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My 1914 Royal Mail

By Paul Fisk, VCCA #43840, Emmett, Idaho, Photos by Kim Fisk

I bought the car from Andy Moline in Portland in about 2006. Andy had trouble with the car and hadn't driven it for 20+ years. I didn't get much of a test drive. It was raining and it didn't run very well. In addition, the cone clutch was lined with Kevlar and it nearly jerked my teeth out every time I started out in first gear.

The first thing I did when I got home was to drive down to the local DMV office to change the title and register the car. The title was still in the name of the guy Andy had bought it from, but a quick call to the "antique" expert at DMV headquarters in Boise took care of it. I got home, parked the car and went inside. When I came out about an hour later, water was coming out of the exhaust pipe. As it turned out, there was a crack in the cylinder head between one of the exhaust ports and the water jacket. I later found out that this is a common problem. I went through four or five cylinder heads before I found one that pressure tested okay with no cracks. Anyone need a boat anchor?

While the car was down for these repairs, I had the basket on the back made by Beth Schmidt. She and her husband Alan, own restoration Supply Company in



Paul Fisk's beautiful Royal Mail has a basket on back to store things when he goes on tour.



California. She does a wonderful job at a very reasonable price. It looks nice on the car and gives me a place to store all the stuff you need to carry with you on a tour.

The next step was to reline the clutch cone. I sent it to Bob Knaak in California who relined it with leather. He also added some compensating springs that were missing and with a little neatsfoot oil, the clutch is now smooth. I also made a spare tire carrier. I used pictures of the Royal Mail in the GM Heritage Museum to determine what it should look like. The magneto conked out on me a few months later while on a tour. I had it rebuilt and the car has given me years of trouble-free enjoyment since.

I have a few other antique cars, but the 1914 Royal Mail is my favorite. It has that racy, under-slung look to it, is fairly rare and has a lot of get up and go. ➡



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