

THE PRAIRIE



LADY



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

MAY - JUNE, 2000



Top: 1951 Silver Dawn -
1959 Silver Cloud "S" Type
Middle: 1930 PII - 1937 PIII
Bottom: 1920 Silver Ghost

These Rolls-Royces were seized in May, 1998 by the U.S. Department of Treasury and placed on auction on March 10, 2000 in Edison, New Jersey.

Bid results were:

1920 Silver Ghost (Odometer reading: 24,875)	\$110,000
1930 Phantom II (57,120)	\$140,000
1937 Phantom III (12,456)	\$165,000
1951 Silver Dawn Drophead (99,599)	\$ 80,000
1959 Silver Cloud Drophead (62,777)	\$110,000

Bid results were retrieved from the internet.

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Calgary, AB

mtims@

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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- ☆
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 ☆ **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
- Sept. 10-15—Vintage Tour Roanoke, VA

REGIONAL EVENTS :

SOUTH EVENTS:

- May 19 - 22 – Inter-Regional tour to Cranbrook, B.C. Look for the details.
- June 10 –11- Technical Session in Calgary. (more information in newsletter).

OTHER EVENTS:

- May 20 -International Museums Day Poker Car Rally & Show, Drumheller (more information in newsletter)
- May 26 & 27—Okotoks Collector Car Auction
- August 11 & 12—APAC Annual Giant Swap Meet @Springbank Park all Seasons complex

Regional Director Report

Spring 2000

Submitted by **Rob Manderson**

It was a pleasure to fly down to San Francisco to attend the Annual Business Meet of the RROC. The meet was held just a block away from Fisherman's Warf so the eating was very good and it was nice to go for a walk along the front and visit the sea lions.

The meet covered two days and was a very pleasant one, with several projects getting the go ahead from the board. The first was the trophies, which had been allowed to fall into disrepair are all to be refurbished. There was a discussion regarding the merits of letting the trophies go home with the winners as it was carelessness in care and packing which led to the damage now being fixed.

Headquarters has also been allowed to become shabby over the years and it is felt the time has come to renovate either the current building or to move HQ into a new building. A committee has been formed to look at the alternatives.

The issue of Associate membership was also discussed and people will be able to be associate members of a region or affiliate for 2 years. Should the associate want to remain a member longer than 2 years then they will have to join the National club. The club also decided to issue members with pins for 20, 30, and 40-year membership. These will be sent as soon as ready.

A presentation was made on behalf of the Round the World 2004 Trip. This starts in eastern Australia, takes in the RROCA annual meet in Melbourne, then to India for a tour, then to Istanbul by boat, driving through Europe to the 2004 RREC National, thence to the USA, touring across to the RROC National in Monterey. The cost is estimated to be 20,000 USD for the whole trip, with 2 people in the car.

The next project approved was the scanning and proofreading of the whole Flying Lady onto CD-ROM. This will solve the problem of the index for the last 10 years and also should generate income for the club

There were also presentations made by VW and BMW regarding the future of the Marks. The waters remain muddy but as far as I understand it VW are moving on a new smaller Bentley, and BMW are designing a new Rolls-Royce to be built in a new factory in Britain. The problem of spares was discussed and at the moment VW is to be solely responsible for supplying spares up to the current models.

Speaking of current models Rolls Royce Motors arranged for a new Corniche to be shown at the meet. I thought the car to be very pretty. I especially liked the return to the Spirit type dashboard. Only 450 of the cars are to be built. Get your order in soon. The car has the reworked Rolls-Royce V8 as its power plant.

The editors meeting, which I attended, had a quite spirited discussion regarding the McFarlane award for the best newsletter. It was decided to rationalize and revamp the rules for this award to remove perceived bias from its award.

The Regional Directors Meeting was well attended and the main problem from the clubs point of view is the Chairmen are ignoring the requirement in the bylaws that they must serve no longer than 3 years at a time in this capacity. This rule is to be enforced in the future and all regions are expected to have a set of bylaws consistent with National By-laws in place within the next 2 years. There was also discussion regarding required reports not being sent to National in a timely fashion. National would like all Regions to have their Annual Business meets before the National Business Meet in January as it is at this meet Affiliate and Regional Officers are approved by the Board. You are not an official of the RROC or its regions until the National Board has approved your appointment.

A trip to the Blackhawk Museum was arranged for the Saturday afternoon. It was fascinating to see such an overwhelming display of automotives of all sorts. There were 7 Rolls-Royces on show, as well as the Museum's Bugatti Royale which needs to be seen to be believed!

The A Foundation of the RROC meeting was held as well. This is the new Foundation formed when the old Foundation decided to disaffiliate from the RROC. The new foundation is proceeding with several projects. The Schoelkopf cards are now at HQ and have been reboxed so as to be searchable. These cards contain a lot of information on cars in North America and are a valuable resource to members. A discussion took place regarding the General Arrangement Drawings, the blueprints of the prewar cars. It would be useful if these were on a CD-ROM. It was suggested that the RREC is exploring this and discussions with them will take place as to how to collaborate on this project. The Foundation plans to expand its line of videos on the cars and is organizing the rebuilding of a Radford R-Type it has been given. The work on the car will form the basis of a series of seminars over the next 2 years

I hope this gives a flavour of what your club is doing at the National level. I hope that if anyone has any question, comments, or problems with the club that you will contact me directly. The Regional Director is your conduit to the Board and I would like you to feel free to use me to improve relations between the Regions and the National club.

TECHNICAL SESSION - CALGARY

June 10 & 11, 2000 (Note: date has changed since last newsletter)

This years technical session by Ralph Curzon will run 9 am to 5 pm on Saturday and 9 am to 3 pm on Sunday. The sessions will take place at GSL Chev City, 1720 Bow Trail S.W. There will be a banquet on Saturday evening. Tech session is free but there will be a charge for the banquet.

Topics to be covered will be: (1) Automatic transmission service and band adjustment, (2) Setting up carburetors (balancing, etc.), (3) Getting all the cars up on the hoist for a checkup and repair minor problems.

PLEASE CALL ROB MANDERSON TO REGISTER

TECHNICALLY SPEAKING ABOUT SHADOW BRAKE FLUID.

Reprinted from the Chesapeake Lady



Commit this to memory, Silver Shadow cars and their derivatives prior to chassis number 50,001 use RR363 brake fluid in their central hydraulic systems. This fluid superceeds all previous recommendations and is the only approved fluid. It shall be changed every two years. Thus sayeth Rolls-Royce Motor Cars.

Brake fluid is really nasty stuff, even RR363 which contains good things to lubricate moving parts, protects the seals and multi-metal components. Brake fluid is chemically unstable, is hyroscopic (attracts moisture from the air) and is great paint remover, just spill a drop on the fender to find out! Because of this, it must be changed at least every two years.

One of the great delights of being a Rolls-Royce tech is the opportunity to peer into the brake reservoir on a neglected car and view what we have dubbed "neptonities:" Astonishing natural formations that reach up from the bottom (much like the blue crystals you grew in elementary school science class) surrounded by viscous gelatinous clouds of...well..."mung." The entertainment value of this spectacle is tempered somewhat by the realization that if this material is sucked into the fine monel filters of fluid, resulting ultimately in complete brake failure.

For your safety, the safety of those who ride with you, for the preservation of your car and for the benefit of future owners, the moral is you can't change brake fluid too often.

Miscellaneous:

CRANBROOK

Don't forget to make plans to attend the Spring Tour at Cranbrook, B.C. Wayne & Lyn Fletcher are doing all the organizing so please support their efforts.

May 20—Breakfast, railway tour, Way-Iyn Ranch lunch, tour to Marysville Falls, & dinner Bavarian Chalet Inn.

May 21—Breakfast, tour fish hatchery, Fort Steel tour, dinner Gausthaus in Kimberly.

May 22—Breakfast, golf at Way-Iyn Ranch, lunch & hangout.

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In case you are unable to be away for the whole weekend, the International Museums Day Poker Car Rally and Show have invited anyone from our club to join in the activities on May 20th in Drumheller. The Big Country Car Club and a variety of other car clubs will be represented. Rally starts at 10:00 a.m. Car show at 3 pm. Cost for rally and show is \$5.00. Includes entrance to the Homestead Antique Museum, Drumheller. Pre-registration is required by phoning Steve Kempling.

The Calgary West Rotary Club is planning their second annual CARS 4 KIDS CANCER antique auto show. This show will take place indoors in the Olympic Oval at the University of Calgary. No entry fee for any entered vehicle. To put your car on display or for more information call Gerry Lebsack or Don Nielsen. Show times Saturday 10:00 am to 8:00 p.m. and on Sunday 10:00 am to 5:00 pm.

A new membership list is included with your newsletter. If there are any errors or omissions please let me know by phone, fax or email. Also let me know of any acquisitions or deletions.

Editor



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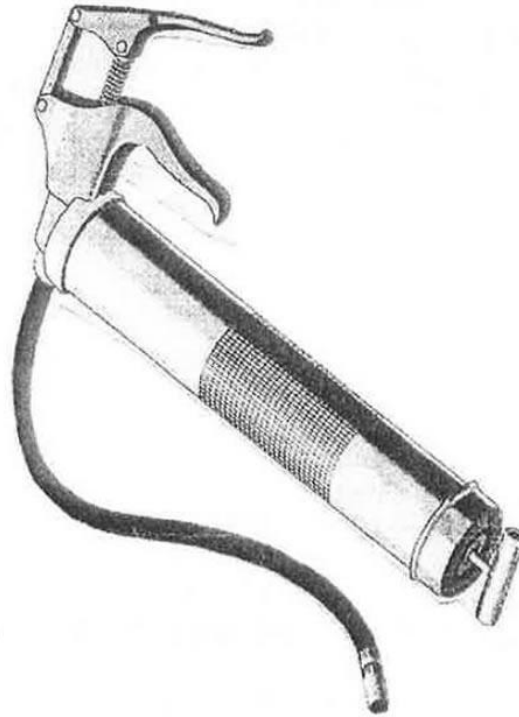
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REDUCING V-8 ENGINE OIL LEAKAGE

Over the years, Rolls-Royce and Bentley enthusiasts have endured almost as many derisive remarks about British cars leaking oil as about the reliability of Lucas electrics. Certainly the aesthetic concerns posed by oil spots on a garage floor were not of paramount concern to Rolls-Royce engineers, and I can clearly remember our first Rolls-Royce zone service manager explaining "controlled seepage" to the irate and disbelieving owner of a new Silver Shadow. Nevertheless, we'd all like to keep oil leaks to a minimum, and at minimum cost, especially when two of the biggest potential leaks can often be corrected by a simple maintenance procedure.

Two possible engine oil leak sources are at the front and rear end of the crankshaft. Most manufacturers utilize a lip seal at these points (and Rolls-Royce did too after 1980). This type of seal is cheap and positive, but since it depends on contact with the crankshaft, it wears out and is impermanent. With typical mechanical conceit, Rolls-Royce engineers devised an elegant and expensive method of controlling oil loss. Precision screw threads were machined into the engine covers at the front and rear of the crankshaft which were then

very accurately located so that the clearance between the shaft and the thread was uniform and extremely small. The threads are cut so that as the crankshaft revolves, any oil on the crankshaft seal area is "screwed" back into the engine. Since there is no mechanical contact between the crankshaft and the cover, this sealing



arrangement has the potential to last forever. The critical requirement of this system is that the crankcase pressure be slightly negative. Normal blow-by past the piston rings into the crankcase would cause oil to be forced out through the crankshaft seal clearances if there were not some method of relieving this pressure. In pre-emission control days this was done with a crankcase breather and a draft tube, but after 1966, it was done with the crankcase breather alone. The crankcase breather is the long insulated tube which runs from beneath the engine oil fill to the top of the carburetor choke housing.

Resistance to flow through the air filter elements induces a slight depression (vacuum) in this tube which vents the crankcase and keeps pressure from building up. Should the breather become restricted, profuse oil leakage will occur from the front and rear of the engine while running. This can and often does occur in cars not maintained "by the book".

To prevent the possibility of a carburetor backfire igniting crankcase fumes through the breaker, several fine metal screens are stacked in the adaptor between the oil fill and the breather tube. This is called the "flame trap". Maintenance schedules call for them to be cleaned at major service intervals. Because of the cost, many older cars are not treated to major services they should receive. The screens become clogged; this restricts flow through the breather resulting in pressure building up in the crankcase and major oil leakage. Remove and clean the breather pipe and its adaptors with solvent and blow dry. Dismantle the flame trap and clean the little screens in solvent. Clean the flame trap housing. Replace all the 'O' rings. Check the cork gasket underneath the oil fill cap and see that it seals well. If you found the flame trap screens cruddy and clogged, you will see a dramatic reduction in oil leakage. So, clean up the oil slick on your garage floor, put down some fresh kitty litter, and think up some clever rejoinders for the next jerk who asks you if you know why the English drink warm beer.

By Bruce Duncan
Reprinted from Chesapeake
Lady, May/June, 1999

ROLLS-ROYCE TOUR 2004

AUSTRALIA—INDIA—EUROPE

From Nick Brittan, Event Director, Trans World Events Ltd. (reprinted in part)

At the request of Peter Lind (RROC California), Trans World Events Ltd. is organizing the route and tour which would start in Australia in mid-March and go via India/Middle East to finish in England in early June, a total duration of 8—10 weeks. This would include shipping time between continents. To cost it on the basis of there being between 30—60 vehicles and to run the Tour as a package.

Trans World Events Ltd. was organizer and promoter of London-Sydney Marathon 1993, London-Mexico Rally 1995, Panama Alaska Rally 1997, and Shield of Africa 1998. In addition it is planning the London-Sydney Marathon 2000 and Cape to Cape 2002. Visit their website—www.twerally.com

You will need visas and carnets. TWE will provide detailed advice on exactly what is required and how to obtain them.

To make the Tour financially viable the minimum number of cars is 25, the maximum will be restricted to 40.

What the package consists of:

- Twin share room 14 days in India, 21 days in Europe
- Container to ship car Australia—India and India—Istanbul
- Welcome and farewell dinners—Australia, India, London
- Two-car-4 staff supervision throughout entire tour.
- Road books, maps plus advice bulletins
- Event merchandise pack—bag, shirts, caps, etc.
- Personal accident and medical & repatriation insurance.

Cost for 2 persons in a car will be \$20,000 U.S.

What you pay for yourself:

- On the event, your food and petrol
- During the two periods of free time all your own expenses
- Your own air fares to get you to Australia and from Australia to India and from India to Istanbul

Those wishing to book a place on the tour should complete the enclosed form and pay their U.S. \$1,000 deposit not later than December 30th, 2000.

If deposits are received from 25 members by December 30th, 2000 we will conduct a full route survey during May-June, 2001 and produce the definitive details of the route, the finalized schedule and costing for the tour.

Members of all Rolls-Royce and Bentley clubs are welcome to participate in as many of the events as they choose. Cherry pickers are welcome.

For more information call Peter Lind

PARTING SHOTS

THE *CAVEAT EMPTOR* DEPARTMENT

For those of you who enjoy reading antique car advertisements, we present this official conversion chart for your reading enjoyment. Original source unknown.

Reprinted from The Picadilly Times, Spring, 1999

IF IT SAYS

Rare model
Older restoration
Needs engine work
Uses no oil
Uses some oil
No rust
Some rust
Rough
One owner
No time to complete
Needs interior
Rebuilt engine
May run
Low mileage
Many new parts
29 hand rubbed coats
Clean
Best offer
Always driven slowly
Prize winner
Stored 25 years
Real show stopper
Easy restoration
Top good
Good investment

IT REALLY MEANS

Nobody liked them new either
Can't tell it's been restored
It's been frozen for 30 years
Just throws it out
Buy it by the gallon instead of the quart
Body and fenders missing
All body panels rusted through
It's too bad to lie about
Never been able to sell
Can't find parts anywhere
Seats are gone
Has new spark plugs
But it never has
Third time around the odometer
It keeps breaking down
Needed that much to cover rust
It sat out in the rain yesterday
About what I expected to get
Won't go any faster
Hard luck trophy 3 times in a row
Under a tree
Orange with purple fenders
Parts will crumble in your hand
It only leaks when it rains
Can't depreciate any more

And a few special terms for those of us in the Rolls-Royce Owner's Club

Needs minor leather touch-up
Leather needs re-dyed
Low mileage
Very low mileage
Less than 20,000 miles since new
Rare color
Ready to restore condition
Good condition
Flawless
Concours condition
Concours winner

Leather needs re-dyed
Needs all new leather
Has less than 100,000 miles
Odometer has been tampered with
Owner can't afford to drive it or do maintenance on it
Someone fell asleep at the paint mixer
As bad a condition as it can possibly get
Bad condition
Only if you are blind as a bat
Has never won a concours much less been entered in one
No concours we've every heard of

FOR SALE

1978 Corniche Convertible
49,000 km, \$50,000 Cdn.
Gerry Kendall

1950 MK VI with replica English
fiberglass roadster body. \$25,000 Cdn.

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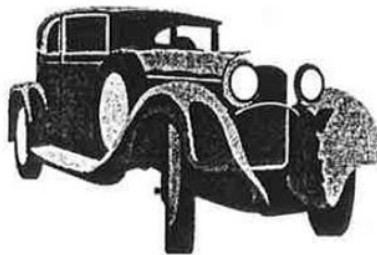
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