Winter 2005

Post55

SILVER CLOUD & BENTLEY S TYPE SOCIETY

From the Editor

As I sit on yet another flight to visit with customers to word on the 2007 year car models, I cannot escape thinking about the many activities the Society organized over the last year. None of this would have been possible without a large group of very active members. I am particularly indebted to those of you who have contributed articles to the ***Post 55***. Of course, Larry, Les, Brian and every one else - I am counting on your continued efforts in the New Year. I continue to enjoy tackling projects after reading how others have been able to do things on their own - and make it look simple!

2005 Is off to a great start. Before you know it, Spring will be here and many of our members will once again get their PMC out of winter storage. I am fortunate that the Dallas weather does not preclude me from enjoying a weekend outing in the midst of December. Please go to our website and download the ***Spring Checklist*** from the member-only area. It helps in making sure you did not miss some critical issue before taking your car back on the road. After getting the car ready for yet another year of dutiful service, sign up for the national tour taking place in Louisiana and Mississippi in April, or our technical seminar planned for 28 - 29 April in Anchorage, Alaska, or a plan on joining us at any of our other Society events in Greenwich. For updated information, visit our website, www.cloudsociety.org, or the RROC National website at www.rroc.org . These two sites get updated almost bi-weekly.

A sincere thank-you to Klaus-Josef Roßfeldt in Germnay who has graciously given me a large quantity of incredible photogrpahs to be used on the front cover of many isses to come. You ought to visit his website (www.rrab.de) and peruse the many limited coach-built cars he has written about. I am sure you will enjoy seeing them as I have.

Unfortunately, only a handful of members returned the bylaws change question on expanding the Society to allow for the Silver Wraith type models to be included in the Society. The Board will take up the issue at its next meeting. Although always part of the Society, but now added to the bylaws, are the Phantom V and VI.

Please communicate with me about articles you might want to see printed in an upcoming issue. If you have a story about your PMC, please send it on.

Safe motoring, and a healthy and prosperous 2005 to all.

Mike

On the Cover:

Phantom V
5LBV39
Re-bodied Inhoven Cabriolet (the exact figure of 4-door cabriolets made by Inhoven is not known, certainly more than 20 had been made on Silver Cloud & S-Series chassis and this one on Phantom V chassis.

Photo courtesy of Klaus-Josef Roßfeldt
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Mr. Roßfeldt's book *Rolls-Royce and Bentley Motor Cars: From the Dawn of the 20th Century into the New Millennium* is a must-have for proper motorcar collectors.

Contents

Some Notes on Removing the V8 Engine and Transmission

By Larry Durocher (LSCX671)

Section E4 of the engine manual gives a very detailed step-by-step procedure for removing the engine and transmission as a unit. I thought I would add a few supplemental notes based on my recent experience. Ralph Curzon and I recently removed the engine/transmission from my Cloud III. While 95% of the procedure was identical to the E4 procedure, we deviated in the following:

- The brake reservoirs and brackets were also removed to give more clearance.
- The distributor cap was removed and pulled forward to give more clearance.
- The front bumper and over-riders were removed to allow the "cherry picker" to move farther into the engine compartment, see Figure 2.
- The carburetor "tee-pee" was removed to provide access to the center hole of the intake manifold. We used a center hoist tool rather than a "sling" to lift the engine, see Figures 1 and 2.
- The exhaust manifolds were left on the engine. They are much easier to remove when the engine is out of the car, see Figure 3.

Please notice that, as usual, I have gotten carried away and had a custom engine stand fabricated. The stand is very sturdy; all the steel pieces are ¼" thickness and the stand supports the engine at the front (at the engine mounting brackets) and the rear (at the bell-housing and starter bolt locations). There is plenty of room to work on the engine and space to pull the cam out of the front of the engine. The engine can be rotated in 45-degree increments. The wooden blocks at the base were necessary to provide enough clearance for the cherry picker legs to slide under the engine stand.

Figure 4 shows the engine block after disassembly, degreasing, bead blasting, crack testing, head surface checked for flatness.

figure 1

figure 2

figure 3

figure 4

figure 5

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

HT Wires, Silver Cloud II

Les Stallings (LSAE445)

LSAE445 came to us with perfectly good grey HT wires (sparking plug wires) with conventional ends and originating from a readily available Delco top exit distributor cap. (Note: Cloud III uses a different Lucas distributor, and the caps are not interchangeable). The HT wires are held in position by three metal insulator clips on each bank, but our car had the difficult to reach clips positioned between the bulkhead (firewall) and the cylinder heads missing or hanging unattached. All of the clips suffered from age, with the cadmium plating and the rubber insulator inserts somewhat perished. In preparation for extended touring and competition at the 2004 RROC Nationals, a complete restoration of the HT wires, insulator clips, with a new original side exit distributor cap was accomplished. Not unexpected, little was available to guide our efforts and with the Parts List and the help of Tony Curzon (Hyphen Repairs) and Greg Albers (Bentley Zionsville), the adventure began.

Tony sent several pictures of an original HT lead assembly (Figure 1) and Greg sent the parts that I was missing from the Parts List. I also referred to the "Original Rolls-Royce & Bentley, 1946 - 1965" (James Taylor) which has several pictures of a Cloud III rolling chassis.

Removal of the old assembly was straightforward but it is wise to pay attention to the way the plug wires are run and the attaching points of the clips, assuming the original mountings have been maintained. Pictures never hurt. With new parts and freshly cad plated insulator clips in hand, off came the inner fender access panels and the work began.

Figure 2 shows the completed A bank (Note the front AC dryer located in the RHD steering tube location, AC hoses with aluminum heat shield, and the Cloud III manifold heat shield. This is a Touring Category car and these non-original items have been added for safety and reliability).

Figure 3 shows the B bank (with a non-original aluminum heat shield on a power steering hose added for safety and reliability). Black Packard 440 braided core wire and reproduction Champion connectors were used to duplicate the original equipment as close as possible. This arrangement is not a radio noise suppression or "resistor" setup. I had not seen Packard 440 wire in 30 years! Included in the parts from Albers were what Tony calls "fir tree clips" and round insulators, usually missing on Cloud II's (Figure 4).

figure 1

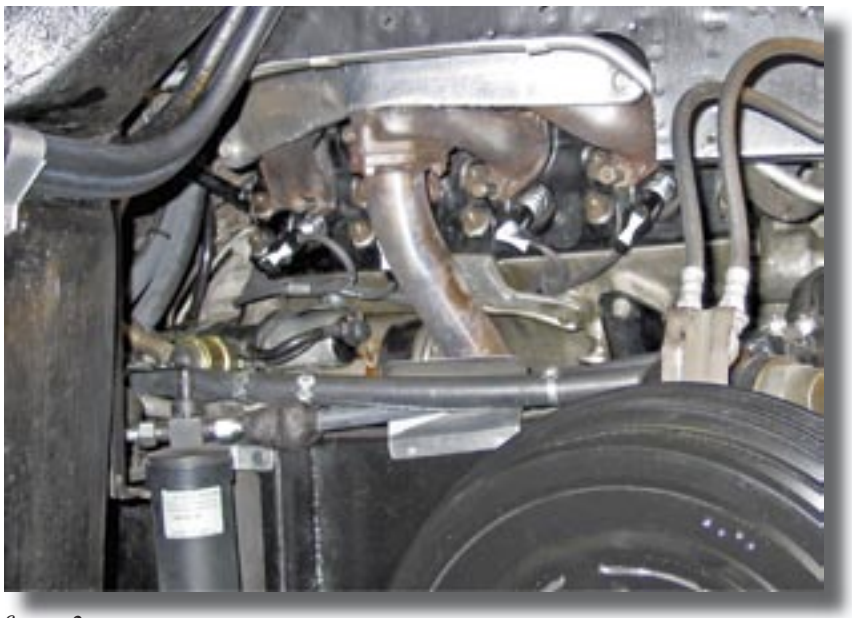

figure 2

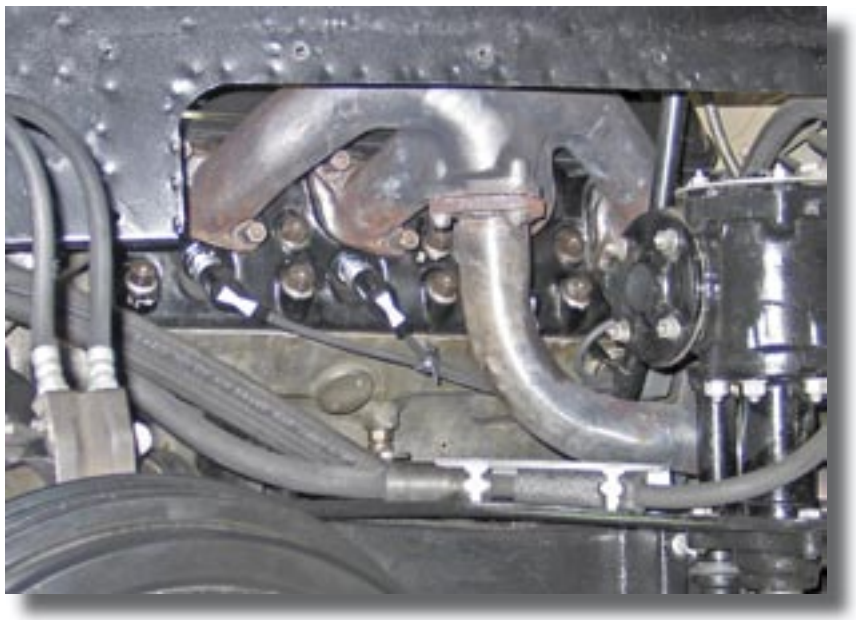

figure 3

Figure 5 shows the lower routing on the A bank with the HT leads rounding the rear of the block, passing through an insulator/clip, the A4 wire looping back to the sparking plug (frequently found not routed correctly), with the wires continuing on to B3, behind the plug wire exhaust heat shield, held together by a "fir tree clip" and the on to A2 and A1 plugs. Tony tells me that the "fir tree clips" (made of

figure 4

figure 5

figure 6

a fabric reinforced neoprene like rubber material) originally came in four sizes, a shorter one for two wires, a longer one for three wires, with larger clips for other applications.

My Silver Cloud II Parts List only had one size used and only one "fir tree clip" per bank. It seemed more appropriate from a support standpoint to position them as shown. (See Figure 6 for a close-up of the "fir tree clip" used on the B bank for the B1 and B2 wires.

figure 7

The original style side exit distributor cap (extremely rare) is shown in Figure 7. After either side exits the cap, the wires pass through a round 4-wire insulator before turning down to the first of the three metal clips. On Cloud III's, rubber conduit sleeves connect the round insulator to the first metal clip and enclose the wires. There is no mention of rubber conduit sleeves for the Cloud II in the Parts List and I've never seen a Cloud II with them. Tony Curzon said that Cloud II cars with the original side exit distributor caps would not have used the conduit sleeves, as it is was a feature of the later top exit caps. This seems logical since the side exit caps are very low to the block and the HT wires would have to make several sharp bends if the conduit sleeves were used.

It is extremely difficult to see the second of the three metal insulator clips as they are bolted to the back of the motor on the B bank and to a rear water outlet housing on the A bank. A noticeably different clip is used for this A bank clip that attaches to the water outlet housing. In fact, each of the three A bank metal clips are different with one of them the same as all three of the B bank clips. It is a bit of a puzzle working it out, but once the clips are in the right position, the wiring run is remarkably smooth, kink free, and well supported. The Packard 440 wire arrived in a 35-foot length (only 26 feet were needed) and must be cut to length. I found it easier to run the wire through all of the insulator clips and attach the Champion plug connectors from below. The connectors screw on, but first, I used a small amount of black 3M weather strip adhesive to provide a water tight connection (See Service Bulletin S2/M7). At the distributor cap, I only had to cut the wires to length, press them on spikes that make the electrical connection, and tighten the screws that hold the top portion of the cap in place. The HT coil wire connections will depend on your selection of coils, as the Parts List and the Workshop Manual refer to both the black Delco coil and the cad plated Lucas coil as being correct for the Silver Cloud II. The Silver Cloud III is normally seen with the Lucas coil that corresponds to the Lucas distributor. The boots and screw-in connectors will need to be matched correctly.

Most of this work is not seen or appreciated but it will add to the reliability of the car. HT wire routing is a judging item (Worn or poor-1, Incorrect type mismatched-2, Incorrectly routed not held in anchors-1) and it is possible to see if the A4 wire loop back (or lack thereof) from above (Figure 8), in addition to the easily viewed distributor cap to the first set of metal insulator/clips. The "fir tree clips"... well I've got them, so I must be a good person!!

figure 8

Hydromatic Tansmission Seminar

Douglas Handel (B57AA)

So, why in the world would anyone, except the most mechanically inclined of us, spend a weekend learning how to remove, check, dismantle, rebuild, and re-install the Rolls/Bentley Hydromatic Transmission? Heck even if we did all the work ourselves, according to our instructor and chief guru Ralph Curzon from Canada we would likely have to spend a minimum of $3,500 on new seals, bearings, etc.

Maybe it was just an easy decision for me because I happen to live in Dallas, TX, near Mike Kan's temporary "garage with lift", the location for the seminar. Or maybe I know that anything Mike organizes is worth the trouble. Or maybe it was just an excuse to play cars for a weekend. (Like any of us ever really need an excuse to play cars.).

But that doesn't explain why out of the 17 RROC members that participated, 8 were from outside of Texas. Robert Hatlelid came in from Joplin, MO, and David Allden, Ed Amador, and Jeff Hoole came all the way from Georgia. And Keith Shaffer drove in from Kansas, Alan Kingston came in from Pennsylvania, and Richard Conard got here from Florida. Greg Thomas flew in from Ohio. To say nothing of the drive for John Leguay, and Dale Clark of "Houston". Dale in fact spent the whole week prior to the seminar assisting and learning from Ralph while they, with the help of a local assistant-- worked on several local members' PMC's. Sure it was easy for Grey Pierson, and Stefano Andreucci to come over from Arlington and Ft. Worth TX, and even for Dennis Piranio to get here from Celina, TX, or Bob Bishop from Van Alstyne, TX. But it was still no walk-in-the-park for Brian Hare to drive in from Miles (near San Angelo), TX.

Most of these members had attended RROC technical seminars before, so what brought them to Texas this weekend? Surely it was not just because we got to go out to dinner together Friday and Saturday night at a couple of great local restaurants. And, as good as they were, it couldn't have been just the lunches that Mike Kan, with the help of Tim Myrick, had brought into the "garage" each day. And it wasn't to get a copy of the informal documentary DVD we created during the process, or even to get a copy of Bob Bishop's copious rebuild notes.

Perhaps it was about the watching, and learning as Ralph, (with lots of "British" humor) coached us through the complete transmission rebuild process from beginning to end. Speaking of humor, Ralph kept bumping his head on the lift so Dennis Piranio spearheaded the secret purchase of a bike safety helmet signed by all of us, and presented as a surprise to Ralph. Dern if he didn't wear it the rest of that day!

And perhaps it was also the opportunity for us to actually rebuild a second transmission that Jeff Hoole had brought with him. Ralph looked on to make sure we had learned what he had taught the day before, while all of us actually did the work on this second transmission,

Even if we never rebuild a transmission ourselves again, we learned how to use our heads and tools, and as importantly, how to make sense out of "things mechanical". Not only did Ralph show us the "how-to", but, he taught us the "why-to".

Or perhaps it's more about the camaraderie, and the friendships that we develop when working with people from other parts of the country that have similar interests in preserving and enjoying our very special automobiles.

That's it… it's all of the above. What an "epiphany"! (Whatever that means) So sign me up for the next technical seminar.

Seminar participants were:

Allden, David John	Lilburn, GA
Amador, Ed	Marietta, GA
Andreucci, Stefano	Ft. Worth, TX
Bishop, Robert	Van Alstyne, TX
Clark, Dale	New Caney, TX
Conard, Richard	Bradenton, FL
Handel, Douglas	Dallas, TX
Hare, Brian	Miles, TX
Hatlelid, R. Robert	Joplin, MO
Hoole, Jeffrey	Peachtree City, GA
Kan, Michael	Plano, TX
Kingston, Alan	Emigsville, PA
Leguay, John	Houston, TX
Pierson, Grey	Arlington, TX
Piranio, Dennis	Celina, TX
Sheffer, Keith	Olathe, KS
Thomas, Greg	Evendale, OH

Recent auction results of Silver Clouds and Bentley S cars on e-Bay

Michael Kan (5AS69)

No VIN, 88,000 miles Cloud III
$1,963 start -- 39 bids up to $30,100 not sold

A classic 1963 Rolls Royce Silver Cloud III. This example has spent most of its life in southern California, when it was acquired in the late sixties by then Paramount studio's CEO. This beauty was purchased and always serviced by the then well known Rolls Royce Dealership Peter Satori in Pasadena which became later Rusnak Rolls Royce of Pasadena.

The car is still in very very nice condition as you can tell by the pictures. The paint does have a few small blemishes or dings as can be expected for a "grande dame" of such distinctive vintage. The leather carpets are in very nice condition. The wood is also in perfect condition and has no wear or color fading. Car comes with parts manual, wire diagram, owner's manual, small tools and big tools. I took some pictures from underneath so that you can tell that this is a nice clean undercarriage. I reserve the right to end auction early.

LSVB77 1960 Silver Cloud II 89,500 miles
$21,000 start -- 2 bids up to $24,000 then removed

This is an extremely well-kept example. LHD with factory air. Paint is near perfect, sand over nutmeg. Interior excellent, leather redone with material similar to Connolly hydes, is perfect and like new. Includes wool overlays and custom overlay for front seats. Underside no rust anywhere. Chrome very strong. Starts, runs and stops well. A car in which little would have to be invested. All tools in trunk except tool kit missing.

VIN Number: Unknown 1960 1,500 miles
$17,500 start -- 0 bids

4 door Saloon . Coachwork - Sand over Sable with a tan leather interior .
OF NOTE: Brand new rebuilt engine that has less than 1,500 miles. Brand new transmission and tires. Beautiful new-like paint job - flawless interior and exterior. European style. Steering wheel on the right side. Very clean and runs great. Collectors item. Bidding starts at $17,500. Will take the best offer. Must sell

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1960 SVB203 CLOUD II 53,,010 miles
$9,850 start - 8 bids sold at $13,600

IF YOU ARE ON THE MARKET FOR A SILVER CLOUD II THAT NEEDS COSMETIC RESTORATTION THIS IS THE CAR TO BUY,THIS IS A RHD RARE CAR WITH FACTORY SUN ROOF,PLEASE CALL BOB AT 954-779-1000 FOR ANY QUESTIONS THAT YOU MY HAVE. You will enjoy this vehicle like each of the owners before you. We have been unable to determine if the odometer reflects the actual mileage of this vehicle. Shifting is a little sloppy, but otherwise sound. This vehicle runs like the engine was very well taken care of. The overall condition of this vehicle's exterior is average and has some blemishes and defects, click the ask seller a question link to get the details. The vehicle's interior is in decent shape. There is still a decent amount of tire tread

left before replacement will be necessary.PLEASE CALL BOB AT 954-779-1000 THE CAR WILL BE SOLD WITH OUT RESERVE,TIS CAR DONE CORECTLY SELLS WAY OWER $50.000. BID WITH CONFIDENCE BECOUSE WE SERVICE AND SELL ROLLS ROYCE CARS FOR OWER 35 YEARS

1958 B545EK Silver Cloud 49,311 miles
$190,000 start -- 0 bids (not a typo!)

The car of your dreams. Excellent condition completely restored. State of the art television and stereo combination. Front and rear air conditioning.

Did not list the car as a Bentley conversion!

1958 Cloud I LSJF72
$1,958 start -- 47 bids up to $24,702 - not sold.

It is a big advantage to have a car that is documented as being bought new in Pasadena, and that has always been registered here by only three owners over the last 46 years.

The Paint on this car was redone at least 20 years ago and although the car is

attractive there is considerable lacquer checking on the roof, the trunk lid and hood.

The car has no rust to speak of anywhere on the car or underneath the car, which is extremely, clean and unblemished given that it is a 46-year-old car. Likewise, there is no evidence of any accident history or bodywork anywhere on the car. All of the doors open and close as they should with good panel fit and all the locks and latches work.

This car's color is Steel Blue, and the leather is blue. If you were looking at the leather in isolation you might think it was gray but what Rolls called gray was a lighter color. The carpets are blue. In general, Clouds tended to come with a contrasting interior – exterior color scheme, if not a two tone paint job. The relatively monochromatic color scheme is quite distinctive and elegant I think. It shows off the lovely lines of the car more so than a relatively busy two-tone treatment.

figure 1

figure 2

figure 3

figure 4

figure 5

Restoring and Refinishing Your S.U. Carburetors to Their Original Beauty

Brian Hare (LSHF41)

The pictures and text are primarily directed at the restoration of S.U.s on the Cloud I, especially useful if your engine compartment was as dirty as mine. As far as my Cloud I is concerned, this was part of a complete overhaul and refinish of everything under the bonnet. As you can see, the before pictures show an engine that is definitely not show quality!

The S.U.s are easy to restore as there aren't many moving parts or gaskets to deal with. Also, if refitted correctly they do not have a tendency to leak and mess up a perfect finish.

When we disassemble the S.U.s we will try not to alter any adjustments already done to synchronize the S.U.s, etc. If you would like to synchronize your S.U.s there is a tech article available on the web that covers the procedure.

Note: before we start I'd like to make my terminology clear. The intake manifold is connected to the head and we will not be removing this. The choke assembly is the part that the silencer sleeve connects to. The cold air runner is the large tube that the choke assembly and the S.U.s are bolted to.

Step1: Disconnect your battery cable; we don't want the fuel pump to start up accidentally!

Step2: remove the silencer and rubber sleeve from the air intake unit. See figure 1.

Step 3: disconnect the throttle linkage rod that goes down to the throttle linkage bracket, directly below the forward S.U.

Step4: disconnect the petrol line from each carburetor; don't worry fuel will not run out if the fuel pumps are disabled! See figure 2.

Step5: On the top of each float bowl there is a bolt that holds on the float bowl overflow metal tubes, remove them and disconnect the two overflow tubes. There are two washers, be sure and remember where they go for later. Note some engines may not have these overflow tubes. See figure 2.

Step6: Remove the choke electromagnet cover and disconnect the two wires. Mark the wires as to which goes where. I tag all my wires with masking tape and a note! Also, remove the electromagnet unit as solvent may damage the unit. See figure 1.

Step7: Remove the throttle return spring. On the intake manifold there is a small plate with two small bolts. Remove the plate and let the spring dangle. Make a note as to how this looked before you removed it as it is tricky! See figures 3 and 4.

Step8: Remove the choke linkage from the choke assembly. It is a two-rod linkage with an arm connected. Removing a single nut on the right side of the choke can disconnect it. See figure 5.

Step 9: Each S.U. bolts to the intake manifold with four nuts. Remove all eight nuts and remove the entire assembly. This includes the two S.U.s joined together by a common throttle shaft, the cold air runner and choke assembly. See figure 1 and 6. Removing the eight bolts is difficult but not impossible. You may have to remove the water tube that bolts to the intake manifold on the top as it may be in you way! Also, you need to purchase a couple of stubby wrenches in 7/16 and 1/2 for clearance sake.

Step10: Now, we are going to disassemble the units down into their individual components. Remove the float bowls, they are attached with four long bolts on each unit. See figure 3. The float bowl will have a spring followed by the jet diaphragm, followed by the jet assembly unit. See figures 7, 8, 9 and 10.

Step 11: Effectively we have removed everything from the bottom of the su units. On the top we have the piston cover unit held on with four small screws. Lift it off and unscrew the oil dampener from the cover. See figure 1 and 10.

Step12: Remove the piston and the spring and spring washer. Remember which way the washer faces when refitting.

Step13: We will be refinishing the following components that were originally

painted black. The original paint used by Rolls-Royce may not be available so I have chosen to use a modern urethane product.
1.The S.U.s connected by the throttle shaft. When handling this be careful not to bend the throttle shaft.
2.each float bowl
3.the jet assembly units
4.the two piston covers.
5.the choke assembly
6.the cold air runner
Step14: Order the parts you will need now. Two new jet diaphragms, I believe they have an eighth inch jet but review with your favorite dealer's parts person. Two four-bolt gaskets that connect the S.U.s to the intake manifold. The two cold air runner gaskets, they use two bolts and come in several sizes so get the right size! A gasket to fit the choke assembly to the cold air runner and two round float bowl gaskets.
Step15: Fill a pan with solvent and thoroughly clean all components. I use common paint thinner (mineral spirits) that can be purchased at any department store. Also, using single edge razor blades remove all the old gasket material. The gaskets get like concrete over the years and will take awhile to remove correctly.
Step16: Using 320 wet or dry automotive sand paper, sand each component until all surfaces are free from chips and thoroughly sanded. Wipe down each surface with auto body shop degreaser (matrix mx 8000), a quart is usually about $7.00. Also, pick up a spray can of aluminum etching primer (rm am700), to be found at your auto body supplier.
Step17: Using masking tape, seal off all areas not to be painted, you do not want paint inside any component. See figure 11.
Step18: Spray the aluminum etching spray on all areas to be painted. Make sure each component has been thoroughly cleaned with the degreaser or the paint will not adhere properly. Plan on painting your finish coat as soon as the etching-spray dries.
Step19: mix up your paint for the finish coat. I used concept urethane from ppg in triple black (dcc). It requires a hardener (dcx61) and dt870 reducer. The mixing method is two parts black urethane, one part hardener and one part reducer. You do not want to use spray can paint as petrol will just make a mess!! Of course you will be required to have access to a auto spray gun and compressor. Note: some auto body suppliers sell spray cans that you can load your own mixed paint into!! If you practice a little you can have a perfect finish that looks like a black diamond!! Go lightly when spraying as you do not want runs as this paint has a tendency to flow out!! I dust the paint on lightly carefully watching the flow on the paint. You can always add more paint but runs do not sand out easily!! Also, you may wish to use a anti fish eye product like ppg dx73 to avoid those terrible fish eyes, i use a cap full in each mixing of paint. Urethane paint is only good in your spray gun for about a hour. Then it starts to turn to jelly because of the hardener, so don't mix more than you need!! After spraying, hang your parts on hooks made from coat hangers to dry.
Step20: Wait two days to dry completely and reassemble using the new diaphragms and gaskets. I've chosen to use a copper spray to coat my S.U.s to intake manifold gaskets. The gaskets connecting to the cold air runner and choke assembly should be lightly coated with white grease to keep them from sticking. You may wish to take them apart later to do adjustments. Your S.U.s should work just like they did but not leak any more. Remember it's the diaphragms that keep the S.U.s from leaking as most are dry rotted and cracked and must be replaced. Install the S.U.s and common throttle shaft first. Now install the pistons, springs and piston cover. Make sure each piston moves up and down freely. Alignment of the piston cover is important. Install with the screws loose and move the piston up with your finger and tighten the screws while continuing to test the piston. It's very important that you do not switch any components during the assembly process!! Now fill your oil dampener of each S.U.s with ATF fluid. This is also a good time to check your butterflies for alignment by opening and closing the throttle completely to see if your butterflies are aligned. My butterflies were off center, I loosened the two screws


figure 6


figure 7


figure 8


figure 9


figure 10

figure 11

figure 12

figure 13

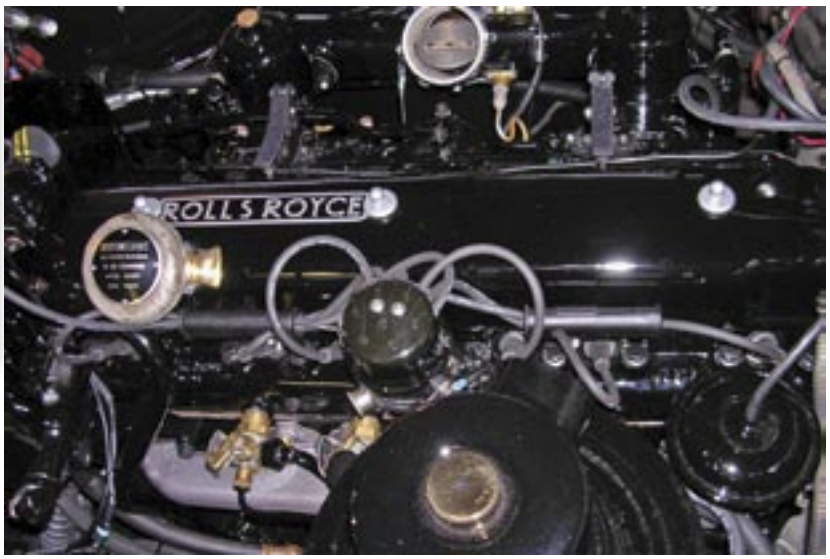
and centered the butterflies. See figure 12. Before installing the cold air runner you may want to synchronize your S.U.s. Your finished product should look as good as mine does! See figure 13.

Optional items to consider:

1. The clearance between the throttle arm and stop is 20 thousands.
2. The two slow running screws are typically set by screwing in all the way then backing out two turns then synchronizing.
3. Your intake butterfly clearance can be set by placing a 1/4 inch by six inch piece of typing paper under the butterfly and then closing them. The butterfly should pinch the paper. By loosening the pinch bolt on the throttle shaft you can correct any gap you may have.

Disclaimer: this article is not intended to teach you synchronization, tune up, jet alignment or final adjustments. There is an article on synchronization at the web site of the Northern CA RROC http://www.rrocncr.org/index.html. Also, Moss Motors offers a tool kit (386-300 $25.00) for several of the synchronization and adjustment procedures. Finally, Ralph Curzon has prepared a RROC video that covers carburetor tune-up, although it is primarily for the Cloud 2 and 3 cars.

A picture of my engine restoration:
Good luck.



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, on our website, send graphic image to webmaster@cloudsociety.org

Society announcements are e-mailed to our membership from time to time. Please make sure RROC national has your correct e-mail address. Those members wo have AOL or Compuserve will most likely not receive hese e-mails as more than 20 members are sent the e-mail. If you would like to receive e-mails, please let your Internet provider know to allow all incoming mail from the cloudsociety.org mail server.