

THE PRAIRIE

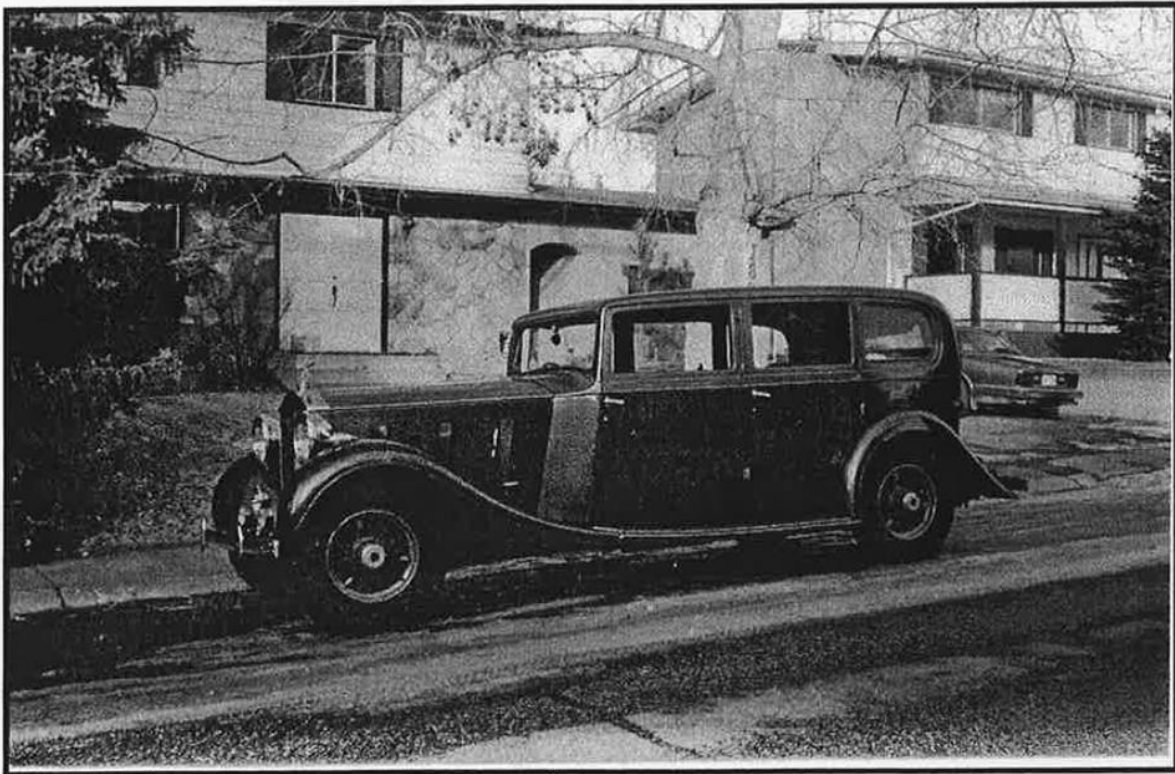


LADY



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

MARCH — APRIL , 2001



**1937 PIII Hooper Sedan, 3CP148
Rob Manderson's latest acquisition.**

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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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☆ 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 17—23, 2001 Spring Tour, Nova Scotia
- July 18—21, 2001—Annual Meet, Calgary

REGIONAL:

SOUTH EVENTS:

- **April 20th, Friday—7:00 pm** 2001 org. Mtg. @ Maurice & Bernice Tims' home.
- **May 12-13, 2001,** Technical Session in Edmonton @ David Morris' shop. Topics to be determined by members.
- **June 15th, Friday 7:00-** 2001 Org. mtg. @ Maurice & Bernice Tims' home

OTHER EVENTS:

- **April 22,** Spring Thaw, Deerfoot Mall
- **April 28-29 -B.C.** Spring Meet, Nanaimo area. Contact **Basil Fox,**
- **May 25-27,—Okotoks** Auction
- **June 8-10th—** Kids for Cancer Car show. Call Terry Murphy

TID BITS

Some information from the newsletter 'Pipeline'.

1. On January 3, Steve Antine passed away. He chaired three annual meets and was to serve as co-chair of the 2003 Newport Meet.
2. Around the World: The 2004 Around the World Tour will not take place as planned. The Travel Agency that was coordinating the event required 25 deposits by December 31st and only 20 members signed up. Peter Lind is now working on an alternative plan for "world wide" touring.
3. This has been in the works for probably more than two years, and at the annual meeting in Dallas it was announced that the two foundations merged effective March 1. (Foundation of the RROC and the Rolls-Royce Foundation)
4. Carl Peterson reports that he has found a piece of property that may meet the needs of new Headquarters.

WELCOME NEW MEMBER

Suleiman Malko,

Edmonton, AB

1977 Silver Wraith, LW B Saloon, LRF31720

PHOTO ON COVER

ROB'S 3CP148

One family ownership until 1977. Bought at Sotherby's in 1977 by Randy Wallace in Edmonton. Sold to me in October, 2000. Since owning the car I have replaced all the fluids (3 oil filters), reset timing and cleaned the tank the fuel system out. Someone cleaned the tank but didn't clean the petrol filter so the car was gas starved.

Now running very quietly and well. I've put 400 miles on her.

I've called her Bili S green (bilbous green) in "honor" of her color.

FOR SALE

1975 Silver Shadow

LRD 21850, mint condition
Owned by Wayne Fletcher
of Cranbrook, B.C. for 12 yrs.
MUST SELL,
Offers to \$35,000

H.M. Queen Elizabeth II commissions ultimate Bentley for Golden Jubilee Celebrations.

Bentley Motors of Crewe, Cheshire has announced that a new State Car is to be built to celebrate the 50th Anniversary of the Accession of The Queen in 2002. This unique Bentley, a gift to The Sovereign from the Company will be designed, developed and built at the Bentley Motors factory in Crewe.

More than twenty leading British suppliers to the company will be contributing their skills and materials to this project. Whilst the monocoque of the vehicle will be exclusive, the underlying platform will be taken from the Bentley Arnage Red Label.

Tony Gott, Chief Executive of Bentley Motors added "This is a proud moment for everyone at Crewe, and for our friends in the various component suppliers who will be working with us to bring this unique project to fruition.

This motor car will be designed, developed and built in this country, by British craftsmen and women, and will fly the flag for the British automotive industry. We are delighted that our friends in the industry have so enthusiastically committed their resources to the project, and we will now work with them to engineer a motor car that will give everyone in the United Kingdom a State Car of which they can be proud."

<http://www.rolls-royceandbentley.co.uk>

VOLUNTEERS NEEDED

The 50th RROC Annual Meet will be held in Calgary from July 17th until July 21st. All region members are encouraged to participate in any manner they can. Please call Mel Knight or Maurice Tims to volunteer and offer your skills. You can also email Maurice at rroc2001@



CARS

4 KIDS CANCER

The Olympic Oval (University
of Calgary)

Indoor Auto Show

Saturday June 9 & Sunday June 10,

Show times—10:00 am—8:00 pm

Saturday

Sunday, 10:00 a.m.—5:00 p.m.

3rd Annual Antique Car Show

No registration fee

To put your car on display with the
RROC Can-AM Region
Call Terry Murphy

RROC Early Post War Tour

October 21-26, 2001

A Cajun Soirée

Tour Louisiana like no one's
toured it before.

Start in **New Orleans** on Sunday
Monday & Tuesday in **Baton Rouge**
Wednesday & Thursday in **New Iberia**
Back to **New Orleans** on Friday

Fred says: "There's lots to do and it's gonna be a whole lotta fun. And the food... learn to dance the 2-step to chink-a-chank music at Mulates Cajun Restaurant. Stuff yo' belly!"

Tour Shepherds

Bill Pritchard

Fred Fabre

and an enthusiastic committee

The Harry Fox Memorial "It's in the Book" Tour

Shadow Fuel Problems

by George Pope

As many of you know, Donna and I took the Silver Wraith II down to Lexington, Kentucky and back last summer. Since we have returned I personally felt that we destroyed the car. It began in the last 300 miles of the trip with the detonation of the EGR pipe and crossover tube. We made it home and ordered new factory parts and after rebuilding the car to fit the parts, we installed the parts.

A few weeks later I rolled the car out for its servicing and I noticed fuel leaking from a hose near B bank carb. I replaced this hose but some shmung (not be confused with shmeng which is a Bentley derivative) must have been dislodged. After starting, fuel began to come out of the fuel receiver vent onto the ground. But she ran....for awhile. Then it would not start. Then she started.....then it stalled.....then it started..... and spewed fuel onto the ground.

"Good golly" I said to my wife and friend Rob Manderson, "what's next". We removed B bank carb and determined that schmung had indeed stuck the needle down thereby not allowing it to seat and the carb flooded. We cleaned the carb up, reinstalled it and the car would not start. It turned over and over but would not start. "Hmmm", we said to ourselves.

We had lots of fuel at the

carbs so since spark was also necessary, Rob checked that. There was no spark. Two problems on one car is very odd. Many people thought so. I called the place where we got the car fixed and a fellow came out and said the OPUS control unit was toast so we got a new one. We started the car and it turned over and over and it would not start. Would not, could not.....this was becoming really bad, Dr. Suess. The fellow came out again "ballast resistor", he said. We ordered one of these, installed it, turned the key and it would not start.

Late August was now November and we fiddled and fiddled. The car fixer came out again. He fiddled and fiddled and then he adjusted the oscillator pickup in the distributor and she started. "Misaligned" he said as he drove out of the yard. Finally the car was ready for cruising....at least that was what I thought.

We had a warm January in Calgary and since the Car Igloo had melted, a car drive presented itself. I drove the car for 30 miles or so and then came to a stop. We smelled fuel. Further examination at the side of the road determined that the fuel was coming out of the fuel receiver drain....again. When the throttle was sped up, the draining stopped so (rightly or wrongly) I drove the car home at highway speeds.

A month or so later, we pulled down the B bank carb again but no shmung appeared to be in the carburetor. I sought help on the RROC forum

but to no avail. I contacted a fellow enthusiast who had some information as he used to own a Rolls-Royce repair depot. He dug up the information I required but told me upfront that he felt high vacuum might be the culprit. I read his information on the weakener/ fuel receiver assembly and then called the Vancouver dealer asking for help. He was almost certain that the original flooding contaminated the valves in the fuel weakener/ receiver assembly causing a high vacuum to the float chambers of the carbs thereby sucking fuel out into the receiver and then draining onto the ground.

It was time for a mini tech session. Rob Manderson and Terry Murphy were called out to help. We took off the fuel weakener/receiver assembly and disassembled it. It was contaminated with fuel. When you gently shook it you could not hear the valves tapping inside. There are two sets of valves in this unit. One set is in the bottom of the weakener side....it pulls air in through the weakener filter. The other set is in the top of the fuel receiver. I still don't understand what it does but the fuel had stuck it closed. We cleaned everything out with carb cleaner to get everything nice and dry. Then we re-assembled it and reinstalled it.

Problem solved.

My thanks to Donna, Rob, Terry, John Chorny and MCL Motor Cars.



BENTLEY MODELS



CURRENT MODELS

CURRENT MODELS

- ARNAGE ■
- CONTINENTAL R ■
- CONTINENTAL T ■
- AZURE ■
- MULLINER BENTLEYS ■
- COMMISSIONING
- DRIVING IMPRESSIONS
- CONCEPT CARS

Doors/Body Type	Bentley Model Range	Engine (litres)	Power (bhp/PS)
4dr Saloon	Arnage	6.75 V8	400/406
2dr Convertible	Azure	6.75 V8	400/406
2dr Coupe	Continental R	6.75 V8	400/406
2dr Coupe	Continental T	6.75 V8	420/426
2dr Coupe	Mulliner Continental R	6.75 V8	420/426
2dr Coupe	Mulliner Continental T	6.75 V8	420/426
2dr Convertible	Mulliner Azure	6.75 V8	420/426

From the model year 2000, the thoroughbred Bentley Arnage four-door saloon is presented in two new, excitingly distinctive versions—distinguished by the colour of the famous winged “B” that for 70 years has graced the front of every Bentley motor car.

The latest addition to the distinguished range is the **Bentley Arnage Red Label**. With a hand-assembled, 400bhp, 6.75-litre turbocharged V8 powerplant that effortlessly delivers vastly more torque than any other production saloon in the world. This dynamically capable model takes its name from the challenging Arnage bend of the Le Mans race circuit and recalls a legendary sequence of victories by the original sporting motor cars of **W. O. Bentley**.

The **Continental R** is the epitome of a Bentley coupe. Swift, long-legged, utterly refined and rewarding to drive, it comfortably accommodates four with luggage. It, too, bears the Bentley **green** badge and exceptional all-round ability makes it a distinguished successor to the elegant Bentley grand tourers of the past.

For the **Continental T** driver, thunderous performance is the single-minded intent, emphatically fulfilled with a stunning 420 bhp (426 PS/313 kW) on tap to thrust this close-coupled coupe to its top speed of 170 mph (270 kph). The Continental T is built to satisfy the most demanding of drivers and bears the Bentley **black** badge—a mark of distinction that signifies the most daring expression of Bentley performance.

The **Bentley Azure** with its **blue** Bentley badge signals

a bequiling combination of relaxed performance and gloriously romantic style in a sophisticated convertible motor car. Driver and passengers share the delights of an effortlessly powerful convertible that is a *tour de force* of contemporary design.

And extending still further the range of choice offered to Bentley owners, the suite of new **Mulliner Continental** models is specially enhanced to accentuate their dynamic performance and handling characteristics.

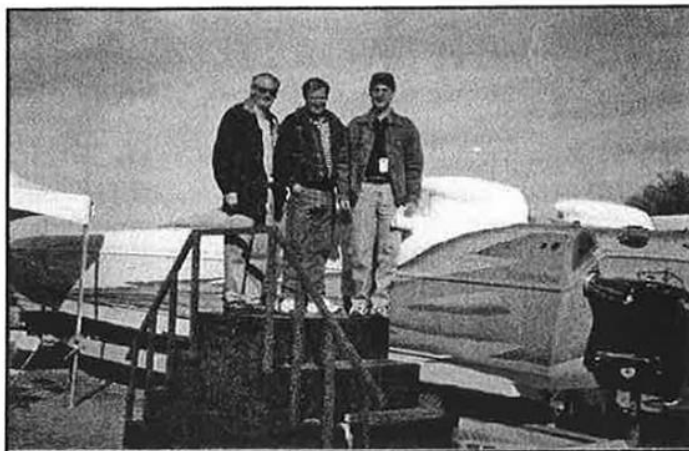
The Continental SC was withdrawn from manufacture in March, 2000 to allow increased production of the convertible Bentley Azure and Rolls-Royce Corniche models in response to exceptional demand.

Distinguished by its bold styling and removable glass roof, the Continental SC was developed as a Corniche model—primarily for the Californian market—although it enjoyed a highly successful sales performance worldwide, providing the flexibility of open top motoring and their air conditioned comfort of a coupe.

<http://www.rolls-royceandbentley.co.uk>

BARRETT- JACKSON AUCTION

In photo—Reg Collings, Dennis Guy,
Darcy Collings



This year's Barrett-Jackson Classic Car Auction was held from January 17 to 21st at Westworld in Scottsdale, Arizona. Dawn and I happened to be on vacation in Phoenix over this week and I took advantage of the opportunity to see one of the largest gatherings of antique, classic, and sports cars around. The feature car of this year's auction was a 1935 Alfa Romeo Tipo C 8C 3800, although the car actually never made it through the auction because of a last minute controversy over its origin. Apparently, another Alfa Romeo turned up in California with the same serial number, just days before the auction started. Luckily, there were no PMC's that had this problem. I attended the auction on the Friday when the crowds were just starting to get really large. After touring the open parking areas and the three huge tents where cars were being displayed, I made my way up to what must have been the largest tent I have ever seen. The tent housed all of the exhibitors and the actual auction ring along with the 'feature' and celebrity cars and was at least three football fields in length. The only Rolls-Royce that went through on Friday was a 1978 Shadow although it did not reach its reserve. The most interesting Rolls-Royce was the oldest one at the auction, a 1930 P1 that had a unique Brewster body style. The other car of note was a 1949 Bentley Mark V James Young—probably the finest example I have seen, the predecessor to the Rolls-Royce Silver Dawn. It was bid up to about \$58,000 but after speaking with the owner, the reserve was well over the \$100,000 mark. I also visited the booths that contained a variety of car related items including artwork, clothing, workshop supplies, and furniture, and they were even selling golf carts, gas powered blenders, and lots of motorcycles.

This was truly an enjoyable day—and all for only a \$20 u.s. entry fee. Thanks to Lorraine Collings for pulling out the auction results from the internet for this article. Please see the complete results for Rolls-Royce and Bentley cars at the auction below.

Darcy Collings

All prices are in U.S. dollars, plus applicable fees (sourced from the internet):

Rolls-Royce

1930 P1 Brewster—Warner Bros.	\$25,500
1962 Silver Cloud II	20,500
1973 Corniche Coupe	10,500
1974 Corniche Convertible	26,000
1978 Silver Wraith	20,000
1987 Silver Spur	29,000
1987 Silver Spur	23,000
1988 Silver Spur	30,000

Five other Rolls-Royces did not reach their reserve bid.

Bentley

1949 Mark V James Young	\$58,000
1953 Continental R -Type Mulliner SA	120,000

HISTORY OF WHITWORTH

Although written for a British motorcycle audience, this also applies to many earlier British cars. It was reproduced on the British cars list with permission from the author Charles Falco.

A lecture on the meaning of "Whitworth"

First a tiny bit of history. In the 19th Century every British factory that needed to bolt something, devised their own fasteners to do it. Clearly, this caused all sorts of compatibility problems. So, along came Mr. Whitworth who invented a standardized system of coarse threads (with 55 degree threads angle and rounded roots and crests).

This standardization was a good thing. Along with his threads, came heads for the bolts that were based on the length *along* the side of one flat, rather than across the flats. Hence, there is no simple fractional number for the length across the flats, which is why your American Wrenches don't fit. The fractional number on your English wrenches refers to the diameter of the bolt (which is 1/4, 3/8, etc. just like in the U.S.); not to the distance across the flats (which ends up being various weird dimensions). Some years later the Brits decided they needed a finer pitch on some applications, so another thread series was introduced (same 55 degrees). They also decided and switched to using the next size smaller heads. Because of this, and to add one more bit of confusion to life, one manufacturer will mark a particular wrench (spanner) "3/8BS", while a different manufacturer will mark the same sized wrench "7/16W." They fit the same diameter bolt.

The first thing any fledgling Brit biker learns is that his (or her) motorcycle has "Whitworth bolts", they think this is interesting, buy a set of "Whitworth wrenches", discover these wrenches fit their bolts, and believes they now know everything they need to know about British fasteners. Unfortunately, at this point they know only enough to make themselves dangerous. Instead, what they *should* have said to themselves is "Oh my god, what other weird and incomprehensible things have the Brits done to the fasteners on my machine?" The answer to this question is:

British Standard Whitworth (BSW)

These are the originals, 19th Century, coarse-threaded industrial bolts designed to hold locomotives together. Because of their coarse pitch, they are more prone to vibrating loose, so are little used on motorcycles. Except for threading into Aluminum (e.g. crankcase, studs), where a coarse thread is less prone to stripping than a fine one. It turns out that, except for 1/2 (where the Brits use 12 tpi, and the American Unified Coarse (UNC). However, the thread *form* is different; Whitworth =55 degrees; UNC=60 degrees. In spite of this, mismatched nuts and bolts mate nicely, so you are likely to find UNC bolts or studs where BSW should have been.

British Standard Fine (BSF)

A fine pitch series, analogous to the American United Fine (UNF). Although-unlike the case of BSW/UNC-with none of the pitches in common with UNF, many manufacturers used a lot of BSF threads.

CEI (Cycle Engineers Institute) or BSC (British Standard Cycle).

There are different names commonly used for the same threads. 60 degree thread angle, rather than the 55 degree of BSW and BSF. For sizes from "1/4 through 1/2" by far the most common are 26 tpi, although 24 tpi appear as well. Most, but by no means all, fasteners on post-war BSA'S (through the late '60's, when it got more complicated) were CEI. Although the thread form and pitch is different, the head sizes on CEI threaded fasteners use the same wrenches as BSW/BSF.

British Association (BA)

47 1/2 degree thread angle. This is a metric thread system devised by the British for small screws used in components like speedos. Not metric like you might expect, but with diameters determined by a factor proportional to a power of the logarithm to the base 10 of the thread pitch in millimeters. I couldn't possibly be making this up. Ah, the English. You will find lots of BA threads on any British bike, but only for fasteners smaller than 1/4. BA fasteners have their own set of wrench sizes. Typically, a set of "Whitworth" sockets will included a OBA (and maybe a 2BA-bigger numer=smaller size) socket.

British Standard Pipe (BSP)

A tapered, self sealing thread system used to seal fluids (interestingly, the US *and* the metric world standardized on the BSP

system for threading all their pipes).

UNF and UNC

In the late 1960's, when even the U.S. was thinking of going metric, the giant BSA corporation decided it was finally time to scrap that old 19th Century Whitworth-based system, and switch to...yes, you guessed it, American. Since they had lots of money invested in tooling, the switch wasn't made suddenly (or completely), so bikes from the late '60' and later had a mix of all sorts of thread forms. Typically, engine internals (e. g. the thread on the end of a camshaft) stayed with whatever form it used to have, while simple fasteners (e.g. holding the fenders on) switched to UNF.

"None of the Above"

While the above systems account for well over 95% of all threads you will ever run across on a British bike, some manufacturers—again BSA springs to mind, but others were guilty as well—couldn't restrain themselves from inventing a few oddball pitches of their own. This is why, when dealing with British bikes, you should assume nothing. You must have a pitch gauge and calipers.

So let's get back to the question someone asked a few days ago about buying a set of "Whitworth" taps and dies to last him the rest of this Brit biking life. The first thing I would say is that if you want it to last, be sure you buy a HSS set (rather than carbon steel), even though it will be at least 2X the price. Then, in order of overall usefulness, I believe you will find in first place it will be a CEI set, then BSF, then BA. Unless you really get deeply involved, make do with UNC to "simulateBSW (although you'll want to buy an individual '1/2—12' at some point to supplement the UNC set). Thus, if you follow my recommendation, the very *last* thing you will want to buy for working on your British motorcycle is a "Whitworth" set (I have one, by the way, but only got it after I would had CEI, BSF, etc. for a long time).

by Charles Falco from Hose Clamp, May 2000

Penalties for Drinking and Driving

by Kevin Ripa (Excerpted from the WWW)

Here are some laws in other countries to display how lax we are by comparison.

Australia: The names of the drivers are sent to the local newspapers, and are printed under the heading "He's Drunk and in Jail".

Malaysia: The driver is jailed and if married, his wife is jailed too.

South Africa: A 10 year prison sentence and the equivalent of a \$10,000 fine.

Turkey: Drunk drivers are taken 20 miles outside of town by the police and are forced to walk back under escort.

Norway: Three weeks in jail at hard labour, one year loss of license. Second offence within five years, license revoked for life.

Finland & Sweden: Automatic jail for one year of hard labour.

Costa Rica: Police remove plates from car.

Russia: License revoked for life.

England: One year suspension and a \$250 fine and jail for one year.

France: Three year loss of license, one year in jail and a \$1,000 fine.

Poland: Jail, fine, and forced to attend political lectures.

Bulgaria: A second offense results in execution.

El Salvador: Your first offence is your last—execution by firing squad.

Thanks go to George Pope and Darcy Collings for their contributions to the newsletter. If any of our new members have a photo of their car and some information, please do send it along.

Editor

Expert Advice



Calgary	
Stampede	232-6100
Westhills	246-0011
Willowpark	278-0045
Edmonton	
Kingsway	474-8911
Southside	436-8354
West End	489-7353
Red Deer	343-8233
Fort McMurray	743-8368
Tofield	662-4150

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