

# Post55



Summer 2005

*50<sup>th</sup>  
Anniversary*





## ***Your 2005 - 2008 Officers & Directors***

### ***Chairman***

**Dale Clark** 23855 Northcrest Trail  
New Caney, TX 77357  
281-689-5964  
dale@cloudsociety.org

### ***Vice Chairman***

**Les Stallings** 2221 Osburn Road  
Arrington, TN 37014  
les@cloudsociety.org

### ***Secretary***

**Larry Durocher** 398 Old Sherman Hill Rd.  
Woodbury, CT 06798  
larry@cloudsociety.org

### ***Treasurer***

**Francis Bourgeois** PO Box 1702  
Conroe, TX 77305  
francis@cloudsociety.org

### ***Editor***

**Michael Kan** 1501 Parliament Lane  
Plano, TX 75093  
mike@cloudsociety.org

### ***Directors***

**Jim Facinelli** jimf@cloudsociety.org

**Tim Myrick** tim@cloudsociety.org

**Frank Russell** frank@cloudsociety.org

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 Continental, H.J. Mulliner Flying Spur

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

## ***From the Editor***



Happy 50<sup>th</sup> anniversary to the Silver Cloud and the Bentley S. It is hard to believe our amazing cars are already celebrating their golden anniversary. When the first Clouds rolled out of Crewe, who would have imagined these motorcars would be treasured all these years later? Many of our cars are still performing as they were designed to, carrying us to dinner or transporting us on a cross-country journey in style and comfort.

It certainly appears that many of our members spent quite a few hours polishing their motorcar for the Annual Meet in Greenwich, CT. Hopefully we captured each of the cars on the judging field. You can see them starting on page 11. If a car was on a drive with judges, it might have been missed, and we apologize for omitting your car if this was the case.

For those members who were not able to attend the meet and our Society dinner, you missed a well-organized event. Howard Krimko's 3-year effort to put on a great week certainly paid off. Woody and Sandy Hoyt did a tremendous job organizing our anniversary dinner, and deserve a big thank you. Of course we will begin to plan next year's dinner before you get this issue in the mail!

For this year's event, Kraft Foods made available enough petite jars of Grey Poupon as a thank you to the Silver Cloud. The role our car played in their success is still evident by those who pass by us and repeat that question made famous in the '70s.

Congratulations to the new Board of Directors of the Silver Cloud Society. A new team takes over from a super and hard-working cohesive team that accomplished much during their three-year period in office. Look for great things and more growth over the next three years. Thank you to Jim Klein for all the hard work you put into the Society over the past years.

Safe travels, and enjoy the magazine.

*Mike*

## **Contents**

<b>50<sup>th</sup> Anniversary Car Badge .....</b>	<b>19</b>
<b>A bit more on Cadmium Plating Engine Parts.....</b>	<b>3</b>
<b>Albers Award .....</b>	<b>9</b>
<b>Brake Seminar Special Offer .....</b>	<b>9</b>
<b>De-Crudding the Head of my 6 Cylinder.....</b>	<b>4</b>
<b>From the Editor.....</b>	<b>2</b>
<b>Front-End Seminar, Anchorage, Alaska .....</b>	<b>18</b>
<b>Happy Birthday Silver Cloud .....</b>	<b>8</b>
<b>Kismet Tyre Pressure Gauge.....</b>	<b>9</b>
<b>Members' Classifieds .....</b>	<b>20</b>
<b>My Greenwich Experience .....</b>	<b>6</b>
<b>Oil Filter Adapter for a Cloud I.....</b>	<b>5</b>
<b>Our Cars on the Judging Field .....</b>	<b>10</b>
<b>President's Message .....</b>	<b>3</b>
<b>Removing Rust from Steel Parts.....</b>	<b>17</b>
<b>Upcoming Seminars .....</b>	<b>12</b>



## President's Message



Happy Anniversary: The Silver Clouds and S types were introduced 50 years ago and they still make hearts go "pitter patter" today! John Bletchley (at least one book spells it Blatchley) and the design team got the style lines right on the standard steel saloon cars; fifty years later the world still appreciates their beauty and elegance. The coach built cars of that era add richness and fullness to this work of art. Maybe as your individual car has its 50th birthday, your friends and fellow club members would enjoy helping you celebrate. Be

sure to send pictures and descriptions of your parties to POST 55 for publication.

The 2005 RROC annual meet which featured the Bentley S and Silver Cloud cars was an exciting event. The goal to have at least 50 Clouds or S types was surpassed with 71 attending. The Society's annual business meeting afforded the opportunity to handle administrative matters and plan for future endeavors. The newly elected officers and directors are in place now. As chairman, I look forward to working with the board to keep the Society strong and to serve your needs and desires.

I encourage you to attend the Society's seminars and functions as you see them offered. There is a wealth of knowledge and experience freely shared at the seminars. Every member is welcome and each car is important. At our events it is common to have cars showing their age and displaying some battle scars, as well as freshly restored beauty queens. Whether your car is nearly perfect or is currently disassembled in boxes, it is part of the family and is treasured.

We are currently making plans for seminars in 2006 and beyond. Please consider hosting one in your area. Perhaps your car or one nearby could use a repair from which other members can learn and observe. It is a great way to improve your car and make new friends at the same time. Just call or e-mail me or any board member to discuss the possibilities.

Learning new techniques and tips are just one of the benefits of attending a seminar. I can not resist passing on one that Ralph Curzon gave at the Automatic Transmission Seminar in Dallas. **Maintenance Tip:** As many paper gaskets have spent a considerable time on shelves, with heating and air conditioning cycles causing them to dry out, soak them in water for a time to restore their original properties and to aid their performance. At the seminar, we soaked a number of paper type gaskets and each, although quite thin, never failed to provide a good seal.

Get out and enjoy your wonderful car and your wonderful life! I wish you and your family safe and happy driving!

*Dale*

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

Every effort has been made to publish accurate information, but the Society and its Directors assume no liability for loss or for damage arising from any information contained herein.

Statements attributed to individuals do not necessarily reflect the official policy of the Society.

## A bit more on Cadmium Plating Engine Parts

*Lawrence Durocher (LSCX671)*

Before I forget, I did want to make a few comments on engine part finishes since I had sent my earlier article outlining the black, natural, and cadmium plated parts for the Cloud V8. Our chief judge, Ralph Curzon, pointed out additional parts that I should have cadmium plated before reassembling my engine, such as:

- . oil dipstick tube and dipstick itself
- . head washers and nuts
- . distributor mounting tube
- . distributor clamp
- . large L-shaped bracket that mounts in front of the radiator (grill is bolted to this bracket at the top), has rubber piece that covers the vertical edge (adjacent to the radiator)

To cadmium plate the dipstick, you need to carefully and tightly wrap the plastic handle in several layers of electric tape to keep the plating chemicals from damaging the plastic. In general, whenever I cadmium plate structural parts, bolts, nuts, washers, etc, I have the plater also heat treat the parts immediately after plating to avoid hydrogen embrittlement of the parts. There is some doubt as to whether this is really needed but it is standard practice in the aircraft business and I might want to fly my car someday.

  
**BENTLEY ZIONSVILLE**  
AN ALBERS FAMILY BUSINESS SINCE 1963  
**SALES ~ SERVICE ~ PARTS**  
North America's Largest Authorized Retailer  
of Crewe Genuine Parts for Crewe Built  
Rolls-Royce & Bentley Motorcars  
  
360 SOUTH FIRST STREET • ZIONSVILLE, IN 46077  
TEL: (317) 873-2360 • FAX: (317) 873-6860  
[www.albersrollsrbentley.com](http://www.albersrollsrbentley.com)  


# De-Crudding the Head of my 6 Cylinder

Bill Vatter (WGC66)

I have had the "pleasure" of cleaning the block and head of my "new" Silver Wraith engine, when it was completely disassembled and I could access every port including those of the block and cylinder head. That is better access than you have, but it was very difficult to get everywhere needed. Some thoughts for you:

I do not think there is any chemical that will effectively clean the water jacket. When I did my block I inquired of my old chemistry buddies who are the most knowledgeable in the world at cleaning steam generator sludge at nuclear power plants. They all said, "Forget chemicals; get some good chisels."

The silt in the water jackets has two forms: (1) Rust, which does not get very hard, even when dry. When wet, rust will be mud. When dry rust makes a cake that easily crumbles to powder when poked or scraped. Rust forms at a much greater rate from acidic water that has high dissolved oxygen. (2) Scale, which is from hard water deposit, and usually is found coating the hot surfaces. Scale is hard in both wet and dry states, sometimes hard as a rock. Scale is either a large or small problem depending on the hardness of the water put in the car over the years, which is a function of the locale(s) where the car has lived. Usually rust and scale are present together in a proportion depending on the relative severity of the factors which cause each. The result is usually something like a brown brick, either relatively hard or relatively soft depending on the composition.

There is also aluminum corrosion, which is a white powder. This may be general corrosion or galvanic corrosion. Aluminum corrosion can also appear as if it is the parent metal, but when you scrape on it you quickly dig through it. On aluminum blocks, even when there has been no apparent water leakage, it is sometimes possible to dig right through the bottom of the water jacket into the crank case because the parent metal is completely corroded in this area. Surprise!

Silt settles at the bottom of low velocity parts of the water jacket. If you see silt in the cylinder head, for sure there is much more silt in the bottom of the block. Cleaning out the head may help, but you really need to clean the block as well. I would not think there would

be much silt in the cylinder head itself, unless the block is completely full of sludge. Don't laugh, some are that bad.

If you are into the block through the cover plates on the side, I suggest you make curved tools from hacksaw blades to reach clear around the cylinders. There is most likely a water distribution gallery. You need to know where that is and avoid destroying it with aggressive chipping. Most likely you will need to get aggressive to clean out the scale.

I do not know how large the passages are in the flow path between the head and block. On my project there were small passages, about 1/8 inch diameter, right over the exhaust ports, which are in the block of the Silver Wraith engine. Your engine is of course quite different, and you might not have small passages like I have. In my engine these passages were almost completely blocked, which must certainly have affected water flow around the exhaust ports and cooling of these areas. It would have been impossible to clean these with the cylinder head on the engine.

Regarding gaskets and gasket sealer, I made my cover plate gaskets from heavy paper, which is available at Parts-R-U's and smeared on Permatex gasket sealer to both surfaces when I installed the cover plates.

I had to take them back off when I was working on the repair to the crack I found later in the block. The gaskets were destroyed when I took the cover plates off, but they came off easily. When you go to make gaskets, get yourself some of hollow punches. I have a set of cheap ones from Harbor Freight. They cost only \$3 or \$4 for the set. Lay the cover plate on the gasket paper, and with a small light hammer tap-tap-tap all over the gasket material, which will leave an impression of the cover plate. Cut the outline with scissors, and make the screw holes with the appropriate sized hollow punch against a hard surface.

Regarding new screws, call this guy: <http://www.britishtoolsonline.com/>

The outlook when you are finished is very good. These old engines were mostly operated with no chemistry control at all, which is why you have a problem now. If you use good corrosion inhibitors that scavenge dissolved oxygen and keep the pH high, you renew the corrosion inhibitors routinely, and if you use de-ionized water, or at least soft water, there will not be any more sludging of the water jacket, at least not in your lifetime.

Gil Fuqua added this: Stainless screws in BA and BSF are available from Dave Middleton in the UK. He has a large selection. For example, he has the correct 2BA cheesehead screws for the side plates of the small HP cars. Very good prices and fast shipping.

Dave Middleton Unit J, Lady End Mills Batley West Yorkshire  
WF17 0PS +44 (01924) 470807

REAL SHEEPSKIN  
**Floor Rugs  
& Seat Covers**

Kexby Limited Company  
3908 Col. Ellis Avenue  
Alexandria VA 22304  
Tel: 703 370 4929  
Fax: 703 370 1513  
Email: [kexby@easirider.com](mailto:kexby@easirider.com)



VINTAGE TIRES for Rolls-Royce and Bentley motor cars. Most brands and sizes, including Dunlop, Avon, Lester, and several other brands.

Personalized service from a fellow RROC member. Our 28th year in business and over 50 years selling tires. Ask about our Vintage Wine Special Promotion.

**Wallace W. Wade**

530 Regal Row, Dallas, TX 75247

214-688-0091 800-666-8973 Home: 972-661-3366

[wallacewade@earthlink.net](mailto:wallacewade@earthlink.net)



## Oil Filter Adapter for a Cloud I

Mike Faircloth (SFE423)



figure 1



figure 2



figure 3



figure 4

I have made an adapter for a spin-on filter for my '58 Silver Cloud 6 cyl. engine. This is so that I can use a readily available filter from the local parts stores. The adapter is not hard to make but does require some small amount of lathe machining. The main body of the adapter is a 4.750" diameter disc of .500" thick aluminum. This is drilled and tapped on center for .750" X 16 threaded stock (3/4 fine thread) also a ring of holes is drilled .250" diameter on a 2.125" diameter bolt circle. I used 8 holes because it was easier to lay-out. (figure 2). Then one of those holes is counter bored to accept an allen head screw (figure 2) The allen head screw holds a piece approximately 1.000" square by .375" thick that has a slot cut .450" deep by .220" wide and drilled and tapped from the back (figure 1). This should make sense when looking at the photos. This slotted piece will lock the adapter in place by bridging a web in the original filter casting. A circular groove is machined (on center) in the aluminum that is 3.750" inside diameter and 4.250" outside diameter by approx .250" deep. This groove receives a .125" thick rubber gasket that will seal the adapter to the original housing. I made my own gasket from a piece of sheet rubber.

The center piece is made from .750" X 16 thread (all-thread or a bolt) that is 2.250" long. I used a bolt and cut off the head. This piece is drilled out on center to .562" (9/16), all but the last .375" of the length, which is then drilled .450" and tapped .500" X 20 thread (1/2 X 20 fine tread) from the other end. This piece is cross drilled with 2 holes .312" (5/16 diameter.) all the way through. Make sure the threads are cleaned up after cross drilling. (ref. figure 1). Another rubber gasket is made (not shown) that fits on the center piece approximately .750" inside diameter. X 1.375" outside diameter. X .125" thick. and installed on the center piece opposite the filter. This will seal against the inside of the original filter housing.

The last piece to make is the piece that threads into the 1/2" - 20 threads in the center piece. I used a 1/2"-20 bolt and cut off the head. This piece should be 1.250" long. This will hold the adapter to the original housing when the original cap nut is tightened onto it. When put together and tightened into place, the adapter will stay in place and only the filter will be removed when changing the oil. ( figures 3 and 4). Should the "canister" be required for show purposes, the cap nut is removed and the canister reinstalled. Hopefully this will make sense when viewed with the attached pictures.

*We offer this as information only. There may be unforeseen risks when original RR-B parts are not used. Please consider the cost of a filter versus the cost of an engine rebuild in your decision. -ed.*





## ***SGT 177 Goes to Greenwich (and Boston, and back to Illinois)***

*David Seidman (SGT177)*

On July 15, Chris (Mrs. S, Official Cargomaster and Navigator) and I stuffed SGT 177 with assorted items – including some plants from our garden - for un-assorted family members in OH, CT & MA, and headed for same. We started with a full load of fuel, all other fluids @ optimal levels and a happily running SC III. Our first stop was visiting various family members in northeastern Ohio. Following a few days there we went for Thompson, CT – about as far from Greenwich as one can go and still be in Connecticut. We off-loaded some fair amount of our cargo here in this northeast corner of Connecticut (which is not called the “quiet corner” for nothing). While here, I did “cheat” a little, as I found an outfit in Dayville, CT willing to do a detailing – inside, outside, in my lady’s engine chamber – on SGT 177, which had proved again that it is not for nothing that she has the reputation as a 2-1/2 ton bug-killing machine! We had taken her on the RROC Spring Tour and this had required that we drive through the entire spring bug population of southern IL, MO, TN, MS, LA, and into new Orleans at full speed. Thankfully, a tropical rainstorm - @ 2”/hour – hit us the next day as we drove north in LA and cleaned all of it off.

Well, then, with the Cloud nicely shined up, clean inside, outside, etc., we drove down to Greenwich for the Meet the afternoon of July 26. By the time we arrived, we had gotten – more or less – 11+ MPG on premium fuel and @ 250-300 MPQ on 20W50 motor oil. She has had some new gaskets recently, but “weeps” a small amount of oil out of the cylinder sleeve holes (ref: Doug Seibert’s seminar) and, I suspect, could use new valve stem seals. Still.... not too bad. As our Cloud III was only to be put on display, not judged, clean was OK....if you needed to see SuperClean, refer to Larry Durocher’s immaculate SC III, or Phil Tatarowicz’s stunning SC III.

This was our 7<sup>th</sup> RROC Meet in modern times and certainly one of the most successful, complete with all the amenities - and full NY-area prices to boot. I mean, here we were at the opening cocktail party, very nicely done in a large air-conditioned tent, lovely foods that didn’t run out after the first 25 minutes (\$40/head), drinks for \$8 per, and the event was still listed as “sponsored”. One wonders what it might have cost without the aid of the long-suffering sponsor. While on social events, special mention needs be made about our Silver Cloud/S Society dinner (the only one where \$6 would get you a glass): Super Job, Woody and Sandy. I think that it was the best of the dinners that we attended this year and the restaurant was great fun as well. Mrs. Navigator and I are known to be rather picky about restaurants and this one clearly made the grade, especially when one considers the challenge of serving nearly 100 loud and demanding SCS members. Chicago is the 2006 RROC Meet locale and we will have to work hard to equal or top 2005’s SCS dinner.

Attending an RROC Annual is always a special treat: one sees old friends and meets face to face with many “internet buddies” whose names are familiar from many interactions on the RROC listserver and/or the SCS web site. It is always startling to realize that you are sitting next to someone whom you already “know” from “web talk” (e.g., Les Stallings). Programs are varied, some cover old stuff for many of you; those of us with less tech ability and poorer short-term memory are able to benefit from nearly any tech program – even if it is not too dissimilar from the prior year’s version. SGT 177’s Cargomaster took two of the day trips into NYC for (1) the musical “Wicked”, and (2) Metropolitan Museum of Art, and thoroughly enjoyed both. We did one of the early morning (0700 start) “breakfast runs”, driving through some of the most beautiful estate areas of Greenwich (there is rich...then there is REALLY rich!). With one late evening exception, we had no rain to dampen anything (including ourselves, as it was Southern hot – and humid) the whole week.

Our business meeting was modestly attended (it started at 0800) and – due to the regrettable increasing bureaucratization of the RROC governance apparatus, took 45% of our time trying to work out how to handle the Society’s generous gift of the Herman Albers trophy whilst conforming to the RROC board’s thicket of rules. [Oh, well, no good deed goes unpunished.] Dale once again proved himself to be a patient and fair chair of the meeting and all went as well as our imposed regulations permitted.



Doug Seibert, one of our most loyal, helpful and genuinely nice members held a Cloud/S tech seminar – this one primarily on distributors. I attended it and found it helpful.

Good thing, too, as we began to drive to the Judging field on Saturday AM, I noticed a slight missing upon acceleration, which hesitation would disappear at speed. Doug mentioned that the SC III/S3 had a combination spark advance (vacuum and centrifugal weights). My guess was that the vacuum advance portion of the system was failing. After enduring this sort of performance from Greenwich to Westwood, MA (suburb of Boston), I took her into Bentley Boston (a spin-off of the old Foreign Cars West, familiar to some of you) where three of the four service bays were filled with Cloud/S series cars. I felt quite confident and at home.

They pulled all 8 plugs, gave her a compression test (+/- 2 lbs @ 130 each – not bad!), new plugs, points, condenser, vacuum advance controller, and replaced the “neutral start switch” (found just forward of the firewall, next to the steering column and shifter lever) which had occasionally caused me some embarrassment over the prior three weeks. I picked up the car the next day, and we drove @ 190 miles that afternoon to Amsterdam, NY. She ran better than at any time that I could recall. In Ohio, our next stop (and @ 600 miles from Boston), she began to miss again. The following morning I experienced my very first FTP\* in some 34,000 of driving SGT 177. She wasn’t happy...and neither was I. Flat bedded to Crestmont Cadillac (former R-R/B dealer and home to one of the very best R-R mechanics in the country – Mic Zusa) and back to work. Though otherwise with the best of intentions, it seems that the tech @ Bentley Boston hadn’t tightened down the new points. They slipped out of adjustment and both sets were badly burned. After a couple of teleconferences among the techs and supervisors at Bentley Boston, Crestmont, and me, Bentley Boston made a major (and fair) adjustment in their bill and, following Mic’s work, we left again homeward-bound to Winnetka. The latest work, coupled with the work done in Boston has SGT running as never before. Proof: 14.1 MPG during a run that combined fast (72-80 MPH) with some city driving.....unheard of in my experience. Oh, and Mic found one other small matter that he fixed: the Metalast bushing through which the shifter rod is positioned on the firewall. It was severely worn and had probably hastened the demise of the neutral start switch.

All’s well that ends well, or so said Shakespeare. Altogether a fine trip (of @ 2800 miles), and made all the better for having such a great, if slightly old R-R car in which to make it. A quick word to my fellow enthusiasts: these cars were meant to be DRIVEN! Never hesitate to take them on a highway trip (as long as they are basically healthy). Remember 40+ years ago these were definitely “top of the food chain” .....and still are.

[Off to Ohio tomorrow morning in the Cloud and will be back in a couple of days and 1,000 miles more]

\*“failure to proceed”





# Happy Birthday Silver Cloud

Michael S. Kan (5AS69)

*Although my first memory of a Rolls-Royce was a beautiful Silver Wraith parked in front of Saks Fifth Avenue in Manhattan, it wasn't much later that the Silver Cloud was forever imprinted in my mind through the creative advertising of Grey Poupon.*

*The 50<sup>th</sup> anniversary reminded me of an article written by Michael Gladwell in the New Yorker in 2004. With permission of the author and Kraft Foods, I am reprinting a portion of his article and clipped an ad used in 1984.*

Many years ago, one mustard dominated the supermarket shelves: French's. It came in a plastic bottle. People used it on hot dogs and bologna. It was a yellow mustard, made from ground white mustard seed with turmeric and vinegar, which gave it a mild, slightly metallic taste. If you looked hard in the grocery store, you might find something in the specialty-foods section called Grey Poupon, which was Dijon mustard, made from the more pungent brown mustard seed. In the early seventies, Grey Poupon was no more than a hundred-thousand-dollar-a-year business. Few people knew what it was or how it tasted, or had any particular desire for an alternative to French's or the runner-up, Gulden's. Then one day the Heublein Company, which owned Grey Poupon, discovered something remarkable: if you gave people a mustard taste test, a significant number had only to try Grey Poupon once to switch from yellow mustard. In the food world that almost never happens; even among the most successful food brands, only about one in a hundred have that kind of conversion rate. Grey Poupon was magic.

So Heublein put Grey Poupon in a bigger glass jar, with an enameled label and enough of a whiff of Frenchness to make it seem as if it were still being made in Europe (it was made in Hartford, Connecticut, from Canadian mustard seed and white wine). The company ran tasteful print ads in upscale food magazines. They put the mustard in little foil packets and distributed them with airplane meals--which was a brand-new idea at the time. Then they hired the Manhattan ad agency Lowe Marschalk to do something, on a modest budget, for television. The agency came back with an idea: A Rolls-Royce is driving down a country road. There's a man in the back seat in a suit with a plate of beef on a silver tray. He nods to the chauffeur, who opens the glove compartment. Then comes what is known in the business as the "reveal." The chauffeur hands back a jar of Grey Poupon. Another Rolls-Royce pulls up alongside. A man leans his head out the

window. "Pardon me. Would you have any Grey Poupon?"

In the cities where the ads ran, sales of Grey Poupon leaped forty to fifty per cent, and whenever Heublein bought airtime in new cities sales jumped by forty to fifty per cent again. Grocery stores put Grey Poupon next to French's and Gulden's. By the end of the nineteen-eighties Grey Poupon was the most powerful brand in mustard. "The tagline in the commercial was that this was one of life's finer pleasures," Larry Elegant, who wrote the original Grey Poupon spot, says, "and that, along with the Rolls-Royce, seemed to impart to people's minds that this was something truly different and superior."

The rise of Grey Poupon proved that the American supermarket shopper was willing to pay more--in this case, \$3.99 instead of \$1.49 for eight ounces--as long as what they were buying carried with it an air of sophistication and complex aromatics. Its success showed, furthermore, that the boundaries of taste and custom were not fixed: that just because mustard had always been yellow didn't mean that consumers would use only yellow mustard. It is because of Grey Poupon that the standard American supermarket today has an entire mustard section.



*Does anyone know the two cars used in this ad?*



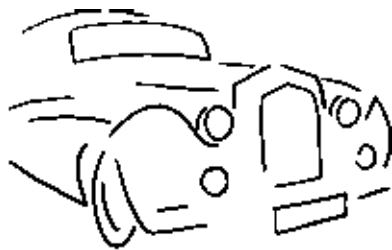
## *The Herman Albers Award*

*Tim Myrick (SMH177)*

This year is the 50th anniversary of the introduction of the Silver Cloud and Bentley "S" design. To honor and recognize this; the board of the Silver Cloud Society has been working on creating a national Touring award for the cars. The awards were designed and built for the club by Jim Facinelli and unveiled to the membership at our Anniversary Dinner. The award will be called the Herman Albers award to honor the person who did so much to promote the admiration of the Silver Cloud. Mrs. Jerolyn Albers, Greg and Susan Albers were our honored guests at the Silver Cloud Society dinner at the National Meet in Greenwich, CT.



*Mrs. Albers being presented the Herman Albers Award from Society board members Tim Myrick and Les Stallings.*



**PMC Covers, LLC.**

***Protecting Your Investment™***

Protect the paint on the front of your  
Proper Motor Car from pebbles and bugs.  
Enjoy your investment without  
the worry of damage from driving!

289 Pheasant Ridge • Newnan, Georgia 30265

**770-502-0366**

protector@pmccovers.com  
www.pmccovers.com



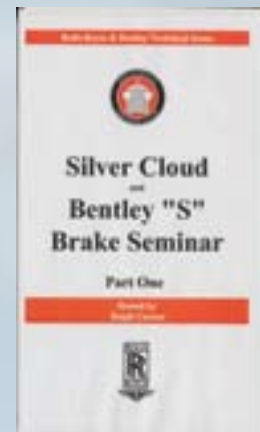
## *Kismet Tyre Pressure Gauge*

Another member benefit!

In this issue, you will find a replica Kismet Tyre Pressure Guide. The original was found wrapped around the Kismet pressure gauge in Tim Myrick's Silver Cloud "Smoky." As the condition was excellent, duplication to the smallest detail was possible, including the paper type.

The consensus of our club technical experts is that these guides were probably not in every tool kit. It is possible that they were supplied with some Kismet pressure gauges. The Society passes them on to you as a "period" pamphlet that we hope you will enjoy!

Should you want some extras, please send a SASE with a check in the amount of \$2 per guide to Silver Cloud Society, 1501 Parliament Lane, Plano, TX 75093



## *Brake Seminar Special Offer*

One of the best tools for the do-it-yourselfer is the 2-video Brake Seminar set offered by the club.

The videos were professionally taped, and are hosted by Ralph Curzon. Several members have repaired their brake systems using this video set and rave about the quality and easy step-by-step instructions.

Through September 30, this set can be yours for over 15% off the regular price of \$57.50. Order this set now by calling RROC headquarters at 1-800-TRY-RROC, and ask for item #1455, don't forget to mention the Cloud Society special price of \$48.50 plus shipping and handling.



## ***Our Cars on the Judging Field, RROC Annual Meet, Greenwich, CT 2005***

*photos by Michael Kan (5AS69)*



5LVA67, Phantom V, Mulliner, Park Ward small quarter window limousine John Cory, Fort Lee, NJ



5LVA105, 1963 Phantom V, PV22 saloon John Cory, Fort Lee, NJ



5LVC37, 1964 Phantom V, Mulliner Park Ward limousine Andrew Gutowski, Barnstable, MA



5LVD97, 1964 Phantom V, James Young limousine John Cory, Fort Lee, NJ



B212LAN, 1955 S1 Freestone & Webb saloon John Cory, Fort Lee, NJ



B59BC, 1956 S1 H.J. Mulliner saloon Lewis Cohen, Woodbridge, CT





**1<sup>st</sup> Place Touring**

B582EG, 1957 S1 saloon  
Joel Foreman, Newnan, GA



BC23LEL, 1958 S1 Continental, James Young saloon  
Jeffrey Chernick, Stanfordville, NY



**3<sup>rd</sup> Place Touring**

B479LFD, 1958 S1 saloon  
Felix Bottenhorn, Douglaston, NY



**2<sup>nd</sup> Place Touring**

B229LCT, 1960 S2 Radford Countryman  
John Gullo, Jamesville, NY



B446LBS, 1960 S2 saloon  
Stuart Clifford, Peabody, MA



BC77LCZ, 1961 S2 Continental, James Young saloon  
John Cory, Fort Lee, NJ



B262LCU, 1961 S2 Harold Radford Countryman  
John Cory, Fort Lee, NJ



**3<sup>rd</sup> Place Concours**

B68LDW, 1962 S2 H.J. Mulliner drophead coupe  
Victor Moore,



## *Upcoming Seminars*

**14 - 15 October, 2005**

### **Leaf Springs Re-Arch and Repair Mechanicsburg, PA**

Learn how to remove, re-arch, and replace the leaf springs on your motorcar in a safe manner. Seminar leader will be Ralph Curzon.

Please call RROC to sign up. Registration cost is \$150, includes first night dinner (alcoholic beverages not included) and lunch on both days.

**20 - 22 January, 2006**

### **Silver Cloud Maintenance St. Louis, MO**

Regular maintenance such as oil and coolant changes and system flushing; fuel filters and fuel pump issues; required lubrication, and checking electrical wiring on your Cloud, S, or Phantom V. Both the 6 and 8-cylinder engines will be covered.

See one of the area's largest fine motorcar collections. Seminar will be at Hunter Engineering, also site of the first evening's welcoming party. We will visit with Hyman on Saturday evening. Seminar cost \$150, including first night's dinner (alcoholic beverages not included) and lunch both days. Seminars leaders are Ralph Curzon and Doug Seibert

**21 - 22 April, 2006**

### **Bodywork and Paint Iva, SC**

This seminar ends in time to drive the 2 hours to the starting point of the Spring Tour. Details will follow in the Fall issue. Seminar leader will be Dave Rogers of Hyperion Parts.

**Registration forms can be downloaded from our website, or by calling Mike Kan at 214-878-6119.**

## *Upcoming Tours*

**Fall, 2005**

The September 17th through 23rd tour will meander east through Washington State's ruggedly beautiful North Cascades mountains, and north into British Columbia's Okanagan valley and lakes country, known as Canada's desert and home to 38 wineries. Then, west to the ever-popular Whistler mountain resort, site of the 2010 Winter Olympics. Spectacular scenery (almost all scenic byway).

**Spring, 2006**

April 23 - 28. Blue Ridge Mountain Tour from Asheville to Chattanooga. Western North Carolina, Northern Georgia, and Southern Tennessee.

**Fall, 2006**

September 10 - 16. Tour of Enchantment: join a maximum of 25 cars for a lovely tour of the Grand Canyon, Sedona, Media Crater, Montezuma Castle and the Hopi Indian Reservation.

**Spring, 2007**

Texas Hill Country. Stay an extra weekend and enjoy the Texas Spring Concours in the same hotel.



**1<sup>st</sup> Place Concours**

BC84XC, 1963 S3 Continental, Mulliner, Park Ward drophead coupe  
David Scheibel, Toledo, OH



**2<sup>nd</sup> Place Concours**

BC118LXA, 1963 S3 Continental, H.J. Mulliner saloon  
John Tembeck, Rye, NY



B270CN, 1963 S3 saloon  
Patrick Villegoueix-Ritaud, Catharpin, VA



B8HN, 1965 S3 saloon  
Brian Leimbach, Bethesda, MD





SED213, 1957 Silver Cloud I, saloon  
Peter Kohnken, Highland, MI



LSDD416, 1957 Silver Cloud I, saloon  
Richard Podoloff, Bethany, CT



LSHF43, 1958 Silver Cloud I, saloon  
Norton Morrison, Madison, CT



**3<sup>rd</sup> Place Concours**

LSJF48, 1958 Silver Cloud I, saloon  
Douglas Seibert, Rochester, NY



BLC31, 1958 Silver Cloud I, Hooper Limousine  
Edward McNamee, Rumson, NJ



LSJF112, 1959 Silver Cloud I, James Young sedan coupe  
John Cory, Fort Lee, NJ



LSMH99, 1959 Silver Cloud I, saloon  
James Facinelli, Elizabethville, PA



LSMH245, 1959 Silver Cloud I, H.J. Mulliner drophead coupe  
S. Prestley Blake, Somers, CT





LCLC42, 1959 Silver Cloud I Estate Wagon  
John Cory, Fort Lee, NJ



LSLG112, 1959 Silver Cloud I, H.J. Mulliner / Radford Estate Wagon  
Richard Thomas, Stuart, FL



LCB101, 1960 Silver Cloud II, James Young limousine  
John Matsen, Annandale, NJ



LSTB226, 1960 Silver Cloud II, saloon  
Peggy Newton, Far Hills, NJ

# HYPERION PARTS

THE LARGEST POST-WAR ROLLS ROYCE & BENTLEY DISMANTLER  
AND INTERNET DEALER ON PLANET EARTH! ©

HYPERION PARTS HAS OVER 30 YEARS OF EXPERIENCE IN PROVIDING PARTS AND SERVICES FOR POST-WAR ROLLS ROYCE AND BENTLEY AUTOMOBILES. OUR PARTS WAREHOUSE ALONE HAS OVER 38,000 SQUARE FEET FILLED WITH HARD TO FIND PARTS AND EVERYDAY ITEMS ALIKE.

WE ALSO HAVE OUR OWN 5,000 SQUARE FOOT BODY & PAINT SHOP THAT IS ALMOST SOLELY DEVOTED TO SILVER CLOUDS! WE PROBABLY HAVE THE LARGEST STOCK OF SILVER CLOUDS AND BENTLEY S SERIES PARTS ON PLANET EARTH! WE ARE YOUR AUTHORITY ON ROLLS ROYCE AND BENTLEY MOTOR CARS!

"THE BEST CARS IN THE WORLD" DESERVE THE BEST PARTS!

[www.HYPERIONPARTS.COM](http://www.HYPERIONPARTS.COM)

DAVID E. ROGERS  
ONE LAWTON STREET PO Box 430,  
IVA, SC 29655  
P: 864.348.7801 F: 864.348.7802  
HYPERIONPARTS@EARTHJUNK.NET



COPYRIGHT © 2001-2005 HYPERION PARTS. ALL RIGHTS RESERVED. IMAGES, TRADEMARKS, AND ALL OTHER THOUGHTS AND IDEAS EXPRESSED WITHIN ARE THE PROPERTY OF HYPERION PARTS.





LSVB71, 1960 Silver Cloud II, saloon  
Mark Kellett, Schenectady, NY



SYD68, Silver Cloud II, saloon  
Randy McKendry, Canada



SZD359, 1961 Silver Cloud II, saloon  
Philip Allen, Oshawa, ON, Canada



LSZD365, 1961 Silver Cloud II, saloon  
Scott Weiss, Armonk, NY



**3<sup>rd</sup> Place Touring**

LSXC135, 1961 Silver Cloud II, saloon  
Burton Hunter, Mendham, NJ



**1<sup>st</sup> Place Concours**

LSCX671, 1963 Silver Cloud III, saloon  
Lawrence Durocher, Woodbury, CT



LSEV283, 1963 Silver Cloud III, saloon  
Phil Tatarowicz, Hinsdale, IL



LSEV287, 1963 Silver Cloud III, Mulliner Park Ward coupe  
E.L. Woody Hoyt, Woodbridge, CT





LSFU617, 1964 Silver Cloud III, H.J. Mulliner, Park Ward Continental coupe John Cory, Fort Lee, NJ



SGT177, 1964 Silver Cloud III, saloon David Seidman, Winnetka, IL



SGT397, Silver Cloud III, saloon Raymond Murray, Stoney Creek, ON, Canada



LCCL45, 1964 Silver Cloud III, LWB saloon with division Dennis Barek, Great Neck, NY



LSKP401, 1965 Silver Cloud III, saloon Allen Smith, Duaneburg, NY

Unfortunately we do not have a photograph of LSTB290, a 1960 Silver Cloud II owned by Lee Dion who won 2<sup>nd</sup> place, Touring.



## Refinishing

INTERIOR WOOD RESTORATION  
ROLLS-ROYCE & BENTLEY MOTORCARS

2680 Old Philadelphia Pike  
Bird-In-Hand, PA 17505  
(717) 394-3953



# Removing Rust from Steel Parts

By Larry Durocher (LSCX671)

When I encounter a rusted part that is still usable, I consider the following options to remove the rust:

- . bead blast in a cabinet
- . wire brush or use of abrasives (emery paper, etc), use of a tumbler
- . chemical treatment

For some parts, bead blasting is not an option since the parts are too large or some of the rusted surfaces are not accessible. Bead blasting is also tedious on small parts. The use of abrasives is also difficult on parts with internal cavities. Finally, every option (except, perhaps the tumbler), except chemical treatment, requires me to actually do some hand work to remove the rust.

Over the last few months, I have tried a couple of different chemical treatments and I thought I would discuss the results. Most of the comments, such as non-flammable, are based on the product labels. I have no financial or business connection with any of the products or companies selling the products.

In general, the chemical treatments follow into two categories:

1. those that require the part to be fully immersed
2. those that require you to keep the surface wet with the chemical solution.

For something large, like the cavities in an over-rider or bumper mounts, in general you need something in category 2. I have used Eastwood's Oxisolv Rust Remover on the backsides of bumper over-riders. One gallon of solution sells for about \$27.95 plus tax and shipping. It can be brushed on, sprayed on, or used as a parts dip. It dissolves iron oxide (rust) and leaves a gray zinc phosphate coating which inhibits further rust and serves as a good primer. It is non-toxic and non-flammable but is an eye and skin irritant. In addition, use of the solution longer than necessary can weaken the base metal.

In general, this product works well on large parts but does require the user to constantly keep the surface wet with solution. On moderately rusted parts, I found this to be effective but moderately time-consuming. Eastwood now also sells another product called Rust Dissolver; I haven't used this product.

If possible, I like to use chemical treatments in category 1 since I don't have to do anything but immerse the part and check it periodically. I recently tried a product called Evapo-rust, see the website:

<http://www.orisonmarketing.com/corrosion/evaporust/evapo-rust.html>

The product description indicates a number of features that make it attractive to the user and the environment – no VOCs, HAPs, solvents, acids, or bases. Non-toxic dermally or orally, non-corrosive, non-hazardous, non-flammable, biodegradable, not a skin irritant, not a primary eye irritant, and sewerable in neat form. With all these characteristics, it is a wonder that it can do anything to rust. It is available for \$21/gallon plus tax and shipping.

After removing dirt and oil from the parts, you simply immerse them in the solution. Light rust is removed in 5-30 minutes, moderate rust will take several hours, and heavy rust takes overnight. Supposedly, it will not pit un-rusted steel and will inhibit rust for up to 2 weeks.

Obviously, I couldn't find any rusted parts on my Cloud III so I looked in my cellar where my wife keeps her tools and fasteners. In the picture below, you see a couple of nuts with light to moderate rust and a lag bolt with heavy rust.

After immersion and a water rinse, we see the treated parts. The nuts took about 30 minutes. I left the screw overnight..



## TONY HANDLER INC.

Used Rolls-Royce & Bentley  
Parts Exclusively

**TONY HANDLER**  
President

2028 Cotner Avenue  
Los Angeles, CA 90025  
Member: R.R.O.C., B.D.C., R.R.E.C.

Tel. 310-473-7773  
Fax 310-479-1197  
[www.rolsfix.com](http://www.rolsfix.com)



# Front-End Seminar, Anchorage, Alaska

Scott Hulse (LSHF51)

I can't say for sure, however I suspect the recent Society seminar in Anchorage is the furthest North a seminar has been held. Ralph Curzon led a small band of Cloud Owners through the grease and trials of rebuilding the front end of LSHF51. Ralph and Ray Murray arrived in Anchorage early in the week to inspect the car and make sure all the required spares would be on hand for the seminar. After ordering the needed parts, a long list of deferred maintenance items were attended to. Repairs were completed to a leaking shock, power steering hoses replaced, new thermostat installed, valves adjusted and the engine bearings inspected.

Art and Tam Isham, members of the Antique Auto Musers of Alaska, (AAMA), hosted the meeting at their Peters Creek home. Lots of room, light, and a lift. Oh, and one other item, a large compressor and air tools. It seems Ralph and Ray both weren't too keen on ratchet turning that was required at my garage!



Friday evening Bill Faller and Scott Latcher arrived and joined the team for a Lasagna dinner at our home. It must have been OK, there was little remaining after the meal. Everyone retired to the deck for libations and car talk.

Saturday morning we rendezvoused at the hotel and caravanned out to Peters Creek, about 20 miles from Anchorage. We were joined by another local Cloud owner, Jason Yardley. Two more RROC members were at the Isham's; Lee and Betty Plummer. Lee and Betty are the AAMA club's most Southern members, living in Florida in the Winter and spending part of each summer in Alaska. While not attending the seminar, Lee managed to get a few questions answered about his Dawn. By 9 AM everything was set up and ready to go. Ralph laid out the inventory of new parts neatly on a table so we could identify them, and then gave an overview of the problem.

Ralph raised the wheel with a jack to take the stress off the front joints. With the stress relieved a pry-bar could easily wiggle the various bushing and joints. These should have been tight. LHSF51 (Heather), drove very nicely, though had been making a few strange noises. It is a testament to the cars' design that this car even stayed on the road. Once disassembly was started some bushings were completely frozen, while others were so worn out they fell apart. The moral, inspect your front end every few years to prevent a nasty surprise in the future.

Several important notes.

- 1) When removing the Pivot Pin there are LOTS of needle roller bearings inside both ends. Take this apart over a towel on a large flat surface. You do not want to loose any of these. Count them. Make sure they all go back in during reassembly.
- 2) Ralph also pointed out several times during the week. "You can do a little job with a big hammer, you can not do a big job with a little hammer" Keep a good heavy mallet around.
- 3) You can tie the front brake backing plate up out of the way with some wire and avoid disconnecting the flex brake lines.
- 4) While you have the drums off, inspect the brakes and hoses. If the hoses are 10 years old – REPLACE THEM.

By the end of Day one, the front yokes both were removed, cleaned, and reassembled. They were ready to go back on the car. Oh, remember the 10-ton press. A lot of time was spent at the press, but with creative use of several impact sockets the press was able to get even the completely frozen parts to come apart. The press was also needed to reassemble the yoke bushings. If you are going to take on this job make sure a press is available.

Sunday the final cleaning was complete and we were ready to start assembly. Before bolting on the first Yoke assembly Ralph went over the alignment adjustments. Caster is adjusted by turning the fulcrum pin at the top of the Yoke. In the Cloud 1 / S1 series these are turned by placing a double nut on the end and turning in or out. This moves the top of the yoke toward the front or back of the car, (Caster). On later series cars the Fulcrum pin has a hex slot in the end of the pin permitting the use of an allen wrench like tool to turn the pin. Camber, (tilting the top of the wheel toward or away from the car), is adjusted using the slots in the upper bearing block. There are two bolts on each bearing block. Two blocks enclose the ends of the top fulcrum pin that was adjusted for the caster. These are loosened to adjust then tightened down. The locking washers for these adjustments should be left open until an alignment is completed, then locked down.

With Ralph directing like a conductor, (with a hammer instead of a wand), the front suspension was reassembled. During assembly the Bijur fittings were inspected. The driver's side was plugged with a hard substance, which explains why the top fulcrum pin on that side was completely frozen. A small stiff wire was able to clean



out the fitting. We did not have new metering tips so the old ones were cleaned out perhaps larger than the original. The main issue is to make sure oil gets to the bearings. Before tightening everything up we gave the Bijur pump several presses. All bearings dripped oil nicely.

Once the Yokes were installed the new springs were compressed and installed. Attempting to take these apart or put them back together without the proper spring compressor would be very dangerous. The club store has the correct tool available for rent. Take advantage of this great RROC benefit! Scott Lacher, Bill Faller and Scott Hulse took turns under the car tightening all the bolts. A few take hands from both the top and under the car to hold everything in place and tighten correctly.

The time clock was running. Bill Faller had to leave for the airport at 1 PM. At 12:45 the wheels were finally bolted back on and a final inspection completed. Bill Faller took Heather for the first test drive followed by Scott Lacher. Both seemed impressed and ready to take on the job at home. By 2PM Bill had left for the airport and all the equipment was loaded back into the 39 International for the trip to Anchorage.

A celebration dinner was held at the Hulse residence until it was time to catch planes home. Scott Lacher remained another day and joined Scott, Clare, Sheryl and Cindy on a day cruise out of Whittier. The morning was very wet. We would have been water logged except for seeking shelter in the new Cruise Ship dock built last summer. Once on board and underway the weather improved and scenery was great. Sea Otters provided entertainment occasionally and the Ice fields were beautiful. I was concerned that the rain had spoiled the day for Scott, however he seemed to have a good time and enjoyed the trip.

A CD with photos of the work and play has been sent to the people attending. Cindy Hulse also took a lot of video that needs to be edited into a short overview of the procedure. This will likely be completed when things slow down this winter. I made a few extra CDs if anyone is interested.

I have questioned the people who attended and everyone has indicated they would like to do this again. Since completing the front suspension, the rear springs need to be re-arched. Maybe next year. On a similar note. The Classic Car Association just completed a tour to Alaska with 50 lovely cars. These included a large number of Packards, Cadillacs, a few Cords, Pierce Arrow and a Rolls Royce P1. Maybe the club should be looking into a long distance run? Say to Alaska?

Thanks to everyone who participated and helped! It has been a wonderful experience. A special thanks to Ralph Curzon and Ray Murray for taking extra time to work on Heather (LSHF51).



## 50<sup>th</sup> Anniversary Car Badge

Michael Kan (5AS69)

It could be a coincidence, but just last month we sold the last two car badges we had in inventory.

Instead of re-ordering our "standard" badge, we have begun work on a elegant re-design for a limited-edition 50<sup>th</sup> anniversary badge.

If you would like to have one of these special anniversary badges, please let us know ahead of time. The cost of each badge will most likely be around the same price of \$55. Please e-mail, write, or call Larry Durocher (contact information on page 2) to let him know how many anniversary badges you would like to have when we get them in stock.

Your letter to Larry will not be a commitment to order, but will give us an idea how many we need to have manufactured. Once the limited quantity Anniversary Badge is "sold-out" we will again bring back to our original badge as shown below.



The 2005 Membership Directory can be downloaded from the member-only area on the Silver Cloud Society website:

**[www.cloudsociety.org](http://www.cloudsociety.org)**

**If you are not receiving your Society e-mail updates and bi-monthly Technical e-mails, please send us your e-mail address to [mike@cloudsociety.org](mailto:mike@cloudsociety.org)**



## Members' Classifieds

### For Sale



**1964 Silver Cloud III, LSFU279,** Fully restored Silver Cloud III Saloon. Arizona car, always garaged, never driven in the rain. 35,445 original miles. All woodwork, leather seating and doors, dyed-to-match sheared fur carpeting, and custom burled wood steering wheel professionally restored and maintained. Car is in perfect operating condition, a dream to drive. Service records and original birth certificate all available. \$79,000 Contact Evelyn Reeson at 602 909 6107.



**1960 Silver Cloud II, LSWC248** Miami Blue over Ming Blue with 2-tone blue interior. A number 1 road car that really handles nice and really snaps necks to a fault. I have owned this car for 18 years and have invested \$85,000 in this vehicle, not including gas, oil, etc. Asking \$51,500 for this beautiful car. Contact James Cadman, Box 496, S. Beloit, IL 61080. Phone 815-389-9291



**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, ONTARIO, CANADA Tel. 905-662-1108 Evgs. 905-525-7344 Wk. Days Cell 905-317-9939



**1960 Silver Cloud II, LSWC372** Std. Saloon. Garnet over Silver. Leather seats were recently re-done, but otherwise car could use some loving care. The bumper risers could be replaced, and the A/C needs to be tended to, although the blowers do work. I have been working on my Silver Wraith, and have not paid much attention to this lovely driver. \$23,200. Mike Kan, Texas 214-878-6119.



**1965 Silver Cloud III LSKP327** This Cloud is in excellent mechanical condition. There is nothing that needs to be done. It has factory air condition that blows cold air. Factory stereo. Also added CD changer. ALL original parts for engine and steering. No rust on carriage. One owner car for 35yrs in California. Recent work has only been interior. New leather seats and carpet. It has 70,000 miles. LHD It is an absolutely stunning car as you can see by the pictures. Price US\$68,000. Contact Mason Smith at +1 760-788-2098 or masonsmith3@cox.net

Due to illness, Dr. Roy Judd is selling his entire collection of spares, literature, etc. 25,000 items--from my now-closed museum---Sales lit., O/M, Accessories, Watches, Tools, Parts, BOOKS-for ROLLS/BENTLEY and 33 OTHER MARQUES---VISIT MY SITE: WWW.geocities.com/royjudd Mail SASE email: royajudd@aol.com