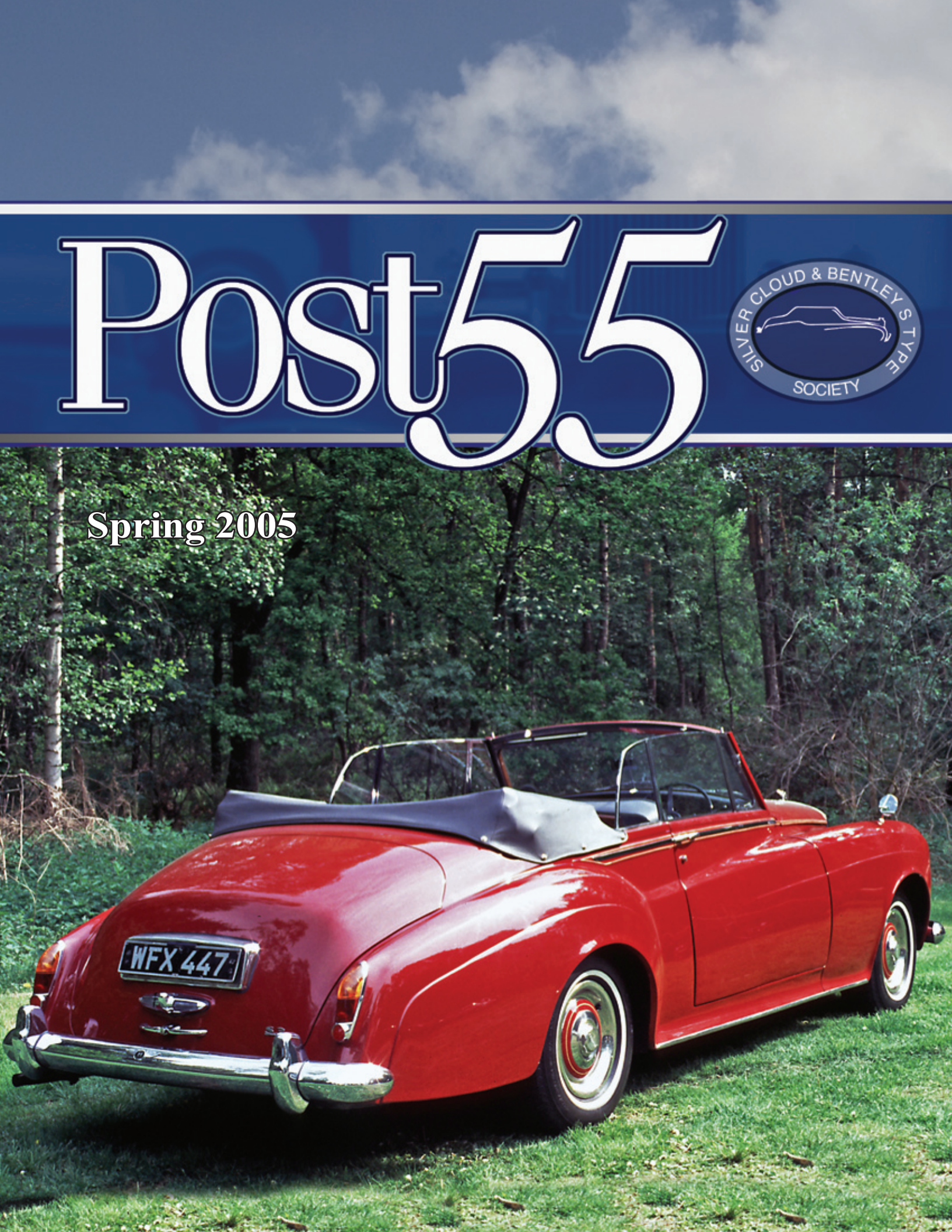
Post55

SILVER CLOUD & BENTLEY S TYPE SOCIETY

Spring 2005



Your 2004 Society Officers & Directors

For submission of articles, please e-mail your article to Michael Kan at mike@cloudsociety.org.

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 Silver Wraith, Cloud, Phantom V, or S, send graphic image to webmaster@cloudsociety.org

On the Cover:
Bentley S3 #B656CN, Drophead Coupé re-bodied along the lines of the much admired H.J. Mulliner design.

Photo courtesy of Klaus-Josef Rossfeldt
Friedensstr. 11
58239 Schwerte
Germany

From the Editor

In Texas the Blue Bonnets are in full bloom suggesting that across the northern hemisphere our cars are once again being taken out of their winter hiding places. In my case, it means that construction of the new garage has come to an end (albeit 4 months late) and my motorcars are back home where they belong!

As a matter of fact, several of our members are enjoying an important part of club membership, fellowship, on this year's Lazy River Tour of Louisiana and Mississippi. See Doug Handel's photo essay in this issue. One-third of all participating members toured in a Silver Wraith or Silver Cloud -type car.

I certainly hope that many of you will be driving your Silver Cloud, Phantom V, or Bentley S to the National Meet in Greenwich where we will celebrate the 50th anniversary of the introduction of this series. Don't forget to sign up for the Society dinner at the Greenwich Meet this July - **there has been a location change.**

With this issue, we welcome Bill Vatter as a new contributor focusing on the early Post-War cars. As I wrote in the last edition, I had no idea our cars shared so much with the Silver Wraith series cars. I know you will find his articles extremely valuable.

Later this month is our first ever seminar being held in Anchorage, Alaska. For our members in the Northwest and western part of Canada, this is a great opportunity to get your hands dirty! See this issue and the web site for more information.

If you are restoring your PMC or going on a long journey, why not take a bunch of photos and keep a log. When done, or upon your return, share your knowledge with us. Being able to share our members' experiences is part of what makes belonging to the Society so much fun.

With so many great articles and photographs, it sometimes becomes difficult to fit everything neatly on the page (at least for this amateur!). I prefer sharing large photographs with you to show as much detail as possible. Therefore, in this issue Larry's article on the Cloud's firewall is spread over a few pages. I hope you don't mind.

I have not been to happy with the color reproduction of the past issues, but we have to sacrifice some color quality to save a bundle on printing costs. Sorry!

Enjoy this Spring issue.

Mike

Contents

Resolving Brake Light Problems

By Larry Durocher (LSCX671)

From time to time, I have had problems with my brake lights (Cloud III) or have observed other Cloud/S series cars with malfunctioning brake lights. The purpose of this e-mail is to outline some of the procedures and parts required to find or resolve such problems.

Typical problems include:

. only one brake light is working

. neither brake light is working

In most cases, if only one brake light is working, the bulb or the bulb holder at that light is the problem. If you open the trunk and open the small leather cover behind the taillight in the trunk, you can access (just about, small hands work better) both bulb holders with your hand. The upper bulb is the signal light and takes a single filament, T1156 bulb. The lower bulb is a dual-filament bulb, T1157, for the taillights and brake lights. If you pull the bulb holder out of the socket, push and untwist to remove the bulb, and then push and twist to insert a new one, the problem is solved.

Of course, a broken wire (or a poor connection at the wiring connection of the bulb holder) could cause the same problem. If you have someone step on the brake pedal (with the ignition switch on), a power probe will easily determine if power is being supplied to the lower bulb holder. The ground for both bulbs is a black wire that connects to the housing just below the upper bulb on the Cloud III. Make sure the ground wire is secure in the housing.

If neither light is working, the first step is to confirm that power is not being supplied to the lower bulb holder on both rear lights. If there is no power at the brake lights, then the connections at, the adjustment at, and the brake light switch itself must be checked. On the Cloud III, the right undersheet must be removed to see the connections and switch. The switch is mounted in back of a trapezoidal bracket (has a large hole) that is to the left and forward (when viewed from the front of the car) of the brake servo, see Figure 1.

The switch has a black plastic cover held in place by a metal loop. If the loop is removed, you can access the power input (one wire) and the power output (two wires on my Cloud III). Obviously, the first check is to use a power probe to make sure that the switch has power going into it when the ignition key is on. If you have power in, use your hand to move the brake rods and see if there is power at the two output wires. If there is power at the output side, then the wires leaving to the rear brake lights (from the switch) are broken somewhere before the rear lights. In most cases, the connections at the switch, the switch adjustment, or the switch itself are the likely source of the problem. The switch works quite simply.

The center rod (spring loaded), which is pushed by the eccentric roller, is connected to a larger diameter, conducting rod (copper I think). When the center rod is moved axially about 3/8" (eyeball number, I couldn't find my scale) it starts rubbing against two copper contacts. One contact connects to the power input; the other contact connects to the wires running to the brake lights. Electrical contact will be maintained for any motion greater than that required for initial contact, see Figures 2 and 3.

This is a used switch that only has one output wire. Perhaps earlier Cloud/S series used one wire that was then split to feed both rear stoplights. You can see that the switch is mounted with two stud/nuts. I think the wrench size is 9/32". Figure 3 shows the cover removed and the conducting pieces.

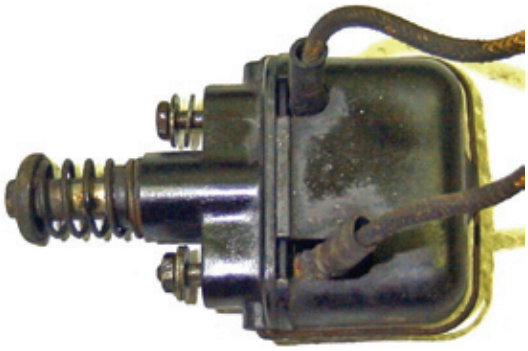


figure 2

If the eccentric roller (on the moving brake linkage) is not depressing the rod sufficiently, then an adjustment may restore function. There are a variety of ways to adjust the position of the roller relative to the brake switch rod. The roller itself is eccentric so you can rotate it (loosen the nut and then turn roller) to depress the brake switch rod more; clearly, only small adjustments are possible here. You can also adjust the brake linkage rod that runs perpendicular to the length of the car (near the rear of the transmission); shortening the rod will move the roller closer to the center rod. In addition, my switch had 5-6 mounting washers that were spacing the switch farther from the roller so some washers could be removed to move the center rod closer to the roller.

Over a period of time, surface corrosion can cause poor contact and hence rotating the center rod can sometimes restore function since the contact are now rubbing on a fresh surface. The usual failure mode is for one of both of the copper contacts to wear out or break. In this picture, the upper contact has broken off at the tip. They are easily replaced; the contacts are DB525 and cost $4.25 each.

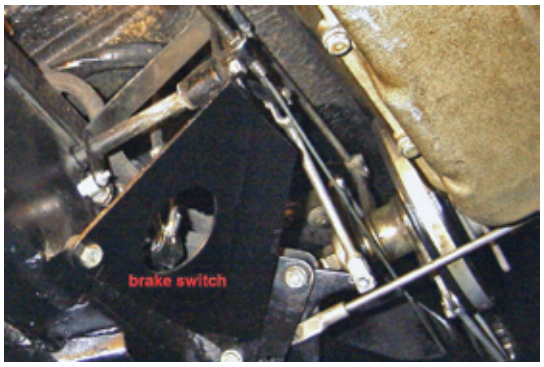


figure 1

figure 3

What's That Stuff on the Bulkhead (Firewall)?

Larry Durocher (LSCX671)

The engine and transmission are out of my Cloud III. I have taken this opportunity to clean, repaint, plate, and rewire many items in the engine compartment. I also thought this would be a good opportunity to take a lot of pictures since sometimes it is not very clear where wires, pipes, lines, etc. are located when the compartment is filled with a V8 engine. I thought I would also use this brief article (brief in words, lots of pictures) to identify some of the components that may not be easily identifiable from the parts book. A few items are missing from the compartment; the hand brake brackets/pulley and the power steering ram were out to be cleaned and painted. Notice the liberal use of moving blankets/pads to protect the fenders and the owner's knees. This was a nice tip from Doug Seibert.

Figure 1 is a picture of the repainted bulkhead (firewall). Ralph Curzon, chief judge of the RROC, told me that Savanna Beige is the closest color that he has found and hence the color that I used on the firewall. The underside of the bonnet is painted the same color. Coachbuilt cars may use another color for the underside of the bonnet. Note that the color break (changes from beige to the body color) occurs at the 90-degree bend at the top of the firewall. The body color does not come into the engine compartment.

figure 1

The items on the firewall are as follow:

- A – horn fuse
- B – voltage regulator
- C – main fuse or distribution box
- D – air conditioning relay
- E – heater rheostat
- F – otter switch (for choke)
- G – air conditioning rheostat
- H – Scintilla switch (for choke)
- I - electric window fuse or distribution box
- J - heater/demister rheostat
- K – windshield wiper motor
- L – horn relay
- M – headlight flasher relay

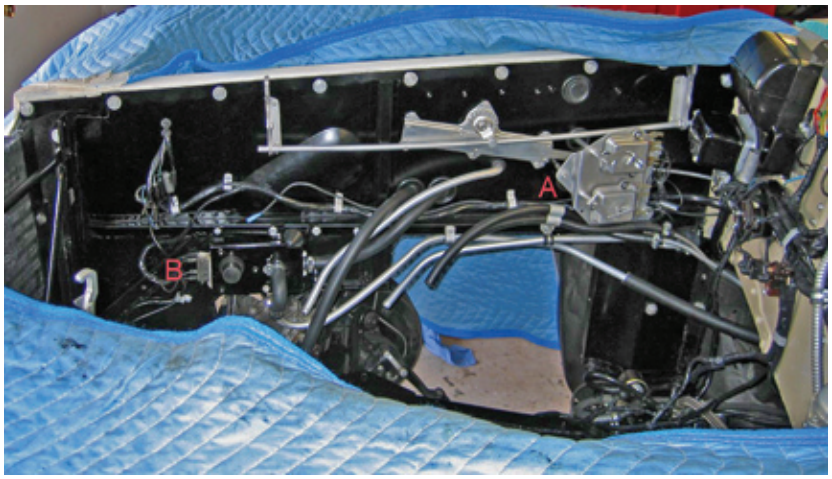


figure 2

Figure 2 is a picture of the right valance. The flap actuators are just to the right of position A and they control upper and lower airflow for the heater/demister outlets. Just to the right of B is the lower water tap. It controls the water flow from the engine to the lower heater. There is a similar tap on the left valance to control the water flow to the upper heater/demister. Figures 3 and 4 are close-ups of the flap actuators and water tap.

Figures 5 and 6 show an overview of the rear of the left valance and a close-up of the steering box. Figure 7 zooms into the bottom of the steering column to show the two switches that control the reverse light and the

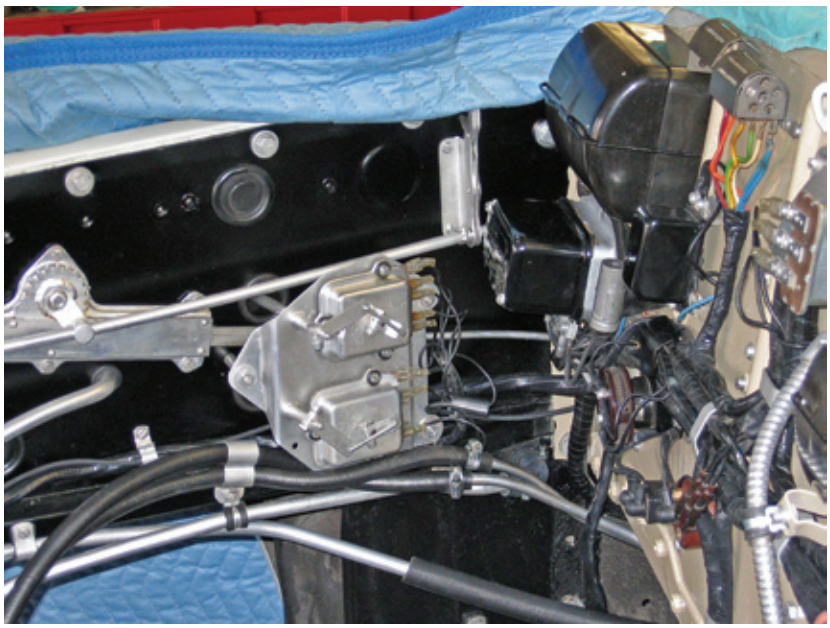


figure 3

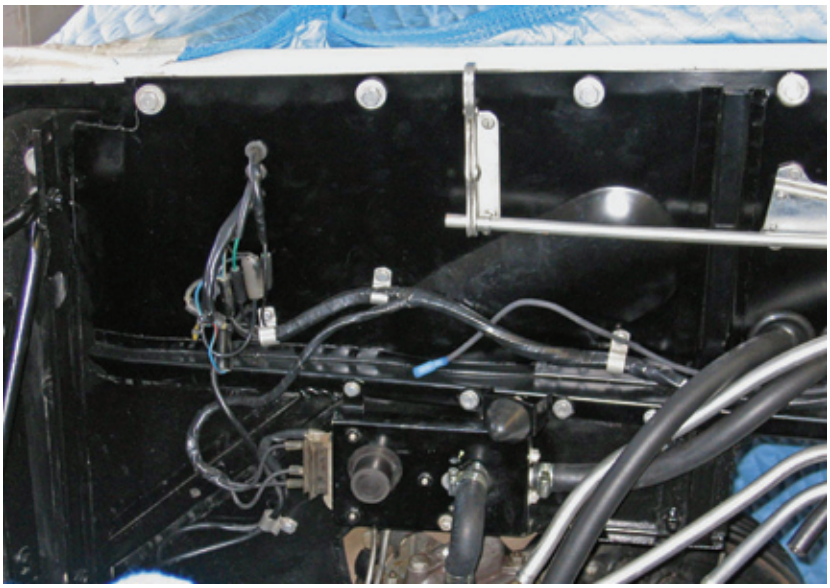


figure 4

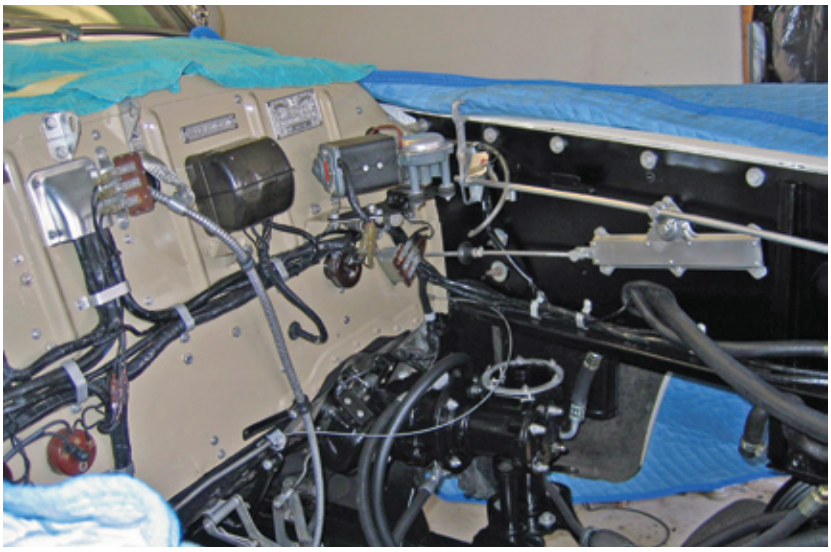


figure 5

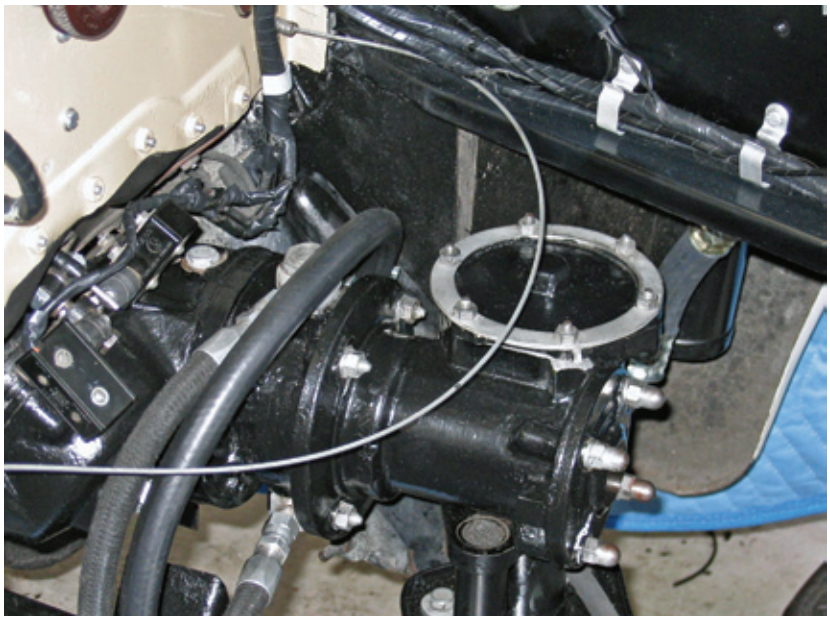


figure 6

switch that only allows the car to be started when the gearshift is in the neutral position.

Figure 8 shows the two types of screws that are used to hold the various clips that hold the wiring in position. The lower left is a so-called "cheesehead" screw. The upper right shows the binding head, sometimes called a pan head. In general, binding head screws were used to hold the clips formed from sheet metal and the cheesehead were used to hold the heavier clips seen on the firewall.

Figure 9 is a picture looking from the front of the car into the engine compartment. It allows you to see at A, where the power steering ram connects to the steering linkage. We also see at B and C the front shock absorbers and see the steel brake lines and junctions. In addition, at D, we see the ground strap from the left fender to the chassis. There is a similar ground strap for the right fender. Many cars are missing one or both of these straps or the straps are broken.

Figure 10 shows a close-up of the throttle/transmission linkages. Quite a few rubber bushings were used in places such as those marked A. They are relatively inexpensive. The rubber piece used at B is over $120. After 40+ years, most of these rubber pieces need to be replaced. In my case, sometimes I had no choice; they fell apart during disassembly.

I have dozens of pictures taken throughout the engine compartment and underside of the car so let me know if you have need of a close-up of a particular area.

I will have follow-up articles related to the engine, power steering ram, replacing various bushings, starter relay, fuel pumps, etc.

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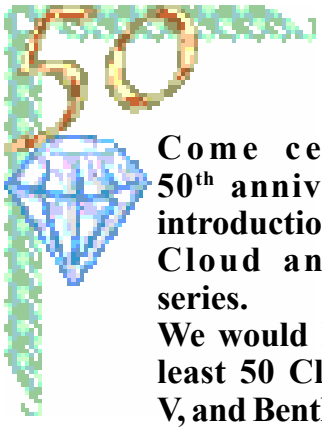

Come celebrate the 50th anniversary of the introduction of the Silver Cloud and Bentley S series.

We would like to have at least 50 Cloud, Phantom V, and Bentley S motorcars on the judging field of the Annual Meet in July.

Please register with National to make sure you have a room and a spot on the field.

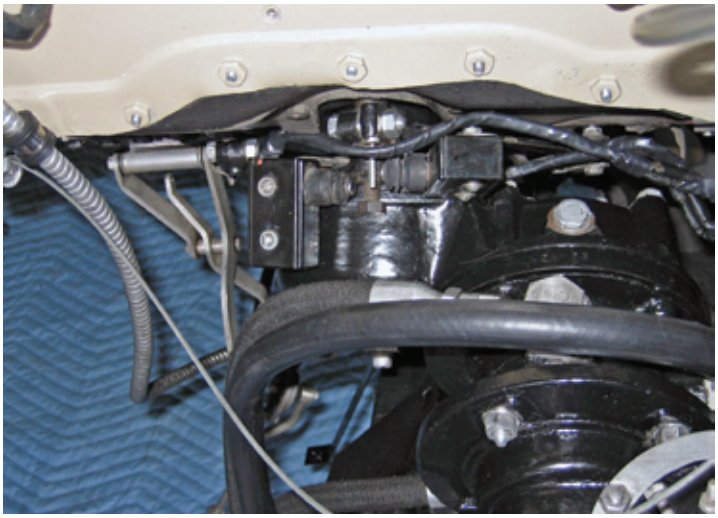

figure 7

figure 9

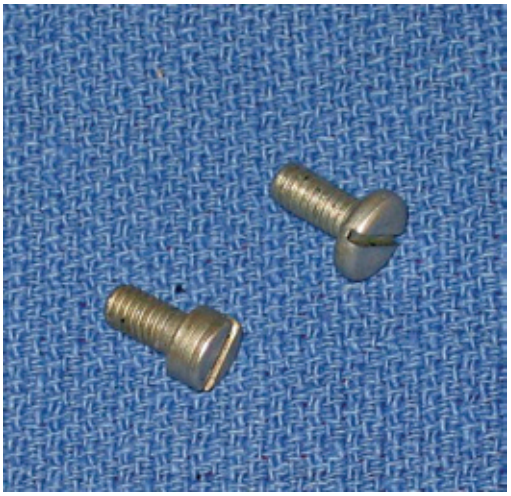

figure 8

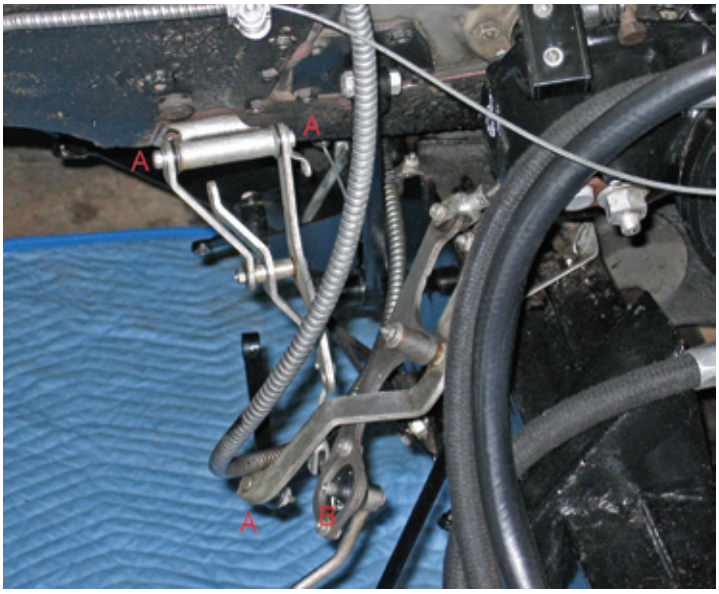

figure 10

Silver Cloud I Valve Adjustment

Bill Vatter (WGC66)

Adjusting the valves on the early postwar six cylinder engine could be characterized as either relatively easy or incredibly difficult, depending on which valves you are adjusting. The intake valves are relatively easy to adjust, but the exhaust valves are incredibly difficult. Fortunately, the exhaust valves rarely need adjustment, and while it is not what I would call easy to check the exhaust valve clearance, it can be done on most cars without heroic effort, and checking the exhaust valve adjustment can give you peace of mind that all is well. After measuring the clearance, the heroic effort needed to adjust the exhaust valves is likely to prove unnecessary. The procedures are mostly the same for all of the postwar six-cylinder engines, both pre-55 and post-55.

The fundamental principal in valve adjustment is to have sufficient clearance in the train of components that open the valve so that the valve will rest tightly on its seat when it is supposed to be closed. If there is not sufficient clearance, the valve might not tightly close under all operating conditions. This would result in a loss of compression and poor performance, but more importantly it would also result in the valve being burned. Exhaust valves are more susceptible to becoming burned than are intake valves because the exhaust valve heads are the hottest parts of the engine, normally reaching temperatures above 1500 degrees F under heavy load. The valve heads are cooled mostly through contact with the valve seat, which means they must close tightly for good heat transfer to the engine block and adequate valve cooling. Without adequate cooling the valve heads might reach as high as 3000 degrees F, which the material cannot withstand. There also must not be excessive clearance, which would result in noise and accelerated wear of the related components.

The valves should be adjusted when the engine is cold, meaning it has not run for at least several hours. The importance here is that the entire engine should be at a uniform temperature. Actually, the clearance is very little different with the engine fully warmed up compared to the cold-engine clearance, but the parts may not be at a uniform temperature, which could introduce error. During transient conditions, such as while the engine is warming up, there may be a very large difference in the temperature of the coolant and the oil, which causes considerable variation in the actual clearance in the valve train. This is an observable phenomenon. If the intake valve adjustments are only slightly loose, or possibly if there is moderate wear at the rocker arm bushings and shafts, the valve train may be silent immediately after startup, but during the engine warm up period some noise may be noticeable. Then, when the engine is fully warmed up after driving, the valves will again be silent. This phenomenon is not noticeable for exhaust valves.

Bill Vatter's 1949 Park Ward bodied Silver Wraith Saloon, WGC66

During the warm up period, you may notice one or more valves making a faint click-click-click for about a second, then they may be silent for a second, and then this cycle repeats. This indicates uneven wear of the valve tappet, which rotates as the cam lifts the valve. Tappet rotation reduces wear, but if the tappet eventually wears unevenly, it may make accurate valve adjustment impossible to achieve. However, you may be able to arrive at an adjustment that has sufficient clearance to protect the valves and not have objectionable noise. When this becomes impossible to achieve, you are facing some (maybe significant) disassembly to renew the worn parts.

The trick to adjusting valves is making certain the tappet is on the heel, or base circle, of the cam when you make the adjustment. The method I use recognizes that the pistons move in pairs: 1 paired with 6, 2 paired with 5, and 3 paired with 4. For each pair the pistons are going up and down exactly together, but the valves are operating exactly 360 degrees of crankshaft revolution apart. Therefore, when a valve for #1 is exactly full open, the corresponding valve for #6 is exactly on the heel of its cam.

To put the tappet on the heel of the cam rotate the engine until one valve (any one) is fully open, and adjust the valve that is paired to this one. (For intake valves, a valve is fully open when the right end of the rocker arm is at its lowest point. For exhaust valves, the valve components are at their highest point when the valve is fully open.) The valves are numbered in sequence from the front of the engine. (Again 1 is paired with 6, 2 is with 5, and 3 is with 4. This relationship is true with all RR six-cylinder engines except the pre-Ghost six-cylinder, the 30 HP six.) Then you turn the engine 120 degrees, note a different valve will be fully open, and you adjust the pair to the open valve. You continue this process until all valves have been adjusted, which will take 720 degrees of crankshaft revolution to return you to where you started.

It will be easier to turn the engine with the spark plugs out. Usually the plugs are being serviced at the same time valves are being adjusted so this isn't more work, just coordination of activities. If you remove the spark plugs first, you will probably discover you can turn the engine by tugging on a fan blade if the belt is not very loose. On pre-cloud engines, you can also use the starting handle. However, if you rotate the engine by the starting handle or the fan it is possible to temporarily disturb the vibration damper, which would make subsequent adjustment of the ignition timing incorrect. Once the vibration damper has been disturbed the car must be driven to shake the damper back to a neutral position before attempting to adjust the ignition timing. (It is not sufficient to just run the engine to shake a damper back to neutral. The engine

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Lazy River Tour

Douglas Handel (B57AA)

Special Thanks for Bill and Laura Borchert, who put it all together, with extra help from Richard Branyon, Kelly Kyle, Warren Milan and Brian Schiele.

Photos liberally borrowed from: Gil Fuqua, Bill Prichard, Sneed and Anne Adams, John Sweeny and Kelley Kyle.

ROLLS ROYCE OWNERS CLUB
SPRING TOUR
2005

Doug Handel
'59 SII

Betty & Bob Berg
'56 S1

Richard Doetz
'59 SII
with Ann & Fred Ward

David & Christine Seidman
'61 SCII

Bill Borchert

Laura Borchert

"I can still smell the coffee, and taste the beignets!"

Bill & Laura Borchert
'60 Phantom V

Gerard Herbert
"Tour Mechanic, Just in case."

Sneed & Anne Adams
'53 R-Type

Carolyn Sheridan

Terry & Christine Meredith
'49 Mark VI

Richard Branyan
1949 Silver Wraith

Wayne Stanton
'53 R-Type

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must experience significant load.) Note this potential problem with the vibration damper implies that when doing a complete engine tune-up, it is best to adjust the ignition timing first, and to adjust the valves last.

It is also possible to rotate the engine from the rear end by turning the flywheel after removing the inspection cover underneath the car. Note the direction of crankshaft rotation of the engine is clockwise when looking at it from the front. Turning the engine from the rear has no effect on the vibration damper.

Intake Valve Adjustment

To check and adjust the intake valves you need to first remove the rocker arm cover on the top of the engine. Depending on the model car, you may need to remove the air cleaner before removing the rocker arm cover. Three domed nuts hold the rocker arm cover in place, and the road-draft tube attached near the oil filler cap must also be loosened. Remove the attaching bolt and pull the road draft tube off the valve cover, but you don't need to completely remove it. (The very earliest cars built in 1946 and early 1947 don't have a road draft tube connected to the valve cover.) After removing the nuts and the road draft tube, the cover may be stuck on the cylinder head at the gasket joint. I've found the best method to get it loose is to bump the valve cover on the side with a rubber shot-filled hammer, which is sometimes called a "dead-blow" hammer. The gasket is reusable if you are careful removing the cover. It should come off with the cover and remain attached to the cover.

After removing the rocker arm cover, rotate the engine as described above to place one tappet on the heel of its cam. The clearance should be .006 inch, and it is measured between the tip of the valve stem and the rocker arm end. Your feeler gage should have noticeable drag as you move it through the gap. If you have to struggle to get it in, that is too tight. If it slips in very easily without any drag, that is too loose. You loosen the lock nut on the pushrod end of the rocker arm and turn the square-headed adjusting screw to change the clearance. I use a small tap wrench to turn the adjusting screw because it is square end, but there should also be a tool in your car's tool kit for this purpose. Always recheck the clearance after the lock nut is fully tight because tightening the locknut can change things a small amount.

When you are finished, it is possible to do a final check of the adjustment with the engine running at a slow idle. The valve cover can be removed and the engine will run without having oil spray all over, as would be the case with most American engines. On the RR six, the oil is supplied to the rocker arms at reduced pressure, resulting in drips rather than squirts as the oil escapes from the pressure-fed bushings.

While the engine is running, stick your feeler gage between the valve stem and the tip of the rocker arm to feel the adjustment just like you did with the engine stopped. Of course the rocker arms will be moving, so you have to move with the rocker motion to insert the feeler gage, but it is not particularly difficult. Just be careful to not stick your fingers into the moving parts. The operation of the valve train will tightly grab the feeler gage when the valve opens, but allow it to slip when the valve is closed. Your reaction to this will probably be, "This is a goofy technique," but be assured it is used by many experienced mechanics to make sure everything is right.

After checking the clearance with the engine running, examine your feeler gage. If it has been beat up and bent as if having been hammered, that indicates the tips of your rocker arms are worn, creating a recessed, dish-shaped place on the tip of the rocker arm where contact is made. You cannot see this unless you remove the rocker arms. If the rocker arm tips are worn very much at all, it will be extremely difficult to accurately adjust the valves. You will be frustrated because you will think you set the valves accurately, but because of the worn spots there will still be too much clearance, and the valves will be noisy. If this is your situation, it is possible without much difficulty to remove the rocker arms and stone or grind the worn tips to create a new surface. Maintain the original contour when you renew the surface. If considerable grinding is needed, over about .010 inch of metal removal, take the rocker arms to your local machine shop and ask them to re-harden the tips. Different opinions exist on the depth of the factory hardening of rocker arms, but most agree it is at least .010 inch deep.

Exhaust Valve Checking

To check the exhaust valves, you must remove the two tappet covers located immediately below the exhaust manifolds. Certain model cars, for example the R-Type Bentley, may first require removal of one or both exhaust manifolds to remove the tappet covers, but Silver Clouds and S-Type Bentleys, right-drive Silver Wraiths, and Mk VI Bentleys do not require removal of the exhaust manifolds. If you need to remove an exhaust manifold, proceed carefully and with much patience. Use lots of loose juice like Kroil or PB Blaster. (Note WD-40 isn't very good for this purpose.) Avoid excessive force on the manifold nuts. If you break off a stud, replacing it is no picnic. After removing the nuts, the manifold may come right off, but it may be stuck, and hammering will probably break the manifold. (Sob; new ones are pricy.) Let the loose juice soak and wiggle the manifold back and forth while the loose juice does its job. Eventually it will come off. Patience is the key principle here.

With the tappet covers off, use a mirror to see what's there and compare your view with the pictures in the service instructions. After some study, you will figure out what is inside the tappet chambers. Turn the engine to place a tappet on the heel

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Heading to the 2004 National Meet in Monterey, CA

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of the cam, and insert your feeler gage right below the bottom of the exhaust valve stem. After study and fumbling around, you will likely find this job is best done by feel rather than by sight using mirrors. Check and record the clearances you find. The setting should be .012 inch, but I would accept anything over .010 inch that is not resulting in noisy valves. As stated above and described below, it is not easy to adjust the exhaust valves.

Exhaust Valve Adjustment

If you must change the adjustment, you will need to use the little tappet holding tool from the toolkit. This tool may be shaped like a capital letter "H" or it may have one end of the "H" rotated 90 degrees. Both style tools were provided with different model cars. Study the service instructions to see where the tool is placed to keep the tappet from rotating. Adjustment is conceptually like that for the intake valves. You loosen the lock nut and rotate the adjusting screw. What makes it difficult is that you won't be able to see what you are doing, your arms and hands will be in awkward positions, and two wrenches must be held simultaneously to change the adjustment while you feel the clearance using your third hand. Patience is required along with breaks to rest your arms. If you are prone to use colorful language, it will be best to ask the women and children to leave before you begin. This task will help you understand why it is usually surprisingly expensive to have the work done by a professional. However, with that said, be patient and persevere. You can do it.

Conclusion

The key to successfully working on Rolls-Royce cars is that you must be patient and careful. If you need encouragement, call a friend or perhaps even me. You can do it, and when it is done right by your own hands, you will receive great satisfaction. Working on your own car is a significant part of the enjoyment these cars can bring to you.

50th Anniversary Dinner

E. L. "Woody" Hoyt

Traveling within Greenwich just under 5 miles from the Hyatt Regency will bring the Silver Cloud and Bentley "S" Society and its' guests to a memorable evening at one of the Connecticut Gold Coasts' premier Italian restaurants, Polpo.

Should you choose, the valets will park your PMC safely and securely at this well-known eatery, where their younger siblings are often displayed by a fine dining clientele that includes the likes of Regis Philbin, Ron Howard and even the New York Yankees' Alex Rodriguez.

The cash bar opens for cocktails at 7 PM, with hot and cold hors d'ouevres elegantly passed, with dinner at 8.

After a Fresh Mozzarella, Prosciuotto, Tomato and Roasted Pepper Salad, the three outstanding menu choices are Red Snapper Pomodorini, Vitello Con Carciofi, and Pollo Paillard. A choice of desserts will be accompanied by your choice of Coffee, Espresso, or Cappuccino.

This fine dinner in our own private room is only $80 including tax and tip, and is limited to the first 80 guests to register. Don't delay or you'll miss this opportunity to enjoy the finest dinner of the 2005 Annual Meet.

A Short Note on Cloud II and III Tires

Les Stallings (WHD93 and LSAE445)

Bias Ply:

8.20X15 is the original tire size. Probably not available at your local tire store. Firestone, Coker, Goodyear carries them if you go to a classic tire supplier. Doug Siebert's choice is bias ply. Doug told me that it is the only "proper" tire for the Cloud and once I have several hundred thousand miles driving on bias ply tires, I won't notice how they follow the tar strips, road irregularities, etc.

Radial Tires: (my choice)

Ralph Curzon tells me that 225-75R15 fits Cloud IIs and to use 235-75R15 on Cloud IIIs. The 225 tire does not quite meet DOT replacement specs for the 8.20X15 in load rating but minimizes the chance of rubbing on exhaust pipes and wheel wells, especially if the rear springs are sagging - and all Clouds are sagging if the rear leaf springs have not been re-arched. The Cloud III has a little more space and the chances of rubbing are not so great. Also, late in the production run for Cloud IIs, the spare tire compartment was modified to provide more room for "certain modern tires with increased tread width. " This occurred from chassis numbers SZD139/B279DV in September 1961.

Currently LSAE445 is fitted with 235-75R15 Goodyear Classic Radials, with a wide white wall the correct width for a Cloud II (thanks to Jeff Trepel's research). These are top of the line radials and not made with the white wall glued on! They are within 0.1" of in inch in diameter from currently available 8.20X15 tires, which is important in visually filling the wheel well. I recommend contacting John Kelsey [kelsey@kelseytire.com] at Kelsey Tires (www.kelseytire.com). Tell him I sent you and that you are a member of the RROC and he will give you a nice discount, but don't expect them to be cheap since they are Goodyear's top of the line radial.

As Ray Murray told me, put on 235-75R15 radials and enjoy the ride. (35 pounds front and rear - Ralph Curzon)

Twins

Benoit Gateau-Cumin (BC58LXE)

I guess it is not every day that two green Bentleys Continental S3 are photographed next to each other.
The car on the left of the photo is Erik Rothenberg's 1963 S3 (BCC18LXC), a car he purchased from actor Red Buttons. The car was originally ordered new from the factory by the late Lew Wasserman. Note the original license plate, OLD 911, which in fact indicates Mr. Wasserman's address at 911 Foothill Drive in Beverly Hills. As for my car (BC58LXE), it still carries its original license plate from the day in September 1965 when it was delivered at London's Claridges to its original owner, Cass Hough of Palm Beach. I purchased the car recently from its second owner, John Meier of Vancouver, Canada.
While Erik's car still wears its original paint, mine was originally shell grey and was repainted in 1993 in Vancouver.
The photo was taken in front of my house on Rodeo Drive in Beverly Hills, CA.

Repairing your Steering Wheel

Don Bergsma (B102LYD and B150LHN)

With advice from Gene Sorbo, who had just refinished the steering wheel removed from his 1953 Silver Dawn LSMF50, I decided to refinish the wheel in my 1954 R-Type B102LYD while it was still in the car. Having new leather and carpets, only a few precautions were necessary to complete the job satisfactorily in 3 or 4 hours spread over 3-4 days.
My wheel had minor cracks in the rim and each place a spoke met the perimeter, plus a few major cracks around the backside of the hub - here is the sequence I used:
1) filled in the cracks with black epoxy from Devcon, an ITW Performance Polymer, available at Ace Hardware - a wood sucker stick works well. 2) after the epoxy had dried for 24 hours (and shrunk 15-20%) each crack was refilled. 3) a bed sheet, split from the center to one side, was taped to the windshield, placed over the steering column and rested on my lap as I sat and worked from the comfort of the driver's seat. 4) the first sanding was done with 100 grit soft sponge 3M pads. 5) inspection showed need for minor epoxy touch ups in a few areas. 5) 24 hours later, sanded again with 100 grit 3M pads, followed by 180 grit, followed by 300 grit - sanding entire wheel, not just the expoxied areas, took less than an hour. 6) using a quality 1-inch flat sable oil painting brush, available at any artist's supply store for about $15, I painted the wheel with a gloss black paint - no brush strokes show.
It takes a bit of maneuvering to sand and paint on the backside of the wheel, but that problem is eased by jacking up the front of the car to allow the wheel full, easy rotation.
I was happy with the results, and two years later it still looks good.

Post "55" is a periodical of the Silver Cloud & Bentley "S" Society published 4 times per year.

A Winner

Denis Deasey (BC16CH)

The Rolls Royce Owner's Club of Australia consists of six branches, one in each state, plus the Australian Capital Territory where we have our national capital Canberra, rather like your DC. The annual Federal Rally has just been held over 30 March - 4 April in Canberra.

The Concours d'Elegance, the main event of the Victorian Branch, was held on Sunday 17 April in Melbourne. The Continental won Class 8, which is Silver Cloud Series, Bentley S Series and Phantom V.

For the Federal Rally (as we call it) I drove my 1925 Ghost, 122EU, to Canberra (about 500 kms), and Merrill Benfield from your Rebel Region visited us and drove my '57 Continental BC16CH Mulliner Saloon. Both cars ran faultlessly there and back. We had beautiful weather, fine cars and visitors from all over Australia, the UK and the USA. I attach a picture of the Ghost and Continental in front of Parliament House, Canberra, where the national meet was held.

Kind regards to all from Down Under!

Silver Cloud and S Series Paint Conventions

by Tom Wright

This document is intended as a guide for those painting a Rolls-Royce Silver Cloud or Bentley S series automobile. See also "Cloud and S series Engine and Engine Compartment Finishes" by Larry Durocher, Post 55, Autumn 2004, page 8.

Of course the customer could get whatever they wanted, so these conventions were not followed on every car.

In the following table, Bentley is the same as Rolls-Royce if left blank; similarly for Coach Built.

Item Description	Rolls-Royce	Bentley (if different)	Coach Build (if different)
Firewall	tan[1]		
Hood (outside)	roof color	fender color	
Hood (inside)	tan		non-glossy black[2]
Body below windshield	roof color	fender color	
Body hidden by hood	roof color[3]	fender color	
Door uppers (outside)	roof color		
Door uppers (edges)	fender color		
Door lowers (outside & edges)	fender color		
Door jam	fender color[4]		
Roof rear vertical part	roof color		
Raised accents	roof color[5]		
Gas cap well	fender color[6]		
Body below rear window	roof color		
Trunk lid	roof color		
Body beside & below trunk lid	fender color[7]		
Trunk tire & tool SC, S1	contention[8]		non-glossy black
Trunk tire & tool SC II & III, S2 & 3	non-glossy black		
Wheels	black		
Wheel cover paint ring	fender color[9]		
Wheel paint ring stripe & other stripe	another color[10]		

1 It has been said that this color matches VW Sahara, but I found the VW color to be a bit darker than my firewall. The VW color is so old it can no longer be obtained at VW dealers and must be made up at a car paint store.

2 After some research, Leslie Stallings suggests that this should be called "non-glossy" instead of "flat black". See the Appendix 1.

3 See photo A

4 See photo B

5 See photo C; note that pinstripes accent the raised accent[10].

6 Larry Durocher notes Ralph Curzon told him many of the parts in this area are cadmium plated and the steel plate (6 holes) is painted either gloss black (Cloud II & III, S2 & S3) or is cadmium plated (Cloud & S1)

7 See photo D

8 Some have said that all were non-glossy black, but others say the earlier cars had this area the roof color. See photo E. John De Campi says he has many factory pictures supporting this. I have a scan of a Rolls-Royce sales brochure where a blue car is shown with what appears to be firewall tan paint in this area. See photo F. It does seem certain that near the conversion to a cover for this area in November, 1959, the area was painted black. It seems fairly likely that adding the cover and going to black happened at the same time.

9 John De Campi notes that the pinstripe on the wheel disc wasn't in the center of the paint ring, it was inboard of center. Measurements on a jpeg file he supplied showed the pinstripe to be centered 40% of the way from the inside to the outside. The ring is 1.5" so the pinstripe should be centered 0.6" from the inside and 0.9" from the outside. See photo G. Regarding color, see Appendix 2.

10 Pinstripes may match the fenders or be a third color. For layout, see photos H, C, I, and J. Regarding color, see Appendix 2.

continued on page 15

A

B

C

D

E

F

G

H

I

J

When I buy flat black paint it is 100% non-glossy, dry looking after application. My frame rails and boot area were definitely an original satin or semi-gloss. In fact, I've tried all of the Eastwood paint products and found that their Underhood paint (~ 30-50% gloss as I recall) is almost too flat and their Chassis paint (~70-80% gloss) may be just a bit too much gloss.

I'm splitting hairs here and if one does not completely agitate the paint by shaking thoroughly the spray can or stirring the paint tin, the settlement of the glossing agent will significantly vary the outcome.

Personally I like the near epoxy adhering nature of Eastwood's Chassis paint and since it has slightly higher temperature resistance, I've gravitated to using it anywhere "non-glossy black" is called for. As with any paint, the preparation of the surface dramatically effects the finish. For instance, when I use the Chassis paint on a fairly rough undercarriage component/frame, it appears to be more flat than when I use it on a more perfectly prepared surface of say a dynamo. In my case, the overly prepped dynamo turned out to be a very acceptable near gloss black (true gloss black seems to say over restored on dynamos to me).

My recent effort has been preparing our Cloud II for touring competition, so consistency in finish was more important that a 100% or 80% or 50% gloss.

Appendix 1:
"Flat Black" by Leslie O. Stallings

Let me add to the discussion my interpretation of "flat black".
My research into the untouched bowls of the boot of our very late standard Cloud II (E-series) revealed a black that is similar to the frame rails. A better description of the black might be "non-glossy" instead of "flat black".

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Members' Classifieds

For Sale

1964 RR Silver Cloud III, SGT397 Std. Steel Saloon. Masons Black over Garnet Car is 100% correct in every way Complete with All Correct Tools including Boot Strap with RR tag still attached Correct Owners Manual Detailed pictures of almost entire restoration Powder Coat Rims & N.O.S.Stainless Steel Wheel Covers Restored by Ralph Curzon of Hyphen Repairs This was a SIX year restoration. Chassis has been done bumper to bumper Interior is Bridge of Weir Leather All Brightwork done by " The Plating House "

No detail has been overlooked to make this Silver Cloud III the Finest to be found Anywhere Car has won every award available including " Royce Memorial " for " Best of Previous Best of shows Pre and post war " This car scored 399 of a possible 400 points in Hot springs Va. (Lost point was for DIRTY ENGINE!!) Three time winner of the " Lord Montague "

Will consider partial trade of 1989 & up RR or Bentley Drophead in pristine condition or $125,000.00 U.S. funds

RAY MURRAY, 44 FELKER CRESCENT STONEY CREEK, ONTARIO, CANADA Tel. 905-662-1108 Evgs. 905-525-7344 Wk. Days Cell 905-317-9939

1982 Silver Spur, SCA-05202 Beautiful example of this model with only 34,000 miles. Exquisite condition inside and out. Own this PMC for the low and fair price of $26,000. Vernon Frost 830-990-8310 Fredericksburg, TX.

1972 RR Silver Shadow, SRH14594. In the past three years I have invested over $25,000 in making this lovely riding PMC one of the nicer Shadows you will see. The car was repainted, removing all prior paint and primer, replacing any rusting metal; the bumpers were re-chromed; the roof was re-dyed. The car was brought back to her original colors: Caribbean Blue over Seychelles Blue.

Most importantly, all brake and hydraulic hoses and components were replaced by our local R-R dealer herein Dallas.

I need to make room for a much older PMC, and am letting her go for an attractive $18,000.

Mike Kan, Plano, TX 214-878-6119.

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Appendix 2:
Pinstripe Colors (from correspondence with Phil Brooks)

Following are some guidelines for pinstripe color. Note that there was more variation in pinstripe color. That is, there are probably more cars that do not follow these rules than the rules above due to variations in buyer taste.

1 Pinstripe using the fender color. (The raised accent where the pinstripes are located is painted the roof color.)

2 Pinstripe using the interior color. This is used quite a bit on "one tone" cars but also on two tone cars.

3 Use a "naturally" matching color. For example, a black car with a black interior often has pinstripes in red or gold because both those colors are well known to go well with black.