

# THE PRAIRIE



# LADY



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

SEPTEMBER—OCTOBER, 2001



JUDING FIELD—SPRUCE MEADOWS  
ANNUAL MEET, CALGARY

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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:**

- July 14—18, 2002—Annual Meet, Hot Springs, VA

**REGIONAL:**  
**SOUTH EVENTS:**

- **October 21st , Sunday,**  
**ANNUAL MEETING**  
Black Night Inn, Red Deer  
Brunch 11:00 am, followed  
by a short meeting.

**OTHER EVENTS:**

- September 16th, APAC 101  
Mile Rally, Calgary

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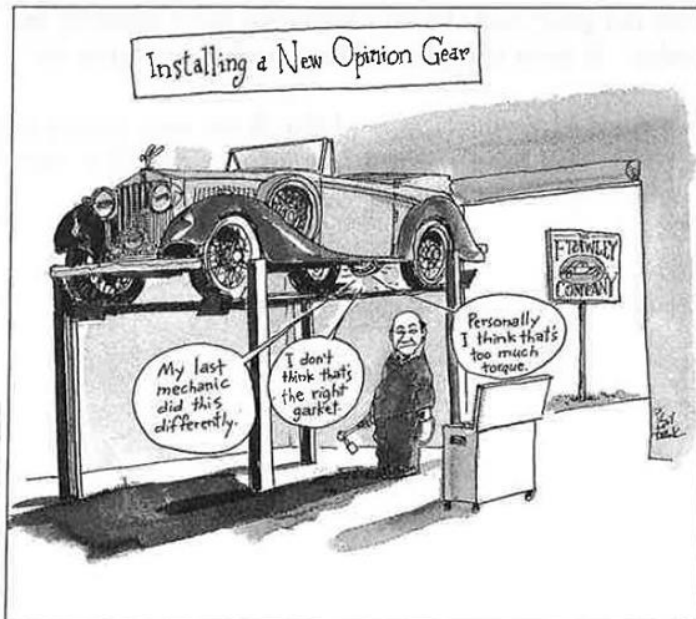
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## NATIONAL MEET, JULY 18-21 CALGARY

By Lorraine Collings

A very brief report on the annual meet. A special insert will be in the next newsletter providing lots more information and photographs. We had 547 members (including children) and 98 cars at our meet. My particular area of responsibility along with Norm Gilliam was manning the registration desk. This turned out to be a busy job in spite of the fact that ours was a smaller meet but with great help from the B.C. Region members and others, we managed to get the job done. Spruce Meadows (cover photo) was a great place to have the judging of the cars. The weather held until after all the judging took place, then we had rain at the start of the Awards Banquet on Saturday night. All in all we have a great week. More to come.....



### TID BITS

- \* The most important thing about communication is to listen to what isn't being said.
- \* Some people are like blisters; they never show up until after the work is done.
- \* Adult: A person who has stopped growing at both ends and is now growing in the middle.
- \* Committee: A body that keeps minutes and wastes hours.

## Cars 4 Kids Cancer Show, June 9th & 10th.

A very good turnout from the local members of Can-Am Prairie region supporting the cause of Children's Cancer Research. There were eight PMC's, along with 200 other cars on display over a two day period. Thanks go to Terry Murphy for taking charge of this event.



## ANNUAL MEETING IN RED DEER, October 21.

We hope everyone can come to this meeting. We will be getting a final update on the National Meet. Also we will be electing members to any positions that are becoming vacant. But before all of this, a great brunch will be enjoyed, so do come.



## NEW DISTRIBUTOR CAPS

Before fitting, we suggest that you check the general condition of your plugs, plug leads, ballast resistor and, if possible, the coil. The central carbon rod from the old cap can usually be re-used as they wear slowly. Plugs should be renewed or adjusted, and also if there is any doubt, the timing should be checked.

Our new caps have been tested to extremes of temperature and also have had a high voltage water mist arcing test.

We consider it essential that the new cap be fitted by someone experienced. The clips must be undone and refitted using hand pressure only. Never use a screwdriver to lever the side clips off. This may damage the cap!

After fitting, the engine should be turned over and the cap removed for a general inspection, just in case something is not in order. It may then be refitted and the engine re-started.

You should then remove the cap for a further inspection, and check for any excess carbon or brass dust, both after the engine has been run for a short while and again after, say, one hour of running, to be sure that all the clearances are correct.

These checks are intended to reveal faults in the engine or cap before damage is caused and we cannot be responsible for any problem should these notes have been ignored.

A T H Alden Ltd.. Reprinted from the Derby Phantom Register (RREC)



"It's a status symbol to some people, but it's also a sign and members just love the quality, the character, the history of the cars that just can't be found anywhere else."

Little is known about BMW's plans for its version of the classic Rolls, which has been in production for 97 years, except that it will be produced in the U.K.

"I think there's going to be a lot of interest because people are recognizing this is coming to an end of an era." Younes said.

Steve Harris, a car enthusiast from Parksville, B.C., isn't worried about BMW taking over the Rolls-Royce label.

"BMW has really got their act together and the world has changed," Harris said. "I'm curious to see what they come up with next."

Reprinted from the Calgary Herald, July 21st.

## Rolls-Royce marks end of era

The beginning of the end for the classic Rolls-Royce was marked recently as the car manufacturer unveiled its last of the line series — the 2002 Silver Seraph.

The 2002 Seraph — list price \$330,000 — is the last model that will be turned out by the famous factory in Crewe, England, where Rolls-Royce motor cars have been built since 1946. Only 170 will be built.

"At the end of 2002, we will hand over the responsibility for the manufacture and sale of Rolls-Royce motor cars to BMW", said John Crawford, director of public relations for Rolls-Royce in the Americas.

"They get everything. They get the flying lady, they get the grill, they get the double-R logo. They will build a Rolls-Royce motor car of their own interpretation of the Rolls-Royce values," said Crawford.

The announcement was timed to coincide with the 50th annual meeting of the Rolls-Royce Owner's Club, which has 8,000 members worldwide. Some 550 club members attended this year's meeting in Calgary.

The club's executive director, Timothy Younes of Mechanicsburg, Pa., said feelings of Rolls-Royce members for their cars run deep.

## FOR SALE

### 1959 Silver Cloud I, LSHF 51

Red leather interior, robin's egg blue exterior with dark grey bottom. Paint showing signs of wear. Paint average. Tires good. Very little frame rust over rear axle. Rust bubbles showing on right and left rocker sills. Battery box condition is average, showing a bit of rust. Engine sounds good. Transmission shifts ok. Two small engine oil leaks. Flying Lady is missing. Mileage 46,510 miles. Reserve of \$22,000.

To place a bid and view the car, contact Reg Collings, Calgary

# TECH TIPS - SILVER CLOUD BRAKES

By Don Haan, reprinted from The International Lady, Winter 2001

In 1988 I purchased a 1963 Silver Cloud III. It was just one of those things I had always dreamed of and was now possible. The big problem was lack of funding, as I have a Champaign taste and a beer wallet.

I found a prospect for this in Hemmings, and the price was within my reach. I knew I would be able to deal on this, and did so successfully. I also knew that I would not get a real creampuff as I had been researching for a couple of years on the topic. So it was off to Chicago at 3 a.m. on a morning of February, 1988. I arrived and was a bit disappointed that it wasn't my dream car. It seem to run o.k. but had several little items that I could find flaws in. It seemed like a nice challenge to fulfill my dreams. I made a deal and got the price down a bit, and that gave me a little extra cash to start my fixing up.

Two weeks later a friend and I took my car (a 1985 golf diesel) and I drove the Silver Cloud back from Chicago. On the way home I began to think I made the biggest mistake of my life. The wheels started to shake on the highway, I couldn't hardly get enough heat as it was about 5 deg. F. that day. I got to Saugatuck, Michigan and stopped to fill it with gas and about two gallons promptly leaked out of the bottom of the car. That finally stopped, and I took off for home in Grand Rapids. My loving wife was not all that impressed with her first ride, and said it just stunk like an old car.

From there I have over the period of thirteen years made this Rolls into a really nice ride. I will not bore you with the details.

To this point one of the items I had not got to yet was the brake system, which was working dependably but never seemed quite right. I had the linings checked and they were good, but never got the time to really dig into the system. Then it happened, a few months ago, the brakes gave out and scared the bejeebas out of me. I was on a freeway exit and found it wasn't going to stop real easy. I managed to do that but it got real hairy, and thank goodness it was not a panic stop that I was making. I slowly got the car home and would deal with it when my mechanic had time.

When we got the car up we discovered the real problem. The hydraulic system had given out, and the master cylinder jammed in all the way under the force of the servo. This bent the servo connecting rods, and I also burned the servo facing by putting that kind of force on it. Then we began the teardown. The system was loaded with dirt, the master cylinder

rubbers were rotten, the wheel cylinder rubbers were all rotten and two of them had become frozen and were not working at all. Mind you the brakes seemed to be working fine up to this time.

We then began the task of gathering up parts to properly repair and rebuild the system. My parts source was Albers Rolls-Royce in Zionsville, Indiana. They were more than helpful, knowing that I live some distance from any authorized service centers. The total cost of parts on this project was approximately \$750.00 including the items needed for repair of the servo plus the new rods.

The project involved rebuilding the servo clutch, which is accomplished with some ease using the shop manuals that I had. We had to replace the servo connecting rods, which go to the master cylinder operating lever. From there we rebuilt the master cylinders, the wheel cylinders, replacement of all hoses both low pressure and high pressure on each wheel and completely cleaned and refilled the system. This is a lot of work but is very well worth it in the end. I never had any idea that a brake system could work with such absolute perfection.

I learned a good lesson the hard way, and thank goodness the only thing that was really hurt was my pride. This could have damaged the car badly or at worse case someone may have been injured or even lost a life.

I don't claim to be an expert by any means but I would like to share some items that should be checked on routinely, and watched for.

1. Any strange sound from the car as the brakes are applied.
2. Any consumption of brake fluid.
3. Brake fluid should be flushed out and changed every few years, as this attracts moisture and can cause all sorts of problems including rust.
4. When under the car, check the motion of the master cylinder operating lever and be sure it moves in to a solid point and holds there.
5. Don't ever depend on the feel of the brakes when operating the pedal, as any sponginess or air in the system will not be detectable as the servo is doing all the real work. In short these are such well-engineered brakes that you have no idea of how bad they are by the feel while in use.

The largest cost in the above check-ups would be about \$25.00 worth of brake fluid. I would suggest having at least three litres of Castrol RR 363, which is available at Albers. Be sure never to use any other brand or type as I believe someone had used another before I purchased the car, and that in itself could have contributed to the problems.

I now have a proper motor car, in which the brakes are the most wonderful feature to be found on the car. It was a real teacher on the importance of checking these things out.

# TECHNICALLY SPEAKING

## Click Clack—Clunk Thunk Solving Wheel Cover Noises on Clouds and Shadows

On a car known for silence, nothing can be more disconcerting than the cacophony of four wheel covers marching to the beat of different drummers. Of course you can roll all the windows up on the loveliest fall day of the year, or you can spend a few minutes with each wheel cover and be rid of the offending noises.

First, determine that the noises you hear are indeed coming from the wheel covers. The easiest way to do this is to remove them and go on a short road test. Wheel cover noises are heard most clearly at speeds below 30 mph. If the noises go away, then you already have the wheel covers off to fix them.

Obtain the following tools: a brass hammer, a largish drift, and a 3/8" deep well socket.

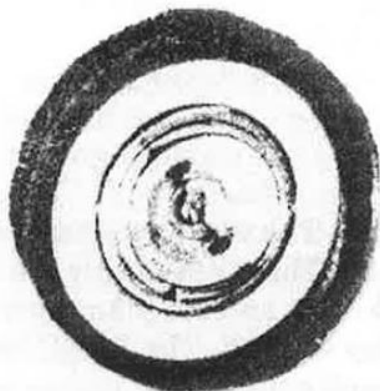
There are two distinct wheel cover noises: a heavy hollow clunk/thunk from the wheel cover loose on the wheel and a lighter click/clack from a loose painted ring or "picture ring" as the old Rolls-Royce factory people call them. The wheel covers attach to the wheels by the deformation of the large beaded mounting ring on the rear of the wheel cover over three lugs which are part of the wheel pressing. Since the wheel cover is located by the valve stem (later cars by a guide pin) it always goes on in the same position relative to the wheel lugs. With time, the three contact areas on the mounting ring become

permanently deformed and noise results. Examine the mounting ring on the back of the wheel cover; you will see the contact areas brighter than the rest of the band. Use the drift with a brass hammer to drive the contact areas on the mounting ring inward so that they will hold tighter on the wheel lugs. Do not whack the mounting band directly with a hammer! You will miss and wind up denting your wheel cover where it shows! Trial fit the wheel cover several times until you achieve the desired tight fit to the wheel. This will stop the clunk/thunk!

To tighten the painted ring, find a comfortable seat, and place the wheel cover upside down on your lap. The painted ring is held in place by six studs which project through drillings in the wheel covers and secured with "spire nuts". If the spire nuts are in reasonable condition, they can be tightened in the following manner. Supporting the finished side of the painted ring with your knee, fit the 3/8" opening of the deep well socket over one of the studs and spire nut backed up by your knee (a folded towel over your knee will make this exercise less traumatic). Strike the socket with a brass or plastic hammer. (Yeah, I know this is not the design purpose of this tool, but if it offends you, you can make up something fancy in a machine shop!) Repeat this operation with the other spire nuts, and when done, try to move the painted ring to verify you've tightened it adequately.

Refit the wheel covers to your car after you're done, and roll down all your windows if you've a mind to. Take comfort in the knowledge that whatever noises you hear now are likely to be far more difficult and expensive than the ones you've just fixed.

Reprinted from the Chesapeake Lady, Jan./  
Feb. 1998



# 2004 CENTENNIAL WORLD TOUR

Tour Coordinator, Peter Lind has sent a newsletter regarding this tour along with various websites that any member can visit for further information.

I am including excerpts from this newsletter.

The whole point of the World Tour is to foster inter-club friendships at a time when the future of the RR Motor Car Company is uncertain. We need all the mutual support and collaboration we can get.

To see what the tour is all about click on [http://rroc.org/world\\_tour](http://rroc.org/world_tour)

For those familiar with the website, there is new information that has been added recently.

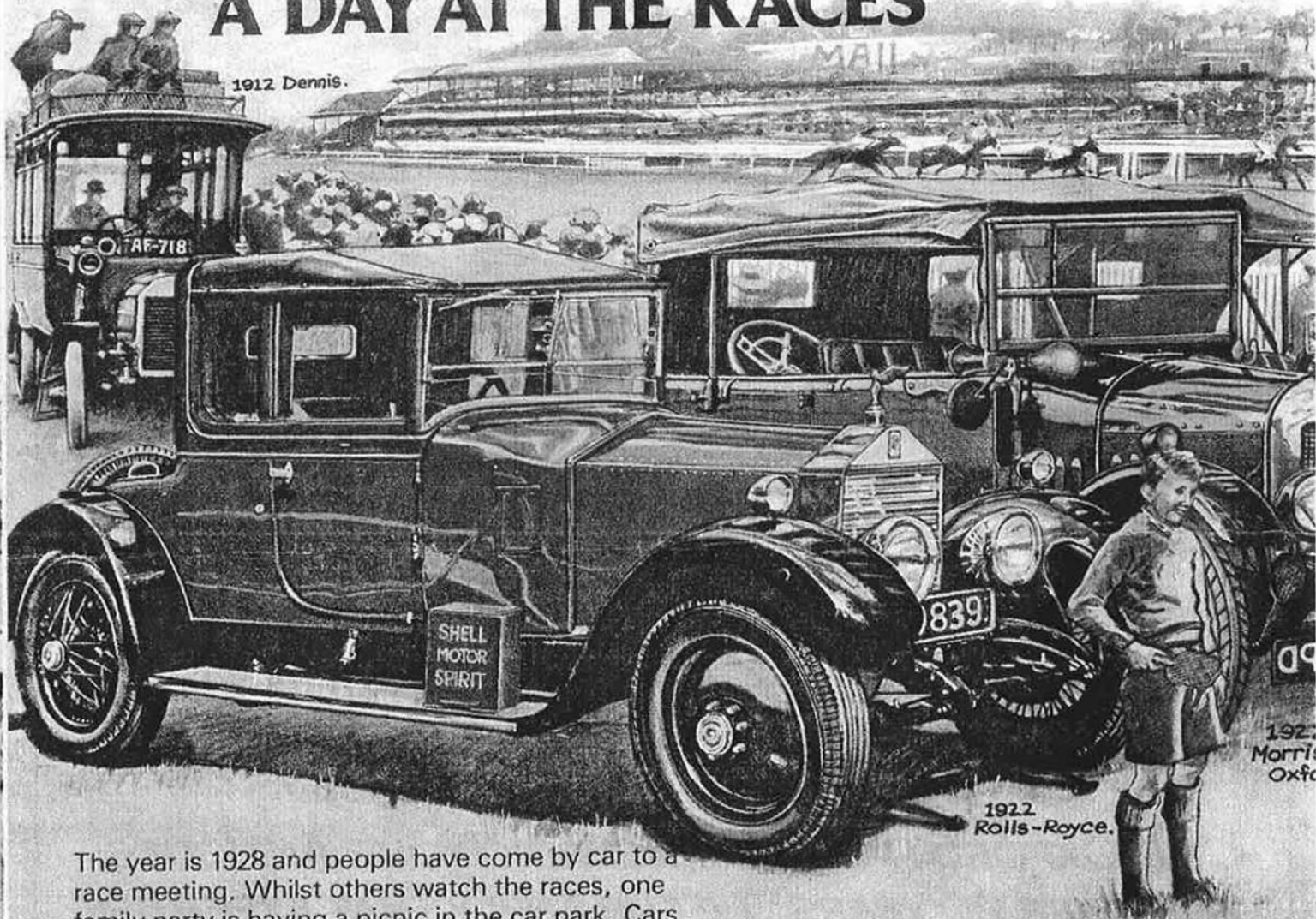
1. **EVENT SUMMARY** <http://www.rroc.org/worldtourschedule.html>  
Here is a summary of all the Centennial events in a nutshell. This downloadable page encourages members to express their event preferences and send them to Peter Lind so that those who are organizing the events can gauge how much interest is shown. Expressing a preference is not a commitment. This will come later when the registration fees are due.
2. **GUIDED TOUR OF INDIA AND NEPAL** <http://www.rroc.org/worldtour/india.html>  
Here, in day to day detail, is the once-in-a-lifetime professionally guided tour by air and motor coach specifically tailored to RR & R enthusiasts. The tour takes place while cars are in transit between Australia and Europe during March and April 2004. Note that this tour has a sign up deadline of Dec. 1, 2001. The tour is open to all members and guests whether or not they plan to participate in any other touring events.
3. **SILVER GHOST ASSOC. TRANS NORTH AMERICAN TOUR**  
<http://www.rroc.org/worldtour/event-8.html> Mary White has put together this three week tour to take Silver Ghosts from the port of Baltimore to Monterey, California to arrive in time for the pre RROC National Meet weekend. This will include incomparable Pebble Beach Concours.
4. **WHAT ABOUT SHIPPING?** Click on <http://www.rroc.org/worldtour/faq-8.html>  
New information here on shippers who specialize in handling high value cars via containers or roll-on-roll off ships. As people sign up for overseas events, consolidations can be made and rates quoted.
5. **EVENTS 'UNDER CONSTRUCTION'** The web pages list a number of events for which planning is not yet complete. These are mostly the RREC events for two European tours, the UK tour and Meet and the plans surrounding the celebrations in Manchester on May 4, 2004. The RREC has been delayed because they have the complications of coordinating these events with those planned by Rolls-Royce Plc and the Rolls-Royce Motor Car Co. Future newsletters will provide more information.
6. Two additional RROC events have yet to be defined. They are for three week trans North America tours for pre World War II cars (other than Silver Ghosts) and for modern cars.

To contact Peter Lind try either of the following:

email: [bonpete@](mailto:bonpete@)

Tel. (707)

# A DAY AT THE RACES



The year is 1928 and people have come by car to a race meeting. Whilst others watch the races, one family party is having a picnic in the car park. Cars were much cheaper by this time and more people could afford to own one. Thousands who had not

been able to travel far from home were now able to enjoy themselves in the country and by the sea.

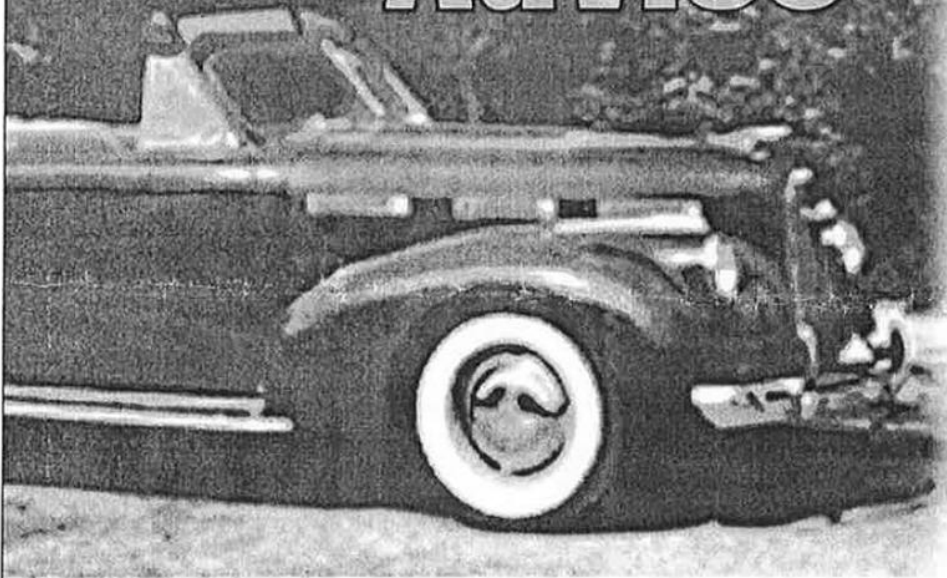
## SPOT THE DELIBERATE MISTAKES

(Three for the Rolls)

### ANSWERS

1. The handle and the filler cap are missing from the petrol tin fixed to the side of the Rolls-Royce car. In the very early days, motorists had to buy their petrol from chemist shops. A firm called 'Pratt & Co.' started to sell petrol in two gallon (9 litre) tins in about 1898 and there were no petrol pumps until the 1920's.
  2. The mascot on the radiator cap of the Rolls-Royce is facing the wrong way. Many cars had mascots at this time; some were fitted by car manufacturers on all their cars and others were bought and fitted by car owners.
  3. The wheels on the Rolls-Royce do not match. The kind of wheel you can see fitted to the front was called a 'disc wheel and was pressed out of a sheet of steel. Wire wheels were made exactly like those on bicycles but had much stronger spokes.
  4. The 1922 Morris Oxford—The motor horn is fitted back to front.
  5. The steering wheel has been fitted in the back seat on the Morris.
- From the Museum Puzzle-Picture Book of Motoring.

# Expert Advice



<b>Calgary</b>	
Downtown	232-6100
Southside	278-0045
<b>Edmonton</b>	
Kingsway	474-8911
Southside	436-8354
West End	489-7353
<b>Red Deer</b>	343-8233
<b>Fort McMurray</b>	743-8368
<b>Tofield</b>	662-4150

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