Post55

SILVER CLOUD & BENTLEY S TYPE SOCIETY

Autumn 2004

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

From the Editor

With this issue I am taking over the responsibilities previously held by Debbie Habacker. Thank you Deb for doing this for the past 4+ years, and congratulations on the honorable mention at this year's meet for the work you have done on behalf of the Society. Don't go too far, I will be calling on you for help!

I am thrilled to join at such a remarkable time for the Society. As you will see on page 3, we are at an exciting point with a tremendous growth opportunity by inviting the owners of the Silver Wraiths, Silver Dawns, and the Bentley Mark VI and R-types into the Society. I had no idea that we shared so many mechanical aspects with those cars.

I have been able to do bits and pieces of work on my P-V by saving the technical articles and attending the seminars; now I will have to apply this knowledge to the Silver Wraith as well! Oh well, there goes any spare time I might have had.

Thank you to Glen Vanderhart for putting together such a wonderful Society dinner at the annual meet in Monterey. No wonder the folks next door were jealous of the shrimp, crab legs, and prime rib we enjoyed while they were being served rubber chicken! Rumors have it that next year's Society dinner will be even better with a view of Long Island Sound.

I hope you will enjoy this issue with photos of all cars displayed on the judging field towards the back. If I missed a car or misspelled a name, please accept my apologies beforehand. I hope next year more of you will decide to have your cars judged. It was surprising to see how many cars were listed as "display." There were some amazing Clouds, Phantom V's, and S-series cars on the field. Take a look at 5LBX76, a 2-door Phantom V limousine; SWA48, a rare Freestone & Webb; or LSHF169, a James Young drophead. All are very stunning proper motorcars.

In closing, please remember that the only way we can publish a magazine is by your article submissions. Thanks to Brian Hare for joining Les Stallings and Larry Durocher in becoming a steady source of technical material. Please keep sending me more!

Safe travels,

Mike

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Nomination Ballot

Elections of the Silver Cloud/Bentley "S" Society officers and directors will be held next year. We enthusiastically invite all members to participate. We want to keep this society vibrant and growing with new members and dedicated Officers and Directors. Here is your opportunity to help the Society achieve its purposes and goals. Please consider if you or a fellow Society member would actively serve as one of the Officers or Directors, and complete the form below with those names and contact information.

For Society President:

Name:
Address:
Phone:
Email:

For Society Secretary:

Name:
Address:
Phone:
Email:

For Society Vice President:

Name:
Address:
Phone:
Email:

For Society Treasurer:

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For "POST 55" Editor:

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For Director:

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Society Expansion

Society Members:
A proposal has been made to the Board to change the Bylaws to allow all early post war (pre-Shadows) cars to be the focus of the Society. This addition would include Bentley R-type, Bentley Mk.VI, Silver Dawn, Silver Wraith, Phantom IV, and Phantom V, including coach built derivatives. The proposal does not include any change to the name of the Society, the "Post 55" magazine, or badges.

Positive aspects of the proposal include expanded membership, added technical base for the 6-cylinder Silver Cloud I/S1 cars, and providing a society to a segment of RROC members that do not fit in any other group.

Negative aspects of the proposal include a reduction of the "exclusive nature" of the Society by limiting the focus to Silver Clouds and Bentley S automobiles and the necessity to differentiate technical evolutionary specifics to additional models.

Please express your opinion by placing a mark next to your choice. Yes is for Society expansion, No is against Society expansion:

YES ____

NO ____

Please return prior to December 15, 2004

Fold here

Member Ballot

Name: _____

Place stamp here

FIRST CLASS MAIL

To:

Dale Clark
Vice President
23855 Northcrest Trail
New Caney, TX 77357-4763

Fold here

Place tape at this edge once folded to seal your ballot.

Taking a Look At Your Foglamps

By Larry Durocher (LSCX671)

Over the past 8 years, there have been several occasions where one or both of the Lucas SFT576 fog lamps have failed to work on my Cloud III. Perhaps the most embarrassing one was on the judging field at Newport last year. In all instances, a few taps (with my hand, not a hammer!) or disassembly and reassembly of the bulb holder caused the function to be restored. Wet weather or high humidity seemed to increase the likelihood of problems. Clearly, these problems are caused by poor contact/connections on either the hot or ground connections. On the Cloud III, the fog lamp has a single filament bulb; it is does not serve a dual function (fog and signal lights) as on earlier cars.

Hearing similar complaints from other owners, I decided to take a harder look at the assembly to find the cause(s) of these contact/ground problems. To remove a fog lamp:

• Put a towel between the fog lamp housing and the fairing (splash pan) / bumper in case you drop the lens assembly.

• Remove the bottom screw/clamp (see Figure 1), holding the glass lens in place with your hand.

figure 1

• Pull out the lens assembly and push the two (Cloud III) bullet connectors out of the bulb holder (see Figure 2).

• Pull the wires out of the bottom of the assembly (see Figure 8).

• Hold the foglamp housing with one hand and use a deep socket (13/16" as I recall) to remove the retaining nut and the two washers.

• Holding all the parts together, pull the foglamp housing, chrome trim ring, and tubular spacer/stand-off out of the fairing. The overall assembly is shown in Figure 1.

Moss Motors and others sell very good replicas of these lamps. I believe that these fog lamps are original and correct for the car so I will document the features of the lamps:

• Lucas lettering on the top/front face of the housing is red.

• Glass has the following lettering:
  - o "FT576"in vertical lettering on left side
  - o "Lucas" over the top of the center chrome bullet
  - o "Made In England" on bottom lip
  - o "Top " at top edge (center)
  - o "M5" near lower edge (center), just above the chrome clamp

• Housing and bottom ring are chrome plated. At the rear of the housing, the following text is stamped into the housing on three "lines" Lucas , SFT576, Made in England

• The housing is chrome plated, the mounting stud, nut, and washers are cadmium plated.

• The tubular spacer/stand-off is painted gloss black regardless of the car color.

• There is a small rubber pad that cushions the lower-clamp bearing surface against the glass. The pad is held to the lower chrome clamp by a small boss/protrusion that passes through the center of the clamp.

figure 2

figure 3

The removed lens assembly is shown in Figure 2 along with the lower clamp. Figure 2 also shows the rubber pad. The two cylindrical copper pieces on each side of the bulb holder are where the wires (bullet connectors) attach to the bulb holder.

The bulb holder is removed by simply turning anti-clockwise. With the bulb holder removed, we see the bulb itself resting in the reflector housing.

figure 4

continued on page 6

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The bulb and the bottom of the bulb holder are shown in Figure 4.

The overall conduction path can now be visualized. Current comes in via the bullet/cylindrical connection (on right in Figure 4), through the copper strip (on right), to the center contact on the bulb, through the annular face of the bulb body to the reflector housing, from the reflector housing to the other copper strip (on left in Figure 4), out of bullet/cylindrical connection (on left) and finally to some common ground located elsewhere. We do not need to worry about the fog lamp housing being grounded, the two wires supply current in and a path to ground.

I decided to disassemble the bulb holder to see if there was anything else of interest. The parts are shown in Figure 5. The bulb holder is composed of two main circular pieces, the copper strips are sandwiched between the two pieces, two screws bolt the assembly together and three plastic strips and two rubber "grommets" provide insulation against incidental contact

Obviously, the copper strips must be held firmly in the proper radial position for a number of reasons:

- One of the copper strips pushes on the center of the bulb providing power input to the center contact and also keeping the bulb body against the reflector housing for current output.
- The other copper strip must make good contact with the reflector housing to provide the current path back to ground.

figure 5

Although it may not be clear from the pictures, the bottom circular piece has two bosses and each copper strip rests in a radial cutout in the plastic. Each of the copper strips has a hole and the bosses hold the copper strips in position. If the bosses are broken, only the clamping pressure (caused by the screws) holds the strips at the proper radial location and prevents the strips from shifting slightly in the cutouts. I found that one of the bosses on my bulb holder was broken (actually snapped off and missing) and hence the associated copper strip was not firmly held in place. I happened to have a spare bulb holder so I didn't have to fix the piece. A number of fix options come to mind, such as super gluing a new boss in place, gluing the copper strip to the plastic piece, drilling the plastic and creating a new metal post/boss from a screw, etc.

When you look at the overall design, some of the weaknesses are obvious:

- No rubber seal/gasket between the glass lenses and the housing to keep moisture out
- No seal at the bottom or top of the annular spacer to keep moisture from entering through the wire opening
- Many possibilities for poor contact (high contact resistance)
  - o where each of the two bullet connectors are inserted into the rolled up ends of the copper strips
  - o between the copper strip and the center contact of the bulb
  - o between the bulb body and the reflector housing
  - o between the reflector housing and other copper strip

The last one has the potential to be a frequent source of problems. Good contact requires the copper strip to exert high pressure at the contact and the shape of the strip provides line contact at most, see Figure 6. I have removed the other copper strip and the plastic insulators to make the contact between the copper strip and the reflector housing more visible.

I decided to do the following to try to improve contact and reduce moisture wherever possible:

continued on page 7

figure 6

continued from page 6

• Soldered in new bullet ends on both wires
• Used pliers to close rolled-up cylinders at bullet connectors, i.e., make the connections (push in) very tight. Cleaned the insides with emery paper.
• Checked that the two plastic bosses are not broken and the clamping screws are tight in the bulb holder. The copper strips should not be able to be shifted radially if everything is correct.
• Used a flexible (removal) strip-caulk to seal the opening (where the wires enter the upper portion of the fog lamp housing) and keep out most of the road water and water vapor.
• Lightly cleaned the bulb contact and copper strip contact locations with emery paper. Bent the center strip slightly to increase the contact pressure.
• Used conductive paste (not dialectic paste!) at all connections – bullets, center contact on bulb, between the bulb body and reflector housing, at all copper strip contacts. I used Kopr-Shield from Eastwood.
• Used solder to build up (see Figure 7) the contact surface on the copper strip (see Figure 6) that rubs on the reflector housing.

figure 7

Figure 8 shows the aluminum straps (cable ties) that hold the fog lamp wires in place.

Note that the bolts, nuts, and washers that hold the mounting bracket to the bumper brackets are also cadmium plated.

After the changes, I have not had an instance where the fog lamps have failed to light. I drove over two hours in a very heavy downpour, have left the car out overnight in heavy rain, etc and so far, no problems. Of course, the next time you see me, the fog lamps might not be working. If so, do me a favor and gently (no hammers, please) tap the fog lamps for me.

figure 8

Putting a Spin On

Corky Morrison (LSHF 43)

With the advent of this very political year, the politicians are putting their spin on everything. However, what I have in mind is a Spin On Oil Filter for our Clouds.

Flexolite, of the UK, has a conversion kit for Cloud 1 and S1 six cylinder engines. It is a very simple arrangement consisting of a round plate about 2 inches thick, a hollow bolt, and two O rings, one large, one small.

You remove the old oil filter and its casing.
Remove the old rubber ring.
Install the large O ring in its place.
Install the small O ring as directed in the round plate.
Fit the hollow bolt through the round plate.
Screw it into the original nut on top of the oil filter head assembly.
Tighten the bolt.
Screw the spin on oil filter to the end of the bolt.
That is it.
Use NAPA Spin on oil filter # 1068 or equivalent,
You will find it difficult to see the new spin on oil filter once it is installed. You can easily convert back to the old filter.

Contact: Flexolite
Brockhill Farm, Mathon Rd., Colwall, Herefordshire,
UK. WR13 6EP
Tel: 011-44-01684-541941
Fax. 011-44-01684-541841
E-mail: sales@flexolite.co.uk

I understand that they are working on spin on oil filter conversions for the V8's.

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

Cloud and S series Engine and Engine Compartment Finishes

By Larry Durocher (LSCX671)

The finishes on various components of the engine and engine compartment are frequently questioned during informal discussions and by owners preparing their cars for judging. While RROC judges certainly try their best to be knowledgeable and accurate in their judging, no written document is currently available for new judges, owners, etc. While this note is not an approved, RROC judging guidelines document, it is meant to be a first cut at trying to informally document what are believed to be the correct finishes for the engine and a number of other parts found in the engine compartment. I have tried to include a large number of parts/components but this list is certainly incomplete. I expect to add to the list over time (with the much appreciated review services of Ralph Curzon, Chief Judge of the RROC). I have also included a picture of an engine that is believed to be a new engine as supplied by Crewe.

. **Gloss Black**

- . rocker covers
- . intake manifold
- . air ducting to carbs
- . carbs
- . heads
- . oil filler pedestal
- . thermostat housing
- . upper housing for small hose from water pump casing
- . water pump itself (not shown)
- . straight generator mounting brackets(not shown)
- . small generator bracket that mounts on the intake manifold (not shown)
- . crankshaft pulley
- . water pump pulley (not shown)
- . fan hub and blades (not shown)
- . power steering pump and reservoir
- . radiator
- . bonnet stay springs

. **Natural finish (metal finish)**

- . block
- . bell housing
- . water pump housing(casing) - not the water pump itself which mounts on the casing
- . lower casing for timing gears
- . tappet cover
- . lower housing for small hose from water pump casing

. **Cadmium plated (not shown)**

note - no aluminum parts are cadmium plated!
(cadmium plating attacks the aluminum)

- . most screws, nuts, bolts, washers
- . all gas lines, water/brake pipes
- . bracket to mount coil on the intake manifold
- . oil filler cap
- . rocker cover hold-down hardware
- . cap for power steering reservoir
- . generator bracket with curved slot and associated clamping hardware
- . sump (oil pan)
- . lower torus cover
- . all bonnet hold-down hardware (racks, pull-downs, rods, etc)
- . brake reservoir caps and brackets
- . all wiring clamps/covers
- . bonnet stay rod assemblies
- . housing for all relays and voltage regulator base
- . flap actuator mounting hardware and linkages
- . flap actuator housing(controls air flow):
  Aluminum ones are painted black with white lettering.
  Steel ones are cadmium plated

Installing New Main Bearings in Your Silver Cloud 1

Brian Hare (LSHF41)

This procedure is for replacing main crankshaft bearings in your six-cylinder engine. Changing the main bearings without removing the engine has been documented in the shop manual as an acceptable procedure. Even though the procedure is not very difficult, you do not want to make any mistakes as we are working with the heart of this fine engine! When removing parts make notes of where they came from and the direction they were facing. Remember the engine was line bored and reversing the direction of bearing caps could affect clearances.

Step 1: Jack the car up and place the wheels on blocks at least 6 inches high. I took 2 x 10 inch boards and cut and nailed them together. This will give you the room you need to complete this procedure.

Step 2: Disconnect the battery cable and remove the belly pans. See figure 1.

figure 1

figure 2

Step 3: Remove the fluid coupler cover, clean and repaint with Krylon dull aluminum paint*, see figure 2.

Step 4: Drain the oil and remove the engine pan. Yes, the pan can be removed with the engine in the car. You will have to put a floor jack under the front end and lift the wheels up a little to move the suspension around to get your clearance! There is a wire connected to the oil level sender in the pan. Just remove the small nut. See figure 3. Also, remove the dipstick but not the dipstick tube. Depending on what was used for sealant when the pan was originally installed will dictate the difficulty in getting it loose. I made the mistake of using GMC assembly adhesive, which works great but is very difficult to remove. I eventually had to use a piece of 2x2 inch lumber to drive it loose from above. This is not a good thing! See figure 4. When this is completed you will need to order a new pan gasket and slipper gasket and cut it down to size, also, maybe a new sender gasket if leaks are present. I prefer Super 300 gasket seal for these items!

Step 5: Let the jack down so the wheels are back on the blocks, with the parking brake on for safety.

figure 3

Step 6: Clean your pan with solvent and check for metal in the sludge. Also, this is a good time to check out your oil level sender. It's basically a rheostat and is quite reliable. If it doesn't work it may be the grounding that's off! See figure 3.

figure 4

Step 7: Send your pan to a machine shop to have it decked, a lot of them are not level and this causes cracks when tightening and may leak oil. Mine was warped because it had been welded in the past and was not clamped down when it was welded and allowed to cool properly! Also, repaint with the same Krylon dull aluminum paint* (it's very close to fresh cast aluminum color)

figure 5

Step 8: Check your starter ring gear for chipped or damaged teeth. I took a mini grinder to mine and cleaned it up. Damage or wear is usually caused by a misaligned starter drive!! See figure 5.

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Step 9: Bearings are identified by numbers stamped on the top of the bearing cap in the center, the front one is number 1, the rear one is number 7. Just to the right of the bearing cap on the block is the same number stamped on the block. Check to see if all numbers can be read front to rear. In other words, if the bearing cap number is upside down to the block casting number then someone may have reversed the caps or the engine was line bored with the caps this way. My tendency would be to reinstall the caps in the same direction; however, the situation does require further research on your part before proceeding. This will affect the bearings from lining up notch-to-notch or notch to no notch and may knock off the line boring by thousanths of an inch!! My research has produced several opinions as to the alignment on bearings. On my engine, all the numbers I spoke of lined up front to rear and the bearings aligned notch to no notch. This appears logical to me and I have chosen to proceed this way as it ran this way for many years and the crank is fine!

Step 10: Pulling bearing caps, the center bearing and the number 7 bearing require a different method of pulling. All the other bearings can be pulled by hand by first straightening the lock washer tabs and removing the two bolts. Then rock the bearing back and forth while pulling down. They should come of easily, however, there is a bearing puller that can be rented from the club for $30.00 plus deposit (rh410) see figure 7.

Step 11: Check your bearings for wear. I recommend pulling off cap number 6 and checking the cap bearing for wear. This is the one that usually shows wear by copper showing. See figure 6. Typically, the bearing in the cap will show more wear than the upper crank bearing! Also, remember the direction of the cap and see that the bearing notches line up or oppose each other. For those who are not aware of bearing notches, they are at one end of each bearing shell and both the cap and the block have indentations that these notches match up with. The purpose is to prevent bearing from spinning!

figure 6

figure 7

Step 12: If your engine bearings line up the same way as mine then proceed, otherwise do research.

Step 13: If you have no copper showing on number 6 then proceed to remove all but the center and number 7. If still no copper shows then you can decide if you want to go further.

Step 14: Check for crank thrust clearance. Place a dial indicator at a convenient place. Using a pry bar, move the crank to the rear and set the dial indicator to zero. Now, using a pry bar, pry the crank forward and read the thrust in thousanths. If over 8 thousanths, it is recommended to replace your thrust washers located at the center bearing under the oil pump. See figure 7. We will move forward with the assumption you plan to replace all main bearings and thrust washers.

Step 15: Purchase new main bearings and thrust washers. See figure 8. First, you need to know if the bearings you removed are standard or oversized. If they are standard then you must replace with standard size. Do not attempt to replace with oversize if you removed standard, this would surely damage your crank. Oversize bearings are usually identified by marking on the back of the bearing shell and so are standard. Research this thoroughly before ordering new bearings and thrust washers. Oversize bearings would only be present if the crank had been previously ground by 10 thousanths or more.

figure 8

Step 16: Find a good source for bearings. The dealers' bearings are expensive. There are several other sources in England. Tony Curzon may have some he would sell. Order new lock washers; 4 small ones for number 7 bearing cap and 12 large ones for the other bearing caps. Also order new wood dowels for number 7.

Step 17: Now we have our bearings and are ready to replace the old ones. Start by straightening the lock washers on all bearings. Loosen all bolts several turns to take pressure off the top bearing shells.

continued on page 11

figure 9

Step 18: Check to see if the new bearing caps are the same for upper and lower shells; if they are, then proceed. Also, when removing old bearings see if the upper and lowers are the same. If they are proceed; if not, research must be done before proceeding!

Step 19: Remove number 1 bearing cap and identify on the upper bearing which end has the notch. On the other end of the bearing, carefully take a screwdriver and tap that end of the bearing to roll it out. See figure 9. It should begin to move unless there is a significant amount of pressure against the upper bearing. Now take a flexible piece of metal strip that has no sharp edges and follow the bearing around and out by turning the crank at the same time. For this you must remove the spark plugs. There is a tool available that will turn the engine by hooking on to the starter gear! See figure 5.

Step 20: Buy a bottle of Clevite assembly lube and cover the new bearing with lube and install in the reverse method. Be extremely careful not to allow any grit or dirt to get on the crank. The new bearing must bottom out in the notch; you cannot push it in using the bearing cap! Now remove the old bearing from the cap and replace using assembly lube. Refit the bearing cap in the engine. It will take some care in getting it started by properly aligning it into the block. Once it is aligned you can tap it up using a hide-covered hammer. Tighten the bolt after placing the new lock washers on the bolt (get the lock washer direction correct). Leave the bolts a little

figure 10

figure 11

figure 12

figure 13

loose so that other bearings can be removed. Also, mark all the bearings removed for future reference.

Step 21: Remove and install all other bearings except the center and number 7 which will take a different approach to removal.

Step 22: The center bearing is under the oil pump. See figure 7. Do not remove the oil pump; you can do this with the pump in place. One of the bolts will not drop out but will come out with the cap. The other will drop out, so remember it when reinstalling the cap. Rock this cap back and forth to loosen and it should come out with the torque washers attached to both sides. There will be grooves on the outside of the washers and the new ones must be installed the same way. Clean the cap and install a new bearing and torque washers using assembly lube. Roll out the upper torque washers first, they are loose and should come right out. Next, using the same method, remove the upper shell and install a new one. Now roll in two new thrust washer with grooves facing out and install the cap. Again, leave it loose until all bearings are replaced.

Step 23: Remove the number 7 cap. The number 7 cap can only go in one way as it is on a track and must be pulled out straight. See figure 14. The method I devised uses a long seven inch long bolt that threads into the center of the cap and a heavy impact socket as a slide hammer. As figures 10 and 11 show, I tap downward with the socket while keeping the cap straight. When

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the cap comes out you will find two wooden dowels grooved into the sides of the cap. See figure 12 and 13. This is to keep oil from leaking around the cap. These dowels can be ordered from a dealer. Also, with the cap removed, you will notice there are no rear seals other than the dowels. If you look closely you will see groves that are reverse threads that direct oil back into the pan so that oil cannot leak out. After reinstalling the new cap and bearing shells with lock washers you install these dowels. Check to see the dowel holes are lined up to prevent destroying the dowels. Coat the new dowels with assembly lube. Using a hammer, gently tap the new dowels into the installed cap. Be careful to drive them in straight so the dowels don't break. After they bottom out, take a hack saw blade and cut them off at the base. Then use a razor blade to make sure they are flush with the surface.

Step 24: Torque the bearing caps at 40 ft lbs and bend over the lock washers, hopefully you installed the washers right side up!!

Step 25: Replace the pan and gaskets and the oil sender wire.
Step 26: Add oil and install spark plugs.
Step 27: Before starting, pull your coil wire off, disconnect the lead wire from your fuel pump, and remove the spark plugs. Turn over the engine by the starter until you show oil pressure. If you do not see any oil pressure, you will need to prime the oil pump. This is done by removing the rear down-tube from your oil filter - where the tube connects to the engine block. Take an oil pistol and fill this opening in the engine block with oil. This will now allow the oil to flown down into the oil pump. Turn over the engine and see if oil is flowing from the opening into the block. If it does, reconnect the tube and turn over the engine. If your oil pressure gauge shows some pressure, then connect the wires and spark plugs.

figure 14

Now start the motor and good luck.

*** Editorial - Originally these parts were not painted or plated. Paint, although appearing correct might cost judging points.**

Touring Missouri 2005

William Habacker (LSDW133)
william@habacker.com

Several members have been thinking about a National Tour in the Missouri and Arkansas area. From the Arch in St. Louis to the Ozarks and Branson in the south, and the vineyards along the way, this part of our country can be a tremendous spot for a week away from our busy lives.
The tour would begin on a Sunday evening and end on a Friday. This allows both weekends for travel to and from St. Louis.
We would likely minimize highway time and enjoy travel along the scenic routes to accomodate members who prefer to come along in their older proper motorcars.
Organizing a tour will take many months of hard work, and before we begin, I would like to have your input. Of course we will try to include some automotive museums or collections as this is one of te most popular attractions on any tour!
Please let us know if you would be interested in participating. Contact me via e-mail at **tours@cloudsociety.org**

2004 Annual Meet Photo Essay



Day 1
Concorso Italiano

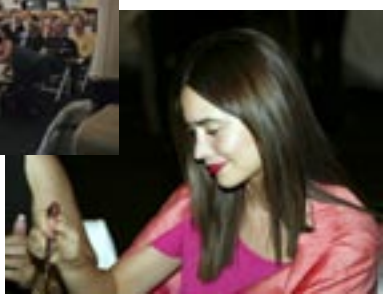



Day 3
Pebble Beach Concours



Day 2
Hearst Castle





Day 9
Bonham auction &
Fiesta Mexicana



Day 4
Blackhawk Museum




Day 10
Judging Day &
Awards Banquet

The Story of our Silver Cloud III

Ray Murray (SGT397)

This PMC, which arrived in Canada in July of 1987, was purchased by my parents, Ada and Alex Murray, from a gentleman in Stanley, NC. After a rather interesting drive to Stoney Creek, Ontario, she was home and safe in Dad's garage.

The first thing on the agenda was the brakes. After much work and total frustration by Alex and myself, it was a trip to Hyphen Repairs and a long talk with Ralph who was very enlightening and introduced us to things like Servos and RR 363 brake fluid. A couple of weeks later we were on the road and stopping on a dime. In the fall of 1989 Alex decided that SGT397 needed some TLC, a paint job and under hood detail. In July ,1990, out rolled a brand new looking Cloud III. (The colour change from Masons Black over shell Grey to Masons Black over Garnet only took Ada and I seven months of pleading with some help from Ralph to get Dad to agree to.)

Off to Troy, Michigan we went. This was when I found out that a week at National meant a week of detailing 8 to 10 hours per day. On the way to Troy our rear windscreen cracked but much to our delight we find out that any damage received on the way to a National Meet is not deducted by the judges. Needless to say the hard work paid off and we were very proud to win second in touring.

1992 was next in Ottawa where after more hard work we won second in touring again.

In 1993 it was back to Ralph's for more TLC. In 1994 Dad decides to give up driving as his reaction time is not what it used to be and I sell SRX 7004 my 1969 Shadow & buy the "Cloud". Let's just say that I was very happy to take over stewardship of SGT397.

1997, off to Hot Springs, Virginia. Here we come, another week preparing for yet another Judging day.

Only one major game plan change, we are now in Concours. Now we play with the big kids? Amazingly we win second in Concours

1999 Back to Hyphen for a complete Chassis Overhaul.

2000 With a brand new wife and brand new chassis we are on our way to Lexington, KY. Little did I know how many bolts and nuts were in a Cloud III chassis and that they all had to be cad plated. While doing the chassis we happened upon bad bearings in the differential, but thanks to Hyphen and Ralph Curzon we are again running like a Rolls should. Judging Day we get another second in Concours, but as an added surprise we win the "Lord Montague" for Best Concours Car from outside the U.S.A. We now have the pleasure of doing the drive by to pickup our award. What a thrill to have all those people lined up and cheering all the winners as we receive our award. SGT397 has done us proud once again.

2001 Calgary – We have just finished a complete interior using Bridge of Weir Leather from Scotland. Not wanting to drive 2,350 miles one way, we ship by train. Not a good thing. We now find out what 'rail dust' means. It is tiny particles of red hot metal from the wheels and rails that literally embed themselves all over the paint. After two days attempting to clean the car (now brown from the rail dust rusting) with repeated washings, we find out about a product that the Ford dealer sells that stopped the process. After a week of cleaning and waxing again we hit the judging field at Spruce Meadows. Being in one of the largest classes we wait and wait, then finally it happens; the Judging Team Captain arrives & presents us with our Very First "Concours first place" award and again the "Lord Montague". Once more we get to do the drive by. What a fantastic day for Nancy & I.

2002 - Back to Hot Springs, VA and the Homestead, which in my opinion is the best judging field anywhere. Now we have new paint and brightwork thanks to Hyphen. But I have been elevated to the "Senior Judging Class". The competition gets tougher and tougher. If a year was ever anyone's, this was Nancy's and mine. We score 399 on the judging sheets, but lose 3 points for tailpipe rattle on the senior driving test, for an amazing final score of 396. We win The Rolls Royce of Canada for the Best of Previous Concours First Place Winners and The Rolls Royce for Best of Show Postwar and The Lord Montague again. WOW, three senior awards at one meet.

2003 – Newport, RI. We leave home at 8:00AM for the 570 mile run and on the way SGT397 goes back to 00000 on the odometer so that we arrive with a brand new car with 270 miles on it. When we check into the B&B, the tent is already up and Monday morning 8:00AM we jack up the cars and start to prepare for next Saturday and yet another Judging day.

The "tent people" this year consist of myself, Andy Rennie with his 'Chinese Eye' Cloud III, Bill Habacker with his 1963 Cloud III, Sharon Rich with her 1975

Corniche Drophead, Damon Fredrick with his 1976 Chorniche Drophead and Doug Handel with his 1937 25/30. Doug Handel spent the first night in the "Rolls-Royce Secure Parking" at the Marriott. Much to his dismay, when he went to his car on Tuesday morning someone had hit his 25/30 and pushed the left front wing back into the wheel; so far back that it had to be physically pulled out of the tyre before it could be driven. So much for "Guarded 24 hour secure parking".

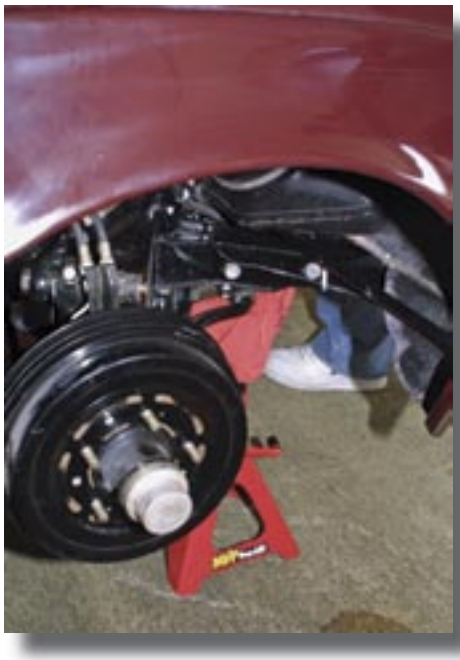
Back to cleaning. At one point we had a chassis team of four people doing a chassis in 3 to 4 hours while Debbie Habacker and Nancy did the wheels on whatever car was having the chassis done. Tuesday Nancy spent seven hours on the grill, chrome and windows on the Cloud; meanwhile I was at the board meeting at the Marriott.

Tuesday night was the "Dawn of a New Era" gala dinner which included among other things several professional couples dancing and selected cars on display .

The showing of cars included almost every series of Rolls and Bentley, one of which was our Cloud. Many people dressed for the period of their cars and a great meal and fellowship were had by all who attended.

Friday – Down to serious detailing in preparation for Saturday judging and a poor weather forecast. The humidity was so bad that when you wiped off the wax from your car the paint misted up almost immediately with the humidity.

Saturday – Judging Day and it is raining. We arrive at the field at 7:00AM sharp. The car is chamoised and looking great except the chassis is now soaked with the rain and road dirt. There goes two days work. Then at 7:30AM the rain comes



Our luck changes and by 8:15 the rain is no more and by noon there is actually some sun and by 1:00PM it is a beautiful day.

We wait patiently for the judging results and finally at 3:20PM Nancy and I are handed a piece of paper that reads "senior 33" – Ray Murray. We have won something but won't find out what it is until the awards banquet this evening.

Back to the B&B to get changed for the awards banquet. That was when panic struck, I had only brought one of my special socks for my kilt with me. Would I have to wear a suit to the awards banquet! Never!!! After much searching and some detective work, it turns out that my kilt sock had some how ended up in the possession of one practical joker, Dr. Rob Manderson from Calgary.

Back to normal and now properly attired in full Highland dress, we head for the Awards Banquet with the Cloud , which has been selected to be shown on the lawn of the mansion with three other senior cars for all to see. Just before the meal Judith Skillings announced that there was a by-law in Newport – no loud speaker or P.A. systems after 10:00PM. So without further delay the speakers began and were immediately followed by the awards presenters.

Well, I thought it couldn't get better than Hot Springs but when our award was announced Nancy and I were literally blown away. We had won the "Royce Memorial" trophy for the "Best of Previous Best of Shows". SGT397 had done it. She had won every Concours award that a Cloud could possibly win and done it in 4 years.

That feat can only be attributed to countless hours of work put into the car by my wife Nancy, Ralph Curzon of Hyphen Repairs, Damon Fredrick of West Virginia, Simon Curzon and countless other people who have at some time helped with the car.

I am sure my Dad would be very proud of what his Cloud III has achieved.

I am very proud to now be a Life Member of the RROC thanks to a Christmas present received from my wife Nancy last year. Let me close by saying that The Rolls Royce Owners Club is a great club to belong to, with some of the finest people I have ever met as members .

Members' Classifieds

For Sale

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

The Best of Times - The Worst of Times

*Les Stallings & Glen VanDerHart (*LSAE445)

Our first three National Meets were truly fun, entertaining and educational. At Calgary, attending technical sessions was the focus as our 1962 Silver Cloud II (LSAE445) was to be delivered from Texas the day after we returned. To our surprise, the "First Meet" ribbons that were attached to our badges resulted in meeting many RROC members and began important friendships that are central to our lives today. Glen was encouraged to be an Apprentice Judge and that began our interest in the judging process, focusing our attention on "correctness" of the automobiles.

The 2002 meet at The Homestead, Virginia continued my interest in technical sessions, and we found ourselves more at ease with the social events. I even helped with the layout of the judging field and Glen again volunteered to judge. By now we had been enjoying our car for one year, learning much about Silver Clouds, and were planning our car's restoration.

The next year in Newport seemed like an annual homecoming, where we renewed friendships and met new members, especially those that attended the Society Dinner. Glen and I both helped out in judging the Silver Clouds and we were feeling more competent with the process. Work had progressed on our own car and we had completed a "self restoration" of the interior the year before. It was still not ready for competition, but on track for 2004. I attended as many of the technical sessions as I could throughout the year, and with the help of many Society members and the tested patience of Ralph Curzon and Doug Seibert, I learned some of the many mechanical secrets of the Cloud.

This last year has been one to remember. Our car was evaluated by many Society members and we developed a priority list of where we could get the greatest point improvement. Many, many points could be gained by our labor alone, but others required significant expense. For instance, repainting the car would cost way too much money for 2-3 points (on a scale of 400) to be cost/point effective, especially since our paint was good, but not perfect. Chroming the bright work comes in a close second but we did choose to incur that expense.

We continued to balance the points against the time we had remaining for our labor and the cost for those items that required purchasing or paying someone else. Luckily we have the inclination and facilities to do many things ourselves as we are not in a position to fund a "checkbook restoration".

The road trip to Monterey for the 2004 Nationals was filled with anticipation and stress. Crossing the Mojave Desert on the hottest day of the summer proved uneventful. We certainly enjoyed all the events of the Pebble Beach weekend, driving the Cloud to the special "Rolls-Royce Corral" parking at the Concoroso Italiano and the Pebble Beach Concours d'Elegance. What an automotive overload! It was the "Best of Times".

The "Worst of Times" began when the Cloud went up on jack stands in the basement of the Hyatt Convention Center. Serious cleaning and detailing began. The car was spotless when we departed on the 12 hour trip to Monterey, but highway grime and "corral dirt" needed to be removed before judging. I missed all the technical sessions I had hoped to attend and Glen gave up a lot of time to polish the chrome/grill and many other tasks. Anyone that came by to chat was handed a towel and cleaner and put to work. It was amazing to see how many people gave of their time to help. The Silver Cloud/Bentley S Society members are truly special people!

Late Saturday afternoon Glen told me that rubbing paint flaws would not make them go away and made me realize that all that could be done was done. I was too tired to argue and it seemed to ring true so we got cleaned up and tried to enjoy the evening. It was early to bed as the judging field opened at the crack of dawn. The "Worst of Times" was over.

1955 Silver Cloud I, SWA48. Freestone & Webb saloon
David Galvan, Sugar Land, TX - concours

1957 Silver Cloud I, SED251. Hooper saloon
Robert Villareal, Pebble Beach, CA - concours THIRD PLACE

1963 Silver Cloud III, LSCX635. saloon
Richard Trexler, Hillsborough, CA - concours FIRST PLACE

1959 Silver Cloud I, LSLG112. HJ Mulliner / Park Ward estate wagon. R. Thomas, Stuart, FL - concours SECOND PLACE

1958 Silver Cloud I, LSHF111. James Young coupe
Gary Klein, Los Angeles, CA - touring

1963 Silver Cloud III, LSDW469. saloon
A. Duffus, Renton, WA - touring

1962 Silver Cloud II, LSAE445. saloon
Les Stallings, Las Vegas, NV - touring FIRST PLACE

1961 Silver Cloud II, LSWC680. HJ Mulliner drophead coupe
David Beugen, Manhattan Beach, CA - touring

1959 Silver Cloud I, LCLC10. lwb saloon
C. Erik Baltzar, Palm Desert, CA - touring

1959 Silver Cloud I, LSNH88. saloon
Leroy Gatto, Lodi, CA - touring SECOND PLACE

1958 Silver Cloud I, LSHF189. saloon
Gary Ledray, Seattle, WA - touring THIRD PLACE

1958 Silver Cloud I, LSHF219. saloon
Jeff Brown, Rancho Cucamonga, CA - display

1958 Silver Cloud I, LSJF160. saloon
Ted Adams, San Rafael, CA - display

1958 Silver Cloud I, LSHF169. James Young drophead coupe
John Livesay, Houston, TX - display

1958 Silver Cloud I, BLC31. Hooper lwb saloon with division
Richardson Masten, Stockton, CA - display

1959 Silver Cloud I, LSKG69. saloon
Ivan Gallo, Menlo Park, CA - display

1959 Silver Cloud I, LSKG. saloon
Richard Iknoian, CA - display

1960 Phantom V, 5LAT82. HJ Mulliner limousine
Robert Risberg, San Diego, CA - display

1964 Silver Cloud III, SGT601C. Mulliner, Park Ward drophead coupe Kenneth Larson, San Francisco, CA - display

1960 Silver Cloud II, LSWC278. HJ Mulliner drophead coupe
Karl Kardel, Piedmont, CA - display

1963 Silver Cloud III, LSCX849. saloon
N. Craig Bryant, West Hollywood, CA - display

1965 Silver Cloud III, LSJR517. saloon
John Peirson, West Vancouver, BC, Canada - display

1961 Phantom V, 5LBX76. James Young limousine
Donald Williams, Danville, CA - display

1960 Silver Cloud II, LSVB483. saloon
Alan Tarkington, Del Mar, CA - display

1958 S1 Continental, BC23LEL. James Young saloon
Jeffrey Chernick, Stanfordville, NY - concours FIRST PLACE

1956 S1 Continental, BC18BG. Park Ward fixed head coupe
Thomas Purcell, Wailea, Maui, HI - touring FIRST PLACE

1958 S1, B75LFD. saloon
Holbrook Mitchell, Napa, CA - display

1957 S1, B532EG. Freestone & Webb saloon
Darrell Zimmerman, federal Way, WA - display

1958 S1 Continental, BC51LEL. HJ Mulliner Flying Spur
Michael Heroy, Angola, IN - display

1961 S2, B106LCU. saloon
Jack Bethards, San Francisco, CA - display

no judging sheet visible

Bentley photos by Doug Handel
Rolls-Royce photos by Mike Kan