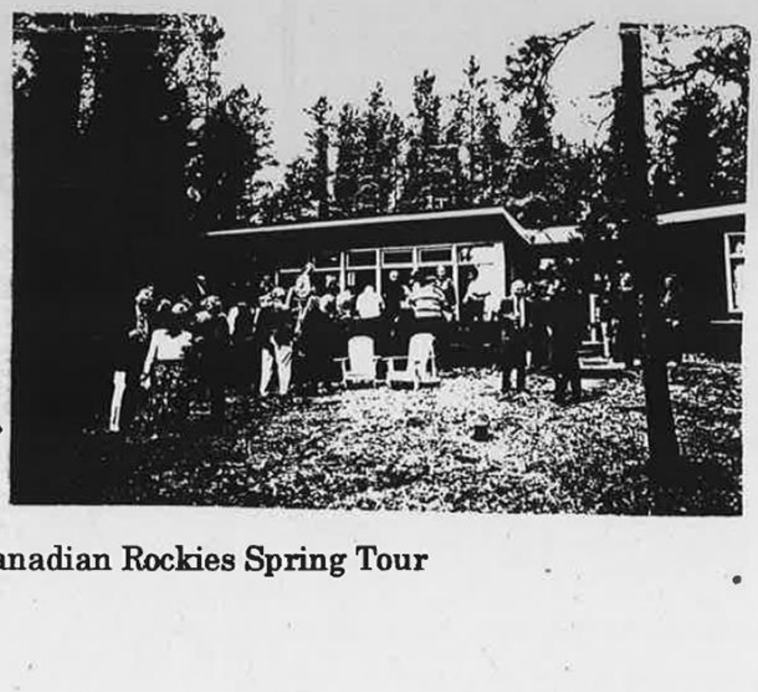
THE PRAIRIE LADY

September - October, 1996

Entourage in front ⇧ of the Banff Springs Hotel



Reception hosted by David Morris. ⇨

1996 Canadian Rockies Spring Tour

Chairman:
Rob Manderson
Calgary, Alberta

Treasurer and Memberships:
Francis Chan,
Edmonton, AB

Events:
North: Howard Lengert
Calmar, Alberta

South: Reg Collings
Calgary, Alberta

Newsletter Editors:
Lorraine Collings
Calgary, Alberta

Archiver:
Howard Lengert

Regional Representative:
Reg Collings

Regional Director:
Terry Murphy
Calgary, Alberta

CAN-AM Prairie Region Newsletter
The Prairie Lady is published four times a year. Members are encouraged to contribute articles and photos. Please identify individuals and quote car serial numbers.
Private advertisements for Rolls-Royce/Bentley sales, wants, or parts will be published for members at no charge. For car sales include chassis number and asking price.

UPCOMING EVENTS

NATIONAL EVENTS :

- April 6 - 11, 1997
  R.R.O.C. Spring Meet
  Texas

- July 21 - 27, 1997
  National Meet
  Homestead, Va

REGIONAL EVENTS :

- **September 22, 1996**
  Howard Lengert's Collection
  (see info sheet)

- **October 27th, 1996 (Sunday)**
  Annual Meeting
  Blacknight Inn, Red Deer
  11:30 a.m.

- December, 1996 (TBA)
  Christmas Get-together

Other Events

- October 10 - 12th, 1996
  Hershey Swap Meet

- May 17 & 18th, 1997(changed date)
  Portland Swap Meet

CHAIRMAN'S CORNER

As some of you know, I went to French Lick to the Annual Meet. As usual it was very interesting and learned a lot about the cars, and more than I wanted to know about some very unpleasant politics going on in the National Club at the moment.

Unfortunately plan 1 (to take the PII to the meet) didn't come off due to three sets of incorrect pistons coming from various reputable places. I now have the correct RR pistons and the PII will hopefully be at our Autumn Tour at Wetaskiwin all going well. At any rate I arrived at Louisville, Kentucky on Monday and drove through the countryside to the resort of French Lick, founded in the mid 19th century for people to "take the waters" The heyday of the resort was in the 20's and 30's when the resort seems to have been a hotbed of political intrigue. The hotel is huge and in a small town which seems to exist mainly to service the hotel.

As usual at the meet there was lots to do, although being out in the boonies the ladies didn't have the relaxation of shopping. The seminars I was mainly interested in were the PII sessions which were well presented and informative. Vintage Garage brought their PII chassis as well as their cut-away PII engine and axles. The spares as usual relieved me of a lot more than spare change.

It was unfortunate that the whole meet was spoiled for so many of us by a small number of mal-contents who have brought a lawsuit against the club alleging gross financial management. This group when asked to provide evidence to a financial committee formed to examine their allegations was unable to provide any evidence of any wrongdoing. A lot of us at the meeting were somewhat mollified when this group agreed to drop the court case, so these people were not expelled from the Club as to my mind they deserved to be. I have now heard that this group have reneged on their promise to cancel their lawsuit. The board is to have a special meeting at Mechanicsburg to decide on the course of action. Hopefully draconian measures can be avoided.

It may well be that this group will plan to contest the election of National Officers in the coming months, as provided for in the regulations. I would urge you to contact either Terry Murphy or myself so as you are up to speed on what is going on with this vexatious lawsuit, brought by a group complaining about the finances of the club but costing the club dearly in legal expenses, despite remedies to their complaints being available to them through the grievance process in the by-laws.

On a more cheery note I hope you will be able to attend our Autumn Tour in the north yet again. We will visit with Howard Lengert, who now has a truly spectacular collection of PMC's and this is well worth the trip on its own.

The Annual Business meeting will be held in Red Deer as usual, but a little earlier this year to try to get better weather. Anyone wishing to stand as an officer of Prairie Can-Am is welcome to come to the meeting and stand for any of the positions. So far all the incumbents would be willing to continue to serve is this is the will of the meeting.

Rob Manderson

RROC Canadian Rockies Spring Tour - May 19 - 25, 1996

A considerable amount of information has already been written so we thought we would talk about the highlights of hosting a tour and briefly comment on the daily events.

First of all, in the year prior to the event taking place, time goes by awfully fast. Quite suddenly a great deal needs to be done, and not much time to do it in. (I'm sure this happens to everyone organizing a major event). Do try to get everything done as far in advance as is possible. Amazingly, the pieces of the puzzle do come together.

Don't do too good of a job or you all will want to come back real soon. (We're still a little tired.)

Pray for reasonably good weather. It worked for us!

As a small region (in terms of people) we proved that we could create enough interest to host a successful event. This kind of surprised us too!

Seriously, having 37 cars in the tour pleased us immensely. We were told that any spring meet with 24 cars was considered a good turnout.

Sunday was registration day with Diana & Mel Knight meeting and greeting all attendees at the Palliser Hotel. That evening a lovely buffet was served.

On Monday, our Chairman, Rob Manderson bravely led the tour to Banff as well as in and around Banff. (He had just four weeks prior pieced his newly purchased PII together). Tuesday we enjoyed a wonderful dinner at the Banff Springs Hotel.

Wednesday we drove to Jasper. It was cool, but it did not rain. Many enjoyed the local sites in the area. David Morris hosted a delightful reception at his lovely lake front home. This was followed by a very enjoyable dinner at the Jasper Park Lodge.

Lake Louise was the last stop of this picturesque tour. The Inn we were at had a nearby gazebo which was the site for our BBQ. Following dinner, a few awards took place. The RROC National Trophy for Excellence in Touring was presented to Rob Manderson. Ladies Choice was David Morrison's 1923 Silver Ghost. Other acknowledgments were made to Mel & Diana Knight, Frankii Niewchas, Darcy Collings and John Peirson.

All the cars made the trip with no major breakdowns. Some minor troubles were brakes dragging, a new gasket to cure a fuel leak, broken valve spring and a flat tire.

With a smaller group such as the one we had , it was easy to get to know a wonderful group of people.

........and it was our pleasure to have you here!

The Oil Can Corner

By Bob Wright
Reprinted from the Lone Star Lady
Mar./April '95

Very little has been written on the subject of grease in *The Flying Lady* or other RROC publications. This may be because most of the chassis lubrication of our PMC's is with oil through the centralized Bijur system and only the wheel bearings, propeller shaft bearings, water pump and distributor cam are lubricated with grease. Also, most of the greases recommended by Rolls-Royce in the original owner's manual or in a Rolls-Royce service instructions are no longer available. So a question that often arises in which grease should we use from those available at our local auto parts store?

What is a grease? Grease is nothing more than oil that has been made semi-solid by the use of a thickener. Although the thickener is a very small part of the grease, (usually less than 10%), it is the thickener that controls most of its properties and determines its application. However, it is the oil that does the lubrication. The advantage of using grease in certain applications is that being semi-solid, it stays in place without elaborate seals and does not leak out of the bearing cavity or joint. It is also excellent for those applications that are difficult or impossible to re-lubricate.

Greases are usually classified according to the type of thickening system used. The major thickener systems used today are metallic soaps, inorganic clays and organic or polyuria thickeners. The most prevalent, by far are the metallic soap thickeners, manufactured by reacting a weak organic acid with a metallic base such as calcium hydroxide or lithium hydroxide. Since practically all automotive greases are metallic soap thickened, we will limit our discussion to these types of greases only.

The very first greases developed were calcium soap and sodium soap thickened grease. These early greases performed adequately but had certain limitations. The calcium soap greases had excellent water resistance but would liquify at elevated temperatures. Sodium based greases resisted high temperatures but would wash out in the presence of water. These are primarily the type greases recommended by Rolls-Royce for those cars manufactured through the late 40's.

Just prior to WWII, a new soap thickener was developed based on lithium hydroxide and stearic acid. This grease, commonly referred to as lithium based grease had comparable heat resistance of the sodium greases but with the water washout resistance of the calcium greases and as a result could be used in virtually all automotive applications as multi-purpose automotive grease. This is also the grease that can be recommended for most of the applications on your PMC, from wheel bearings to water pump lubrication.

Additives are often blended into greases to enhance certain properties such as rust protection, oxidation inhibition, water washout resistance or bleed characteristics. They are also added to impart extreme pressure or anti-wear performance. One such additive, found in many automotive chassis greases, is molybdenum disulfide, a solid lubricant used for extreme pressure or EP protection.

Greases are also classified by their consistence. The National Lubricating Grease Institute, (NLGI), established a system of numbers from 0000 to 6, to define the consistency or hardness. The hardness of a grease is controlled by the amount of thickener used - the more thickener, the harder the grease. An NLGI 000 grade is the softest, being almost liquid, which the NLGI 6 grease is brick hard. The majority of automotive greases are NLGI 1 or 2 with 2 being the most prevalent. An NLGI 1 would only be used in severe cold climates or where a softer grease was required. NLGI 5 or 6 greases are sometimes used as stick lubricants for door locks and jams.

With the advent of disk brakes in automobiles, the temperatures in wheel bearings increased, requiring a grease with higher temperature ratings. This brought the development of complex greases. These are metallic soap greases that have been reacted with a second acid which "complexes" the soap structure and makes it more heat resistant. Complex soap greases have a temperature range about 100 deg. F higher than the corresponding simple soap grease. Both lithium complex and aluminum complex are widely recommended for wheel bearings in cars with disk brakes.

In 1994 grease manufacturers began marking their greases with a performance symbol similar to the API service designation used on motor oils. This symbol was developed jointly by NLGI and the API and describes the performance applications of the grease. The highest designation is LB for chassis greases and GC for wheel bearing greases. When selecting grease, choose one with these designations.

Finally a word or two about grease bleed characteristics. All greases will exhibit a tendency to bleed some oil from the grease. This is how the grease lubricates the bearing by allowing a small amount of oil to bleed from the grease. It also follows that when the grease is allowed to stand for a long period of time, some free oil will appear in the container, particularly in depressions formed where the grease has been scooped out. This does not mean the grease is no longer usable. Simply take a stick or paddle and mix the oil back into the grease. Most greases should have an almost unlimited shelf-life if protected from contaminates or extremes in temperatures.

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Is Your Air Conditioner Fully Charged

The Effects of CFC Elimination on Older Cars

By David Deppe

Reprinted from The International Lady, Vol. 23 No. 4, Spring, 1995

You may have noticed that small cans of Freon refrigerant are no longer available at the local auto parts store. Federal regulations now in force have had a major effect on the cost of maintaining the air conditioning system in older cars.

Freon Refrigerant "CFC-12" has been designated by the EPA as a substance that depletes the earth's ozone layer. This product has been used for many years in automotive air conditioning systems as well as in other types of refrigeration systems. An environmentally friendly substitute, called "HCFC-134a" has been developed to replace CFC-12. The air conditioning systems in new cars are filled with HCFC-134a. Dupont, the major manufacturer of CFC-12, has ceased producing this product.

Unfortunately for the owners of older cars, HCFC-134a is not compatible with many systems which are currently filled with CFC-12. Cars less than five years old can probably be converted to HCFC-134a fairly inexpensively because car makers knew this change was coming and incorporated technology into their air conditioners so these would accept the new product when it arrived.

For cars more than five years old major changes in seals and hoses will be required to allow use of HCFC-134a refrigerant. A conversion could cost anywhere from $200 to $1,000.

Maintaining supplies of CFC-12 for use in recharging and repairing older systems will be a major challenge because it will only be available by reclamation from scrapped cars. Cost of CFC-12 has increased significantly because supplies have been reduced.

Owners of older cars with air conditioning should have the system completely checked. Worn hoses should be replaced and the system fully charged with CFC-12 before it becomes prohibitively expensive or impossible to obtain. Insuring that your system is in top condition will prolong its life and postpone the inevitable expense of converting to HCFC-134a.

Note: Technical details for this article were obtained from a Tech Brief in the May, 1993 issue of Automotive Engineering magazine.

NEW MEMBERS:

Effective February, 1996 all new national members will now be offered a free 1 year membership in their local region.

Step 1 - Member sends in yearly dues and one time initiation fee to join National RROC. He/she is informed that he/she is automatically a member of the local region.

Step 2 - RROC HQ continues to send the Region Membership Chairperson on a weekly basis a copy of the national membership application form.

Step 3 - The local region adds the new national member to the region roster. The new member must receive all region newsletters and receive written or verbal confirmation from the region that he/she is a member of the region.

TOUR AND LUNCH

July 14, 1996

Surprise! Surprise! What started out as just a couple of people coming for a drive and lunch, pleasantly turned into a six PMC tour. The following participated: Ron & Gillian Venter, Norm Gilliham, Rob Manderson, Terry Murphy, John, Marlene & Nicole Chorny, George & Donna Pope.

A lovely sunny day resulted in a very pleasant drive to Nanton. Here is the site of the Nanton Lancaster Museum. After a leisurely tour of the museum, the group headed to Longview for an enjoyable lunch.

Brake Fluid (Albers Service Bulletin #002)

Reprinted from the Lone Star Lady 94-5

Almost daily we are asked what the correct brake fluid is for us in the Silver Cloud/Silver Shadow models. Our reply to that question is RR363 brake fluid.

The original brake fluid in the Silver Cloud and the Early Silver Shadow series was Girling Crimson.

This fluid was later replaced by Girling Amber (1968) which was then replaced by Girling Green Brake Fluid (1970). Girling replaced all three of these with their LMA brake fluid. Some of these changes were brought about by D.O.T. requirements.

During this period of product change, the lubricating ability was found not to be up to Rolls-Royce requirements for their special hydraulic/brake systems. Rolls-Royce then worked with Castrol to develop a special fluid for application in their cars. **RR363 is the only brake fluid recommended by Rolls Royce for use in the Silver Cloud/Silver Shadow series.** Our experience with this fluid (over 15 years) has been outstanding when used in accordance with recommended factory service schedules.

Failure to use the proper fluid can result in the following complaints:

1. Noises in the hydraulic systems.
2. "Double action" feel of the brake pedal.
3. Sticking distribution valve plungers.
4. Fluid "Jell" condition.
5. Fluid leakage.
6. Hydraulic hose/component deterioration.
7. Contamination throughout the entire system.

Never use any type of American brake fluid under any circumstance as the seals in the system can deteriorate quickly. Mixing of fluids should always be avoided.

Warning: Some coachbuilt models with a 50000 chassis number and all 17 digit vehicle numbered cars require a special type mineral oil and **not** brake fluid. **Do not mix mineral oil and brake fluid.**

RRROC WWW Home Page

The RROC now has a World Wide Web Home Page at URL:
http://www.virtualforum.com/rroc

The home page has been developed and is being maintained by Tony and Kathleen Esser, members of the Atlantic Region. It contains information about the RROC, a parts exchange where members and non-members can post parts for sale or wanted, frequently asked questions(FAQ), the car of the month picture, and links to other car sites on the WWW. You can get access via any computer with a modem and Internet provider.

In addition there is a Member Services link which is name and password protected. This link leads to a schedule of national events, a roster of regions and regional home pages, if they exist, and, in time, the Club Store. To gain access to the member services section the "surfer" must use the name "THORNTON" and the password "5727D729". Please do not send this information to other members via e-mail since e-mail is not secure.