

THE PRAIRIE



LADY



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

MAY—JUNE, 2001



1984 Silver Spur—NAE 9145
Recently purchased by Terry Murphy

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

REGIONAL:

SOUTH EVENTS:

- **May 12-13, 2001,** Technical Session in Edmonton @ David Morris' shop. Topics to be determined by members.
- **May 18th, Friday, 7:00 p.m.** 2001 Nat. meet mtg. @ Maurice & Bernice Tims' home.
- **June 15th, Friday 7:00 p.m.** 2001 Org. mtg. @ Maurice & Bernice Tims' home

OTHER EVENTS:

- **May 25-27,—Okotoks** Auction
- **June 8-10th—** Kids for Cancer Car show. Call Terry Murphy

TID BITS

Please make the following change and addition to your membership list:
Correct Francis Chan's Fax number to read 456- .
Add James B. Wallace, Surrey, B.C. Tel. (604)
James has a 1988 Bentley Continental Mulliner Park Ward DBJ23440.

Rumor has it that Mel Knight has acquired a PMC. Tell us about when you have time.

Well the 2001 National Meet is not too far away. Anyone who can help out and hasn't said so, call Mel Knight or Maurice Tims or email Maurice at rroc2001@
Meet reports on the number of Palliser Hotel rooms booked and the number of adults attending the meet as of April 12 were 160 rooms out of 251 with 290 adults attending. The early registration deadline is May 15, so it's looking pretty good.

Editor

PARTS FOR SALE

- Pre & Post War Fuel Pumps
3 complete fuel pumps—5 pump heads c/w miscellaneous fuel lines and fittings—
2 CD4196 diaphragm kits. Approx. 4 sets diaphragm & point kits pre war.
\$1,350 lot
- One used working SC II automatic transmission 500
- One pair PL100 Head lights ready to install..... 1,200
- One pair PL100 Head lights ready to install..... 1,000
- One set NOS Silver Cloud hub caps complete (4)..... 1,600
- Complete set factory shop manuals for Rolls-Royce & Bentley cars
from 1955 through 1989 except for 1980 to 1984.
Also included is Product Support Manual, Information letters manual, Electrical
shop manual. **Will only sell as a lot.** \$3,000
- Current parts and tools for Rolls-Royce & Bentley from Shadows through 1989.
Call for a list of items. \$1,500
Contact Reg Collings—(403)

TECHNICALLY SPEAKING

What did Rolls-Royce have down their sleeve?

Almost everyone will agree that the F head six-cylinder engines of post-war years 1946-1959 are amongst the most durable ever produced by Rolls-Royce. Thirty five, forty and even fifty years later we continue to marvel at their state of the art refinement and longevity.

This uncommon configuration to car engines was also adapted by Willys for their ubiquitous military jeeps. Rolls-Royce and Willys unwittingly became technical brethren!

These ultra smooth silent engines seem to run and run, even in the sickest condition, being indestructible almost. When run to ultimate undoing is unvariably piston "proceed", as Rolls-Royce would say. often occurs, taking in its wake even engine blocks! What's the cause mentioned was a Rolls-Royce that no ridge or taper would ever. The bottom two thirds of the bore's iron surface, which wears at the creating a concave indentation that fingers. After years of continual surface, the top piston ring works up hammering it wider, causing the ring of them will even break their way the cylinder head, often beheading



the last worn out hour, their failure. You immediately "fail to This self-destruct phenomenon connecting rods, cylinder heads and of it all? That sleeve I first innovation to make absolutely sure develop at the top of the cylinder. interior is the block's softer cast junction of the chrome sleeve you can easily feel with your travel over this uneven bore and down in the ring groove, to ultimately crack in pieces. Some through the top of the piston and the piston entirely.

Pistons are the bane of this engine's existence and good used genuine pistons are better than aftermarket versions. Old timers day Rolls-Royce engines are allergic to aftermarket pistons because their manufacturers are unable to duplicate the proper heat expansion and contraction coefficients in their alloys. Improper clearances and galling of the cylinder bores usually occurs in short order. It's interesting being in this business for such a long time to see which parts, now decades old, are first beginning to fail.

You can eliminate this "self-destruct" feature by replacing the chrome insert with full length cast iron units. Each piston should be fitted individually to its respective new sleeve.

As an added benefit, you'll drop as much as ten degrees off of your engine temperature with a marked decrease in oil consumption.

Speaking from experience..... By Tony Handler—Reprinted from The Spirit of Ecstasy, February, 2001.

TECH TIP: RADIATOR OVERFLOW TUBING

Have you every tried to find the rubber tubing that is used on the older cars for the radiator coolant overflow? My car doesn't have the recovery tank...it dumps any overflow onto the ground. I recently decided that the hose on my car was just too old and rotten, so I took it off and began looking for a new one. I shopped the typical parts houses (Pep Boys, Auto Zone) and my local R-R dealer. The only thing I could find from these was fuel hose, which is reinforced and thick.

My last resort was when I happened to go by a NAPA store. They had the perfect item. It is pre-packaged black tubing 5/16" x 36", Part number H455, manufactured by The Gates Rubber Company, selling price \$3.99. The size and length were both perfect for my application (a 1980 Rolls-Royce Silver Wraith II). I did not have to trip it all in my case. With this new hose and a new clamp, the hose and fit look like factory new again. I recommend uncoiling the new hose from its packaging and laying it in the sun for a couple of hours to relax it a bit before installation. Happy Motoring.

By Ben Baker—reprinted from The Picadilly Times, Autumn, 2000



ROLLING IN MONEY

As a new wave of super luxury cars comes to market, Micheline Maynard investigates what makes Bentley's Continental T Mulliner worth half a million dollars.

On the bustling floor of the Detroit Auto show, the Bentley Continental T Mulliner coupe was easy to miss: another expensive, dark-green two-door, its squarish lines a decade out of sync.

But this Bentley is ahead of the curve. Over the next several years, hand-built cars priced above \$150,000 will be rolling onto freeways at what, for them, is a hectic pace. Mercedes is developing the \$300,000 Maybach, first shown in Detroit in 1998, bringing to life a name that drew sharp breaths of respect in 1930's Europe. Porsche is preparing the \$350,000 Carrera GT; only about 500 will be sold. Bugatti, Lamborghini, and Aston Martin also have new vehicles in the works.

The miniboom is aimed squarely at the growing number of newly rich, says Autodata analyst Ron Pinelli. The typical owner is a male CEO or entrepreneur who earns at least \$3 million a year, owns four houses, is well past his first marriage, and often pays cash. "At this price," says Pinelli, "it isn't a car anymore. It's a piece of jewelry."

Despite the surge, the market remains exclusive. Bentley built only 2,200 cars last year, including 520 Rolls-Royce models.

(Volkswagen, which acquired the company from Vickers for \$800 million in 1998, will give up rights to Rolls-Royce to BMW next year and concentrate on Bentley. BMW plans its own factory for Rolls-Royce).

The starting price of a Mulliner—there are 290 in the world—is \$315,900. Note the word "starting". Bentley's personal-commissioning staffers can customize it from tires to trim. The team decked out the car on display in Detroit with special side-panel air vents with vertical louvers, a quilted-leather interior, and a set of suitcases that sit in their own holster. These and other extras tip the price to \$465,000—about what you'd pay for four Mercedes S-Class sedans. (If you can't afford a Mulliner, just wait. The relatively cheaper MSB—or mid-sized Bentley—is due in 2002. It's a bargain at \$170,000)

How can a car cost so much? The answer lies at Bentley's picturesque 55-year old factory in Crewe, England. For anyone used to sprawling, high-tech auto mills, the Bentley plant is a revelation. The difference is visible even from the outside: In an Edwardian touch, some employees ride to work on bicycles, which they park in racks near the doors.

Inside, there isn't a robot to be seen—just a bit of automation back in the paint shop—and every step along the assembly line brings a new example of meticulousness. Along one corridor sits the leather shop, where custom-dyed hides (each car requires 15) are cut individually. The skins come from cows, ostriches, deer, even goats; there's cavalry twill for the leather-averse. Bentley will copy any color, and has been asked to match a dried rosebud and single sequin. Wilton carpet, woven to order, gets the same attention.

A few feet away, a dozen workers scrutinize a painted car body, tipped up on its left side. Two cannisters sit nearby—one of black paint, another of oozy tar. No Bentley leaves the factory with any bit of exposed metal. The undersides are coated with corrosion-resistant black paint, and again with a sealant. The job of these employees is to touch up any missed spots, using a long-handled brush.

The attention to detail is particularly apparent in another building on the grounds. Here, every bit of wood and metal used on the cars is cut, lacquered, and polished by hand

from the Bentley hood badge to the dashboard. Forget a smooth grain—Bentley wants swirls and knots and waves. The quest can go a bit far; After polishing one piece of the instrument panel, craftsmen discovered that the knots had formed a ghostly face with a Munch-like shrieking mouth. Too frightening to be sold, the section now hangs in a factory doorway.

Each piece of wood then receives three coats of lacquer, which must dry for two to three days. That's sanded down to an even appearance, covered with beeswax, and polished by hand. Above the shop floor is a sign: WOOD HAS LIFE—WE GIVE IT SOUL.

Do Bentley owners really appreciate all this? The 3,000 members of the Bentley Drivers Club do; they meet at the factory each year to drive Bentleys old and new, donning waxed Barbour jackets to picnic off rubber-backed woolen rugs on the grounds of great English country houses.

Others are simply out for what a Bentley tells the world about them. "It isn't a question of the product," says analyst Pinelli. "They aren't buying this car because it's mechanically better. With Bentley, they'll have this image to convey about their affluence, their success." And in coming years, given the ultra luxury miniboom, a few more lucky souls can claim that privilege.

Reprinted from Fortune, March 19, 2001. Photograph from Internet. Submitted by Darcy Collings.

WELCOME NEW MEMBER

John Doyle,
Olds, AB.

1985 Silver Spirit, SAF 12987



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

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Contact: Barry Brese

From An Owner's Perspective

The Care and Feeding of S.U. Carburetors

By Bradford Cole, The Florida Lady,
1999

Many postwar Rolls-Royce and Bentley automobiles have Skinner Union, or S.U., carburetors. They may be easily identified by the wine bottle shaped appendage on top. Many pre-war Bentleys have these classic British carburetors as well.

Many people stateside are baffled by this essentially simple carburetor. Consequently, the carbs are not maintained properly and poor performance results. Unlike standard American carburetors, S.U. carburetors are able to adjust the size of their throats depending on engine requirements. This allows the engine to have a silky smooth idle while producing good power during high load conditions. This variable speed throat phenomenon is produced by a piston that moves up and down within the previously discussed wine bottle shaped appendage. S.U. refers to this piston as an "air valve piston" and is shown by Number 3 in the diagram. I have included a copy of P. 46 of the Silver Cloud II Owner's Manual. This page clearly shows the parts mentioned in this article as well as the interrelationships between the parts. I will often refer to this drawing and the numbered arrows on it.

Attached to this air valve piston is a needle (No. 4 on the diagram). This needle alters the size of the jet in the carburetor depending on the load placed on the engine. This altering the size of the jet effectively alters the strength of the mixture. This is necessary because the mixture strength required for proper engine operation is not constant over the speed and load range of an engine. Normal carburetors solve this problem using a complex arrangement of air bleeds and enrichment circuits while S.U.s solve this problem with a simple needle.

The only problem with this setup is that the previously mentioned parts require periodic dismantling and cleaning. Post war cars require this procedure every five to six thousand miles or the pistons will start sticking in their bores. This sticking often manifests itself in poor running of a beloved motorcar. Fortunately, dismantling and cleaning is

a rather simple process that can be performed by the owner of the car.

Getting Started

I personally start the cleaning process by running the engine until it's warm enough so that the choke is off, but not so hot that one cannot hold the parts of the carburetor. The first step is to remove the damper piston (No. 2 in the picture) from the carburetor. This is attached to the hex headed nut on the top of the dashpot. The dashpot is the bottle shaped object on the top of the carburetor. The nut is attached to a rod with a small brass piston on the end. This device, coupled with the proper grade oil, serves as a method of slowing down the upward movement of the previously described air valve piston (No. 3 in the drawing) in the throat of the carburetor. This slowing down of upward movement serves the same purpose as an accelerator pump on a conventional carb; it helps prevent "flat spots" in acceleration should the throttle be suddenly snapped open.

With the damper piston removed, one then proceeds to remove the dashpot from the top of the carburetor. This is done by unscrewing the screws holding it to the body of the carburetor around the base. There will be three or four screws, depending on the model S.U. carburetor on your vehicle. It is important not to lose these screws because of their esoteric thread form! Unfortunately, these screws are not easy to replace! Lift off the dashpot as soon as you have the screws in a safe place.

The next step is to remove the spring located between the dashpot and the air valve piston and finally the air valve piston itself. It is necessary to be very careful with the needle when handling the air valve piston. Bending the needle even slightly will affect the running of the car. Use a coffee can or other container to hold the piston so that the needle will not get bent.

One then needs to thoroughly clean the air valve piston, dashpot, and the inside of the carburetor using a good brand spray carburetor cleaner. I use Gumout. After spraying these parts, carefully clean and dry them using a lint free cloth. The air valve pistons and dashpots on these carburetors use very tight tolerances, any dirt or lint between

moving parts will possibly interfere with the free movement of these parts. Air valve pistons and dashpots should not be interchanged between carburetors for the same reason.

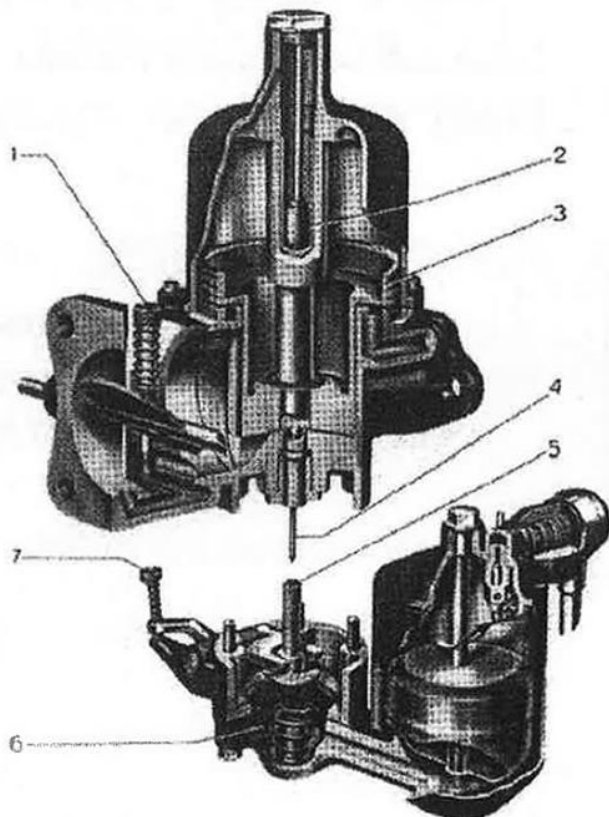
The carburetor should then be reassembled by reversing the dismantling procedure. Simple enough! The damper should be topped off using 20w-50 engine oil before the hex headed bolt is tightened. The engine should then be started and the gas pedal lightly "feathered" to clear the intake of any remaining carburetor cleaner. The intake is sufficiently clear of remaining carburetor cleaner when the engine resumes a smooth idle.

For Consideration

A few fine points should now be brought up. I use 20W-50 engine oil in the dampers of the carburetors in my Cloud II. There has been lively discussions in the Club about using engine oil or Automatic Transmission Fluid. Personally, I think my Cloud II runs better using engine oil. Engine oil is the Company's recommendation anyway.

Should one be unfortunate enough to bend a needle, they are readily available from Joe Curto in College Point, NY. His phone number is (718) 762-SUSU. He has a wide variety of parts for S.U. carburetors.

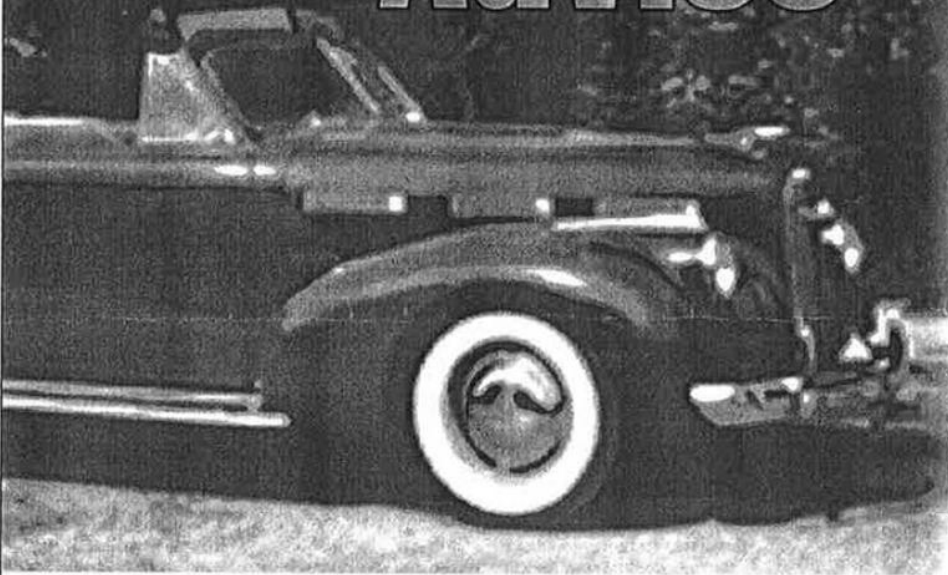
Just be careful not to lose those screws to the dashpots!



CUT-AWAY VIEW OF ONE CARBURETOR

- | | |
|--------------------------------|---------------------------|
| 1 Slow running adjusting screw | 5 Jet |
| 2 Hydraulic damper piston | 6 Diaphragm |
| 3 Air valve piston | 7 Mixture adjusting screw |

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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