

THE PRAIRIE



LADY



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

JANUARY - FEBRUARY, 2000



HAPPY NEW
YEAR



1975 SHADOW LRD 21725 owned by Howard Lengert

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☆☆ **CAN-AM Prairie Region Newsletter** ☆☆☆
☆☆ The Prairie Lady is published five ☆☆☆
☆☆ times a year. Members are encouraged to ☆☆☆
☆☆ contribute articles and photos. Please iden- ☆☆☆
☆☆ tify 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 ☆☆☆
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**UPCOMING EVENTS-
NATIONAL EVENTS:**

- January 27-29 RROC Business Meeting, San Francisco
- June 11-17 - Spring Tour, Virginia
- August 1-5 - Annual Meet, Lexington, KY

REGIONAL EVENTS :

SOUTH EVENTS:

- February 6th, 2000, 1:00 p.m. Video presentation @ Terry Murphy's home (more info in newsletter)
- April, 2000 - Tech session
- May 19-21 - Inter-Regional tour Cranbrook, B.C.

Other Events:

- January 19-23, 2000 Barrett Jackson Auction Scottsdale, Arizona

DEADLINE FOR THE NEXT NEWSLETTER IS MARCH 1, 2000

Chairman's Corner



By Maurice Tims

Rob Manderson has moved on to be our new Rolls-Royce Owners Club Director for the "Pacific Northwest". There are six directors representing all the regions in the USA and Canada.

I would like to take this opportunity to thank Rob for all his time and devotion to the position of Chairman for our region, which he made over the past seven years.

With the 2001 RROC National Meet looming we have an interesting time to look forward to. Although 2001 appears to be a long way off it might come as a shock to note that we will need all our plans in place by June of 2000 in order to produce the meet registration publication which will include details and timing of all the Meet events by July for mailing in August! At our last business meeting in Red Deer on October 17th the first run at specific tasks and job responsibilities were detailed and commitments made by members. We will need more volunteers. Our Meet Chairman Mel Knight will fill us in with specific requirements. If you would like to take an active part in this please contact Mel Knight or myself.

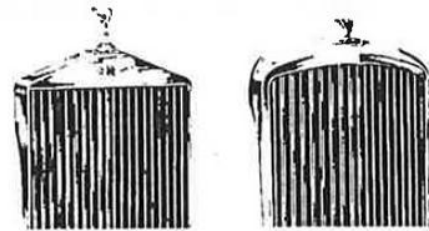
In order to facilitate the planning for the Meet we will get together on the third Friday of each month at my house. We thought we would try a "potluck" supper each time to make it more of a social occasion. We will have a local website set up in January to make all the information readily available -- more details in the next issue.

Meanwhile in the absence of an "Events Organizer" Rob Manderson is working on organizing a Tech Session for April and a three-day excursion to Cranbrook for a joint Meet with the B.C. Region for the long weekend in May. More plans will be forthcoming but we urgently need an Event Organizer for the South. Any volunteers? Michael Bell is looking after the Northern part of the Region.

After too many years of being too busy I am back in the garage working on my

millennium project -- it is the first Rolls-Royce manufactured completely by Rolls-Royce, that is the body as well as the chassis. It is a 1949 Silver Dawn LSBA2 and was the first one off the assembly line. I acquired it in 1964 from Kendal Motors who were the Rolls-Royce dealer in Calgary at that time. It was exhibited at the World's Fair in Toronto in 1949. So my goal is to have it ready for the 2001 Meet.

Thank you for electing me as your new Chairman for the Region. I hope I can live up to Rob's image.



What's the difference between Rolls-Royce and Bentley?

The Bentley is made by Rolls-Royce. Except for the radiators, they are identical motor cars, manufactured by the same engineers in the same works.

People who feel diffident about driving a Rolls-Royce can buy a Bentley.

The Editor of THE AUUTOCAR has this to say about the Bentley: "The latest Bentley model offers a degree of safety, comfort and performance that is beyond the experience and perhaps even the imagination of the majority of the world's motorists."

Rolls-Royce Inc., 30 Rockefeller Plaza, New York 20, Circle 5-1144.

Reprinted from the Yankee Lady, Winter, 1997.

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VIDEO PRESENTATION

@Terry Murphy's home

February 6th, 1:00 p.m.

One of the following videos will be selected so if you are interested in a particular one, please come on over.

1. **Evaluating a Car for Restoration** : Pierce Reid. A discussion on how to properly and rationally evaluate a car for restoration.
2. **Preparing Your Car for Touring and Judging** – Ralph Curzon and Doug Seibert. Advice is offered on what to do to minimize road problems before setting out on your tour.
3. **Servicing the Post-War 6 Cylinder Car**: Fred Fabre and Woody Richie. Learn how to perform regular maintenance and the annual service on your motor car
4. **Emergency Breakdown Procedures**: Roy Wilson. Learn what to do to get you and your car back home when your motorcar "fails to proceed".
5. **Shadow Technical**: Cal West. Always a popular seminar. Learn how to maintain your Shadow properly.

BARRETT JACKSON CLASSIC CAR AUCTION, January 19-23, 2000, Scottsdale, Arizona.

Here is a list of some of the Rolls-Royce cars for sale at this auction.

- 1953 Silver Dawn DHC, 37,000 miles, left hand drive
- 1935 Rolls-Royce PIII Thrupp & Maberly DHC , owned and built for the Maharajah of Darbhanga.
- 1965 Silver Cloud III Convertible, factory air, PS, PW, P top and auto trans.
- 1957 Silver Cloud I Convertible, automatic, PS and power top
- 1960 Silver Cloud Sedan, original leather and wood, new black over silver paint.
- 1954 Silver Dawn Park Ward, left hand drive, A/T, restored to factory original specifications.



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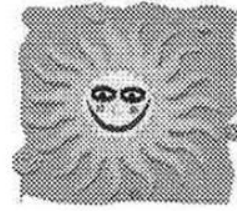
FOR SALE

1978 Corniche Convertible

48,000 km, \$75,000 Cdn.

1950 MK VI with replica English
fiberglass roadster Body \$30,000 Cdn.

Gerry Kendall



CHRISTMAS SOCIAL, SUNDAY, DECEMBER 5TH.

Attendees: Maurice & Bernice Tims, Terry Murphy and guest Marianne Maurer, Norm Gilliam, Howard Lengert, Fred & Lauraine Pysh, Rob Manderson, Darcy & Dawn Collings, Lorraine & Reg Collings.

The weather was ideal and brought out several PMC's. Howard SURPRISED us with a new acquisition, this being a 1975 Shadow, LRD 21725. This one owner car resided in Edmonton and is a great looking car. Congratulations Howard! Sure helps my front cover with car photos.



A good deal of visiting took place resulting in a very enjoyable afternoon.

Terry Murphy, Marianne Maurer



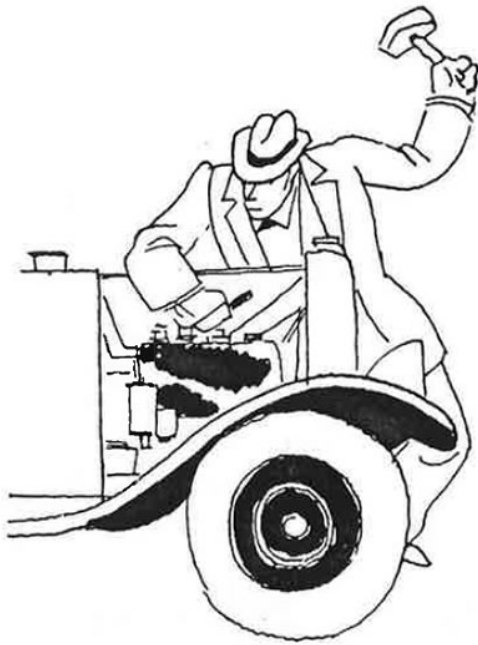
Lauraine & Fred Pysh



EDITOR'S REQUEST:

If you have sold or purchased a Rolls-Royce in the past year that I am not aware of please let me know so that I can correct the upcoming membership list..

If you know of any upcoming events that should be listed in the newsletter, just call, fax or email me.



Some Basic Car Care Tips

Auto care from Consumer Reports

Reprinted from the Yankee Lady, winter, 1996

Regular and diligent care of your car plays a big part in keeping it in good running order. That means checking its systems and performing preventative maintenance regularly. It also means being alert for unusual noises, vibration and other symptoms that presage trouble. Dealing with minor problems promptly can keep them from growing into major problems that can leave you stranded at the roadside.

Although automakers' service recommendations vary, Consumer Reports offers the following general advice. For detailed information on tuneups, timing belt changes, tire rotation, shocks or struts, wheel alignment, wheel balancing and other important tasks, check your car owner's manual.

Things to check weekly.

- Radiator coolant. Check the plastic overflow bottle, attached by a hose at the radiator. If the level is below the full mark, add water and antifreeze equal amounts. If the level keeps dropping, check for leaks.
- Oil level. If the level of the dipstick when removed is below the "Add" line, add enough oil to bring the level to the "Full" mark. Don't overfill.

Things to do weekly

-Keep the body clean. Wash the car every week, using enough water to avoid scratching the paint. Hose out the fender wells and undercarriage with a strong spray to dislodge accumulated dirt and road salt, which can cause corrosion. When water beads on the body panels become larger than a quarter, wax the body to protect the paint from tree sap, bird droppings, and other damaging dirt.

Things to check monthly

- Tire pressure. Check with an accurate gauge when the tires are cold. See your car owner's manual or label in the glove compartment or on the driver's doorpost for recommended pressures. And don't forget the spare.
 - Automatic transmissions fluid. Check the fluid level and color, using the transmission dipstick. If the fluid is sickly white or pale, the transmission oil-cooler may need repair.
 - Power steering fluid. Check the level with the dipstick (usually attached to the fluid reservoir cap). If the level is low, top it off and have the system checked for leaks.
 - Brake fluid. Check the level in the master cylinder. If the fluid level is low, top it off and have the system checked for leaks.
 - Battery. On a low maintenance battery, pry off the covers or unscrew the caps; if necessary, add distilled water. If the battery has an "eye", check its color. If the eye is green or blue, the battery is OK; if it's black, have the battery tested and charged; if it's pale or yellow, replace the battery.
- ### Things to check once a year
- Brakes. Remove all wheels and examine the brakes. Have excessively worn pads or linings replaced, and have badly scored rotors or drums machined or replaced. Have the wheel bearings greased.
 - Clean the radiator. To prevent overheating, wash the radiator with detergent solution; remove debris with a soft brush.
 - Clean the battery and terminals. Remove deposits with a wire brush and a solution of baking soda and water; then rinse. Cover vent holes with tape during cleaning so baking soda doesn't get inside. If the deposits reappear, coat the terminals with grease.

Engine Overhaul Pros & Cons

Sam Rawlins, Georgia from 'THE VOICE OF THE PHANTOM II Society Newsletter.
Lone Star Lady, Sept./Oct. 1997

Although it is written primarily about the Phantom II, it applies to engine overhaul on any other Rolls or Bentley.

The operation of your Phantom II is one of concern to you as the owner and operator of a valuable machine whether you have invested your time or your money to make it that way. We have been asked many times about engine overhaul, when to do it or whether to do it at all and the cost of having the job "done right". Before undertaking any repair to your Phantom II you should ask yourself several questions. Your answers to these questions will determine how you proceed to make the vehicle do what YOU expect. Often times these decisions are made for you by the vehicle. The most pressing one made by the vehicle is when it fails to proceed. Sometimes this failure is accompanied by loud noises and sometimes by total silence, or only the sound of tires rolling on the gravel at the side of the road.

When these cars were new they

were built to DRIVE not to park in the garage or carriage house and look at periodically. Often the earlier cars had an attendant called a chauffeur whose job was to maintain the car, to drive the car, and see to its reliability. Today most of us have a second job—that of chauffeur to the Rolls or Bentley, in addition to being the owner.

To get the most enjoyment from the car and to increase its useful life, the CAR SHOULD BE DRIVEN ROUTINELY AND REGULARLY. The car will actually acquire defects and mechanical maladies just from sitting in the garage. This particularly is true of the post war cars, especially the Silver Shadows with brake fluid hydraulics.

For a car to give pleasure on the road, it should be reliable, safe and operate in such a manner that the owner would not expect to feel embarrassed about its appearance or the way it operates. One way to have a car that you can depend on is to buy one that has already been repaired TO YOUR STANDARDS. To buy a run down car with the expectation of putting it in reliable condition is expensive, time consuming, or both. One of the most expensive parts of the repair process is engine overhaul.

We have always taken the position that it is best to do a complete overhaul rather than piecemeal repairs. It is usually VERY DIFFICULT to determine what TYPE REPAIR AN ENGINE REQUIRES UNTIL IT IS COMPLETELY DISASSEMBLED AND INSPECTED. There are

some guidelines that can be followed to determine what type repair should be expected. Tests can be made to determine internal condition from a functional standpoint but not usually from a physical condition of parts. Some of the tests are:

Cylinder Pressures. Cylinder pressure can be tested hot, cold, wet and dry. Relative differences of 5% are acceptable and in some cases 10% may be tolerated. The wet and dry comparison can be used to indicate a condition of valves and seats but will not indicate condition of valve guides and seals.

Leak Down. Tests can be performed to verify and amplify the result of the compression tests by injecting air pressure inside the cylinder.

Exhaust Analysis. Use of current equipment that measures hydrocarbon emission can indicate the efficiency of combustion and other conditions inside the engine.

Oil Pressure Tests. The operating pressure of the oiling system can be tested using accurate gauges. This check will not always be definitive as a condition of engine bearings. Oil pumps on Rolls engines were very much over capacity for the engine and engines with badly worn bearings will often exhibit satisfactory oil pressures but NOT ALWAYS SATISFACTORY CIRCULATION.

Coolant Analysis. Chemical analysis of engine coolant will always indicate leakage of com-

Engine Oil Analysis. The most important analysis is the use of chemical analysis of engine oil. This test cost about \$15.00 when done commercially. Mobil Oil Company markets a Glycol test kit for a cost of about \$90.00.

The kit has a supply of chemicals sufficient to make 30 tests, a cost of about \$3.00 a test. For those who drive older cars, this kit can be a very good investment as opposed to a \$25,000 engine overhaul.

Oil Consumption. Rolls engines were designed to consume some oil. If the engine is not consuming some oil, there is cause for concern. A consumption of up to 200 miles per quart is considered acceptable for the older cars without great fear of engine failure. Spark plugs can be an excellent indicator of oil and fuel usage. Maintenance of accurate fuel and oil consumption records will pay dividends in the long run.

Unless there is indicated failure of a specific component of the engine, continue to operate the car until the oil consumption has approached a level of 200 miles per quart. At that time, buy a good supply of bullets and some new teeth (if they can be replaced) and begin to bite the bullets. Spend the time, effort and funds to completely disassemble the engine, check every piece and determine the approach to repair. If you are using a commercial repair facility, ask the following questions and satisfy yourself that the operations are actually being done, not just talked about.

Is the engine and all of its components to be completely disassembled, medically cleaned and each part measured and crack tested as necessary to determine its suitability for reassemble? Does

the facility actually understand the function and repair procedures for the crankshaft damper? Does the facility have the necessary tools to repair the damper?

Does the facility understand the disassembly and proper repair procedures for the crankshaft including the removal of the oil sealing plugs and sealing of the cleaned oil passages at assembly. Will the assembled crankshaft be pressure tested to assure that the crankshaft seals work?

Does the facility have the ability to check the blocks to assure that the cylinder bores are truly perpendicular to the crankshaft center line and that the spacing of the bores is consistent with the crankshaft throws? Will ALL of the engine's ancillary components be tested and repaired as necessary to assure that the car will operate reliably and satisfactorily when given back to the owner? Does the facility run the engine and make the early adjustments that are required to assure that the engine operates reliably and efficiently?

The above questions are some of the very important ones that you should ask and understand the answers. The omission of any or all of the above repair procedures is all too common, and can lead to a very short engine life and a probably situation where the car "fails to proceed." Differences in repair cost for the proper procedures and series of short cuts can be astonishing. But the end result will be evident in operation.

When should the engine in your car require overhaul? When it fails any or all of the above tests or when a specific component has obviously failed. Otherwise, continue to operate the car and look for some softer bullets to bite.

To "PMC" OR NOT To "PMC"

By Phil Brooks (Chesapeake Region, Reprinted from the Chesapeake Lady)

In response to an overwhelming number of pleas-to wit, one-please allow me to tell the story of the term "PMC". I hope you won't find it too boring.

I am the author of the term "PMC". When I was editor of The Chesapeake Lady, back in 1970-73, I created the term as a lighthearted self-deprecating term of "art" for our favorite cars. The initials, of course stand for "Proper Motor Car." I was inspired by the scene in Kenneth Graham's *Wind in the Willows*, and particularly by the Disney film of the book, where Mr. Toad is sitting on the side of the road, winded, and watching the passage of the first car he had ever seen. He says, "A motor car!" And the automotive fever hits him, incurably, forthwith.

Parenthetically, I might add that "Toad Hall" was supposed to have been modeled on Mapledurham House, on the Thames near Reading. As a graduate student, I lived down the little narrow lane from Mapledurham the lane that Graham must have had in mind for this scene. But that was a few years before I was made editor of The Chesapeake Lady.

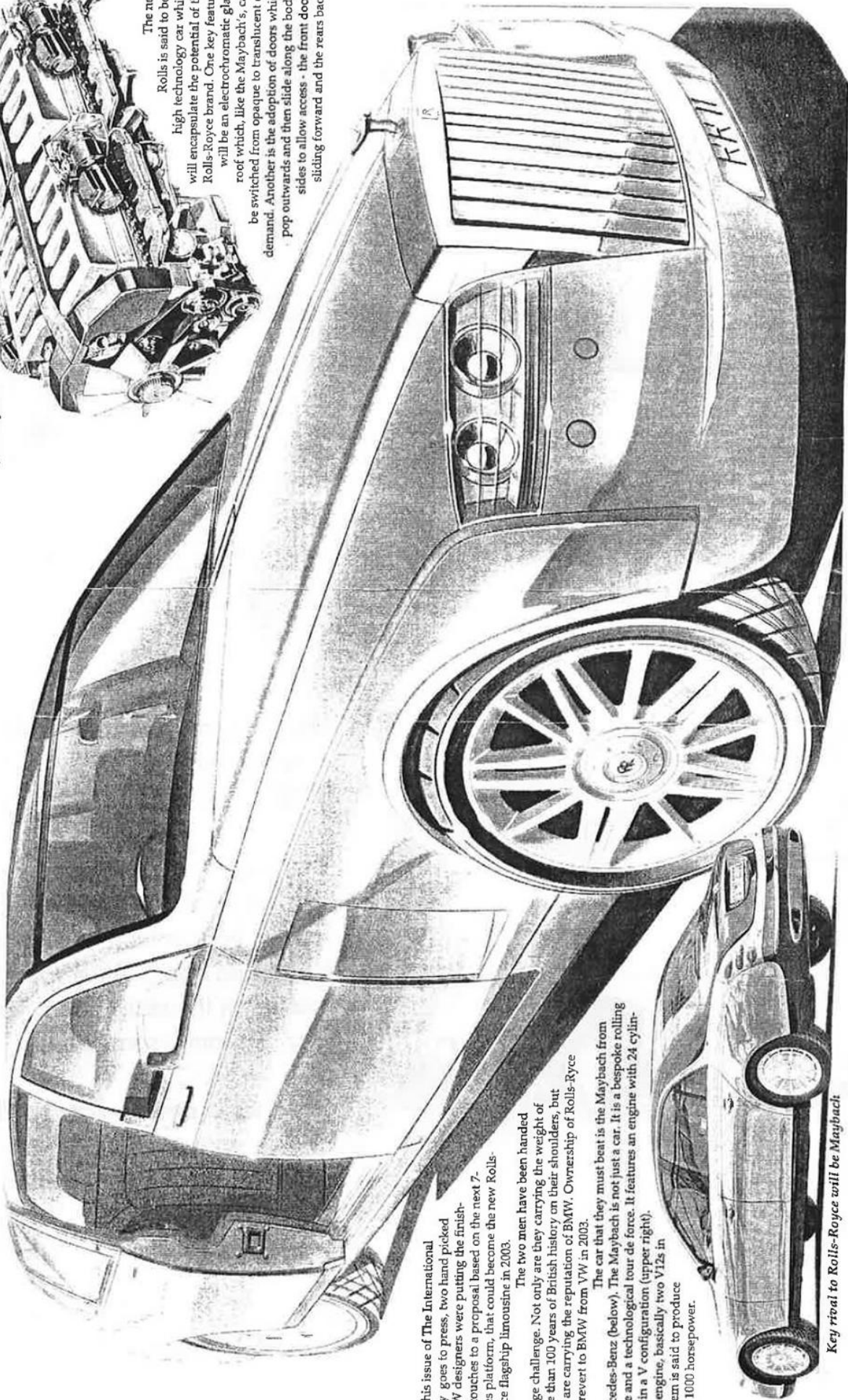
The term caught on, and most RR/B aficionados worldwide seemed to like it, for it certainly has spread worldwide. There are those, who are sticks-in-the-mud, who don't. They have no sense of humor, and can't laugh at themselves, for the most part. They don't realize that the term is only to be used light heartedly, and never seriously or pompously. They don't realize their own pomposity is what is being attacked by the existence of the term itself! And they haven't read the little paragraph I inserted into the Manual for Regions, that I wrote in 1993-94 as V-P Regions explaining the term and its Proper Use. One must feel sorry for these folks.

I remain absolutely amazed by how far this term, that was started years ago in a little regional newsletter serving about 75 people, has spread around the world - and by the fact that businesses have used it in their name. I think (and hope) that its popularity shows that most of us have a healthy respect for the cars "and" a good sense of humor.

Finally please remember that it isn't about snobbishness. It's about Mr. Toad!

CAN ROLLS-ROYCE DO A MAYBACH?

V24 power with 1000bhp for Maybach



The new Rolls is said to be a high technology car which will encapsulate the potential of the Rolls-Royce brand. One key feature will be an electrochromatic glass roof which, like the Maybach's, can be switched from opaque to translucent on demand. Another is the adoption of doors which pop outwards and then slide along the body-sides to allow access - the front doors sliding forward and the rears back.

As this issue of The International Lady goes to press, two hand-picked BMW designers were putting the finishing touches to a proposal based on the next 7-series platform, that could become the new Rolls-Royce flagship limousine in 2003. The two men have been handed a huge challenge. Not only are they carrying the weight of more than 100 years of British history on their shoulders, but they are carrying the reputation of BMW. Ownership of Rolls-Royce will revert to BMW from VW in 2003.

The car that they must beat is the Maybach from Mercedes-Benz (below). The Maybach is not just a car. It is a bespoke rolling office and a technological tour de force. It features an engine with 24 cylinders in a V configuration (upper right). This engine, basically two V12s in tandem is said to produce over 1000 horsepower.

Key rival to Rolls-Royce will be Maybach

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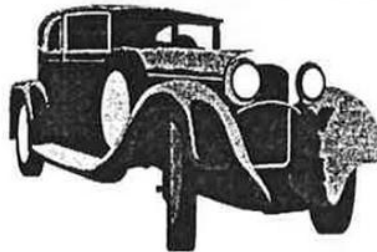
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