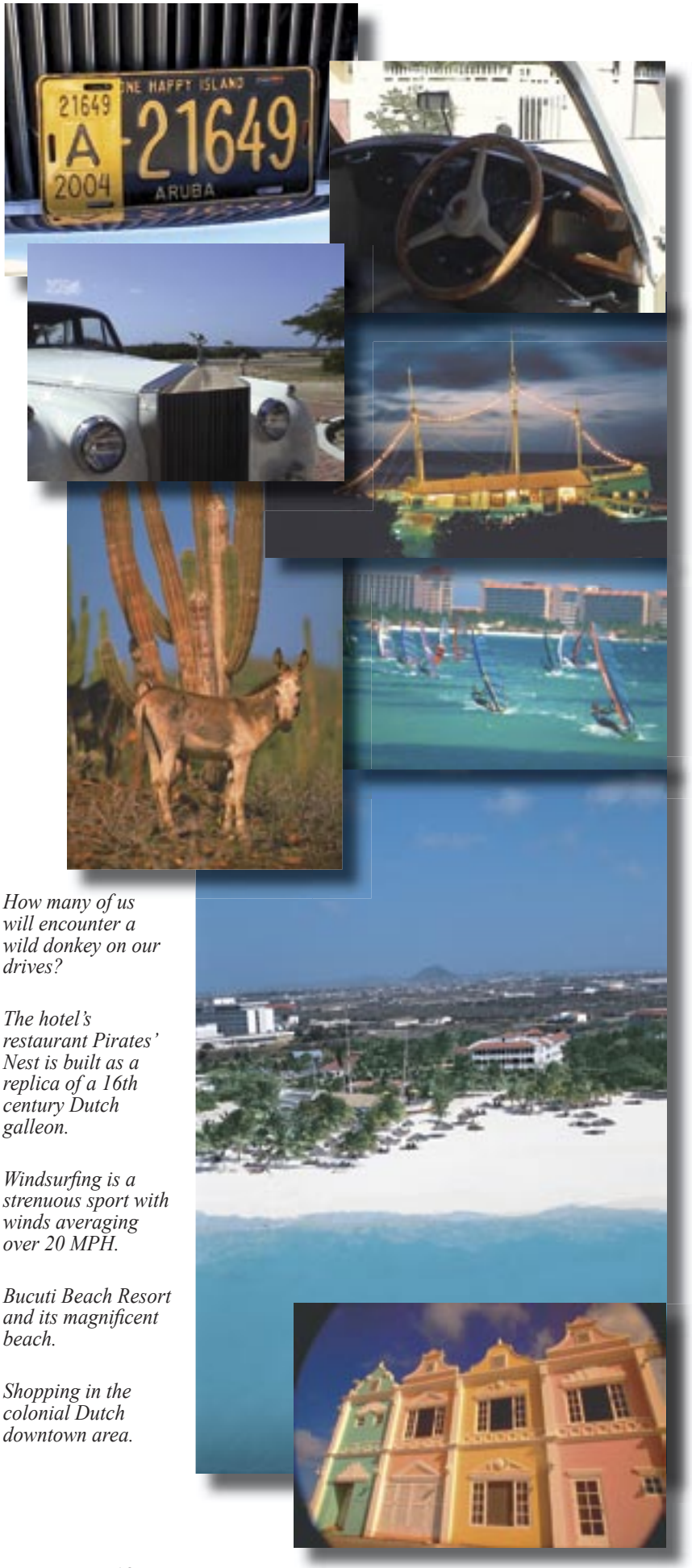
LCC28 served as the U.S. Ambassador's car in London from 1961 through 1985 when it was sold and shipped to Topsfield, Massachusetts. In 1988, the owner shipped the car to Aruba where he had a vacation home. My husband is no stranger to classic cars, and after admiring this Silver Cloud for several years, he jumped at the opportunity to purchase her in 1995 from a real estate developer in Aruba. The sight of the Silver Cloud draws wide smiles of appreciation from locals and tourists alike…and our hotel guests enjoy a peek inside when it is parked at the resort.

Engaged couples often inquire about its use for weddings, however, the car is not used for commercial purposes.

Ewald has revitalized the Silver Cloud with fresh paint, original Connolly interior, and exterior accessories and carpeting. Challenged in our remote location with some needed repairs and a scarcity of those qualified to make them, Ewald sought out a Rolls-Royce mechanic in London during his regular travels there. Assistance has been provided by him via fax, e-mail and phone and parts shipped to Ewald who enjoys carrying out instructions along with a local mechanic and enthusiastic fan of the Cloud.

When not tending to his hobby, Ewald owns and manages the Bucuti Beach Resort, which he developed and opened on October 17, 1987, otherwise known as Black Monday on Wall Street. Besides the rough start, his perseverance and hard work most recently earned him a prestigious award by the Caribbean Hotel Association as *Hotelier of the Year* last year for his overwhelming success and popularity of his resort, as well as his tireless Environmental preservation efforts island wide. Ewald and the Bucuti Beach Resort team have been awarded by dozens of international organizations over the past decade for their outstanding achievement in mobilizing an entire island population to think 'Green'.

Ewald's intimate Bucuti Beach Resort is a boutique style resort catering to romantic getaways and welcomes couples celebrating honeymoons or just the pleasures of a pristine powder white beach and the serene atmosphere of his enviable location, published as one of the top 10 "Dream Beaches of the World". Half of his guests travel via KLM from European countries and the other half originate from the United States.



How many of us will encounter a wild donkey on our drives?

The hotel's restaurant Pirates' Nest is built as a replica of a 16th century Dutch galleon.

Windsurfing is a strenuous sport with winds averaging over 20 MPH.

Bucuti Beach Resort and its magnificent beach.

Shopping in the colonial Dutch downtown area.

An Update on Smokey, the Radford Silver Cloud

Tim Myrick (SMH177) timmyrick@sbcglobal.net

This is the next installment of the restoration of Smokey.

As many of you have experienced the process of restoration, it can seem to decelerate from time to time. This is one of those times for my SCI. The process is still moving forward, but it is proceeding at an unperceivable pace.

As shown by these latest photographs, the exterior has been completed.

- Windows have been located, purchased and replaced.
- Window motors and switches were hooked up and adjusted.
- Exterior chrome has been polished and refitted.
- Lights were installed and are now working.

Note that this car has several lights that are unique to Radford coach work.

- A RotoFlair light is mounted in front of the grill and can be swiveled to the right or left from a lever on the dash.
- A Marcal spotlight is mounted on the driver-side "A" pillar.

My current focus for the ongoing restoration is on the interior. This piece of project consists of four parts: Seating, Headliner, Carpet and Wood. For most Radford cars, this is a very complex area. Luckily, I face only a few interior challenges with my car.

Smokey was ordered with only a couple of modifications to the factory seats, so I have been able to use a Hilborn interior kit for the seating, carpet and headliner. While a few modifications to the standard kit were needed, I have been able to make these at home using a commercial sewing machine. . Most of the wood was in good shape and needed only minor veneer repair and refinishing. However, the front cap rail was completely destroyed by the heat when the windshield exploded as a result of the house fire. I acquired one that could be restored from Tony at Hyphen (Toronto).

My largest challenge is replacing the full Wabesto sunroof. During the fire, the fabric was incinerated leaving only the metal ribs and several melted parts. I was worried that these melted parts would be near impossible to replace, but Tom Morey, Texas Region Technical Director, came to my rescue. To my surprise, he had a parts car with part of an intact Wabesto roof, and this was only five miles from my house. With his help, I was able to get all of the replacement parts as well as a very rare Wabesto wind deflector. The ribs and parts have now been sandblasted, straightened and painted.

Sometimes luck is on my side. Now I need just a little bit more luck to complete the sunroof.

I have been researching and taking pictures of several cars with intact Wabestos, but the t construction of the fabric remains somewhat of a mystery. Tom Hilborn provided a lot of info on the interior restoration, but according to him, the "details" on each sun roof are somewhat different. So my quest continues.

Stay tuned for more to come…

Smokey before the restoration

Reworking all the woodcaps

The exterior completely refurbished and all new windows in place

The interior coming together

Boot Drain Refurbishment

Technical e-mail, november 2003

Les Stallings (LSAE445) les@usa-aus.net

I've heard tales of Silver Cloud/S owners having to bail water out of their boot (trunk) after a heavy rain. Living in the desert, I really don't know much about having to deal with water but I do know something about the boot seal and boot drains.

Replacing the boot seal is about as straight forward as it could be. Simply pull, pick and scrape out all the old deteriorated rubber seal, clean with a solvent that removes all the old adhesive but does not harm the paint, and follow the directions for gluing in the new seal. Nothing difficult about it. I used the Replacement Parts seal on LSAE445 and had no problems with it.

Standing water in the boot is a matter of in-leakage (hopefully corrected with a new boot seal) and clogged drains. Yes, there are drains and water should not collect in your spare tyre well or large tool compartments. In my late series Silver Cloud II, there are five drains in the boot. (NOTE: similar drains are located on the bottom of each door also.) Two drains are located at the low point of the spare tyre well and require removal of the tyre to see them from inside the boot.

Another two drains are located near each clip for the tyre pump and the final drain is located in the compartment area where the torch (flashlight) is stored. From above, they appear as a hole surrounded by three pop rivets. Beneath the boot, possibly covered with undercoating, dirt, etc., are the cad plated covers of the drains.

Over the years these drains can become clogged with debris from above, undercoating and road grime from below. The covers of the drains hold a fibrous material that was possibly horse hair originally (Source: Ralph Curzon). The fiber helped keep road grime out of the boot, but allowed water to drain.

To remove the drains, the pop rivets must be drilled out from above with a 1/8" drill bit. This is easily accomplished with a right angle drill, due to the limited space. The wood floor of the boot, above the spare tyre compartment can be removed to facilitate drilling the spare tyre well drain rivets if a right angle drill motor is not available. The pop rivets near the tyre pump clips are fairly accessible, but the ones in the compartment with the torch will be a problem without the right angle drill. You might be able to use a side cutter to remove the protruding part of the pop rivet from below and drill from beneath the car. You will need to be careful not to scar the drain.

Figure 2

The sheet metal surrounding the drain holes should be sanded, primed, and painted to remove any rust. More extensive repairs may need to be made if you have ever referred to your car as "rust bucket". On my car, the undercoating was definitely applied prior to the installation of the drain covers.

I used walnut shell media to bead blast the drain covers, but a wire brush and sand paper would also work. The covers should then be cadmium plated or painted a cad-silver color. I did not have any horsehair handy, and my Old English Sheepdog ran away when I looked at him contemplating whether or not his coarse hair might do. I examined some rope and twine fiber but the closest material I found was fiberglass matting. Several layers of the fiberglass matting provided about the right thickness and the fiberglass should last a very long time without deteriorating.

Installation was straightforward, but did require enlisting a helper to hold the drains in position from below while pop riveting from above with standard 1/8" steel pop rivets. The contrast of the fresh pop rivets against the painted metal and the cad plated drains against the undercoating really is noticeable.

Silver Clouds must have been stunning, even from underneath, when they were first delivered to the original owners!

Figure 1

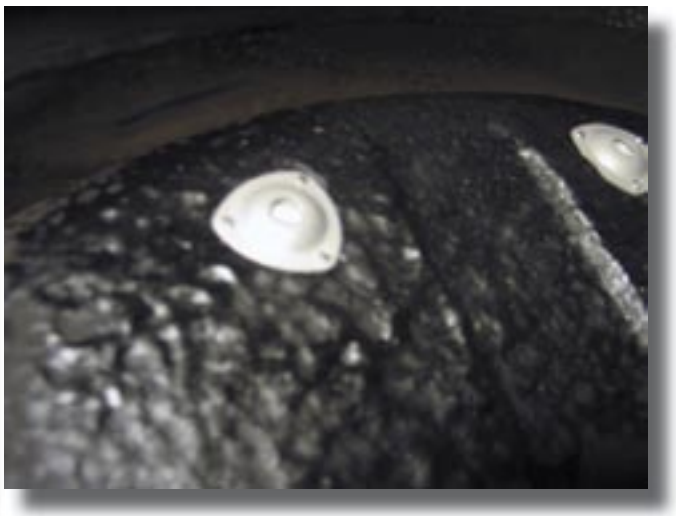


Figure 3

Sound Trailering Advise

Gil Fuqua, VP - Technical pre-War via e-mail

Buy a towing vehicle that is rated for the weight you are planning to pull. A Ghost can weigh 5,000-6,000 pounds and an aluminum enclosed trailer can weigh 4,000. If you buy a steel framed trailer, you can easily add a few more thousand pounds. The engine should be able to pull the load and the braking system should be good enough to stop you. A heavy duty 3/4 ton truck is probably the minimum based on the above weights with a 1 ton truck (dual rear wheel) being the preferred vehicle. The dual rear wheels provide more traction, better cross-wind stability and most importantly, an extra wheel on the ground if you have a rear blow out. The brake drums are also larger, providing more stopping power.

I think a gooseneck rig is your best choice for a car trailer (my opinion). A gooseneck tends to be more stable than a bumper pull since the connecting point is over the rear wheels rather than behind the vehicle. The gooseneck trailers seem to be more stable and less susceptible to cross-winds, etc. You can also park them in a tighter spot than a bumper pull. The gooseneck also comes with a lot of internal storage over the gooseneck portion that is very handy.

The choice of build material is a consideration in both price and weight. Aluminum trailers have the advantage of lower weight, fewer problems with corrosion and are easier to keep than a steel trailer. Aluminum trailers are also more expensive than steel trailers. Some manufacturers make a hybrid trailer that is part steel (usually the subframe) and the top part and side panels are aluminum. These can be a good compromise but you must be careful that the steel is properly insulated from the aluminum due to corrosion between the two. An all-steel trailer is strong and is susceptible to rust. It is usually the most affordable.

Enclosed or open. An open trailer is less expensive but it subjects the car to the buffeting of wind while pulling it. It is particularly hard on open cars and I have seen tops ripped off due to the wind getting under them. An open trailer provides no protection from the elements and no security for the car. If you get an open trailer, you might want to consider one with a skirt on the front that deflects the wind. This also helps to keep the car clean from spray coming up from the pulling vehicle. A closed trailer provides security for the car when you are pulling it and when you have parked it. It can be sized to provide additional room for storage as well.

Length of trailer: Don't buy a trailer that is too short for your car. You will need room fore and aft to secure it. A Ghost is close to 20' in length and you should consider at least 24' on the floor to provide room for tie downs.

Buy good (real good) tie downs. They should be rated at least 10,000 lbs per strap and you should use at least four of them, one at each corner. Be sure that every component of the tie down meets the same minimum specification. In other words, 10,000 lb straps are no good with 5,000 buckles or 7,500 lb tie down rings. Remember, the weakest link theory. Having said all of that, I bought an all aluminum, gooseneck enclosed trailer. Mine is an Exiss (www.exiss.com) and I am very pleased with it. Other good trailers I considered in my trailer hunt were Featherlite, Tommy's Trailers (Oklahoma) and a number of other less known makers that make custom trailers.

One additional item that I wanted to add about brake controllers for your towing vehicle:

Brake controllers are installed in the towing vehicle and provide the voltage to the trailer that activates their brakes. In recent years, more sophisticated controllers have been introduced that are far superior to the older methods of providing braking control. The newer ones provide a 'boost' function for high speed stops and are more consistent at applying the brakes, regardless of speeds. Less expensive controllers need frequent adjustment, depending on speed. For example, if you set the brakes to come on properly for highway driving, the less sophisticated units tend to be 'grabby' in stop and go driving and the setting has to be turned down. I had a Drawtite ACTIVATOR brake controller that required it to be set dependent on towing speed. I replaced it with the latest generation Tekonsha PRODIGY (http://www.tekonsha.com/prodig.html) that features inertia-activated brake controls and a self-adjusting sensing device.

I received the recommendation on the Tekonsha Prodigy from the travel-trailer crowd. It seems to be their universal favorite. In one on-line forum, a person asked whether to use a 'free' XXX brand of controller or pay $150 for a Tekonsha Prodigy and the answers were consistent...throw away the free controller and spend the cash for the new one.

This was the biggest bang for the buck that I spent on the truck, trailer or accessories. There was a substantial improvement in trailer braking with the new Tekonsha Prodigy controller.

Web Update

Michael Kan (5AS69) webmaster@cloudsociety.org

The "Member Only" area of the web site is up and running.

When you log onto the **forum** through the home page, or at ***www.cloudsociety.org***, you will be asked to register. Once membership is verified, access will be granted. I do travel quite a bit, so it might take a few days or even a couple of weeks if I am out of the country!

Please give me feedback on your experience. We can only improve by getting constructive criticism. We also need your PMC photographs uploaded to the site. Please submit your photos and any text to me at webmaster@cloudsociety.org. I will get your photo posted as quickly as possible.

Support your Society and log on to the site. Let's build some traffic and populate our web pages. Happy

Post "55" is a periodical of the Silver Cloud & Bentley "S" Society published 3 times per year.

"Mother Necessity"

Joel Foreman (B582EG) joel482@numail.org

It has often been said, "necessity is the mother of invention". Nothing could be truer than the story you are about to read.

About a year ago, I started looking for an automotive 'bra' for by beloved Bentley S-1 [B582EG]. I am a driver. I wanted to own the Bentley because I wanted to drive it; not just look at it! As much as I appreciate the kind words of others about how wonderful the Bentley looks, it is the driving that excites me and makes me feel special.

After driving the Bentley on a fairly regular basis for about a year, I began to notice that little marks would appear on the front of the body. The area between the radiator shell, below the headlamps, and outward to the wings is precisely where I mean. Little pebbles and big bugs were taking their toll. I wanted a proper 'bra' that would protect the Bentley on my trips – particularly from point 'A' to point 'B'. Upon arrival at my destination, I would want to be able to easily remove the 'bra', store it for the duration of my stay, and then, easily re-attach the 'bra' for the return trip home.

As those of you who are in similar circumstance have discovered, there is no remedy available. In the summer of 2003, I began to design and produce just such an accessory. I call it a 'cover' to distinguish it from the typical automotive bra because of its inherent ease of application and removal. Most typical 'bras' are put on a car and rarely removed. The PMC Cover was designed to protect my investment from point 'A' to point 'B', and, to be easily removed upon arrival so that the total beauty of the Bentley could be enjoyed while at my destination. Then, just as easily, reapplied for the return trip home. I believe we have succeeded!

When properly applied, the cover will protect the finish of the paint, without doing damage to the paint. Protecting the paint job has saved me the expense and inconvenience of periodically repairing and repainting. To paraphrase Victor Kiam (of Norelco shaver fame), I got so excited about the cover that I formed the company – PMC Covers, LLC. – to produce and market the covers. Currently, we make the covers for Bentley S-Series, I and II; and, for the Silver Clouds, I and II. I hope to finish the S-Series (including Continentals) and Silver Clouds by the end of June 2004. At that time, I shall redirect our energies to the Silver Shadows, Corniches, T-Series, and modern Continentals.

The cover will be produced in standard black. However, we have the ability to offer a rainbow of colors to match almost any paint-scheme in the most tasteful manner.

The cover will be on display, and in use at several upcoming events: the Amelia Island, FL Concours, the Gettysburg, PA Inter-Regional, and the National Monterrey, CA meets to name a few. If you would like more information, please feel free to contact me directly. Or, you can wait to see it at an event near you soon!

Happy Motoring!

Society Store

Outer Banks. STRIPED COLLAR AND CUFFS SPORT SHIRT.
100% Cotton pique tubular sport shirt with striped collar and cuffs. Contrasting 3-button clean finished placket with pearlized button. Taped collar. Double-needle stitched hemmed bottom. Black with red accents.
Adult: S, M, L, XL, 2X, 3X $38.00

SILVER CLOUD SOCIETY name badge. Brushed silver with black letters and a magnetic back. No more holes in your clothing.
$10.00 including shipping.

Three Rivers. CLASSIC LONG SLEEVE DENIM SHIRT.
7.25oz. 100% cotton long sleeve denim shirt with button-down collar. Left chest pocket with button. Two-button cuffs and single-button sleeve plackets. wood-tone buttons. Flat yoke back. Double-needle stitched. Generous cut.
Adult: S, M, L, XL, 2X $35.00

TOTE BAG. 600-denier polyester tote extremely durable and water-resistant with inside PVC coating. One outside pocket, contrasting color bottom and extra long self-fabric handles, reinforced seams and stress points.
Dimensions: 23.5" x 15.5" x 6".
White with Royal accents. $20.00

Outer Banks 5011. COTTON PIQUE SPORT SHIRT.
6.8oz, 100% combed cotton pique side-seamed sport shirt. Taped welt collar and welt cuffs. Two-button clean-finished placket with wood-tone buttons. Safety and top stitched shoulders. Double-needle stitched hemmed bottom with side vents and dropped tail.
Adult S, M, L, XL, 2X, 3X, 4X, 5X $30.00

Willow Pointe. LADIES' KEYHOLE COLLAR SPORTSHIRT. 100% cotton, washed, double-softened and tumble dried mesh, tailored self collar, keyhole neck with one button loop closure, matching button, hemmed sleeves, hemmed bottom with side vents, top-stitched armholes.
Women's sizes, adult: S, M, L, XL, XXL
White, Red $28.00

Jonathan Corey 603A. NEEDLE-OUT PIQUE SPORT SHIRT WITH JACQUARD RIM.
6.5oz., 100% combed cotton sport shirt needle-out pique sport design with triangle jacquard collar and welt cuffs. Four-button clean-finished placket with edge stitiching, back stitching, and reinforced box. Taped collar and single-needle safety stitch shoulder seams. Woodtone buttons.
Adult M, L, XL, 2X $38.00

ORDER FORM - page 1

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Members' Classifieds

For Sale

BENTLEY S2 CONTINENTAL (BC28LCZ) 1962 Park Ward drophead coupe. Rare and beautiful, one of 125 ever made and one of 20 left drive cars delivered to USA. Silver mink with scarlet interior and top. This car is in wonderful condition with most of the expensive (and correct) mechanical restorations completed in the last three years, including steering and suspension, transmission and differential, tires and brakes, exhaust, starter and wiring, carburetion and ignition, cooling, air conditioning, and top. It is great to drive (especially at 90 mph) and to show (Best in Class at Concours d'Elegance), but I now have one too many Bentleys, so I must allow the next custodian to finish the restoration to their own taste (leather refinishing, paint color, etc.) and enjoy the car as much as I have. Over $135,000 invested; asking $97,000. Offers will be gladly considered. See photos at www.bentleyclassic.com then call John Sweney at 713-688-2841.

Wanted

I am looking to acquire the four **CRYSTAL GLASSES** that came with a 1960 Park Ward bodied Phantom V. If you have any, or know of any for sale, please contact me at michael@kan.com

CONTINENTAL TOURING KIT with spares and box wanted for any Silver Cloud or Bentley S series. Please call! Harry Clark, Temecula, CA. Cell: 909.815.0250 or harryc@turnkey.bz

1. Outer Banks Sport shirt	Size: _____	**2X - add $4**	Qty: ___	Price: $38	Total _____
2. Three-Rivers Denim shirt	Size: _____	**3X - add $6**	Qty: ___	Price: $35	Total _____
3. Outer Banks 5011 shirt	Size: _____	**4X - add $8**	Qty: ___	Price: $30	Total _____
4. Jonathan Corey shirt	Size _____	**5X - add $10**	Qty ___	Price: $38	Total _____
5. Willow Pointe Ladies' shirt	Size: _____	Color:_____	Qty: ___	Price: $28	Total _____
6. ~~Hat SOLD OUT~~			Qty: ___	Price: $20	Total _____
7. Tote Bag			Qty: ___	Price: $20	Total: _____
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