

THE PRAIRIE



LADY

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



SEPTEMBER - OCTOBER, 2000



TECHNICAL SESSION, CALGARY, JUNE 10TH & 11TH.

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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. ☆

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

☆ **Royce Owner's Club.** ☆

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UPCOMING EVENTS-
NATIONAL EVENTS:

- Sept. 10-15, 2000 , Vintage Tour, Roanoke, VA
- July 18-21, 2001—Annual Meet, Calgary

REGIONAL EVENTS :

SOUTH EVENTS:

- Saturday, September 16 Numtjah Lodge (overnight) Call George Pope for more information.
- Saturday, September 30 Business Meeting & dinner @ Heritage Park. RSVP to Dawn Collings
- Sunday, October 22—Annual Meeting, Black Knight Inn, Red Deer. Brunch -11:00 a.m. followed by a short business meeting. Everyone welcome.

TOUR REVIEW - INTER-REGIONAL TOUR, CRANBROOK, B.C., May 19—22, 2000.

The attendees were: Wayne & Lyn Fletcher (1975 Silver Shadow), Bill & Rita Campden (B.C., 1952 R Type), Dave & Alice Stewart (B.C.), Tom & Sharon Foster (Pac. NW, 1976 Shadow), Mel & Diana Knight, Howard Lengert/Ted Carswell, (1970 Shadow), Rob Manderson, (1953 R Type), and Winnie & Francis Chan (1980 Silver Wraith II).

The activities planned turned out to be most interesting. If you are a railway fan, the Cranbrook Railway Museum could not be missed. Other highlights were lunch at the Way-Lyn Ranch, a scenic drive to Marysville Falls, a visit to a trout hatchery, Fort Steele historical site, and Kimberly—a wonderful Bavarian style town. The last evening was spent at the Gasthaus Platz restaurant. A great time was had by all.

**A BIG THANK YOU GO TO WAYNE & LYN FLETCHER FOR ALL
THEIR EFFORTS IN ORGANIZING THIS EVENT.**



* * * * *

TECHNICAL SESSION WITH RALPH CURZON, CALGARY

June 10—11, 2000

by Maurice Tims

The following members attended the technical session: Rob Manderson, Terry Murphy, Maurice Tims, Mel Knight, Howard Lengert, Ted Carswell, Norm Gilliam, George Pope, Ron Venter, Laurie Niewchas & his mechanic, David Stocks, Al Spence, and John Peirson.

Ralph Curzon, Vice President Tech Post-War, was our instructor at our two day tech session. GSL Chev City's service bays were the ideal location for these very informative sessions. As usual, Ralph Curzon does an excellent job in providing solutions to problems experienced by the owners.

The cars worked on were Silver Dawns, Shadows, Silver Cloud III's, Bentley S2, and S1's. Some of the areas covered were automatic transmission service and band adjustment, timing set, carburetors balanced, and correcting choke problems. Of course, there was also the sharing of knowledge among the attendees.

Saturday evening was spent with spouses, children and friends at the Red Carpet Steak House for a very enjoyable dinner.

WELCOME—NEW MEMBER

Allan Bratland,
Leduc, AB

1958 Silver Cloud I, LSGE460

MY FIRST NATIONAL MEET, LEXINGTON, KENTUCKY

By George Pope

Donna and I along with our three girls decided to take the Silver Wraith II down to Lexington, Kentucky for our first National meet. Rob Manderson accompanied us in his S2. I have always wanted to see Mount Rushmore so we incorporated that into our tour down and made the trek into a mini holiday.

We left Calgary at 6:30 a.m. on Saturday, July 29th and drove south all day in temperatures up to 112 deg. F. until we reached Buffalo, Wyoming at 10:00 p.m. Surprisingly, the cars were in better shape than the people, even with the heat. The next day we headed east into South Dakota where we toured Mount Rushmore and then continued on through Iowa where we stayed in Rapid City. Our third full day of traveling took us through Illinois down to Indianapolis, Indiana.

The fourth day was a short distance tour over the rolling green hills of Kentucky. We stayed off the interstate that day and followed a quiet little highway lined with stone fences and small well kept homes covered in ivy. Rob, Donna and I agreed this was good unwind drive and a first rate tour of the Kentucky countryside. The cars with their tired travelers rolled into Lexington about 2:00 that afternoon.

The meet.....

I went to the meet with three things in mind....tech sessions.....looking at cars.....learning how a meet works so I can help with ours. The tech sessions were excellent. I went to Transmissions with Ralph Curzon, Servicing your post war 6 cylinder car with Fred Fabre and Woody

Richie, and Modern Car Service I and II with John Palma and Cal West. That last session was most informative as my car was the subject of 1 1/2 half hours up on the lift.

I would guess that there were about 225 cars at this meet with some really amazing examples. Donna and I are most interested in pre-war cars.....oh no!

I didn't attend any of the social functions simply because Donna and I had the kids along and we just could not afford it. We stayed at the Holiday Inn and it had a Holidome where every one swam and played games. The Holiday Inn was also immediately next door to the hotel so you could not ask for more. And the kids ate free!!! Rob went to some social events and is more involved politically so he was really more involved in the nuts and bolts of the meet. One one evening Donna and I and the girls had dinner with Rob, Mel, his son Darren and Bill Campden from B.C. I attended my first Radford Society meeting and felt quite at home.

All in all the meet was a positive event for me and I learned a great deal. I met a tremendous amount of nice people and enjoyed watching some enormous egos. The meet began Tuesday and ended Saturday.

Sunday morning saw us up at 7:00 a.m. and we drove north up through Indiana, then through Chicago, Illinois and then stayed the night at Wisconsin Dells, Wisconsin. Our next day saw us through Minnesota and into North Dakota where we spent the night in Jamestown. The third day we traveled on through North Dakota and into Saskatchewan staying in Swift Current. A final leg was accomplished in 6 hours back to Strathmore.

The cars did very well....better than the people. The SWII needed a new steam valve and gasket when we got to Lexington and I repaired that. On the way back, however, I blew the EGR pipe where it meets the balance tube about 6 hours from home. Not bad for a 22 year old car.

KEEPING YOUR SHADOW HAPPY AND ON THE ROAD

So, you bought a Shadow. Great decision! But, now you want to know how to treat her right and keep her up to snuff. Here are a few, simple hints about what you can do to keep your car on the road and up to peak performance.

Using and Storing the Car:

Don't be afraid to use your car. They were meant to be run not saved for the year 3000! In fact, one of the worst things you can do to a Shadow is let her sit. The hydraulic system (just to mention one system) needs to be run to keep all the "bits" up to snuff.

But **don't** just warm her up. Take her for a spin. One of the worst things you can do is just to turn your Shadow on and let it idle in the garage. It takes at least 14 to 15 miles of actual driving to get the engine oil warm. Without warming the engine and oil, corrosive materials will build up!

And now that you're on the road, what kind of gas should you use. It depends on what series chassis (year) you have. Check your owners' manual. If you have an early car (8:1 compression) you need only mid-range octane fuel. Corniche and early cars with the optional 9:1 engine need premium fuel. Later cars may only require regular octane.

If your car doesn't require higher octane, don't use it and save your money. But, probably the easiest way to tell is to use the lowest octane that doesn't "ping" in your engine.

If you are planning to store your car for the winter months, be careful of furry little creatures. Set some traps. They have a habit of making homes in the worst places, and eating the wires and interiors.

It's also best if you're going to store your car for just a couple of months to: 1) inflate your tires, and 2) make sure your gas tank is topped off.

Maintenance Tips:

The first rule with a Shadow is: Pay me now or pay me a lot later!" Shadows are intensive and high maintenance vehicles. The trick to lowering the cost is to keep up with the vehicle's maintenance. Do the maintenance when the tasks are still small. If you (or a qualified mechanic) do the following tasks, your overall cost will be greatly reduced.

(It should be noted that some people prefer and are able to do the maintenance tasks. Others prefer to use a qualified mechanic. Regardless, if in doubt or wondering what mechanic to use, ask for help. There are plenty of people in the Region who can steer you the right way.)

First, check the hydraulic systems.

When was the system bled last? If it was more than two years or if you don't know when it was bled last, bleed it now! Brake fluid absorbs water and must be bled every two years. (For more information, see *The Shadow's Corner* by Cal West, available from the RRCC Club Stores.)

The accumulators are also part of the hydraulic system and need to be periodically tested. If you're not sure how to test them do the following: 1) run engine for 2 minutes until the dash lights go off, 2) turn the engine off, turn the key back on to the "on" position without starting the car, 3) then pump the brakes approximately every second and count the pumps until the 'brake' lights or the dash go on. The number of pumps will tell you how much nitrogen is in the accumulators and their general condition.

Your accumulators are in good shape if it takes 35 or more pumps to make the dash lights illuminate. But, if you pump until your leg gives out (100 times), it may be the switch.

Third, check the cooling system. Again, when was the system checked last? If you're not sure, check the hoses (including the heater and bypass hoses) and flush the system. Replace the coolant with a 50/50 mixture of antifreeze and water.

"Water wetters" and supercoolants are fine. The new types of antifreeze are also OK. But, check the label to determine compatibility.

Fourth, check your water pump to see if there is a history of leakage. (A whitish fluid trail). If there is, it's time for a rebuilt water pump. Rebuilt water pumps are easier and less costly than trying to overhaul one yourself if you

don't have a press.

Fifth, change the oil. If you're not sure when the last time was, do it now. Your favourite brand (or what's on sale) of 20/50 weight is fine.

Synthetic oils (e.g. Mobil 1) are expensive, tend to be "thinner" and will leak. Although they do a better job lubricating, they also do a better job escaping! The only advantage of synthetics are when it is extremely hot or cold. Since most people don't drive their cars in these extremes, stay with a traditional oil.

Sixth, check your transmission fluids and filters. If you don't know the car's history, change the fluid and the filter. This job needs to be done between every 2 to 4 years, depending on how you drive.

When changing the filter, examine your drain plug. It may have a magnet on it. Look for shiny flakes of metal. Also examine the bottom of the pan of any debris.

If you are changing the filter and replacing the gaskets, remember that the gaskets to up dry. Also, remember that leaking transmission fluid may be a signal that there are other leaks in your system including flame traps, air intake leaks, and induction hose leaks to name a few.

Seventh, check your braking system. Depending on how the previous owner and you drive the car will determine the life of the brake pads. Remember, once the backing of the pad touches the disc, it destroys the brake disc (and pads are a lot less expensive than a disc).

While driving, if you feel a pulsation in the brakes, it is probably a distorted rotor. This may be upsetting, but can be fixed by your mechanic or yourself if you are handy.

Eighth, have your mechanic check the ball joints. If the car has been driven over particularly bumpy or potholed roads, it may be necessary to replace these.

Also, have your qualified mechanic check shocks, spring wear.....and

Finally, make sure battery cut-off switch is installed and you carry a fire extinguisher. In case of a fire, this may save your car.

But most of all, remember to have fun with your Shadow!

By Cal West and Rob Rosenbaum. Reprinted from The Picadilly Times, Spring 1999

Miscellaneous:

by LC

Francis & Winnie Chan have moved—please change your membership list to read as follows:

Francis Chan, Edmonton, AB
Tel. (780) fax (780)
email: chanf@

Reg Collings recently received from National the VP Technical Award pin. This is earned by members for their mechanical and technical accomplishments; earned the Guerrero Trophy, and done work that is well known to the Technical VP's. There are three levels of the pin. To date there are only about 100 members that have earned this pin.

July, 2001 National Meet in Calgary. Here is a great opportunity to attend a National Meet not far from home. We will need all members to volunteer some of their time for this meet. Find out how you can help by calling Mel Knight.

*We are thrilled to announce
the arrival of our new baby boy*

Matthew Thomas Pierce Collings

May 9, 2000

1:21 p.m.

7 pounds, 9 ounces

19 1/4 inches

Darcy and Dawn Collings



OBSTRUCTED FUEL FLOW AND HOW TO AVOID IT

By Jim Toole, Technical Chairman, The Spirit of Ecstasy, August 2000

1. Drain the gas tank as it will have water in it and other goodies.
2. Disconnect your battery now. Then clean out the filter on the chassis cross member, in front of the gas tank. On early cars the filter has a brass drain plug, on later "S" series cars they are aluminum. Don't attempt to remove this, chances are you will strip the threads in the filter bowl. (You all know Tony Handler's phone number.) To avoid that call, remove the bowl but first WD40 the saddle, nut and swivel bracket. Remove filter. Clean all parts and replace.
3. Then go to the filters in the fuel pump. Remove, clean and replace. Next, along the line, check that flex gas line that goes from the chassis to the carb pipe. If any fuel drips are evident, get it rebuilt with a new stainless braided fuel line. Not just a rubber fuel hose which could cause a fire if it breaks.
4. Now to the float chambers. Remove the lids, check both floats for fluid inside by shaking each one. If there is any evidence of fuel in the floats, replace the floats or you will not be able to tune your carbs correctly. Any debris inside the chambers should be vacuumed out. Check the screens in the float lid. Then remove the jets and blow through the chamber lid. Replace the jets and check for the correct setting by using a 7/16 rod or drill bit across the lid and under the jet fork. Reassemble all parts and be careful that the

gasket sits even on the float chamber. The above job should not take more than a few hours, but this will keep you off of the flat beds.

5. Now that you have gone this far, spend another 1/2 hour and remove the air slides and clean off the carbon build-up inside with either car cleaner or lacquer thinner. **No abrasives must ever be used on these parts.**

6. Here is another job while you are looking for something else to do. Remove the hot wire to one side of the fuel pump to check if both sides work. Many times one side of the fuel pumps are burnt out. When the other goes, call the flat bed. Clean the points on the fuel pumps with 600 wet-dry paper. A good practice is to carry a spare pump or a single-sided pump. This will allow you to do a roadside repair and avoid that dreaded call.

Automotive Trivia

1. Perhaps the most famous of all hood ornaments is to be found on the Rolls-Royce. What is its correct name? *The Spirit of Ecstasy*
2. How many different designs of the "Spirit of Ecstasy" have been used on Rolls-Royce cars: one, two, or four? *Four. The first had a more upright stance and was used on the 40/50 models between 1911-1926. The second, and most common, was introduced in 1922 for the smaller 20/25 models. In 1935 a version known as "The Kneeling Lady" - for obvious reasons - was featured on the Phantom III series. The most recent version was introduced in 1955.*



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MOTHBALLING YOUR VEHICLE

Edited by John Lukkarinen, Alberta Pioneer Auto Club

Your vintage collectable vehicle, the pride and joy of your life, is going on a long trip. You may not think so, but when you put it in storage for the winter, you should prepare it first as if it is going on a very long trip!

Here is how to prepare your classic for long-term storage:

ENGINE

- Take it for a drive. Get the engine up to full operating temperature, then take the car home and change the oil and oil filter.

WHY: The circulation of hot oil in the engine picks up sludge, acids and contaminants and holds them in suspension, so drain the crankcase while the engine is still warm.

- Put about a tablespoon of oil into each combustion chamber and crank the engine a few times with the plugs out, then put the plugs back in.

WHY: The oil will coat the cylinder walls.

- Make a mental note to turn the engine over by hand or with the starter every few months.

WHY: This will prevent the valve springs from getting a set in them and to keep the crankshaft bearings coated with oil.

RUNNING GEAR

- Shoot enough clean, fresh grease into all the chassis fittings to force dirty grease out. (On older cars that don't have

sealed bearings for the generator and starter, put a drop of oil in their bearing cups). Antique auto distributors usually have a grease cup that also should be refilled.

- Pack the front wheel bearings and change the oil or fluid in the transmission and differential.

WHY: If the car is left this way for years, the clutch arm return spring may get stretched and have to be replaced, but that is better than having to replace the entire clutch.

FUEL SYSTEM

- Add a can of gasoline stabilizer in the gas tank in order to delay fuel deterioration, if you plan to store your car for only a few months.
- Fill the fuel tank full.

WHY: This will displace moisture-laden air and will help keep the tank from being rusted by condensation.

- Drain the tank completely if it will be stored for a long period.

WHY: Old gasoline still in the tank will foul carburetors and cause valves to stick and hang up in their guides.

SAFETY TIPS:

- .Work outdoors;
- .Don't smoke;
- .Don't use any kind of electric pump;
- .Be careful.

WHY: Gasoline vapor is deceptively dangerous.

- Once the tank is drained, start the engine and run the remaining fuel out of the carburetor and fuel delivery system, unless your car has electronic fuel injection, in which case you should drain the system by disconnecting a fuel line.

- Clean or renew any fuel filters.

COOLING SYSTEM

- In a warm environment, if you are storing the car for only a short time, just drain the cooling system and refill it with fresh coolant.

Note: This is a critical step on older cars that use water for cooling.

- Add to the water at least one and probably a couple of cans of rust inhibitor and water pump lubricant, depending on the capacity of the cooling system.
- In a cold environment, add enough anti-freeze to your older car's cooling system to prevent a cracked block or blown soft plug.

WHY: Don't expect soft or freeze plugs to prevent engine damage due to frozen coolant. Soft plugs fill holes that were designed into the block so casting sand could be removed from the water jacket during manufacturing; they aren't there, as many people believe, primarily to prevent damage due to cold weather. Water freezes from the top down; soft plugs are usually too low in the block to help much.

- If you plan to store your car for years, drain the old coolant and leave the system empty.
- Also leave the radiator cap off and petcocks open so air can circulate.
- Disconnect the heater hose and drain the heater too.

ELECTRICAL

- Remove the battery.
- Clean and brighten the terminals, encase them in globs of white dielectric grease.
- Brighten the cable ends and coat them with grease.
- Smear a little grease on all exposed electrical connections to prevent corrosion.
- Finally top up the battery with distilled

water, clean the outside of the case, then store it on a shelf in a dry place.

TIP: Never store a battery on a concrete or earth floor; it is less likely to discharge if kept on wood, rubber or other insulating surface.

BRAKES

- Probably the most neglected item during car storage is the hydraulic brake system. As long as the car stops, people figure everything is fine. What they don't know is that conventional polyglycol DOT 3 brake fluid attracts moisture like a soda cracker and should be changed every year or so, even when the car is in regular use. Moisture causes corrosion in master and wheel cylinders.

INTERIOR

- Vacuum wool or other fabric upholstery and carpets.
- Apply saddle soap or leather dressing to leather upholstery.

Caution: don't use saddle soap on tinted leather, as it could cause the dyes to rub off.

- Wax any interior metal or bright work.
- Protect wool interiors with mothballs.

TIP: A few open boxes of baking soda placed on plastic plates on the floor of your car will help absorb moisture and mitigate the mothball odors.

STORAGE

- Store your classic in water-tight garage with a concrete floor.

TIP: A barn with an earth floor is not suitable for auto storage, because the soil holds moisture that will cause corrosion.

- Jack up the car and place jack stands under the axles or frame.
- Roll down side windows for air circulation.
- Cover car

**That's all there is to it.
Happy Motoring.**

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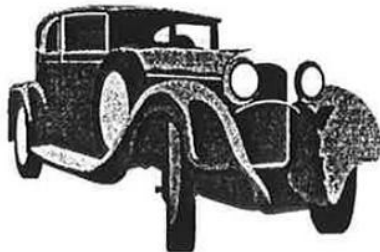
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