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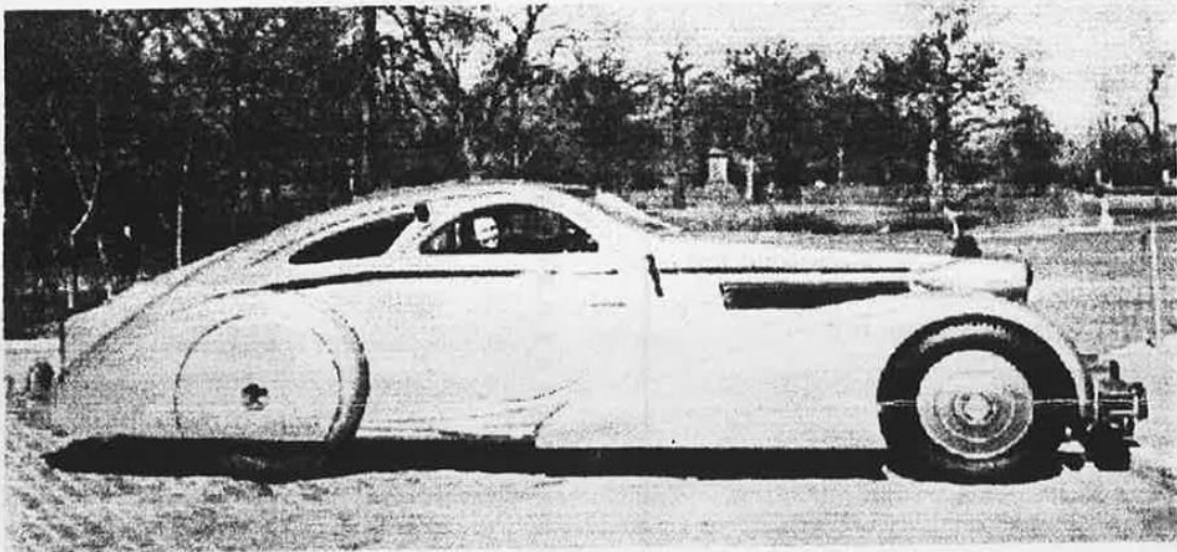


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Rolls Royce Owner's Club - Can-Am Prairie Region

JANUARY—FEBRUARY, 2001



The Round Rolls-Royce

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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- ☆☆

☆☆ essarily 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:**

- June 16-23, 2001 Spring Tour, Nova Scotia
- July 18-21, 2001—Annual Meet, Calgary

REGIONAL:

SOUTH EVENTS:

- January 19th—Friday 7:00 p.m. @ Maurice & Bernice Tims' home.
- February 16th, Friday 7:00 p.m. @ Maurice & Bernice Tims' home.
- March 16th, Friday 7:00 p.m. @ Maurice & Bernice Tims' home.
- May 12-13, 2001, Technical Session in Edmonton @ David Morris' shop. Topics to be determined by members.

OTHER EVENTS:

- January 17-21, 2001 Barrett-Jackson Auction Scottsdale, AZ



Christmas Social, Sunday, December 11, 2000

By George Pope

Attendees: Maurice & Bernice Tims, Terry Murphy & guest Marianne Maurer, Norm Gilliam, Howard Lengert, Rob Manderson, Ted Carswell, Jonathon Lloyd and his brother, George & Donna Pope, Ron, Gillian and Jane Venter.

The delicious pot-luck ensemble was enjoyed by all. Following dessert, we held a 2001 update meeting.

Thank you Maurice and Bernice for your hospitality.

WELCOME NEW MEMBER

Barry Brese,
Edmonton, AB

1978 Corniche DRG 31564, Mulliner Park Ward Drop Head

Note:

Regarding the upcoming events, Maurice & Bernice Tims will be graciously providing dinners at their home, so we can continue to work on 2001. This is an ideal situation so please try to attend as we will need lots of help as July is quickly approaching. If there is any way that you think you can help, contact Mel or call Mel and ask how you perhaps may be able to assist at the meet.

NEW LIFE FOR LAZY SILVER SHADOW WIN- DOWS

By Kevin D.
Davin, Oregon Reprinted from the
Leading Lady Vc. 37, No.1

Hello fellow PNRROC members. My name is Kevin D. Davin of Portland, Oregon.

I'd like to tell you about a technical repair I performed recently on my 1976 LWB Silver Shadow (LRE26611)

This fix is the solution for the legendary sluggish operation of the electric rear windows on the Silver Shadow and Bentley T series cars.

As a Silver Shadow disciple, I know there are scads of technical information out there concerning Shadows, some factual, some phony. The source of this information is the "real deal". I managed to track down information from the R-R factory service bulletin on how to correct the poor performance of the rear windows on the Silver Shadow.

What I learned to be true regarding the poor window operation is this: the wire the factory used in the window motor harness is rather light weight. Over the course of twenty or twenty five years, the properties of the light gauge wire cause a voltage drop that robs the window motor of enough "juice" to operate the

window with any gusto. Effectively the system is experiencing something akin to 'clogged arteries'.

Apparently this condition most often effected long wheelbase cars (and front windows of the Corniche), although standard saloons were not immune. LWB car's rear class is heavier than that of the standard car, yet they're fitted with identical motors and mechanicals.

I was so impressed with the results of this fix, that I thought that some of you other Silver Shadow owners would be interested in learning about this 'arterial by-pass' procedure.

Incidentally, before coming upon the tech bulletin, the most popular answer I kept hearing was to replace the window motors. Funding for window motor replacement could equal up to ten times the cost of this repair, and there's another rub: replacing the motors before checking into the forthcoming wiring re-work could be a costly and disappointing route. Low voltage still won't run a new motor.

To perform the repair you'll need the following items:

A. Four (4) electrical relays, two for each door; one for up and one for down. The Rolls-Royce part number is UD9270. They cost about \$110.00 each. Note: Lucas cross reference number is #33222F. These are the ones that I used. I purchased them from the local Jaguar dealer for considerably less money.

B. You'll also need some 14 gauge automotive wire in 3 colors, black, red, and yellow. These are the factory colors so as to keep your work at factory standards.

C. Also required are several crimp-type, female disconnect fittings, and a few line connectors, to manufacture the by-pass wire harness and hook into the relays. A couple of piggy back connectors to tap into your 'hot wire' and two 25 amp in-line fuse holders with fuses will also be needed.

Once you have gathered all your supplies, I recommend removing the passenger side door panel first.

There are three wires connected to the door panel; one for lighting, one for the cigar lighter, (the one you'll want to take note of for the tap in to 12 volt power), and one common ground wire. Slide the disconnect joints apart and set the door panel aside.

Roll up from the bottom, or carefully remove the plastic moisture barrier sheeting to reveal the innards of the door.

The first procedure of fresh wiring requires you to locate the window solenoid. It is cylindrical and located opposite the window motor, on the lift assembly. Connected to the solenoid are two wires: one **yellow** and one **yellow with black stripe**. Remove these wires from the back of the solenoid and remove the solenoid.

At the end opposite the wire terminals, there is a black plastic disc with several small spindles protruding from it. This is known as the 'window brake'. Remove the disc and reposition the solenoid, but do not reattach the wires.

Now, at your work bench, take the first pair of the new relays and place them in front of you side by side, terminals up. Notice that each of the terminals is clearly labeled.

Using **red** wire, begin by wiring terminals **C1** and **W1** from both relays together; then splice in your 25 amp fuse and holder. Leave about a foot of wire to later splice into your 12 volt power source (the cigar lighter wire).

Next using the **black** wire, connect the **C3** terminals from relays together, also leaving about a foot of wire to later connect to ground.

Okay, so far so good, right? The rest is just as easy.

The two relays must now be mounted to the door, I mounted mine above the terminal block in an obvious indentation. Be reminded that you'll want to double check for proper clearance before you permanently mount the relays. This doesn't present much of a problem but, you'll still want to be careful when positioning. Determine your final position, mark, with some appropriate fasteners.

With the relays in place, notice the terminal block, with all the various wires coming together.

Find the **yellow** and the **yellow/black** wires on the terminal block that run up into the door to the window switch. Remove the window switch and replace the two existing **yellow** wires only, with new 14 gauge wire. Mark one of the wires with either black electrician's tape, or a permanent black marking pen.

From the switch, connect the new **yellow** wire to terminal **W2** on the second relay.

The original, light weight switch wires should still be connected to the terminal block. At that connection you'll note they run to the actual

window motor, via two wires; also **yellow** and **yellow/black**.

Note the position of the original switch wires. Remove those wires and run a new **yellow** wire from the "**yellow**" terminal at the block to the **C2** (center) terminal of one relay. Run a new **yellow/black** wire from the **yellow/black** terminal at the block to terminal **C2** on the second relay.

Next, run the **black** ground wire to the ground terminal at the block.

Finally, piggyback the **red** fuse/power wire from the relays onto the cigar lighter wire. It's important that you tap the lighter wire and not the lamp wire, as the lighter circuit has higher amperage rating than the lamp circuit. Furthermore, the lamp circuit wire is turned off by the door jam switch when the door is closed. If one were to mistakenly tap into the lamp wire and the draw from the window motor didn't trip the circuit breaker or fuse, the window would only operate with the door open. Visualize that scenario!

Now it's time for the test. Even with the proper wire tapped into, the windows will still only operate with the ignition switch on, as per the original North American specifications.

Assuming everything has gone well, you're ready to move into the driver's side rear door. You'll discover after opening up the driver's side door that the innards aren't exactly a mirror image of the passenger side. No cause for alarm though. The reason I suggest you start with the passenger door is because I feel it's a slight bit easier to maneuver the

relays and wires. Now that you've done the easier one, you have a fresh experience to take on the second round.

Be thorough when installing your wire connectors. After removing those door panels once, you surely don't want to have to tear into them again after a loose wire.

While you have the doors opened up, don't forget to spray a little lube on the window tracks and latch mechanisms. Inspect all the original wire connections for any signs of corrosion and check out your stereo speaker while you are at it.

Remember, this fix will only work if your window motor still shows signs of life, but this modification may still be required to operate a new motor efficiently.

I hope this information will be of some use to you out there in Shadow Land. I can certainly attest to the fact that this has worked extremely well for me. My windows would make a painfully slow decent and refuse to go back up.

This repair has "turbocharged" the windows in my car. They operate both swiftly and silently with great vigor.

In a related situation, I was dissatisfied by the operation of the passenger side front window. Although this fix doesn't apply to the front doors of four door models, I gained satisfactory results in increasing window speed by simply rewiring the original yellow switch wires with new 14 gauge wire.

Good Luck and happy Motoring.

THE ROUND WINDOW ROLLS

Reprinted from The Picaddilly Times, Summer 1999

Note: There is no solid evidence that this car was owned by the then Prince of Wales or indeed ever owned by any member of the royal family.

This fabulous Rolls-Royce car was built at a cost of \$100,000 in 1934 for King Edward VIII, the late Duke of Windsor, and was featured in Life magazine in 1937 when it sold for \$30,000, the year he abdicated the throne and married Wally Simpson. In 1954 when the car was 20 years old, it won the grand prize of the World's Motor Sport Show in Madison Square Garden in New York City.

The Round Door Rolls weighs 7200 pounds and is 22 feet long. Janckeer of Belgium created the body which took four years to build and is hand-pounded steel over a wood frame. The paint consists of 6 pounds of gold powder with seventeen coats of clear lacquer over it. The body is louvered down the back to give privacy to the occupants as you can't see in from the rear but have perfect vision out. It has a tail fin that stabilizes the car at high speeds. Under the tail fin there's a spacious trunk for the battery, spare tire and luggage.

The car was nicknamed the Rare Round Door Rolls because of its round doors in which the windows open in two sections like a fan. The interior is by Hooper of London, coachbuilders for the Royal Family. Red and white leather seats covert to a bed when a strap is released. The ceiling is red velvet with a sliding roof. The floor is covered with a white fur rug.

The Rolls engine which cost \$15,000 when new, is a 6 cylinder in two blocks with a piston displacement of 468 inches...4 1/2" bore—5 1/2" stroke. It has overhead valves and twin ignition with two sparks per cylinder. It develops 200 horsepower and is mated with a four speed transmission which enables the car to attain speeds over 120 MPH. It has power brakes, a 12 volt electrical system and a high speed carburetor adjustment on the steering wheel. It is the only Rolls-Royce ever built with a slanting radiator shell.

BASIC ELEMENTS OF AUTOMOBILE RECYCLING

Reprinted from U.S. Automotive Export News, June, 1997

Ever since automobiles were first assembled in large numbers in the early 1900's, they have been dismantled for reuse and recycling in equally large proportions. Cars are the number one recycled consumer product on the market. Today 95% of the vehicles scrapped in the United States are collected for reuse and recycling; approximately 10 million scrap vehicles are recycled annually.

Automobile manufacturers have a vested interest in automobile recycling. Using recycled components in the manufacture of new vehicles can reduce costs for both automakers and consumers and, at the same time, conserve valuable natural resources.

Auto Recycling: It's a Fact!

- Approximately 10 million autos are recycled annually.
- Each year approximately 12 million tons of recycled steel come from recycled autos—about one fifth of the 60 million tons of steel recycled in 1994.
- The 1994 auto recycling rate was 95.2%.
- The average age of scrapped cars is 11 years; average weight is 2,500—3,000 pounds.
- 200 shredders in North America, almost all located in the U.S.

WHAT IS YOUR CAR MADE OF?

The typical car weighs between 2,500 and 3,000 lbs and 70% of that weight is from steel and iron.

YOUR CAR IS....70.2% Ferrous metals - Steel, sheet metal ,forged steel parts, cast iron. 8.7% Nonferrous metals—aluminum copper, lead, zinc. 21.1% Non-metals—plastic 38%, rubber 21%, other 15%, glass 14%, fluids 12%.

Z F N D W A E T T E L U A D N A L E M Y
 K C I W S E K N O O L A S I U R V W H Q
 Y E L N E H E V R M Y F Y Y O I Z D L Z
 W A C N A M A L A S F R T R F J B V L L
 O U O L C Y Q X G D U N Z Y L E G X T N
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 A V O E L B E N K W E N B C G L C F F E
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 S I K S N B A C A W M O N Z A R K R P I
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 I M H O T E T P T L E G O U K L Y U I O
 W C S R C N H A K R A L N U O U A O A M
 R F O D E U D P Z Q O P O I P L W T R I
 E V G W M E D B O Y S P D I T E C W W L
 B X T D X J I Z Q R M M W E R O R V U Y
 E U G R A M A C J A D H M E I B O C F T
 E L L I V E D A C N A D E S N O A H S E
 O L G G A Z D R O F X O L O W R Z C S I
 E C N N T S O H G R E V L I S P G R O A

Rolls-Royce Word Search Puzzle

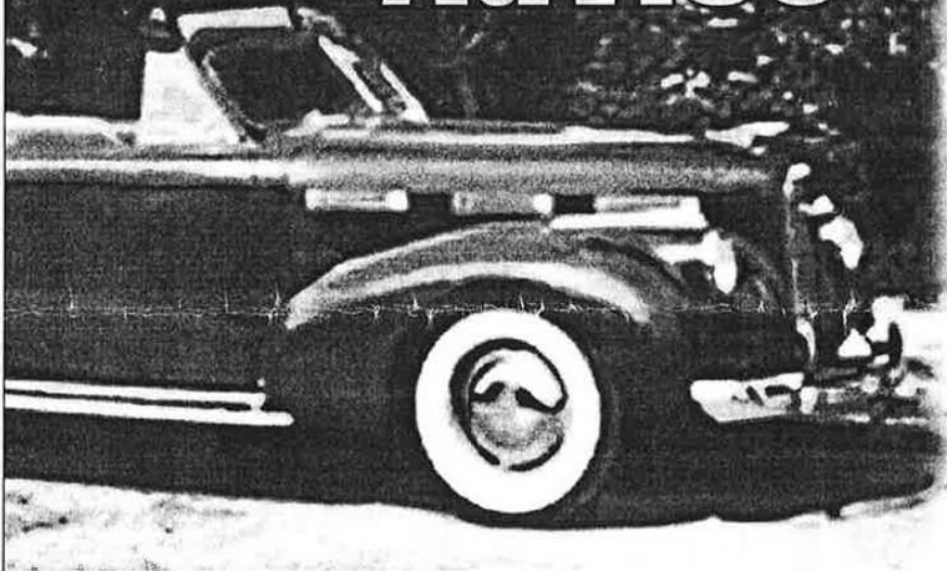
Above are several names that played a role in Rolls-Royce and Bentley history. See if you can find them in the maze above. They can appear in any direction possible and letters will overlap. Punctuation and spaces do not appear in the puzzle. All of the names listed are in the puzzle. If you are good, send me a copy of your finished puzzle with your name and I'll publish your name in the next issue. Editor

TWENTY TWENTY-FIVE
 PHANTOM
 COUPE
 TOURER
 ASCOT
 TWENTY
 CLOUD
 SHADOW
 YORK
 NEWPORT

SEDANCA DE VILLE
 LANDAULETEE
 SALOON
 ALPINE EAGLE
 SALAMANCA
 DAWN
 CAMARGUE
 PALL MALL
 BERWICK
 SILVER GHOST

LIMOUSINE
 ROADSTER
 DROPHEAD
 SHOOTING BRAKE
 HENLEY
 WRAITH
 GOSHAWK
 OXFORD
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