

THE PRAIRIE



LADY



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

MARCH - APRIL, 2000



2000
Rolls-Royce Corniche

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☆ **CAN-AM Prairie Region Newsletter** ☆

☆ The Prairie Lady is published five ☆

☆ times a year. Members are encouraged to con- ☆

☆ tribute articles and photos. Please identify indi- ☆

☆ viduals 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 accu- ☆

☆ rate 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 nec- ☆

☆ cessarily reflect the Club or Region's policy. ☆

☆ **LEGAL NOTICE: The Can-Am Prairie Re-** ☆

☆ **gion is under the direct control of the Rolls-** ☆

☆ **Royce Owner's Club.** ☆

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UPCOMING EVENTS-

NATIONAL EVENTS:

- June 11-17 - Spring Tour, Virginia
- August 1-5 - Annual Meet, Lexington, KY

REGIONAL EVENTS :

SOUTH EVENTS:

- May 18 - 21 - Inter-Regional tour to Cranbrook, B.C. (More info coming)
- June 23 - 24 - Technical Session in Calgary.

DEADLINE FOR THE NEXT NEWSLETTER, APRIL 24/00

2004 WORLD TOUR

“DRIVE AROUND THE WORLD IN YOUR ROLLS-ROYCE OR BENTLEY”

This around the world tour will take place in 2004 and will terminate at the Annual Meet in Monterey in August. Contact: Peter Lind



**VIDEO PRESENTATION HOSTED
BY TERRY MURPHY ON FEBRUARY 6TH, 2000.**

The following came to the video presentation: Rob Manderson (1960 Bentley S2), Norm Gilliam, Maurice Tims, George Pope (1978 Silver Wraith), Jonathon Lloyd and brother Peter Lloyd (1972 Silver Shadow Mark 1) & of course Terry Murphy.

The afternoon turned into a general discussion on many topics. The videos.....well it was decided to distribute them and if anyone would like to see a particular one, call Terry.

**WELCOME NEW MEMBER
JONATHON LLOYD**

Calgary, AB

1972 Silver Shadow Mark 1, SRH 14028

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REGIONAL OFFICER RESPONSIBILITIES

From the March "PIPELINE." - These are the duties as set up by National and will give us a clear understanding of what we are expected to do.

Chairman:

1. The Regional Chairman shall be nominated by the members of the Board on a periodic basis as adopted by the Region, but in no case less often than every (3) years. Such nomination shall be submitted to the Board of Directors, who shall appoint or reject such nominee at its Annual Meeting following the election by the region.
2. The Regional Chairman may hold office for a maximum of three consecutive years and then must wait one term before renomination.
3. Conduct of the affairs of each region, including the authorization for and/or the operation of Regional Meets, meetings and similar activities shall be the responsibility of the Regional Chairman.
4. The Regional Chairman is responsible for seeing that all required reports regarding the Region are submitted to the appropriate national office or offices on a timely basis.

Secretary:

1. The Regional Secretary shall be nominated by the members of the Region on a periodic basis as adopted by the region, but in no case less often than every three years. Such nomination shall be submitted to the Board of Directors, who shall appoint or reject such nominee at its Annual Meeting following the election by the region. The Secretary may be renominated.
2. The Regional Secretary is responsible for:
 - a) Recording the activities of the Region and reporting these activities to the members of the Region.
 - b) Carrying out such correspondence as is necessary to conduct the business of the region.
 - c) Maintaining a list of active members and their Rolls-Royce and Bentley cars within the Region.

Treasurer:

1. The Regional Treasurer shall be nominated by the members of the region on a periodic basis as adopted by the region but in no case less often than every three years. Such nomination shall be submitted to the Board of Directors, who shall appoint or reject such nominee at its Annual Meeting following the election by the region. The Treasurer may be renominated.
2. The Regional Treasurer shall submit annually, by December 15, or as required by the Vice President of Regions, a complete financial report addressed to the Vice President of Regions. The annual Regional financial report shall be submitted in a manner prescribed by the Treasurer of the Club.
3. The annual Regional financial report shall be available to any member of the Region upon written request directed to the Regional Treasurer.

Active Approved Region is defined as:

1. The Region must be approved by the Board of Directors.
2. Regional nominations are made periodically in accordance with RROC By-Laws.
3. There must be at least two Regional Meets a year.
4. The Region must publish a bulletin or newsletter two times a year.
5. A yearly financial report shall be submitted to the Vice President of Regions.

ADDRESS BY DAVID EVANS, Esq.

The following comments were made during the Annual Business Meeting in San Francisco. Mr. Evans is an attorney for Rolls-Royce, plc. He offers some insights into what is happening with BMW, Volkswagen and Rolls-Royce plc. Reprinted in part from "PIPELINE".

We had an interesting report from Karl Heinz of BMW yesterday and this morning from Alistair of RRMC Inc. There were subtle differences in the reports given by each. The other thing that was noticed is the considerable emphasis placed by each on the date of the 31st December 2002. In each case this date represents a watershed. According to RRMC, there is an emphasis on the Rolls-Royce brand, which extends even to the extent of introducing a new Corniche mode. According to BMW the mark is theirs, and they will determine the brand value. There is something of an inconsistency here and the questioning by members, particularly after the RRMC presentation tended to highlight these subtle differences. Yet 31st December 2002 does represent a watershed and to understand why and the implications for each of the participants, it is necessary to back to the events of 1998.

The purchase of RRMC by Volkswagen meant that RRMC became foreign owned and in consequence Rolls-Royce, plc were in a position to exercise their option under the then license agreement with RRMC and to give notice to RRMC to change their name to remove the words "Rolls-Royce" and at the same time to cease applying the mark to their products. This, Rolls-Royce, plc did.

In the meantime there had been some negotiations between BMW and RR, plc, which resulted in BMW purchasing the marks subject to certain terms and conditions. As a result of the agreement with BMW, the trademarks were assigned to a wholly owned British subsidiary of BMW by the name of Hireus Limited.

Under this agreement, Hireus Limited was to manufacture Rolls-Royce motor cars within the United Kingdom. If BMW decided to sell the marks they were required by the agreement to give first refusal to Rolls-Royce, plc. The assignment was in respect of motor cars and parts and fittings therefore only.

Rolls-Royce has a significant interest in

transportation systems and, inter alia, manufactures rail cars, locomotives, ship propulsion systems, military vehicles to mention but a few. Within the terms of the International Classification System for Trademarks transportation is generally classified in international part 12. Accordingly there is a difficulty of giving BMW right in the Rolls-Royce trademarks in this Class, if Rolls-Royce themselves still have a continuing interest

Rolls-Royce, plc and, indeed, BMW both realize that there would be a real and significant difficulty here particularly having regard to the interest of Rolls-Royce, plc in a much wider specification good with International Class 12 than BMW was in fact purchasing. It is for this reason that a significant number of restrictive agreements were reached in order to protect each of the proprietors of the marks and at the same time to protect the reputation, standing and validity of the marks themselves. The agreement provided, therefore, that BMW would have rights in ownership to marks relating to motor cars and parts and fittings therefore only and the Rolls-Royce, plc would have the trademark rights with Class 12 for everything else.

A separate agreement between BMW and RRMC provided that Rolls-Royce motor cars would continue to be manufactured at Crewe in the United Kingdom until the end of 2002. At the same time it was agreed, I think, between Volkswagen and BMW that the Spirit of Ecstasy and also the Paladin radiator shape would be assigned by Volkswagen to BMW at the end of 2002 and that should they be required BMW would continue to make available V12 engines which at that time powered the Silver Seraph. At the end of 2002, production of Rolls-Royce motor cars at Crewe would cease. Having heard the comments of Mr. Alastair Stewart and having seen the new Rolls-Royce Cornich motor car in the courtyard, I have to say that in spite of Mr. Stewart's comments it is difficult to accept that there is not some likelihood that Crewe will continue to build Rolls-Royce after the end of 2002. Indeed Karl Heinz Kalbfell hinted that this would be the case by pointing out that the Silver Seraph would continue in production after the end of 2002.

My role in this at the present time is to bring about the circumstances where trademark Registrations relating to motorcars can be assigned to BMW so that BMW are the register proprietors of the trademarks. This involves tidying up a number of existing applications and filing new applications so that there are

effectively two trademark registrations in respect of each mark in Class 12 in each country. At the same time we are putting in hand preparation of the formal assignment documents and other legal instruments in order to give effect to the transfer of the trademarks in question from Rolls-Royce, plc to BMW+. It is anticipated that this task will be a long one and it is unlikely to be completed in every respect until perhaps 2005 at the earliest.

The effect of the cooperation agreement is really to change the trademarks status of both companies. Karl Heinz, said that BMW would maintain and enhance the brand and implied that BMW was now in charge of the brand itself. In absolute terms, what this would mean is that BMW would be free to apply the Rolls-Royce badge to a mini car. If BMW were absolute owners of the brand then they would be free to do this. In view of the requirement, however, that the companies must not take any action, which would devalue the marks, the I submit that this particular freedom of BMW is closed to them. Likewise for Rolls-Royce, plc, they are not free to license the use of the Rolls-Royce badge on a condom pack, for example, since this would, again, devalue the mark. It would be an inappropriate use for a mark concerned with engineering excellence and it would be quite proper for BMW to take exception to this and point to an effective breach of the conditions in the agreements which require both parties to maintain and, if possible, to enhance the value and reputation of the trademarks. It follows from this that both parties will have full title to the trademarks in their respective fields but yet they will not be free to use them as they see fit. The position for Rolls-Royce has therefore changed. Rolls-Royce, plc or BMW may be the register proprietors but I do not believe that either of them now have free and unfettered ownership or control of the marks in their respective fields. They are in fact partners and they are now relying on one upon the other for the reputation of a major commercial asset, namely the Rolls-Royce trademarks.

My experience over the past year is that the relationship with BMW has been excellent. The Rolls-Royce team has been supported by BMW in everything we have wanted to do and I have no reason to think that this is going to change. It is probably fair to say that this is one of the major adventures of the motor car industry and certainly one of the major events of the motor car industry at the beginning of the millennium.

INTRODUCING

The 2000 Corniche

Rolls-Royce Motor Cars recently introduced the all new 2000 Corniche... which is likely to be the last coachbuilt Rolls-Royce drophead to be crafted by the artisans of Crewe.



Powered by a 6.75 liter, light pressure charged V-8, the Corniche is capable of accelerating on its 17" alloy wheels and 255 section comfort tuned whitewall tires from 0—60 mph in 8 seconds.... and if desired, it can "whisper on" to a maximum speed of 135 mph! The interior appointments are what you would expect from Rolls-Royce... only the finest handstitched Connolly hides, your choice of hand-finished natural wood veneers with subtle cross-banding and inlaid marquetry, and deep pile wool Wilton carpets grace the floor.

Other interior features include: four memory settings for front seats, mirrors and steering wheel; two stage seat heaters to front and rear seats; owner programmable alarm and headlamp operations; dual level air conditioning with outlets in the console feeding air to the rear passengers; 4 x 30 watt stereo tuner, cassette and CD systems with 6 CD changer unit mounted in the front seat armrest with eight speaker system; remote control audio system for rear passengers; provision for market specific telephone systems.

The new Corniche also boasts several technological features that may be of interest: Electronic Traction Assistance System; automatic ride control; 4-speed automatic gear-box; and a ZyteK EMS3 engine management system.

Only 250 of these fine motor cars will be available world-wide in 2000. So if you think you're in love....better pick up the phone.... *quick!*

Reprinted from the Lone Star Lady, Jan./Feb. 2000

Add a Little Spark to your Rolls-Royce or Bentley's *Life* or "The Care and Feeding of Batteries"

Possibly the most important thing as far as the electrical systems of our cars is concerned is good grounds. Poor grounds can and will lead to a number of aggravating and frustrating problems including dim lights, poor performance and dead batteries. So the first order of business when you have an electrical problem is to check all the grounds on your car—especially the one from the battery to ground. Keep in mind that some cars have a positive ground and some have a negative ground!

The major thrust of this note is the heart of our automobile's electrical system, the battery. In general, an automobile will have a 6 or 12 volt system, and it may be either a negative or a positive ground. Before starting any work relating to your car's battery—including charging or jump starting—be sure you know which of these systems your car has!

As far as cables go, use the heaviest and shortest copper cables possible, and the cables should be routed, as much as possible, away from heat sources.

Also keep in mind that cables with molded on terminals are far less prone to corrosion than cables that have bolt on terminals. If your cables do not have bolt on terminals, remove the terminals every so often to check for corrosion on the cable itself.

Batteries come in different sizes and ratings. The size of a battery denotes the physical dimensions of it as well as the type and placement of the battery posts. Top post batteries have the advantage of presenting more "meat" for the connection of chargers and/or jump starting. They are also more prone to corrosion and need more frequent cleaning. Clean terminals are a must, and these are the first things you should check when have electrical problems.

When replacing a battery, pay particular attention to the size. A friend of mine with a brand X car replaced his battery with one of a larger size. In this case, the battery was taller than the original one. When he closed the hood of his car, the hood contacted the battery posts, and he had a pre-fourth of July spectacular!

The rating of a battery will give an indication of its performance. Generally speaking, a battery of a given size may be obtained at different ratings.

. **Reserve Capacity** measures the number of minutes that a fully charged battery at 80 degrees Fahrenheit will supply power for the automobile's electrical system if the generator/alternator fails. The

greater the number of minutes, the more powerful the battery—and usually the more expensive. . **Cranking power (CCA)** is a measurement of how well the battery will start your car. The rating indicates the discharge rate in amperes that a fully charged battery will maintain for 30 seconds at zero degrees Fahrenheit without the terminal voltage falling below the lowest practical voltage (usually 1.2 volts per cell). Often a cheaper battery will have a lower CCA—say 350 amps as opposed to 550 amps. This often means that the more expensive battery has larger plates, more of them and probably has better internal construction.

I strongly suggest you use the highest reserve and cranking rating battery you can find in the appropriate size for your car!

Now to the care and feeding of your battery.....

Keep in mind that the less often you drive your car, the more likely you will have battery problems. In a way, it's almost like your muscles—in other words—use it or lose it.

Why does a battery wear out—die? There are several reasons:

. **Overcharge**—usually from a faulty voltage regulator. This will often show up as excessive use of water or a high reading on the amp meter

. **Undercharge**—this takes place sometimes from long storage and/or neglect. A low voltage regulator setting or generator/alternator which is not

working properly will cause the battery to operate at a partially charged condition. This can cause the plates to harden (sulfate) thus destroying the battery.

. **Vibration**— this causes the plates to break, touch each other and short out. Usually this is caused by loose mounts and/or tie downs.

. **Neglect**— especially low water levels. This causes the top of the battery's plates to dry out thus destroying them. By the way, **never** add acid to a battery that has been used! When you do add water to a battery, use water with a low mineral content. Distilled water is best and it is not expensive. I keep a gallon jug of distilled water in my garage for just this use.

. **It gets old**— as a battery is charged and discharged, the lead paste falls off the plates and falls to the bottom of the battery. The plates become smaller and smaller thus generating less power. Eventually enough paste falls to the bottom and the battery just wears out or the plates short out.

What can you do to make your battery last longer and work better?

- Keep it full of water.
- Keep it fully charged (more on this later)
- If storing your car for a long period, disconnect the cables.
- Protect the battery from freezing. If the car is stored outside, remove the battery and store it inside—preferable where the temperature is constant and between 40 and 50 degrees. Subjecting a battery to large

temperature changes causes the plates to flex which can loosen the plate material.

- Do not store the battery on a concrete floor.
- Keep all connections free from corrosion.

There are really several ways to charge your car's battery:

. **Through the alternator/generator**—alternators and generators are designed to provide proper voltage regulation regardless of battery physical size or perform-



ance capability. If, however, you add additional electrical devices such as an air conditioner, you may need to go to a more powerful alternator/generator since these additional electrical units use more electricity than smaller alternator/generators can supply. A too small alternator/generator will, in such cases, result in a gradually discharged battery and its subsequent failure.

. **Fast charging**— it is always better to slow charge a battery. A fast charge is 40 amps in one or two hours (for a 12 volt battery). Fast charging runs the risk of overheating the battery and burning it up by boiling the water out.

- **Slow charging**—A slow charge is one amp per positive plate per cell— usually five amps for most

automotive batteries. If you leave a charger on too long, you run the risk of boiling out your battery and ruining it unless the charger has an automatic cut off when the battery is fully charged.

Keep this in mind when buying a battery charger! Also be sure the house wiring will handle the charger's load. It should be a circuit with at least a 15 amp breaker or fuse. Any extension cord used should also be of the 3 wire heavy duty type.

. **Trickle charge**—this is a small charger that is often used to keep a stored battery fully charged. It usually puts out only about one to two amps. A trickle charger cannot be used to charge a severely depleted battery.

When jumping from one car to another it is usually best to connect the cables to the good battery first. Then connect to the positive cable on the dead battery. Next connect the negative cable to a part of the cars frame. This will prevent sparks and a possible fire. Do not use as 12 volt battery to jump a 6 volt one! Watch positive ground cars!

I hope this has been helpful to you. Much of the information presented was taken from an article by Jon Gullnet in a 1983 issue of Special Interest Auto Magazine.

Gerald J. Terranova - reprinted from the Lone Star Lady, Sept. Oct. 1999

The Silver Spirit/Spur Production Dates

Reprinted from The International Lady, summer, 1999

In 1996 the radiator grille and the Flying Lady were reduced in size together with some changes in the bumper. The cars are known as Silver Spirit/Spur IV but the number IV is not used on the trunk badge. The Bentley's had a similar change. At the time of the introduction in 1998 of the new Silver Seraph a number, about 80 'bodies in white' were in stock. I'm not sure what happened to these bodies. This accounts for the unknown last year's. Last information is that one can order a new car with the Spur body and drive train. So a 1999 Silver Spur is possible. In fact our local dealer, Don Massey, has one. The Bentley Touring Limousine was not officially offered. But I did see 2 of them at Crewe when I visited the works. Submitted by Bram Over.

	First Yr.	Last Yr.
Silver Spirit	1980	1989
Silver Spur	1980	1989
Bentley Mulsanne	1980	1987
Bentley Mulsanne Turbo	1982	1985
Bentley Eight	1984	1992
Bentley Turbo R	1985	
Silver Spur Centenary	1985	1985
Bentley Mulsanne S	1986	1992
Bentley Mulsanne L	1986	1996
Silver Spur Mulliner Park Ward	1990	1991
Silver Spirit II	1990	1993
Silver Spur II	1990	1993
M.P.W. Limousine prototype	1990	
Touring Limousine	1992	
Bentley Touring Limousine	1992	
Bentley Brooklands	1992	
Silver Spirit III	1993	1995
Silver Spur III	1993	1995
Flying Spur	1994	
Silver Dawn	1995	
Silver Spirit IV	1996	
Silver Spur IV	1996	
Silver Spur Springfield Edition	1996	
Bentley Brooklands L	1996	
Bentley Turbo R James Young	1996	
Bentley Turbo RL	1996	
Bentley Turbo RS	1996	
Silver Spur Silver Ghost (only 1 made)	1997	

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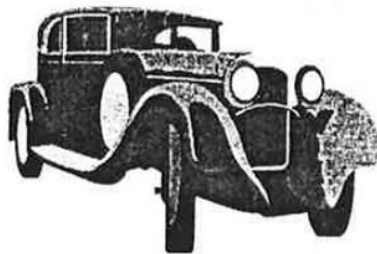
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