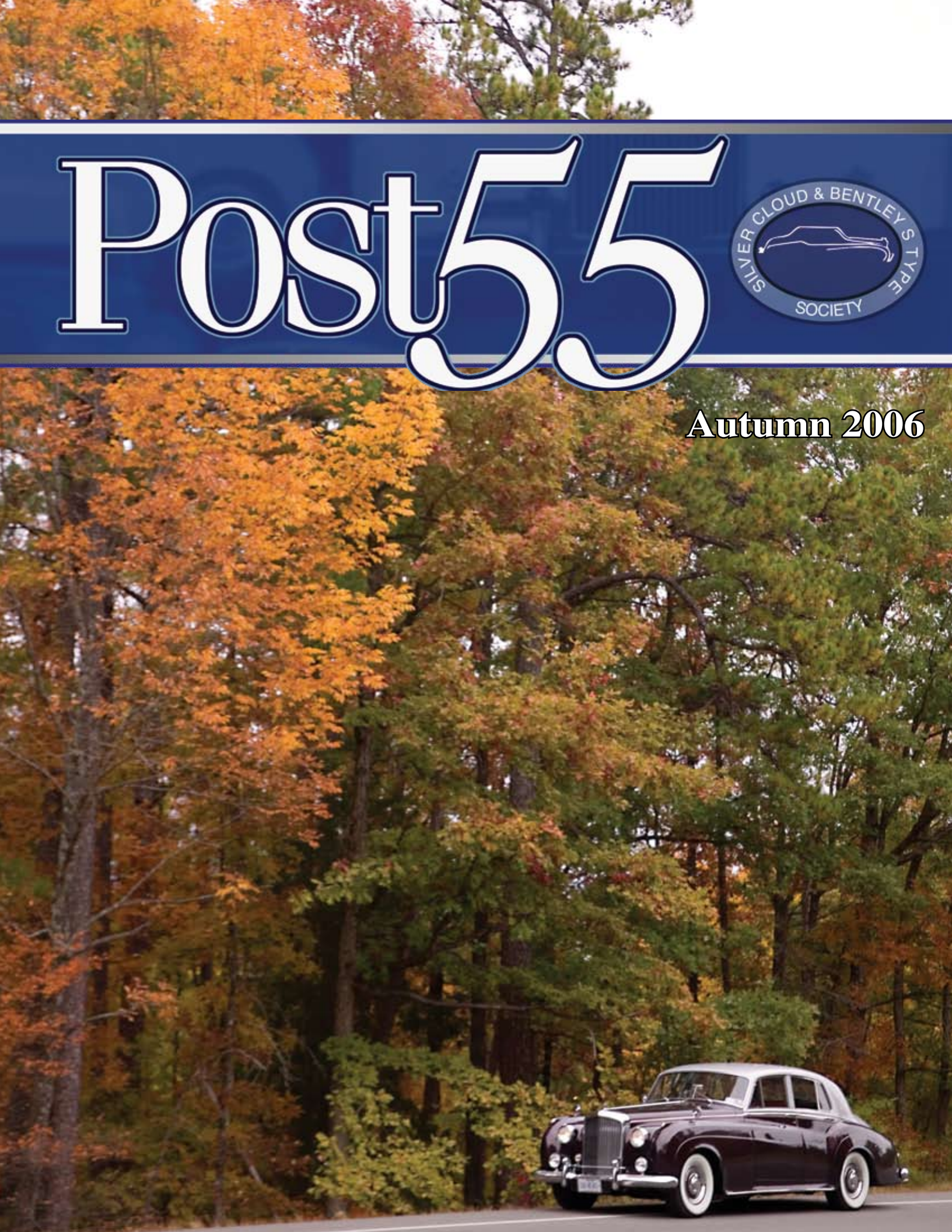
Post55

SILVER CLOUD & BENTLEY S TYPE SOCIETY

Autumn 2006



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To post a picture of your favorite Silver Cloud, Phantom V, or S, send graphic image to webmaster@cloudsociety.org

On the Cover:

Doug Handel's 1959 Bentley S2, B57AA, on tour in Hot Springs Village, Arkansas. Doug is a frequent participant on tours and accumulates some 8,000 miles per year on this motorcar.

From the Editor

Dear members,

Here we are on the eve of the U.S. midterm elections, and I am wondering what have I accomplished so far this year? Is there anything left to do from the beginning-of-the-year's resolution list?

Aside from the 200+ nights away from home to keep up with a growing business in a slowing industry, there has not been much time to enjoy our hobby. But what time I did spent on the cars, has been great fun.

One national tour to the Grand Canyon; one locally organized tour to Hot Springs, Arkansas; a Silver Wraith now almost completely apart from the firewall forward; a host of local regional meals; the National Meet in Chicago; a new (to me) Silver Wraith II that needs tending to; and then being asked to fill a spot on the RROC board for the next few months.

Unfortunately somewhere along the way I forgot to put together this issue and finish directing the work on the website. So here is the Fall issue, and hopefully by the time you read this, our website will again be 100% functional.

I know many of you will be busy preparing your cars for winter. Please do not forget to look at all the technical e-mails and postings Larry Durocher has placed in our library. Many of these tasks can be completed during the winter months, and will make your motorcar safer for next year's touring season.

Please remember to check of the Silver Cloud Society when you pay your 2007 dues in a few days.

Happy holidays and safe travels,

Mike

Contents

Removing, Cleaning and Refinishing the Rear Fuel Filter/Gas Lines

By Larry Durocher (LSCX671, LSZD161)

The fuel delivery system on Cloud II/III cars is outlined below (Cloud/S1 is probably similar for portions of the run):

- Gas flows from the gas tank via a short, cadmium-plated, copper tube (twisted, circular shape) to the rear fuel filter mounted on the chassis adjacent to the gas tank.
- The gas flows through the rear fuel filter and into another longer, cadmium plated copper tube to the fuel pumps. On Cloud III, early in the series, this single line was changed to a copper tube transitioning into a steel-braided rubber hose that connects to the fuel pumps. Jubilee clips clamp the rubber hose to the copper pipe and the rubber hose to a fitting on the fuel pump.
- The gas flows from the fuel pumps all the way to the engine compartment via a very long, cadmium-plated copper tube. Again, on Cloud III cars, this line starts with a steel braided rubber hose (at the fuel pump outlet) that is joined with the cadmium-plated, copper tube via a Jubilee clip.
- At the engine compartment, the long tube end is rubber mounted in a chassis bracket (adjacent to the starter mount) and secured with a washer and nut.
- A steel braided hose carries the fuel from the chassis support to another supporting bracket that mounts on the rear of the right head.
- Finally, another cadmium-plated, metal gas line carries the fuel to the tops of the float bowls on the SU carburetors.

In general, this system must have been a beautiful sight with the underside painted black and the freshly plated lines. Over the years, the finishes have deteriorated and, in many cases, the rear fuel filter has not been cleaned in many years.

In the case of my Cloud II, I decided to start at the gas tank and remove everything and refinish everything to the original finish. It helps to start with a gas tank that only has a small amount of gas in it. If the gas level is above the outlet fitting level, obviously the gas will spill when the fitting is loosened or removed. Even if the level is below the fitting, the system may experience a siphon effect. So make sure the gas level is low and open the drain plug at the bottom of the fuel filter to stop any siphon effect, see Figure 1. This figure shows my Cloud III that has refinished lines and a refinished fuel filter.

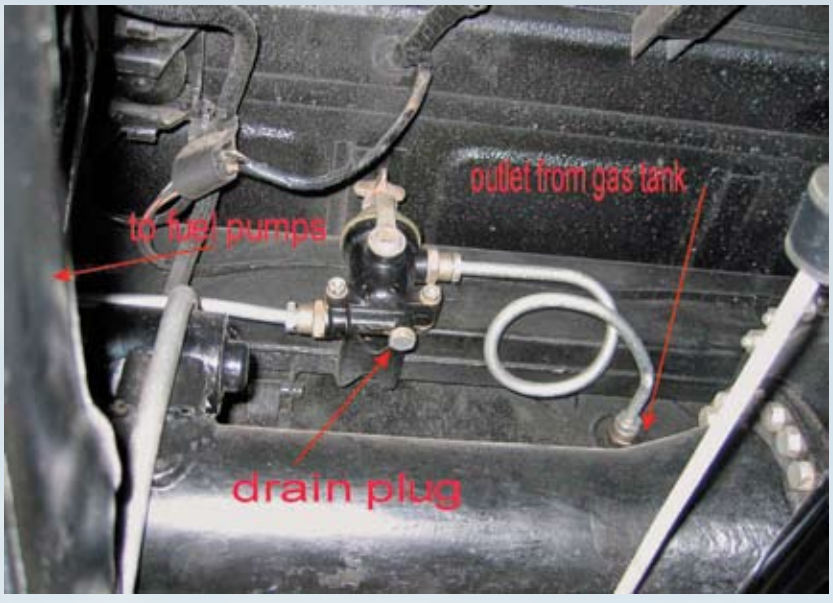


figure 1

If the filter is just going to be cleaned and/or some of the seals/screens are going to be replaced, it does not need to be removed but removing it does make it easier to see what you are doing. The gas lines do not need to be removed to remove the filter, simply undo the fittings that connect to the filter and unbolt the filter. However, in my case, I wanted to refinish everything.

The small line from the gas tank to the rear fuel filter can easily be removed by simply undoing the fittings at each end. The gas line from the rear fuel filter to the fuel pumps is secured by several P-clips (with rubber inserts). Remove the 2BA nuts and washers and open up the clips; then undo the fittings at each end and remove the line.

The rear fuel filter is held to the chassis by a set of two _-28 UNF bolts, nuts and washers. The removed filter is shown in Figure 2. This is a typical filter it is covered with grease, paint, undercoating, etc.

If we unscrew the knob at the top, we can pivot the arms, and remove the top aluminum shell to expose the upper seal and the "innards" of the filter as shown in Figure 3. Sometimes the knob will be frozen, soak the threads in penetrating oil, start by slightly tightening, and then try loosening the knob. Be patient, the knob may have been unopened for decades.

Remove the knurled nut and carefully remove all the parts; lay them on the bench in the order of placement

figure 2

as shown in Figure 4. The rubber seals that are replaced are UR794, UR795, and UR796. As you can see, there are two plastic spacers (small and large diameters) that go between the two gauze filters. A metal sleeve fits over the main stud in the body of the filter and keeps the gauze filters centered. The filters are frequently missing or torn.

To refinish the filter, we need to remove the pivot arms. They are held in place by a Cotter pin on each side. We can also remove the brass fitting for the inlet, outlet and drain. In preparation for painting or plating, we can lightly beadblast all the external pieces as shown in Figure 5.

The pivot arm, the knob, and the fittings can be cadmium plated. The body is painted black. The thin cap on the top is aluminum and is left natural. Do not send any aluminum parts for cadmium plating; the plating will severely erode/corrode the aluminum.

After the parts come back from plating and the body is painted, fit new aluminum sealing washers to the fittings and reassemble with new rubber seals. A refinished assembly is shown in Figure 6.

Of course, in my case, I wanted to replate the gas lines as well. The two gas lines from the gas tank to the fuel pumps are quite easy to remove. The long one from the fuel pump to the engine compartment is another matter. The line is quite long and is held by P-clips (with rubber inserts) at a number of points along the chassis. In general, the metal undersheet covering the lower heater ducting and the lower heater ducting itself must be removed to get access to all the clips. The pipe runs through several opening in the chassis; unfortunately, the tubing has significant bends so the tubing must be straightened as you remove it from the chassis. It is a painful process, particularly if you are working alone. Finally, the front fitting will not clear the holes in the chassis so the pipe must be removed through the engine compartment. The straightened line is about 8 feet long. Make sure your plater can accommodate such a line before removing the line.

Of course, reinstalling, after plating, is also a process. This is copper tubing so it bends relatively easily but it can also kink easily. Use a tubing bender or you may end up with a nicely plated, but kinked and hence useless, gas line.

Don't ignore the fuel pumps in the refinishing process. This is a good opportunity to look at the wires, ground strap(s), condensers, the functioning of each pump, and mounting as well as the overall finish of the pumps.

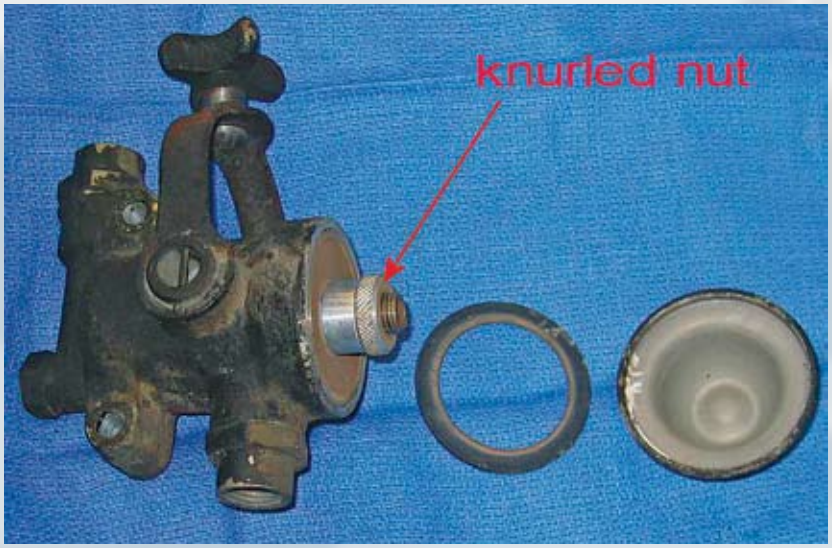


figure 3

figure 4


figure 5


figure 6

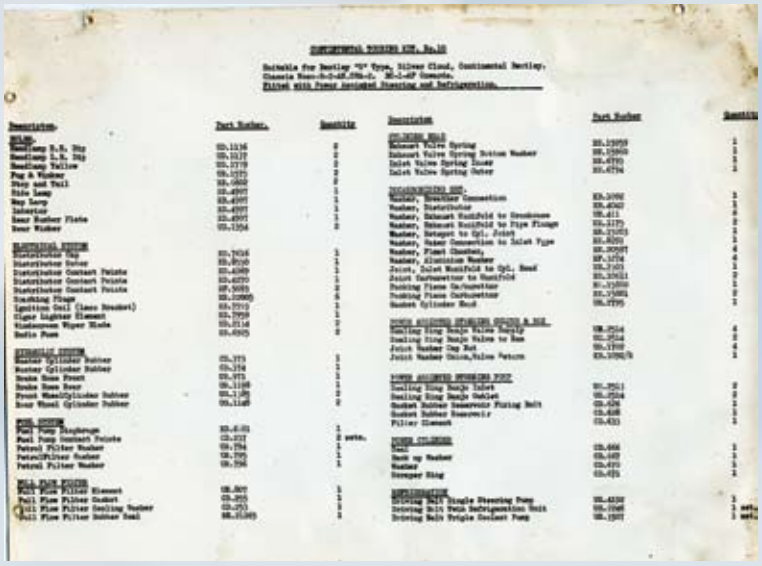
The rarest option for Cloud and "S" Type cars - Overseas Touring Spares Kit

Tim Myrick (SMH177)

One of the rarest options for our cars is the elusive overseas touring kit. These kits were "rented" to owners who would travel away from the dealer network. The kits had most of the items one needed to repair cars on the road.

There were different kits for different series of cars; for example mine is for late Cloud I's with power steering, power windows and air-conditioning. They were also designed based on what country they were rented in. For example kits in England had the smallest number of parts and kits in America or Australia were very full.

This tradition was started in the pre-war years with the tool kits in the cars. The cars coming to America or Australia had almost every tool and spare the company offered, but the cars going to London came with almost no spares. In the post-war years these kits were not included with the cars, they were rented from the dealer network.



The deposit was large so most people returned the kits and just paid for the used parts when the long trips were finished. The following is from the company literature:

"A kit of spares for use in emergencies is available to owners intending to tour abroad. The spares, which are supplied in a box of dimension 27 x 9 x 3 inches and weighing 13 lbs. It consist of various electrical parts, bulbs, joints and other special items which might not be readily obtainable in less frequented areas, and is available on application to the London service department. The cost of the kit is refunded if returned intact, less a small loan charge."

A few of these kits have survived and some of them are amazing. The one I have for my 1959 Silver Cloud has a wonderful mahogany box finished like the interior wood of the cars; it had a hand typed list of parts mounted on the lid. It has a head gasket that is fitted to the top of the box, it also has valve springs seals and even a new fuel pump gasket and a very nicely fitted coil.

I have seen that there are new kits made by a vendor that are very similar to the factory kits. These kits are nice but lack some of the unavailable parts from the past. The new kits are also very expensive they run from $4,000 to $6,000. (Not a bad price when you cost out the price of the parts needed to assemble the kits) So, if you ever see an original one for your car buy it!

Remember when you are at the next National meet take time to look at one if there is one there. They really hearken back to a past time where the BEST CAR IN THE WORLD had the best service and support in the world.

A kit of spares for use in emergency is available to owners intending to tour abroad.

The spares, which are supplied in a box of dimensions 27¼" × 9" × 3½" weighing 13 lbs., consist of various electrical parts, bulbs, joints and other special items which might not be readily obtainable in less frequented areas, and is available on application to the London Service Depot.

The cost of the kit is refunded if returned intact, less a small loan charge.

Refinishing the Windshield Washer Bottle Mount

By Larry Durocher (LSCX671, LSZD161)

The washer fluid reservoir on Cloud II/III is a Lucas glass bottle that is mounted on the left valence. The mounting hardware was designed to hold the bottle securely and isolate (to some extent) the washer fluid from the heat of the adjacent exhaust manifold. After 40+ years, the rubber has usually disintegrated and some of the pieces may have been replaced with inappropriate parts. When I looked at my recently purchased Cloud II, it was clear that some rework was necessary.

The refinished mount is shown in Figure 1. The components are as follows:

figure 1

- Metal frame (painted black)
- Rubber sleeves/cushions on top edges of frame
- Two detachable mounting tabs, one on top secured with two 2BA hex bolts, nuts and washers and another close to the bottom, secured by two 2BA binding head screws, nuts and washers. Both mounting tabs/brackets are painted black.
- Bottom rubber cushion
- Insulating plate (square), originally asbestos, but now replaced with wood or plastic or some other type of rigid insulating material. Has two metal sleeves for the 2BA screws.
- Thin bottom plate (painted black) that is not visible in this figure.

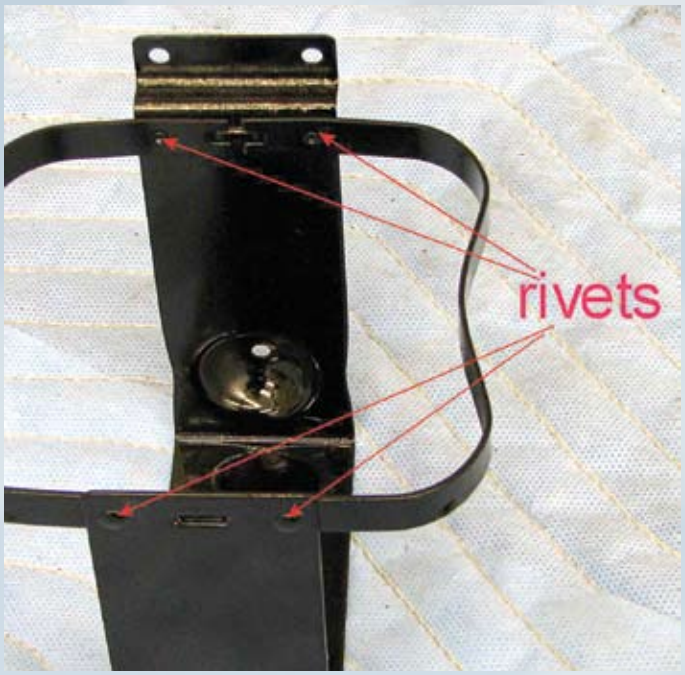


figure 2

The rubber components are typically falling off, have hardened to rock-like material, or are missing completely. This means that the glass jar is loose in a metal frame and is moving considerably as the car hits bumps in the road.

If we remove the 2BA bolts and screws, the basic frame (before installing new rubber) is shown in Figure 2.

The top rails of the frame are riveted to the rest of the frame with four 1/8" rivets. In addition to the rivets, each rail is notched at each end and the notches fit into "bosses" on the frame to stiffen the joint. To get new rubber sleeves/cushions on the rails we need to remove two of the rivets. After using a drill to remove the inside heads of the rivets, the frame rails are free as shown in Figure 3.

The rubber that is needed for the rail sleeves/cushions is a little difficult to locate. Based on cutting the original rubber off the rail, I needed 7/16" OD (1/16"

figure 3

figure 4

figure 5

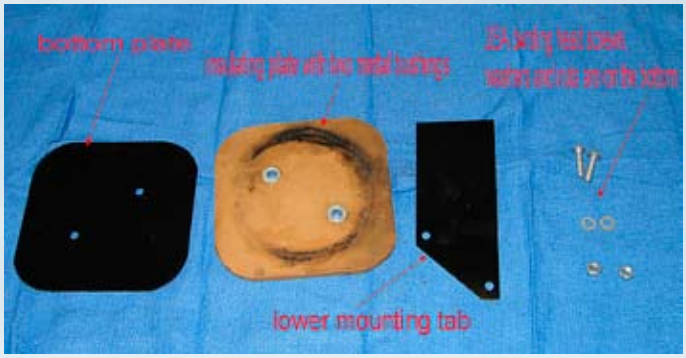


figure 6

wall thickness) tubing. I finally located some at VWR LABshop (866 360 7522); the minimum order is 9.75' (we need about 1.5') and is their part number 62990-728. To cover the rails, we need to cut two lengths of tubing that are each about 6.75" long.

Again, get out the Dawn dishwashing liquid and cover the rails and put a little inside each tube; otherwise, you will not get the tubing on or will rip it as you try to get it on. I have no financial interest in the Dawn product (but it works for me). Push the tubing over each rail. Before we rivet the rails back into place, we should take advantage of the better access and put in the bottom rubber cushion.

The bottom cushion is quite a bit thicker and extends up the front and backsides as shown in Figure 1. The rubber is held in place by four tabs. After opening the tabs, I used _" thick sheet rubber cut to a width of _". Sheet rubber (get an oil and gas resistant rubber) is available from many sources. After inserting the rubber sheet, cut to the appropriate length (see Figure 1), and bend the tabs back down to hold the rubber. When the rubber is in place, the jar is held securely, from front to back motion, by the bottom rubber and is secured from side to side motion by the rubber cushions on the rails, see Figures 4 and 5.

The other lower components are shown in Figure 6. The reassembled, refinished mount is shown in Figure 1. It is bolted to the valence with 2BA hex bolts (with washers).

Annual Banquet

A big thank you to David Seidman for spearheading the 2006 Annual dinner banquet.

For the event, a well-known chocelatier in Chicago prepared a wonderful table gift for each of the guests - a scrumptious Silver Cloud, to be specific a III made of either milk or dark chocolate.

Due to space limitations in this issue we are not showing you any photos of the dinner. We will do so in the next issue of the "Post 55".

Cars at the 2006 National Meet in Oakbrook, IL

photos by Michael Kan.

My apologies if your car was there but is not listed.

B68LDW

B100CU

B275LAA

B287AP

B574LCU

BC40CZ

BC47DJ

BC51LEL

BC80LAR

BC84XC

LLCA66

LSCX169

LSCX853

LSEV283

LSFU223

LSGT605C

LSWC498

LSWC616

LSXC135

LSYB236

SED99

SED213

SGT177

SGT565

SMH105

SXC669

SZB27

Door Latches & Door Problems

Larry Durocher (LSCX671, LSZD161)

As usual, my own problems cause me to look into something that I write up for POST55. Some typical problems that occur with door handles/latches include:

- Push-button does not return to home position
- Inside door handle does not return to the home position
- Door latch (on door itself, on opening side) spins, does not "lock" in position

The push-button is returned to the "home" position by an internal spring in the external door handle. Try spraying a good (thin) lubricant in the annular space between the push-button and handle. Work the push-button in and out (many times) to try to decrease the friction at the interface. In many cases, the push-button will free up and work fine. If there is no spring return, the handle must be removed. This is a bit of a pain since the door panel must be removed and (if memory serves, which is not always the case) the glass must be removed to get at the door handle nuts. Once the handle is removed, the push-button can be easily removed to access the inner spring.

If the interior door handle does not return (after opening the door) to the home position, check to see if the handle has been tightened too much and is bearing heavily on the leather. Loosen the tightening ring, and retry. If there is no spring action, the internal spring in the door opener is broken; the opener is discussed later in this article.

To resolve the last two problems, we need to remove at least the following:

- Armrest (front door)
- Armrest slide (don't lose the two small spacers that keep the slide a fixed distance from the door frame)
- Inside door handle
- Door panel
- Door wood
- Upper steel bracket (under door wood)

I have covered the removal of these items in a prior article on window channels. Figure 1 shows a 7/16" stubby open-end wrench being used to unscrew the captive nuts. On doors that do not have a hand-grip, the wood comes off much easier.

Figure 2 shows a standard steel Cloud III door with all these pieces removed. You can see the large circular boss where the handle screws into the door opener.

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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.

Tour of Enchantment

Michael Kan

The October timetable of the tour through the Grand Canyon and the surrounding areas of Sedona, Flagstaff, and Winslow could not have been staged any better. Except for one afternoon, we enjoyed beautiful sunshine all the way.

Except for some very minor issues along the way, there was not a single failure to proceed in over a week of driving. Some of the participants had come all the way from British Columbia and Pennsylvania and logging over 6,000 miles on this trip.

From Dallas Tim Myrick, Doug Handel, Ralph Curzon, and I caravanned to Sedona over a three-day period enjoying the ever-changing topography along the way.

On Sunday, October 8 we arrived in Sedona and met up with the other 48 participants. The view of Table Top Mountain with the early sun highlighting its shades of red and brown was what welcomed us into town. Following lunch and a relaxing afternoon and registration we walked over to dinner where we got to befriend strangers all with a common goal this week: To relax and enjoy!

Monday we tried to leave early, but a heavy overnight rain required everyone to spend some time drying off his or her cars. Once on our way, both Andy Renny and I were in awe of the spectacular views along the way. First came the scenic drive to Flagstaff from where we drove to Meteor Crater, on to the La Posada Hotel in Winslow for lunch (image 7), and finally the Painted Desert and back to the hotel (image 8) for dinner and a photo-op. It made for a long but incredibly wonderful day.

Day two was a photo-less day on the Hopi Reservation. Out of respect to the people on the Mesas we avoided taking any photos of the spectacular views from the Mesa or the depressing poverty on top of the mountain's "table". This evening we spent in Flagstaff at the Little America Hotel. What a treat this was. Almost as if we were back in the '60s or early '70s! Following dinner we went to the Lowell Observatory where years before the former planet Pluto was discovered (image 9). The structure and most components of the telescope date back over 100 years.

Day three is what I was on the tour for: a return to the Grand Canyon and an opportunity to see the sun rise over the canyon rim. We toured through the Sunset Volcano Crater and stopped at the Wupatki National Monument on our way to the east entrance (image 1) on our way to the Bright Angel Cabins on the rim.

Following an early rise to witness the sun rise over the rim (image 2), we headed back to Sedona for two days of R&R. Right across the hotel's driveway was

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image 1

image 2 by Ralph Curzon

image 3

image 4 by Ralph Curzon

image 5 by Ralph Curzon

image 6 by Ralph Curzon

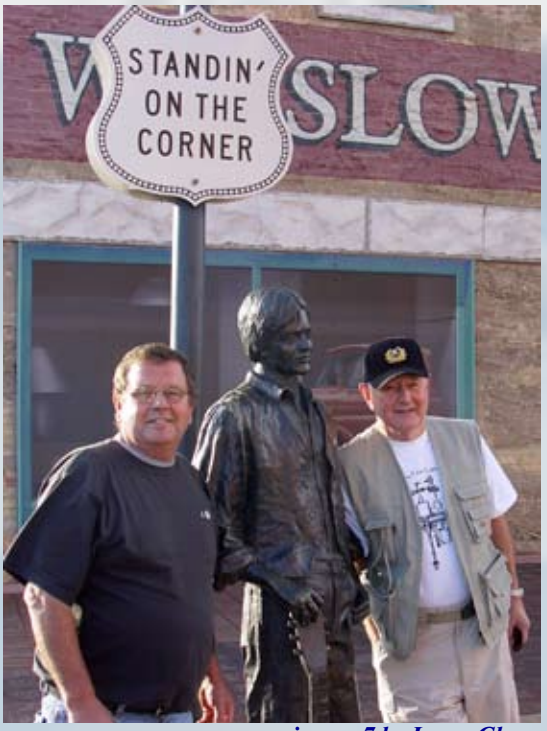

image 7 by Larry Glenn

image 8

image 9 by Doug Handel

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At the "center" of the door, the door opening mechanism is secured to the door with three 2BA cheesehead screws. There is a long "flat" bar that runs from the center of the mechanism to the door latch mechanism. At the latch end, a pin from the latch goes into the hole in the flat bar and is held in place by a Cotter pin.

If we remove the door opener, we see the mechanism shown in Figures 3A and 3B. The springs are shown clearly in Figure 3B. The center mechanism is riveted together and I doubt that new openers or springs are available (I have not checked). I had one broken spring on a door a few years ago; I bought a used unit and simply replaced the one in my car.

Figure 4 (shows one of my spare doors, luckily not my car!) shows the latch itself. It is held on by a number of 2BA cheesehead screws. Unfortunately, if you have a latch problem (always try lubrication first), you need to remove the door panel, etc because the latch comes out through the interior of the door frame.

After removing the 2BA screws, we see the latch as shown in Figures 5A and 5B. The latch is "opened" (gear allowed to spin freely) by either pushing on the push-button or rotating the door handle which pulls on the latch.

The chrome cover (very bad chrome) shown in Figure 5A can be removed by removing the small screws. This exposes the "innards", shown in Figure 6A. This shows everything in the closed (latched position). Notice the metal plate that has a hook that does not allow the gear any clockwise rotation, and allows counter-clockwise rotation against spring action, when latched. This configuration lets the gear move against spring action to engage the fixed rack in the door frame but does not allow the gear to rotate in the opposite direction (and hence allow the door to open). Figure 6B shows that when either the push-button or the interior handle is used to open the door, the hooking plate moves away from the gear and allows the gear to spin freely in either direction. This is a latch for the right side of the car. The action would be the opposite for a left side door.

The gear is removable and can be easily replaced with a used gear. If the spring is broken, I would simply find another used latch.

figure 3a

figure 1

figure 2

figure 3b

figure 5

figure 4

figure 5a

figure 6a

figure 5b

Tour Neophytes

Michael Kan

Twenty-two members of the RROC, JCNA, and CCCA from the Dallas area were joined by another six members from Kansas and Oklahoma on a weekend in Hot Springs, Arkansas during the peak weekend of the autumn colors.

Great thermal baths, relaxing massages, incredible fall colors (see cover photo), superb dining, three substantial private car collections, and best of all great company set the stage for a perfect weekend get-away.

I don't think anyone enjoyed themselves as much as Matson Pearce and Jean Stokes who were on their first tour and packed light for the occasion. Well, come to think of it, being able to ride and drive a 2007 Bentley Flying Spur for the weekend made it quite enjoyable for me too! I have a full photo-essay posted online at: www.leaper.us/Hot_Springs/

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a little gift shop, appropriately named for many of the cars coming in and out of the parking lot these few days (image 5). Some of us enjoyed side trips in and around Sedona (images 4 &6), while others took some time to shop and get a massage.

This was only my second RROC national tour, but as before, I thoroughly enjoyed the week and most importantly built new friendships in a short period of time.

Please consider signing up for a tour yourself. There are two national tours planned for 2007, and the "Dallas gang" will again be heading to the mountains in the fall of next year, see cover photo and below.

A sunset dinner cruise on Saturday evening.

Michael Coup wondering if he EVER brought this much stuff on a month's tour!

One of the car collections we visited this weekend.

Matson and Jean arrive for a ***48-hour*** *visit to Hot Springs, Arkansas.*