Post55

SILVER CLOUD & BENTLEY S TYPE SOCIETY

Summer 2004

5AS69

Your 2003 Society Officers & Directors

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

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From the Editor

Well as usual the summer is racing right on by and many of us will be heading to RROC National in the blink of an eye. Hard to believe it has been a year already.

There have been many wonderful celebrations of the 100th anniversary going on all over the world and in our great country and almost a day doesn't go by when I get an email or phone call from someone telling me of something new. It is an exciting time for those who own the past in Rolls Royce and Bentley and for those who are purchasing the future.

This is my last issue as Editor of the Post "55", and of course with that come many different memories. I have to laugh at the thought of when I started working with the Post "55" taking it over from Ralph Curzon who was too busy to continue and now I find I am in the same situation. I certainly understand where he was coming from. Ralph sat down at my dining room table and basically said, "Here it is. Have fun. You'll be great! Bye." The point is I really didn't know what I was doing or getting into.

I have used the phrases "re-inventing the wheel" and "learning curve" many times in my editorials as I felt that is what I did before I received some wonderful advice and help. From Les Stallings I learned about using a company to both print & mail the issues so I didn't have to have Bill help me stuff envelopes each time and from Michael Kan I gained wonderful help in publishing and taking the Post "55" to a new level. Thank You!

I'm proud of the work we have accomplished and the wonderful quality of articles and stories we have gathered and presented to the Society membership. I have no doubt that this publication will continue to grow and to thrive and thank you in advance for your submissions. Keep them coming!

Be sure to check out each and every article in this issue and don't forget if you are coming to National, plan on buying a shirt or hat to support the Society. There will be a table in the flea market area.

All the best to you and yours,

Debbie

Contents

Disassembling Cloud Interior Door Handles

Les Stallings

Most everyone knows that by turning the base of the interior door handle anti-clockwise; it easily unscrews and can be detached from the door/door panel. There are two holes that will allow using a spanner to assist in unscrewing the base if yours are particularly hard to turn, which may be the case if they have never been removed. A small punch could also be used, but you risk scarring the chrome face.

With the door handle in hand, it is possible to inspect the threaded and splined portion not normally visible.

The door handles have usually experienced visible wear, pitting, and scratching from years of use. Should you choose to have them repaired, it will be necessary to disassemble the door handle before chrome plating. Visible in the picture above is the C-shaped retaining ring. I was surprised to find that is was not a snap ring, rather a pliable soft steel ring, easily bent.

Using needle nose pliers, I was able to spread the retaining ring and with the assistance of a screwdriver, dislodge it from the groove.

Care should be taken not to distort the retaining ring any more than necessary to remove it. By the fourth door handle, I was able to remove it with almost no bending. Once removed, the retaining ring is followed by a spacer/washer and a spring that keeps tension on the assembly.

The backing plate is now free and a decision can be made to plate just the door handle or both the handle and the backing plate. In my case, only the door handles were scarred. I did find what appeared to be molybdenum lubricate between the backing plate and the handle, which seemed to be a good idea if used in moderation.

Changing Silentbloc Shock Bushings

Larry Durocher (LSCX671)

As part of my continuing, obsessive, compulsive disorder fixation with making my Cloud III perfect, I decided that cleaning and repainting much of the underside was necessary. To gain better access to the

figure 1

rear shocks, the chassis and rear brake backing plates, I decided to remove the rear shocks. Each rear shock is bolted to the rear shock chassis brackets with two bolts and nuts; one is a 1/2" diameter and the other is 3/8" diameter. The pivoting shock arm has a 7/16" bolt that passes through two flat plates and the shock arm and is secured with a castellated nut and split pin (see Figure 1, picture of right rear shock/wheel). After disconnecting the two wires to the ride control unit, remove the 7/16" bolt at the end of the pivot arm, the ½" and 3/8" mounting bolts, and the shock is free. The other ends of the two flat plates are secured to the boss on the chassis by another 7/16" bolt, castellated nut and split pin. After I removed the shocks and pairs of flat plates, I inspected all the components and the chassis itself.

I found the following:

1. no visible leaks on the shocks, level was full on each shock
2. shock arm resistance was good but not excessive
3. minor surface rust was forming on the shock mounting brackets on the chassis
4. rubber in the Silentbloc bushings had started to deteriorate

I drained the shocks and was surprised to find the shock fluid was a thin, black oil. The oil might actually be the original oil installed at Crewe, which I understand was whale oil. I flushed and refilled the shocks with Dexron III. I sanded, primed, and repainted the chassis to eliminate the surface rust. The Silentbloc bushings needed to be replaced.

Two (on each side of the car) Silentbloc bushings are used to support the 7/16" bolts that pass through the chassis boss and the end of the pivoting shock arm (see Figure 2). A Silentbloc bushing is constructed of two cylindrical steel shells isolated by a stiff rubber center (see Figure 3). When I looked at the Silentbloc bushings in the shock pivot arms and the chassis bosses, it was clear that the rubber was on its last legs; Figure 4 shows the deteriorated rubber in a removed bushing.

figure 3

The bushing in the shock pivot arms can easily be removed and inserted with a standard press. However, the bushings in the chassis bosses are another matter. The space between the boss and the wheel backing plate is not large and the space between the boss and the rear spring is not much larger. I looked at this configuration for about ten minutes and decided that there must be a special tool to remove these bushings. As usual, I called Ralph Curzon of Hyphen Repairs and, as usual, Ralph provided a solution. Ralph sent me the special tool shown in Figure 5. The cost of the tool was about $50. The tool can be used to remove and install bushings in the chassis bosses as well as those in the shock pivot arms. I have labeled the cylindrical pieces in Figure 6; the stud is a 7/16" stud whose length is 4 and 5/16" long.

To remove a bushing, the pieces are configured as shown in Figure 7. Part C is machined such that it fits over the inner steel cylinder and rubber of the Silentbloc bushing and yet is slightly smaller than the larger diameter of the bushing and hence piece C will pass through the hole in the chassis boss. Piece C is positioned next to the rear wheel and part B is positioned on the differential side of the boss. Part B is machined such that Silentbloc bushing can be pushed out of the boss and into the cavity of part B. Two nuts are used on the wheel side of the stud to lock the

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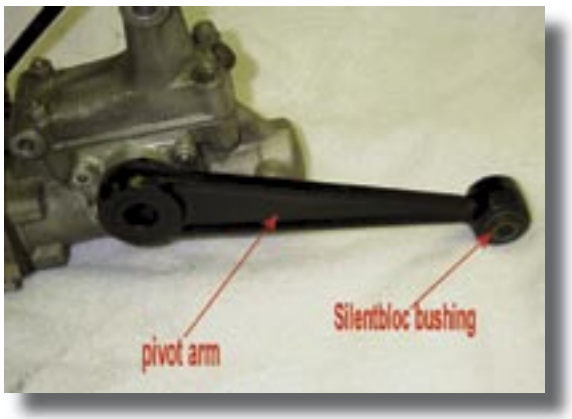

figure 2

figure 4

continued from page 4

nuts together on the stud. As the nut on the differential side is tightened, the stud advances and hence Part C and the bushing are pulled through the chassis boss and into the cavity of Part B.

To install a bushing, the pieces are configured as shown in Figure 8. In this case, Part A is positioned on the wheel side. Part A is machined such that as the bushing is pushed into the recess of part A, it will then bottom out on the recess. The recess depth is machined such that the bushing will be correctly (evenly) positioned lengthwise in the boss. The new Silentbloc bushing is on the differential side of the boss and now, as the nut on the differential side is tightened, Part C is used to push the new bushing into the boss.

figure 8

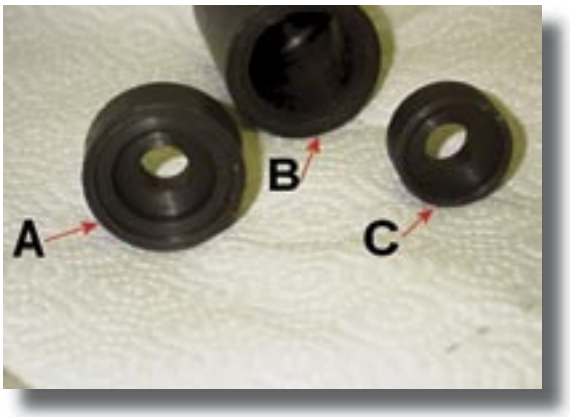

figure 5

figure 6

figure 7

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

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 power steering box leaks and how to repair them.

Brian Hare ( )

figure 1

figure 2

figure 3

figure 4

If you own a Rolls-Royce Silver Cloud you probably have leaks from your power steering system in more than one location. Mine leaked from the ram, all of the hose connections and from the deadly steering box cover where the steering column connects. This is the most difficult to fix compared to the other leaks. This article is intended to give the reader a complete step by step procedure necessary to under take correcting this particular leak. (figure 1) is where the leak is coming from.

This figure shows the bottom of the steering column connected to the steering box cover. The four small nuts hold the column to the box cover along with four double rubber washers that will need replacing. The four large nuts and four thick aluminum washers hold the cover on. At the base of the column on the under side (which cannot be seen) there is a vent hole and fluid is leaking from this vent hole. The cover contains a press in seal and about a five-inch "o" ring that is causing the leak. Okay, we now know the problem we are going to repair. You will need some zip lock bags and a marker to keep track of you parts as you remove them.

So far we have not removed any parts only getting ready. This procedure is long and involved however, the most difficult part will be removing a lot of pan head screws that will not want to cooperate. You will need an impact screwdriver and an electric drill to free up some of these screws! Also, please note, at the end, I will give you the part numbers and names for the replacement parts you will need to order.

Also, while you are in this repair, it may be productive to replace the "o" rings behind the bolts that attach the hydraulic hoses and also, if the horn is failing we will have the opportunity to check out the horn ring inside the steering column.

Step 1: Remove the steering wheel. A previous article in the post 55 covered this procedure. However, I found getting the large nut off that holds the wheel on the column is not that easy. First remove the screws that hold the horn assembly on. There is a rubber connecter on the horn wire that comes apart by unplugging the two ends of the wire. Now you can see the large nut, it is very shallow and a socket usually won't grab it. What i did was to drill an 8th inch drill bit hole through the nut half way between the threads and the outside edge then used a punch and hammer to drive the nut loose. Remember most of this stuff has never been touched for 40 or more years and requires some determination to loosen them!! Pulling the steering wheel also requires some finesse as not to crack the plastic. Figure 2 shows the steering wheel removed.

Step 2: Removing the shifting lever cover. Start by removing the shifting lever cover. See figure 3

Figure 4 shows the shift lever with the cover off.

Also, we will want to remove the dampener switch cover, behind the steering wheel, to disconnect the two wires connected to the switch. See figure 4.
Now that the shift lever is exposed we can now move to the engine compartment.

Step 3. Removing the windshield bottle and oil bath. On my cloud the oil bath was in the way along with its bracket and shelf. On your car, other parts may be in the way. You will need to be able to get your hands on the steering box cover as in figure 1!

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Step 4. Next, get back to the shifting column, as it needs to be pulled completely from the car. As we can see in figure 5 there is a lot of pieces connected to the shifting column, but none of these parts are very difficult to remove as long as you remember how to refit them.

Step 5: Remove the linkage that connects to the transmission. Loosen the top bolt, in figure 5, and figure 6, until the linkage pulls off the shifting column arm. Make a note somewhere of the location of neutral on the transmission. When the shift column is out of the car you will have to later locate neutral by pushing or pulling the transmission arm. Also, be aware that there is a return spring connected to the arm with a clip. It is important when you remove it you will remember how it goes back on. If you have a digital camera take pictures to remind you later.

Step 6. Remove the long skinny bolts and nuts that hold the two switches on the shift column. The front one is a neutral safety switch the rear one is for backup lights. Test them by pressing on them, they should make a clicking sound, mine were jammed! Now, just let them dangle out of the way, no need to remove them unless defective. See figure 5. Try moving your shift lever, inside the car, from neutral to reverse and observe how the mechanism rocks back and forth to active the switch. When you reinstall these little parts they have to engage the switches the same way as before you removed them. Again a digital picture would be good!!

Step 7: Remove the little nut and bolt that holds the switch rocker and remove the rocker. Now remove the larger nut on the left above the neutral switch and loosen the nut on the right (count the threads on this to save time later. Figure 5, we are attempting to remove the alignment bolt that the two nuts are connected to. After the two nuts are loose pull the alignment bolt out from the bottom of the shift column. See figure 7 .the entire shift column will now want to drop down. The only thing left to remove is the shift arm from the bottom of the column. Figure 5. And figure 8. To remove the arm, be aware there is a key the arm is pressed on to. I removed it by taking a socket extension and tapped it off with a hammer. Trust me, it's easier to reinstall the arm than to remove it!! Good job, you have the arm off, but please remember which way it faces, I didn't. Now you can pull the entire shift column out of the car.

Step 8. Removing all the stuff inside the car that's in the way!! It's messy, but when you are done, it will be okay! Start by removing the floor mats and carpet up front. Also, remove the front seat, the part you sit on not the backrests. This will just pull up and out. Now you can pick up all the spare change that fell behind the seat! Next remove the slide out tray under the dash; this will have four screws holding it in. We need to make room, as you will be lying on the front floor to complete this job. You also have carpet glued up on the firewall; you will need to pull this out. This will be messy and you will need to purchase some jute pad and spray glue to put this back together. This piece of carpet should be about 8 inches high and the width of the car. See figure 9.

After removing the piece of carpet, remove the entire jute pad stuck to the backside of the carpet. Also, remove the jute pad stuck to the firewall. Next, you must remove the heater ducts from the firewall. There are several large radiator type clamps (jubilee clips) holding the duct together and to the rubber seal at each side of the car. Also, remove without damaging the mister hoses connected to the top of the duct (they just slide up and out of the way). See figure 10. You can leave the right side piece of duct shown in figure 10 and figure 11, just hanging loose. You will notice, there is an indentation in the duct above the shift column.

figure 5

figure 6

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

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figure 7

figure 8

figure 9

Figure 10

Remember, you must refit the duct before replacing the shift column or the duct will not go back in place, see figure 12.

Step 9 . Removing the firewall cover. This piece is about 10 inches high and the width of the car.. See figure 9. This is held in place with many pan head screws. Some will come out easily and others will probably cause swearing. But that's okay, I invented many words never heard before while taking this cover out!!! This is where your impact driver will come in handy. Others, you may have to drill out, center punch first, and then drill them out. It doesn't matter, you can always drill and screw a couple of sheet metal screws to refit it. Also, you may notice, in figure 9, I tried to cheat by cutting out a section behind the steering column, it didn't work! The reason this cover has to come out is so we can take up the floor pan, which is the next step.

Step 10. Removing the floor pan. Figure 9 shows the floor pan, however not clearly! The floor pan is composed of two parts, the small pan around the brake pedal and the larger pan that surrounds the steering column. Start getting ready to remove the brake pedal, pad and arm. See figure 14.

At this point you will need to put the front end of the car on jack stands. Now crawl under the car and remove the driver's side belly pan.
In figure 13 you can see a bracket with three bolts, one of these bolts is the pivot point for the brake pedal. Follow the arm up the picture and at the top is where the brake pedal and arm connect. Although, it cannot be seen clearly in the picture, there is a bolt connecting the pedal arm to the pivot arm. Loosen the bolt and then twist the pedal back and forth from within the car and it will pull out of the floor. Next remove all the pan head screws holding the large floor pan, not the smaller brake pan. Next go back into the engine compartment (sorry no picture). Where the steering column goes through the firewall there is a rubber boot and surrounding metal. About 8 screws hold this in place; remove them. Hopefully, the floor pan and firewall boot assembly is loose and free now! See figure 14.

Step 11. Removing the steering column cover. Half way down the column is where the horn wire connects to the column. Remove it; it will look like a generator brush made from carbon. It is directional because it is worn in a concave fashion and must be replaced in the correct direction or oops, no horn no more!! (Figure 15 horn section of the inner steering shaft). Next , back under the bonnet ,remove the four little nuts , studs and rubber washers holding the column to the steering box. See figure 1. Now back under the dash remove the two allen head bolts holding the column and clamp to the dash. Now, if I haven't left something out, the column cover is ready to be removed. Without lowering the column, twist it back and forth and it should come off the steering box. The inner shaft will remain and should be given support as to not drop down and damage parts. You may replace the steering column bracket and screws to hold the inner shaft up. You may need an extra set of hands to hold the shaft up while you are removing the cover. The floor pan and boot assembly will come out with the column cover

Step 12. Removing the steering shaft. See figure 16. The steering shaft is connected through a rubber coupling held on by four bolts. Figure 16. Remove the four bolts and pull the shaft free from the rubber coupling. It should just pull out, however if it is stubborn, I have a method to free it!! Take your steering wheel and put it back on the shaft loosely. Now, take the large nut and tighten it a couple of turns. What we are creating is a slam hammer. By pulling the steering wheel toward us in a slamming type action. This slamming action should free up the shaft very quickly. Take a look inside the rubber coupling to determine whether or not it requires replacing (mine was okay). See figure 17.

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Notice, there is a little spring in the center of the coupling, this is for the horn ground, not there, then no horn!

Step 13. Removing the four fingered dog. See figure 18. In the center of the dog is a thick washer and a bolt. Loosen them up. Then attach a gear puller as shown in figure 18. When the dog pops loose then remove the center bolt and washer and remove the dog from the splined shaft. Also notice, in figure 18 there is a hard rubber sleeve slipped on the end of the housing. Remove it. (I thought it was metal and almost broke it) Your housing should look like figure 19 now.

Step 14. Remove the housing cover. Start by removing the four nuts and thick aluminum washers. Make sure the washers face the same side out as removed when refitting! See figure 20. When the cover is removed it will look like this.

Figure 11

You may have trouble removing the housing cover, I did! Try carefully prying it loose, if this doesn't work, then get a larger gear puller, I did! The "o" ring in the cover turns to cement and makes it difficult to remove. Good, you have removed the cover and have advanced to "expert Silver Cloud mechanic" status!!

Figure 12

Step15. Replacing the seals. As I said earlier, there is a press in seal and a very large "o" ring. Start by cleaning out all the old "o" ring remains; it must be very clean to work! Now, remove the seal by tapping it out using a socket of the same size. See figures 21 and 22.

Now replace the seal by tapping it in with a socket. Make sure the seal is facing the same direction as the one removed. The "o" ring has a tendency to jump the grove when installing. After the seal and "o" ring are installed, slide the cover back on the housing. Be very careful the "o" ring stays in place. Now, install the four aluminum washers, with the correct side out, and nuts on the cover. Tighten these nuts, but not too tight as I do not know the correct torque specs! We will start the car and engage the power steering pump to inspect for leaks, before refitting the remaining parts. This is where it's important you know where neutral is. We will be bypassing the neutral safety switch and do not want to run over ourselves, do we!! Now install the new sleeve you ordered. Install the dog with its washer and bolt.

figure 13

Step 16. Testing our work. Jack up the rear of the car and block it so the tires don't touch the floor. This is because you may have forgotten where neutral is!! Take masking tape and wrap the neutral safety switch in the ON position. Add fluid to the power steering box and we are ready to start our car and test for leaks. If it leaks, I'll bet it's the "o" ring!! Okay, it doesn't leak, good.

Step 17. Putting the car back together. It's pretty much the reverse of our procedure. However, I did say there was an easy way to reconnect the shifting column shift arm that connects to the transmission! See figure 8; align the arm with the key lining up. Now rest the arm, as in figure 8 and tap the shift column from inside the car with a hammer until the arm is all the way on!! Also, remember the duct has to go in before the shift column. Guess who installed the shift column first!!!

figure 14

Parts list:
Ur1697 box "o" ring $22.80
Ur3345 upper seal $53.86
Ur1697 eight rubber washers for cover $76.32
Ur1690 rubber sleeve $11.50

Good luck!

photos continued on page 10

figure 15

figure 16

figure 17

figure18

figure 19

figure 20

figure 21

figure 22

With a Kiss

Michael Kan (5AS69) michael@kan.com

I met John and Doris Mitchell on the 2002 Modern Car Tour through the hill country of Texas. We had just moved to Dallas from Connecticut, so it was an opportune time to see some of the State, and meet more RROC members in the area.

A rare moment allowed me to photograph John in an intimate moment with a beautiful lady. Who knew that this photo would serve as a beginning of a new friendship? Of course, Doris was right there when I took the photo, and the lady that gave John this wet kiss was none other than a young giraffe at the Fossil Rim Nature Park!

During the trip, John revealed that he had a Phantom V that he had acquired in 1984, and had shipped over from England. The odometer read just 22,400 original miles at this point. 5AS69 had served her first 15 years in the service of the Nigerian Embassy in London, thereafter a funeral home purchased her and sold it to John. A couple of weeks after the tour, I visited with John and Doris to look at this magnificent car. John encouraged me to take her on the road, something she had not done in quite a few years!

Unusual for a 1960 Phantom V, I noticed the dual headlights on each side, and learned the car had been "updated" by Park Ward sometime in the 70's. In addition to this work, John had the passenger compartment re-upholstered soon after the car arrived in Texas. The 4-ton rear A/C unit was supplemented with a 3-ton driver compartment A/C unit to make it more efficient in the hot summer months. Imagine a total of 7 tons in one "small" space – freezer to be exact!

It was May of 2003 when John again mentioned that he was interested in selling his Phantom V. Stefano Andreucci (TX) and I went to take a look at her, and I decided on the spot it was meant to be! At this time, the odometer read 26,785. The car had been driven just 4,000 miles in 20 years. I knew this meant some mechanical work lied ahead of us!

With the help of Tim Myrick and Bill Habacker (both TX) we began to clean the surface rust of her frame and re-coated her with a few coats of Eastwood's rust inhibiting primer and gave her a new coat of paint. This sanding and grinding revealed a large patch on the frame, behind the right-rear wheel, where the rust had actually rotted away part of the frame (see photo). Well, why not, let's get her ready for the National Meet, and begin a full restoration following our trip to Newport.

My son, Jason, had by now named the car "Lady Independence" since she was purchased for the Nigerian Embassy upon their independence from the United Kingdom.

After we completed work on the frame, it was time to get some of the mechanicals worked on to make sure 5AS69 could handle the long drive to Newport and Toronto. We did not have much time, so instead of "putsing" around myself, I drove the car to Bentley Dallas where they spent as much time as possible cleaning up the brake and fuel systems. Some of the old oil and water hoses were replaced as well. The carburetors were cleaned out, and believe it or not, the car handled incredibly following this work.

Everyone thought I was crazy driving a car that had not seen pavement in so many years all the way to New England. Well, I must have been! With some help of friends, we set off in a small caravan from Dallas to Newport. By the time we were nearing the Mississippi River separating Arkansas and Tennessee, things began to go wrong! We were some 450 miles from home, and had left our RROC directory at home.

First, a loud explosion followed by smoke forced us off the highway. With fire extinguishers in hand, Doug Handel (TX) and I jumped out of the car and searched high and low for the source of this trouble. My young daughter, Nicole, who was in the truck behind us, pointed to the front of the car, and there it was. The power-assist steering pump had ceased, and caused both belts driving it to rip and cause the ruckus we heard. Replacing the belts was not a choice since it would just happen again! Oh well, how bad can it be, the assist only really works at very slow speeds such as in a parking lot! We decided to proceed.

We weren't even two miles further when I began to hear clicking noises whenever I touched the brakes. Mmmm? After an hour of this, I noticed that slowing "Lady Independence" became more of a chore and that the servo was most likely not assisting us. The sun was now being replaced by a very dark sky, exacerbated by the fact that no lights were on in any of the buildings. Memphis had been hit by a horrible thunderstorm the night before, and over 300,000 buildings were without power. As we maneuvered 5AS69 through the streets of Memphis on the way to the hotel, I realized that continuing on was not the best of ideas.

Once at the hotel, we called Bill Habacker who was with Ralph Curzon (ONT). A telephone diagnosis by Ralph revealed that the master cylinder must have gone bad. Ralph was going to bring a power steering pump as well as some brake components to Newport so we could work on the car there.

The next phone call was to Tim Myrick, who would

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be able to gone on the list server and shout for help. The SOS went out at about 11PM Eastern Time, and within a few hours the phone began to ring. Everyone was most generous with their time and advise, and we were going to take the car on to New Jersey, where we could stop for a day and have these tings taken care of if necessary. We awoke early this Sunday morning to continue from Memphis on to Abingdon, Virginia for our second night. Early on, I noticed that suddenly I was sitting a few inches lower than my co-pilot. The only word I can remember saying were "what now!"

At about 8AM the phone rang again, and another member was trying to provide us with some help. The only difference was that he was "just" 200 miles away along Interstate 40 in Nashville. I had never met this member, only read his e-mails on the list server. At exactly noon we arrived at Gil Fuqua's garage in Nashville. Gil had arranged everything so that he could spend time with us. Wow! Gil worked on Doug's 25/30 which had also given up much earlier, and was safe on top of the trailer while we awaited for Gil's trusted mechanic to go to his shop to look at the Phantom. JD had just returned to the US from an overseas vacation, and was doing this as a favor to Gil. We headed to the JD with Gil in front, guiding me through Nashville. On our way to JD's shop, Gil too noticed the height difference from his rearview mirror. The front spring on the right side must have collapsed.

When the V.P. of the club tells us that he trusts JD with his life, who am I to begin doubting this second stranger I was about to meet? This was until JD arrived, and immediately presented an overwhelmingly calming approach to the situation. JD put the car on the lift, and immediately began to feel and look, and had the problems diagnosed. He would need a couple of days to get the car back in running order.

With two days lost, we would be late for our lobster dinner in Newport, so we decided to leave the car behind, and head on up with the truck and keep the 25/30 on the trailer for the remainder of the trip. Our friends from Connecticut headed back to Hartford via Southwest Airlines, and the rest of us would meet them up in Newport in two days.

This being the case, the Phantom would not be able to go up to Toronto for her restoration. So, we asked JD to take care of some other issues, including the rust on the frame. A quick look at the fuel filter diagnosed more trouble ahead in the fuel tank. After just 700 miles, a lot of rust had accumulated in the filter (see photo of crud on page 11). In the three months that the car was in Nashville, JD and his team repaired the frame, the brakes, repaired the fuel tank, replaced the front springs, and had the rear leaf springs re-arched.

Gil was right! JD proved to be a genius on this old lady. Not only was I impressed with the work he was doing, when the first bill came, it was an electronic invoice that could be paid online. How about that for efficiency and convenience?

Every night I received digital photos of the work that was being done. If something was replaced, I got the before and after shots. I would have no trouble ever leaving a car in their good hands again.

I learned the true value of club membership this trip. It could have been an awful experience, but instead turned into a wonderful opportunity to meet new people who know so much about our cars. Oddly enough, I don't think it would have been as much fun had we driven to Newport without this experience.

In the months since I have had 5AS69 back in Dallas, I have spent numerous hours on the cosmetics of the car. Over 20 hours of rubbing and polishing has made her old paint shine like new. We again washed, clayed, polished, and waxed "Lady Independence" to a high gloss prior to the Texas Regional Meet in early April. We used the new Tech Wax from Meguiar's, which leaves a deeper and more glistening coat than previous waxes such as Gold Class I had used up till this time.

It must have worked, because "Lady Independence" placed first in both her class and in the Senior Class for the best post-war coach built PMC. We have enjoyed the car every opportunity we get. The winter weather in Dallas is superb for comfortable weekend drives. I am happy to announce that we have just turned 29,000 on the odometer and except for needing a new fuel pump, everything is going very well with our latest PMC. So well indeed, that I have decided to hold off with the repainting, re-chroming, and rewiring for a bit!