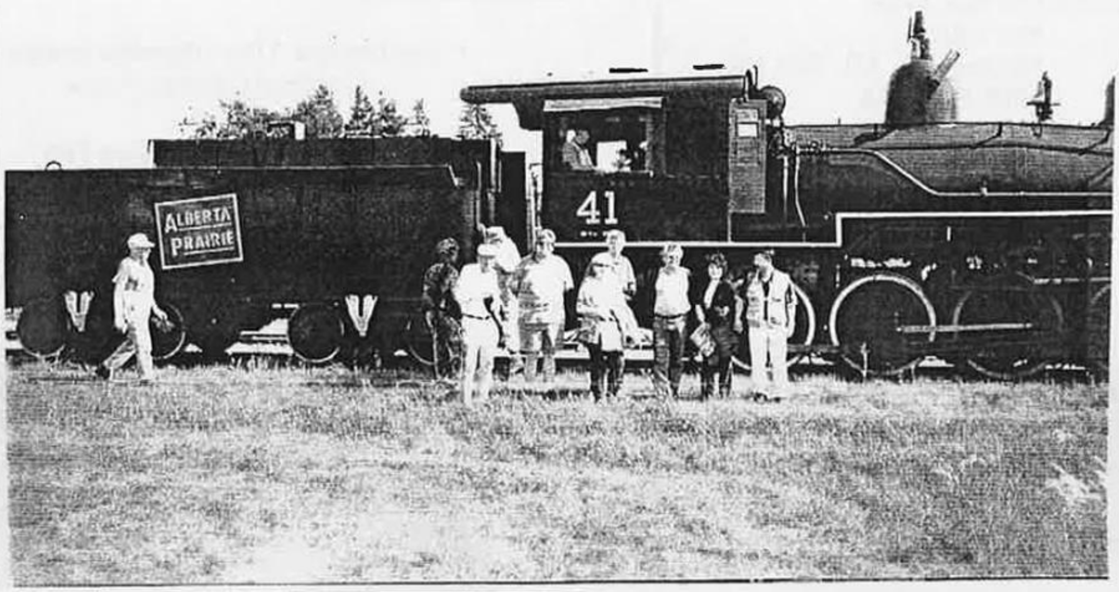
THE PRAIRIE LADY

Rolls Royce Owner's Club - Can-Am Prairie Region

SEPTEMBER - OCTOBER, 1999



Stettler Train Excursion
Howard Lengert, George Pope, Mel & Diana Knight, Rob Manderson
Francis & Winnie Chan, Cal Elliott (fireman on train)

Chairman:
Rob Manderson

Calgary, AB

Treasurer and Memberships:
Francis Chan,

Edmonton, AB

Secretary:
Lorraine Collings

Events:
North:
Michael Bell,

Edmonton, AB

South: George Pope

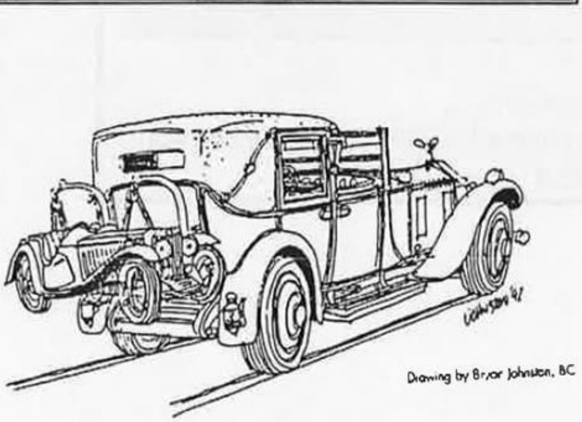
Strathmore, AB

Newsletter Editor:
Lorraine Collings

Calgary, AB

Archiver:
Howard Lengert

Calmar, AB



Drawing by Bryan Johnston, BC

<u>CAN-AM Prairie Region Newsletter</u>

The Prairie Lady is published five 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.

Every effort is made to publish accurate information but the Club and its Directors cannot assume any liability for loss or damage arising from any information contained herein. Statements attributed to individuals do not necessarily reflect the Club or Region's policy.

<u>LEGAL NOTICE:</u> The Can-Am Prairie Region is under the direct control of the Rolls-Royce Owner's Club.

UPCOMING EVENTS

REGIONAL EVENTS :

<u>SOUTH EVENTS:</u>

- September 11th - **Numtija Lodge**
  Contact George Pope
- September - **Tech Session TBA**
- October 17th, Sunday - **Annual Meeting**
  Black Knight Inn, Red Deer
  11:00 a.m. Brunch followed
  by a short business meeting.
- December 5th, Sunday - **Christmas Social** @Reg & Lorraine Collings' home 2:00 p.m.

PLEASE NOTE

Submission Dead Line for the Nov./Dec., 1999 issue is Oct. 24th

CHAIRMAN'S CORNER

By Rob Manderson

I can't believe that we are in September already and that the cars will soon have to be put to bed for another winter. I don't seem to have used the cars as much this year as usual but am putting this down to the PII fiasco which is still ongoing.

B.C. Region were unable to appoint anyone to be the Regional Representative to the RROC, so reluctantly I have allowed my name to be put forward to serve. This means I must give up the Chairman's position. So it is time to find a new Chairman. The job is not in any way onerous and has been a pleasure to serve as your Chairman for the last 7 years.

Unfortunately my leaving the chair coincides with George and Donna Pope's decision to resign from the South Activities job, a job they have done for the last 3 years with dedication and enthusiasm. They are largely responsible for the club being as active as it is. This job is a bit more time consuming and I hope someone will pick up the gauntlet and the club will continue to prosper. My thanks to George & Donna.

The other piece of news is that our Newsletter got an honourable mention at the Annual meet. Lorraine Collings has indicated she is prepared to continue to edit the newsletter, my thanks to her and congratulations.

Also at the Annual meet the V.P. Regions introduced a set of bylaws which they hope the Regions will adopt. The reason for this request is that there has to be a written method of dealing with any unpleasantness in the regions, just as there is at National. As you are aware our little region has no bylaws, except for one banning judging meets, a bylaw I feel is an excellent one. It does, however, mean we have to look at these new bylaws to see if they are acceptable and to modify them to our region. Any takers?

When Terry Murphy and I were at Dana Point there was a LOT of interest in 2001, and many people were looking forward to coming to the meet. I spent a lot of time fielding questions from people I know as well as those I didn't. The contracts are signed and we need to steam ahead at full speed to ensure that the meet is as successful as I know we can make it. Please contact Mel Knight for more information and to volunteer your ideas and your time.

As this will be my last Chairman's Corner, I would like to thank you all for your help in making the region a success. I will continue to meet with you all on a regular basis and remember these cars were meant to be driven hard so don't be shy about using them.

****

Miscellaneous - by Lorraine Collings

ON A SAD NOTE:

Our Club's sincere condolences went out to Ted Carswell on the sudden passing of Marilyn Morten on July 17th. Funeral services took place in Innisfail.

Earlier this year a former member of our Club, Al Fairbrass passed away in Calgary on March 1st at age 75.

TRUE GOSSIP

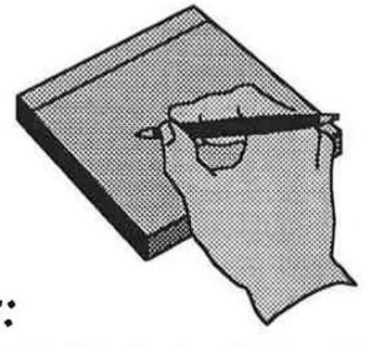
Well, Howard Lengert has done it again! Howard recently acquired a 1936 Phantom III, Hooper Saloon, 3AX47 from John Hemmingsen of Vancouver. The car was sold new in Canada. Hope to hear more about it Howard.

Mel & Diana Knight are currently in England.

MEMBERSHIP LIST

Please delete John Jamieson of Saskatoon from your membership list. He recently sold his 1952 Bentley and requested to be dropped from our listing.

Editor's



Notes:

Here is a question that perhaps many of you may not know the answer.

What is it with the pre-war cars having a model name of 20/25 H.P. or 40/50 H.P.? I mean was it rated 20 H.P. or 25 H.P. or couldn't they tell for sure?

This classification had to do (as is most things) with taxation and it was known as the R.A.C. (Royal Automotive Club) or Treasury Rating. Thus a 20/25 had a B.H.P. (brake horsepower) somewhere between 20 and 25 B.H.P. The so called 20 H.P. simply meant is had up to, not exactly 20 H.P.

The next logical question is how they arrived at these numbers. While B.H.P. can be measured directly from a drive shaft, it was actually calculated from a complicated formula:

BHP = mechanical efficiency x mean effective pressure x (diameter of piston) 2 x piston speed x (# of cylinders)/168,067.

If one made some basic assumptions such as mean effective pressure of 90 lb./sq. in., a mechanical efficiency of 75% and a piston speed of 1000 ft/minute, the formula could be simplified to the following:

BHP =(diameter of piston) 2 x # of cylinders/2.5.

So by my calculations, the 20 H.P. with a piston diameter of 3" actually produced 21.6 B.H.P. by this formula. The 20/25 with a bore of 82.6mm (3.25:) actually produced 25.3 B.H.P. and the Ghost (40/50) with a bore of 4.25" would produce a B.H.P. of 43.

The next question or observation that follows is that these seem to be very small numbers since the newest Continental T produces about 420 B.H.P. and the average V6 produces about 200. Well, that is the reason some people say the 20 H.P. can't pull the crust off a rice pudding. They are underpowered: however, some other things have changed as well. The assumptions of mechanical efficiency, piston speed and pressure were right on target at the time, but now mechanical efficiency is up to 85%, and piston speed and pressure are almost both doubled.

Luckily this whole scheme of horsepower classification was abandoned during W.W.II, otherwise, who knows, your new Spur might instead be called a 50/60 H.P.

Reprinted from the Picadilly Times, Spring, 1998.

"Thoughts of an Older Person"

Remember that older folk are worth a fortune:
With silver in their hair,
gold in their teeth,
stones in their kidneys,
lead in their feet
and gas in their stomach

Although I am getting older,
I have two gentlemen with me
always.
Will Power helps me out of bed,
and Auther Itis
Who never leaves me alone.

The Vicar says at my age
I should be thinking of "the Hereafter".
I do that all the time,
no matter where I am.
In the lounge, study, kitchen or upstairs,
I am always asking myself,
"What am I here after?"

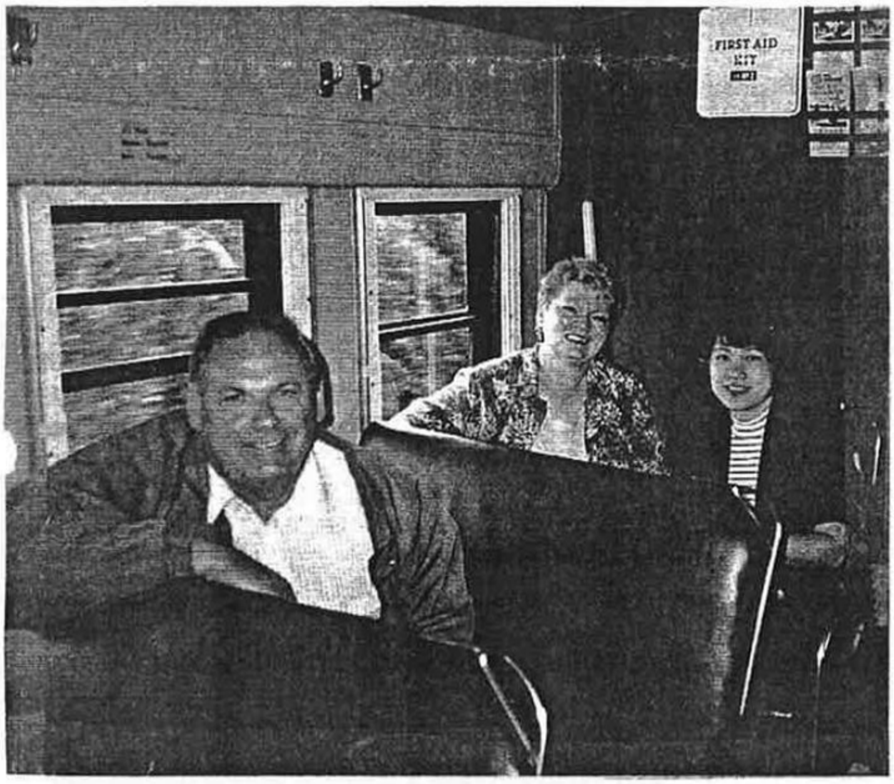
Tour Reviews By George Pope

Sunday, June 20th - Peter's Drive Inn

Attendees: Dawn & Darcy Collings, 1920 Ghost, George, Donna, Laura, Kim & Emily Pope, 1978 SWII, Rob Manderson, 1960 Bentley S2, Norm Gilliham with daughter Cathy and son-in-law Norm Howarth and their two children, Terry Murphy and friend Brenda, and Jean Henne

We all met at the Drive-in. Parking was pre-arranged . The weather cooperated and we very much enjoyed the outing.

** ******



Left: Walter Burak, Diana Knight Winnie Chan
Above: Mel Knight, Francis Chan

Sunday, August 8th - Stettler, Alberta - Railway Excursion

Attendees: Howard Lengert, 1971 SS, Francis & Winnie Chan, 1980 SWII, Rob Manderson, Cal Elliott, 1948 Mark VI, Ted Carswell, 1958 SC1, George & Donna Pope, Walter & Marg Burak, Mel & Diana Knight.

Our group converged on Stettler at 11:00 a.m. for the train ride on to BigValley for lunch. We had the added pleasure of Jasper club member, Cal Elliott, as the fireman on the train. On the round trip to Stettler, Mel Knight gave us an update on the progression of the 2001 National meet to be held in Calgary. This was a great meet.

THE RREC ANNUAL RALLY - June 5th & 6th, 1999

by Rob Manderson

This year at last I had the chance to visit the RREC Rally. The last two years it has been held at Cottesbrooke Hall, a stately home about 80 miles north of London. Luckily friends live 20 miles away and I was able to stay with them.

The Cottesbrooke Estate is pretty well hidden along some beautiful little country lanes leading through old villages which are very picturesque. Eventually having convinced yourself you are lost despite following the signs you arrive at the impressive entrance to the estate. Unfortunately the weather was typically British (i.e. wet) and the car parks were pretty sodden. I parked the car (Father's new Honda), put on full rain gear and sallied forth to the meet.

The meet in England is a two day affair. The first day is given over to the more social side of things, as well as the superb spares and parts area. I spent a lot of money here and got a lot of bits for my cars at what were very reasonable prices. The main excitement was the purchase of a brand new Hobsons Telegauge sender unit for the PII. This part is unobtainable and at $90 a steal. The amount and quality of the goods on display were mind bending and it was great to finally meet in person the people with whom I had been doing business for the last 7 years. There were also a whole lot of beautiful cars for sale, from a 1905 30 horsepower to the new Seraph and Arnage. All a little intimidating to a guy earning Canadian dollars.

The next day is the Rally proper and the cars were serried in ranks in front of the house, the Ghosts nearest the house and the newer cars in ranks behind. I am not sure how many cars were present but there were a lot more than the RROC Annual meet. Very impressive! Being my first time I missed a lot of the activities completely and didn't find the program of events until I started writing this article. Next time I will be more organized.

I met several friends from the RROC also across for the meet and we made full use of the Overseas Tent which is a nice touch as it means us foreigners have a place to rendevous, as well as a place to shelter from the rain. The food supplied was also very welcome as was the ability to get cash on your credit card to be able to continue to buy treasures.

All in all a worthwhile visit which I plan to repeat next year. Next time I will take a lot more cash, will get to see the cars at the Auction which is run by Brooks, several of which were good buys, and will hopefully have rather better weather.

FUN FACTS

The cooling power of the air conditioner in the air conditioner of the Rolls-Royce Silver Spirit is equal to that of 30 refrigerators. You could drive a Rolls-Royce from the Arctic to the equator without adjusting the air conditioning, and the inside temperature would remain the same.

The Bentley Turbo R accelerates from 0 to 60 mph in under 7 seconds. Even more astonishing, for a car which weights over two tons, is its performance from 60 - 90 mph - also in 7 seconds.

When Rolls-Royce cars were first exported to America they were so quiet that the licensing authorities refused to believe that they were petrol-driven cars, thinking that they must be electrically powered.

Sir Henry Royce's first job was a newspaper delivery boy for W. H. Smith & Son Ltd.

HOW CARS GOT COLORS

By Michael Lamm

Reprinted from Hose Clamp, Pacific Northwest Region, April, 1999

For the first quarter of this century, almost all automobile bodies were painted by hand, with brushes. Nothing held back production like painting. It was the manacle, the iron boot of the industry. Paint technology had not kept up with advances in other areas of mass production. Major automakers could assemble a car in four to five hours, but it took three to eight weeks to paint it.

Into the 1920's many car bodies were built by independent suppliers. These companies had sprawling paint areas that housed as many as 20,000 bodies at a time, yet they still had trouble keeping up with the ever-increasing demand. As one maker observed, without a faster method of painting, "it would have been necessary to put a roof over the state of Michigan." The logistics of moving bodies around the huge sheds was a nightmare in itself. First, unmounted bodies were dollied from prep and sanding areas to huge paint rooms. Then after the paint had been painstakingly applied, they were transferred to long, low sheds into which warm, filtered air was pumped to speed drying.

Manufacturers made virtue of necessity by boasting about the time and effort they put into painting. When Hudson introduced its inexpensive Essex closed coach for 1922, the sales literature trumpeted: "The finish had not been slighted as there are 25 paint operations, this being fully up to the normal number." In reality, manufacturers longed to eliminate this final vestige of hand-craftsmanship from their production lines - not just because of the time and space it required but because paint men, being skilled workers, were the only segment of the industry's labor force with a strong, independent union.

To apply varnish without leaving brush marks, painters had to be patient and meticulous. Each coat was brushed on at right angles to the one before it.

Between color coats, bodies were rubbed with ever-finer grades of pumice and sandpaper. After four to eight color coats, the painter flowed on one or two final coats of clear varnish. Topcoats had the consistency of molasses, and each one took a week or two to airdry. (Heat drying was out because it caused cracks in the thick clear coats.)

To keep down lint and dust, painters often wore no shirts. Even on the hottest days they coated their chests and arms with linseed oil. For finished coats, painters used two badger-hair brushes: one to apply the finish and a smaller brush to pick off the dust and lint, which they called "lice". Paint rooms were kept hospital-clean and brightly lit. They often had tiled white walls, and there was usually a central drain in the concrete floor so that the entire room could be hosed down.

After all that exacting work and care, a varnish job lasted only two or three years. Freshly applied varnish had a tremendous depth-almost a glow - but within a year or so it would begin to oxidize and darken. Colors became clouded, clear topcoats turned yellow, and surfaces started to crack. Raindrops magnified sunlight like tiny lenses, leaving permanent spots. Bird droppings were worse. Wealthy car owners often ordered two custom bodies for each chassis and returned one to the coachbuilder every year for refurbishing and a total revarnish.

Black absorbed more heat than lighter colors and therefore dried faster. That's partly why from 1914 through 1925 Ford offered the Model T in "any color as long as it's black". Black varnish, which used a carbon base, also resisted ultraviolet sunlight, so it lasted longer. Finishing a Model T body in black varnish took about a week. This was still too long for Henry Ford, so he kept looking for faster painting methods.

One alternative to hand-applied varnish was baked enamel. Bicycle manufacturers has used baked enamel for years, and automakers started experimenting with it around 1908. Baked enamel could be flowed or sprayed onto metal and oven dried in less than a day. It was tough, had good luster, and needed very little handwork.

Why, then, weren't Ford and everyone else using baked enamel? In fact they did make some use of it, but baked enamel had it's own set of drawbacks. At first it came just in black, because only Gilsonite, a black pigment derived from coal, could withstand the heat needed to bake it. That restriction was no problem for Ford, of course, but another difficulty was the heat itself. Many car bodies still used wooden framing, and a body painted with enamel had to spend four and half hours in a gas-fired oven at 450 degrees Fahrenheit, a temperature that would burn or split wooden members. So only bodies or parts with no wood in them could be finished in baked enamel. This explains why fenders, hoods, splash aprons, and radiator shells were so often black on early cars.

Cars with all steel bodies, like the Dodges of 1915 and later, were painted entirely in black enamel. In a process pioneered by the Edward G. Rudd Company, each Dodge took as little as one day to finish. By 1923 Henry Ford had removed much of the wood from his open body styles and ordered his body suppliers to use black enamel as well. But since Model T Bodies still had wooden tacking strips, Ford avoided the 450 degree ovens by specifying six thin coats instead of one heavy one, with each coat fired at 165 degrees and each body passing through the oven six times. Body finishing now took about three days.

Ford and other automakers also sometimes used a quick but crude process called japanning. This involved dipping a sheet-metal part into a vat of paint, or spraying the paint on with a hose. The painted part was then hung up to air-dry. A worker later came along and razored off the half dried drips and runs. Japanning was suitable only for items that contained no wood. The long-awaited breakthrough in automotive finishes finally arrived in 1923, when Duco Lacquer became available. Duco was based on volatile nitrocellulose (similar to gun cotton) in acetate solvent, rather than the linseed oil of earlier varnishes. It had been developed by Dupont for painting fabric airplane wings during World War I. After the war, chemists at Dupont and General Motors figured out how to dissolve more pigment into the lacquer, how to help it adhere by pretreating the steel and applying primers; and how to keep it from softening and peeling.

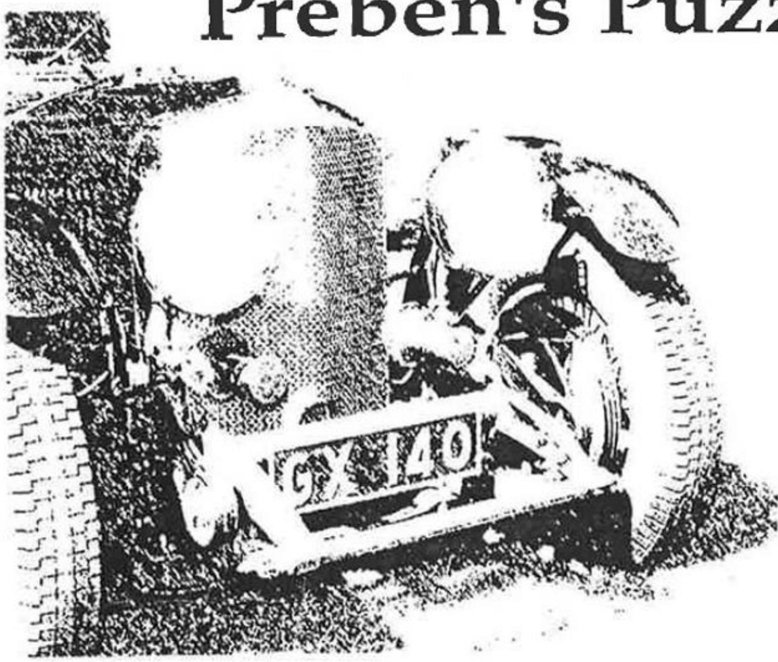
Duco cut painting time from weeks to days. It could be sprayed on with a gun, came in bright colors, didn't fade or yellow, and was more flexible than varnish, yet it didn't need high heat ovens. Painting became another unskilled task, and the painters' union collapsed. As a result of savings on labor and storage, Duco cost less than baked enamel.

The first production car to use Duco was GM's 1924 Oakland. Since chemists still had trouble achieving a high gloss, the Oakland came with a soft, satiny finish that was billed as "True Blue." Chevrolet offered Duco in several additional colors for 1925 and in 1926 Dupont made Duco available to the entire industry.

Some low-volume coachbuilders stayed with varnish for a while, but by 1929 most of them had switched. "Lacquer finish was general," said Autobody in it's review of the 1929 New York automobile show, "and so well executed that only expert examination would have detected any difference between the finish at this Salon, and that of the pre-lacquer salon of, say, 1923, at which no custom builder would admit the possibility of this new finish ever displacing the old-time varnish for car's of this class."

This article originated in the Spring Issue of American Heritage of Invention and Technology.

Preben's Puzzle



Reprinted from The Chesapeake Lady
May/June, 1998

Q1. What makes this one special? Chassis number (BC41LAR), deciphering this number tells us that it belongs to the first series of S2 Continentals, numbered from (BC1AR) to (BC151AR), built in 1959 and 1960.

Q2. The S2 series differed from the S1 in at least one important modernization, a new 90 degree aluminum B-8. Two horizontal SU HD6 carburetors and a Dual Range Hydra-matic transmission. Who made the transmission?

Q3. Which three different coachbuilders produced four distinct variants of the S2 Continental?

Q4. In the wake of the S2 mentioned earlier, Bentley introduced the S3 at the 1962 London Motor Show. Its power increased by eight percent over the previous and a four-headlamp front end, this was the last of the Continental designs, the question is when was the last built?

Q5. When was the Continental name taken up again?

Q6. The Continental's ancestor were?

^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^

ANSWERS

A1. This S2 (BC41LAR) was on the request of the client built by H. Mulliner, who unpacked its old molds and created a Sport Saloon that matched the design of the 1955-59 S, with the "fastback" sloping rear.

A2. General Motors supplied the transmission.

A3. From Park Ward came a pontoon-fendered convertible; James Young offered a sedan. H. J. Mulliner issued two designs: the Flying Spur sedan and the Sports Saloon Coupe.

A4. The last S3 Continental was sent to H. J. Mulliner-Park Ward (which by then had merged) on November 29, 1965, and was delivered on January 31, 1966.

A5. In July 1984 when the Corniche convertible was renamed.

A6. Rolls-Royce has always liked to juggle its product names, using them not only for its own models but also for those of Bentley, that Marque having belonged to Rolls-Royce since 1931. Thus, the first Bentley Continental took the name and spirit of the most captivating of all Rolls-Royce's. The first Phantom II Continental made a very stylish entrance in September 1930, at the Biarritz Concours d'Elegance.

OXFORD

INSURANCE LTD.

Looked Over Your Insurance Bill Lately?

EDMONTON OFFICES

Kingsway
474-8911
1-800-272-8840

Southside
436-8354

Westend
489-7353

CALGARY OFFICES

Stampede
232-6100
1-800-332-1087

Westhills
246-0011
1-800-661-3573

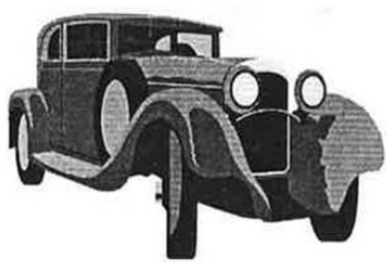
Willowpark
278-0045

RED DEER
343-8233

FORT MCMURRAY
743-8368

TOFIELD
662-4150

SILVER WHEEL PLAN ™



You need an insurance policy that covers practically everything, but DOESN'T COST YOU everything.

That's why we developed the **Silver Wheel Plan**. We know how special your vehicle is and how well it's looked after. After spending money on the restoration, you'd like to save money somewhere!

Give us a call today to find out how much you can SAVE on your insurance ... and make your "better half" happy too!

AUTO PROPERTY COMMERCIAL FINANCIAL SERVICES TRAVEL BUSINESS