

# Post55



Autumn 2007





## From the Editor



In June of this year, I received a board edict restricting what regional and affiliate editors can publish in our newsletters. Never did the board pass such a policy, nor did the board approve such policy at their meeting this past summer, yet I am still waiting for the retraction of this policy.

It has been very difficult to put pen to paper since that despicable memo was sent to all editors, and with over

150,000 airline miles on business since June, the Post 55 has been on the backburner instead of front and center, and for that I owe you my apologies.

It appears that the VP of Communications was trying his best to keep what is going on at the national board from the general membership. One member objected that some board members were receiving club money for work performed without getting competitive bids or disclosure of these distributions in violation of our Conflict of Interest policy as per club bylaws. It is difficult to imagine how much of our members' funds the board has wasted this year in legal battles against a single member who had a federal judge rule that her internal memo contained important matters that RROC officers had a "reason or duty" to receive. She won both federal cases filed against her.

Last news was that a New York court awarded a \$350,000 judgment against the RROC to refund this member's \$350,000+ legal bill. This was the money she was out for simply disclosing a matter of fact, but one that I guess the board wanted to keep hidden from us. Shame on them.

According to our own Society bylaws it is time for elections, and I will step down from this position after this issue has been sent to the printer. I find it tough to continue putting so many volunteer hours into benefitting an organization that is more vindictive than a fun car club.

*Mike*

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

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## Exterior Door Locks By Larry Duracher (LSZD161, LSCX671)

In two POSTSS articles, I discussed the door latches and the mechanisms used in opening and locking the doors. In this short note, I thought I would discuss the exterior door lock. On some cars, they are not working due to breakage or may need to be removed and refinished; the chrome is frequently damaged by detailers using power buffers.

To remove an exterior door lock on a front door, you need to get the window in the fully up position and remove the door panel. On coachbuilt cars, you may also have to remove the interior steel panel that is under the wood/leather door panel. Luckily, you should be able to remove the exterior door lock without disturbing/removing the large glass.

With the door panel (and inner panel if so equipped) removed, you will be able to see the interior part of the exterior door lock, see Figure 1 (not the best picture I have ever taken).



Figure 1

Start by putting a towel in the bottom of the inner door to catch any parts that you may drop. The spring loaded retainer is simply a rod that slides into a hole in the barrel and has a spring plate on each side that bears against the exterior of the barrel. Just pull upwards with your finger or a small screwdriver and it will slide up and out.

The thin brass nut is what provides the clamping load. You will need a large open end wrench to loosen the nut. The nut is about 0.922" across the flats so you need a 3/8 Whitworth (9/16 BSF) wrench. It is right-handed so it needs to be rotated counter-clockwise. Once the nut is loose, you will need to put the key in the lock to rotate the lock rod to an orientation that will allow you to remove the brass nut. **Note the orientation of the beveled washer; it can be reassembled two ways, the right way or the wrong way.** With the brass nut removed, pull off the beveled washer and, from the outside of the door, carefully withdraw the exterior lock from the door opening. Figures 2 (end view) and 3 (side view) and 4 (exterior view) show the parts more clearly.



Figure 2



Figure 3



Figure 4

Note that Figures 3 and 4 show an exterior lock with the spring-loaded weather shields (meant to keep freezing rain and snow out of the lock).

You do not need to remove the lock rod but it can be easily removed by removing the two small screws in the end of the barrel. To remove the weather shield, remove the small screw shown on the right side of Figure 2. Remove the associated flat washer and the spring. Do not lose the spring; you will not find it in your local hardware store. All the parts are shown in Figure 5.



Figure 5

At this point, broken or worn pieces can be replaced. Parts sent out for chroming, etc. In most cases, the actual barrel is not re-plated. Buffing required in plating will usually remove (or disfigure) most of the weathering (rust, etc.).

Reassembling is, in general, very easy. However, if you have the weather shields and you want them to work correctly (snap back automatically to the vertical position) then you have to be very careful in assembling the spring, washer, screw combination. You need to use a small screwdriver to preload the torsional spring. Otherwise, the return torque is too low and the weather shield will not snap back. Have patience, you can get it preloaded and get that damn washer and screw in place to hold the preload.

## *SGT 177 Goes to the Gorge*

*David Seidman, IL*

Many RROC friends asked if we were going out to the Columbia River Gorge in Stevenson, WA for the Annual Meet. We said yes.....then they would ask if we would be taking our SC III, SGT177..... I responded “yes”....and then they would usually ask “are you driving?”. Well, of course the answer was yes. Put it this way: if this was 1964, and you were told that you had to drive some 2200 miles across America BUT you could have your choice of car.....wouldn't many people have chosen the comfortable, elegant, powerful (and air-conditioned) Silver Cloud III? Well, SGT 177 is a car, not a piece of automotive sculpture and she likes to be driven and IS driven regularly. Since the Greenwich, CT Annual Meet in 2005 she has piled up some 20,000 miles.

Well, our choices for a PMC to drive to the meet were limited to the Cloud and our 1936 (un-air-conditioned) Bentley 4.25 – a lovely car, but perhaps not optimal for crossing the Badlands in mid-summer. My navigator (Mrs. DCS, aka Chris) dismissed that concept a priori, so it was to be the Cloud. With rear springs recently re-arched and a new set of Goodyear Regatta 2 tires, miscellaneous fettling and service, she was the picture of the Touring Class Cloud, in which class she was entered for the upcoming Concours.

We began on a warm, cloudy August 1, on I-94, on the western edge of our village of Winnetka (just north of Chicago) and within 150 miles, the SC III was running well enough to be apprehended by the revenue-enhancement team of the county sheriff in some “cheese-head” burg. As some of you know, Wisconsin has NO sense of humor when it comes to motoring, and the little ticket was priced out @ \$236 Yankee. An inauspicious start, indeed, for what

was still to be a glorious trip. Later that day we passed around Minneapolis @ rush hour, on I-694, just about the time of the now infamous bridge collapse a couple of miles from where we were, which we heard about on our next fuel stop.

Our destination on night one was a B & B in St. Cloud, MN and as we drew nearer to it, SGT 177 began to miss ever so slightly. More noticeable when accelerating from a standing stop, she ran nearly perfectly when up to speed (which meant running @ 70-80 MPH]. I checked the points – a former source of trouble – and found them entirely “in spec”. A check of the fuel mileage showed 12.2 MPG, usually a good sign that all's well. Hard to log much better MPG on a V-8 Cloud when one is running at a good pace. So, with her running OK @ speed, I stopped worrying.

We stayed at our first “haunted house B & B in St Cloud, MN, and SGT 177 was having a slightly rough time accelerating from stop. Once again, we had no real problem @ speed. Off to dinner (there ARE no good restaurants in St. Cloud), and a night's sleep in a too-small bed in a charming room. There is an old Scottish saying: “Ye canna be both grand ‘n comfortable”.....and that certainly applied here.

On the road (I-94 again) in the morning. We chose the Northern Route (I-94 vs I-90) as Sturgis, S. Dakota is on the other route, and approximately 30,000 bad-asses on Harleys were to be converging there about the time that we would be driving through. I figured that if 95% of them were perfect gentlemen, that still left 1500 drunken wild men to deal with, and staying in a town that has been turned into a biker bar – from one end to the other – seemed inadvisable. Our next destination was Dickinson, ND at the northern edge of the Badlands, a college town and the site of our next haunted house B & B (larger house, bigger beds, more expensive). As with the last place, the owner kindly gave us a special place to park and the Cloud was never excessively exposed. That evening we went over to Medora, at the entrance to the Theodore Roosevelt National Park, had dinner @ the Rough Rider Hotel (frequented by Teddy), had Bison steaks, and saw the variety show in Medora, a wonderful pastiche of country music and dance – uniquely apropos to the venue, set amongst the Badlands hills.

The Badlands were easily seen while running along I-94 and didn't require any extra side trips through the Park – good thing, too, as we were a little short of time. When one drives across western Minnesota, North Dakota, etc., one is impressed how many miles of miles and miles there are – and we were grateful for the higher speed limits out there (vs. Wisconsin, for example). Also impressive was the sight of the extra long freight trains, a couple of whose engineers gave us a quick

wave and a blast of their whistles. As we drove by the wheat fields, harvest was in progress and that is quite a sight; a factory-like approach to cutting, threshing and pouring wheat into large semi-trailers right on the fields.

The terrain turned steeper, and the Cloud had a little struggle with the hills, as she was producing something less than optimal power, and the outside temperature was @ 100 F. I was eyeing the temp gauge regularly, and as it climbed, I stopped and added water when needed (we brought a gallon jug of water along, a lesson learned from touring with the 1936 Bentley).

The overheating became worse, the radiator – when the cap was off - looked as if the front part was dry while the back part was full (a seam running 90 degrees from the axis of the car divides the sections). Worse, three globs of solder – looking like silvery Hershey kisses – could be seen on top of the front coils. Surely, something wasn't right and clearly we didn't have full flow in the radiator. This was not a time to have that item malfunction. After another water refill at a rest stop, I decided to stop in Billings, MT to see what could be done. When in strange and smaller towns, you cannot expect to find a R-R mechanic; one isn't needed if only you can find an older mechanic who is not afraid of PMC's.

Best advice is to find a NAPA store and ask who is good with older V-8 cars of the 50's and 60's. So we did, and I was guided to a fellow who had a '66 Chrysler Imperial and a '61 Buick in his place. He made some calls but couldn't find a radiator shop that was open on Saturday (it was 4:30 on Friday afternoon), but he got some radiator flush chemical, put it in, suggested that we drive it a bit, go to dinner, find a hotel, and come back in the morning and he would remove the hoses and do a back flush.

Following that, our radiator problems subsided. The bad news is that Billings was 200 miles short of our original destination that night (Big Sky, MT), so we had to cover 700 miles the next day. About 150 miles west of Billings, the A/C - which had performed beautifully up to that point – died. The outside temperature had cooled down to the lower 90's so, with the windows open, we proceeded on to Walla Walla, WA, and our third haunted house, arriving there @ 11:30 PM (even *after* gaining an hour with the time zone change). Driving there from Spokane, WA we left I-94 for US 195 south through a fascinating sight: the Palouse hills, a glacier remnant of rich topsoil now covered with the most densely planted wheat fields we had ever seen. They actually looked like a giant sisal doormat! Chris got a wonderful picture out the window of a shadow of the Cloud in the setting sun, reflected on the edge of a wheat field. [Note that many of the pictures taken out of SGT 177's windscreen show just how many bugs we killed along the way!]

Walla Walla is a lovely old college town (Whitman College) and well preserved architecturally. It is also the center of a segment of the Washington State wine industry, so we tarried at a couple of wineries just outside of town and had a couple of cases UPS'd home. Then, on to Stevenson and The Gorge, about an additional 200 miles which – by now – seemed like nothing. As we drove along the Columbia River, the scenery changed from the near desert around Walla Walla to a much cooler pine forest look – most welcome after our hot trek. The scenery along the Columbia is awe-inspiring, especially for a couple of flatlanders from Chicago. Dave Pass and Dick Tilden surely know how to pick a spot for the Annual Meet.

The Meet was a great success, the SCS dinner a very different and special venue (a paddlewheel steamer on the Columbia). You can read Michael and Dale's reports on the meet, elsewhere in this issue. Unlike most of the other meets that I have attended, this time I didn't take time to attend tech seminars, etc., as the trips in the surrounding mountains and rivers beckoned, and we succumbed. Glad that we did, too, Chris and I had a wonderful time as the scenery is incomparable.

At the Meet, after asking several local area RROC members for a recommendation of a service shop, I was advised by all to try Steve Mason in Kent, WA (just outside of Seattle, near the airport). Steve, who had his Corniche coupe in the Concours, looked over SGT 177, heard her run, and immediately pronounced her running on 7 cylinders. Further, he quickly determined that the A/C compressor was trashed, and that the radiator needed the full treatment. He agreed to take her in on Monday.

On Sunday, we drove to Bainbridge Island, next to Seattle, to visit friends and took the Cloud to Steve on Monday

morning. His shop is as clean as a hospital (nearly as clean as Albers' shop in Zionsville, if you have ever been there), and when we pulled in there was one R-type, one S-II, one 1931 P-II and a '77 Shadow. We felt that she would be in good company. By sundown Monday, I heard from Steve that we had zero compression on B-2, but that the other cylinders all showed 125+ PSI. SGT 177 was not going to drive back to Winnetka the next day. Further removal of the head showed an exhaust valve that looked like something had taken a bite out of it. We checked SGT 177 into Steve's clinic and agreed to return when she was ready for the second leg of our trip.

Up until this point, SGT177 never FTP'd, though she did FTPC ("failed to proceed cheerfully"). Then we flew home with every intention of resuming the motoring journey when the Cloud is well again. Some careful repairs @ Steve Mason's

## **Radford Goodies**

*By Tim Myrick*

I have collected many rare Radford goodies as I finish restoration of my 1958 Radford Silver Cloud. Many of these items have gone missing over the years, I have done much research on the original items offered with Radford Countryman. First let's talk about Harold Radford and then I will describe the goodies pictured.

Harold Radford decided to enter the coach building trade during the period of the early post-war period, i.e. during a time, when independent coach builders were hit by fading demand. His first designs based on pre-war utilities and general purpose vans as used during wartime were translated into reality on Bentley Mark VI chassis. Within a few years Harold Radford had a controlling interest in Seary & McReady and the company was relocated from Southgate to Ealing and the name was changed to Harold Radford (Coach builders) Ltd. Hence this company was responsible for all the later creations on chassis Bentley Mark VI, Bentley R- and Bentley S-series as well as bodies on the sister models with the square radiator. The name of Harold Radford quickly became synonymous with quality coachwork and luxurious interior appointments. From 1951 until 1963 Radford had his own stand in the Coach building Section of the London Motor Show and the company was awarded a bronze medal in 1952 and no less than nine (!) silver medals during the following years. However there was the fact that bodies built in the traditional way by skilled craftsmen were almost prohibitively expensive at some 50 to 60 % above the price of a standard body ex factory.

From the vast range of over 40 luxury optional extras as offered in Radford's brochure quite a few had been pictured here including picnic tables enhanced by cup-holders, cigar-humidor and writing table in the rear armrest plus cabinets with various uses behind the front seats, drinks cabinet and accessories as well as large lockers in the front doors for various purposes. Redesigned front seats with reclining squabs provided to convert seats to a bed. Harold Radford maintained he had been the first to be allowed by Rolls-Royce to fit 'Webasto' sunroofs. Two small toadstool cushions which screwed into the rear overriders plus a special picnic table to be fitted to the car's boot enabled to celebrate a picnic in style. Hope this will help define these rare items





4" Boot enlargement



Wind deflectors on cars with Wabesto sunroofs.



Rearseat bars with original glasses and leather covered flasks by James Dixon.



Front seat cut-out to provide more leg room for the rear passenger.



Folding rear seats



Pipe Holder



Table and toadstool seats mount to the rear bumper.



Front-door cubbies with cordials



Wabesto Sunroof



Rotofair light mounted to the front of the car can be pointed from side to side from the dash, like the current rave on the BMWs.



A Dictaphone often pictured, but never found with the cars.



Picnic set made by Sirram is often missing from the Radford cars.