

# THE PRAIRIE

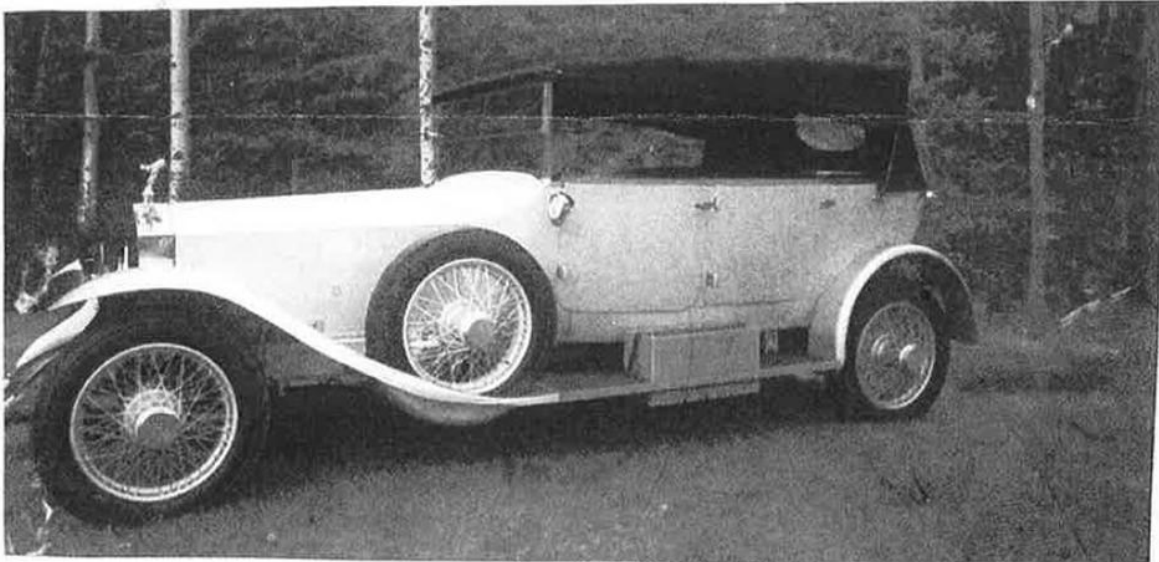


# LADY

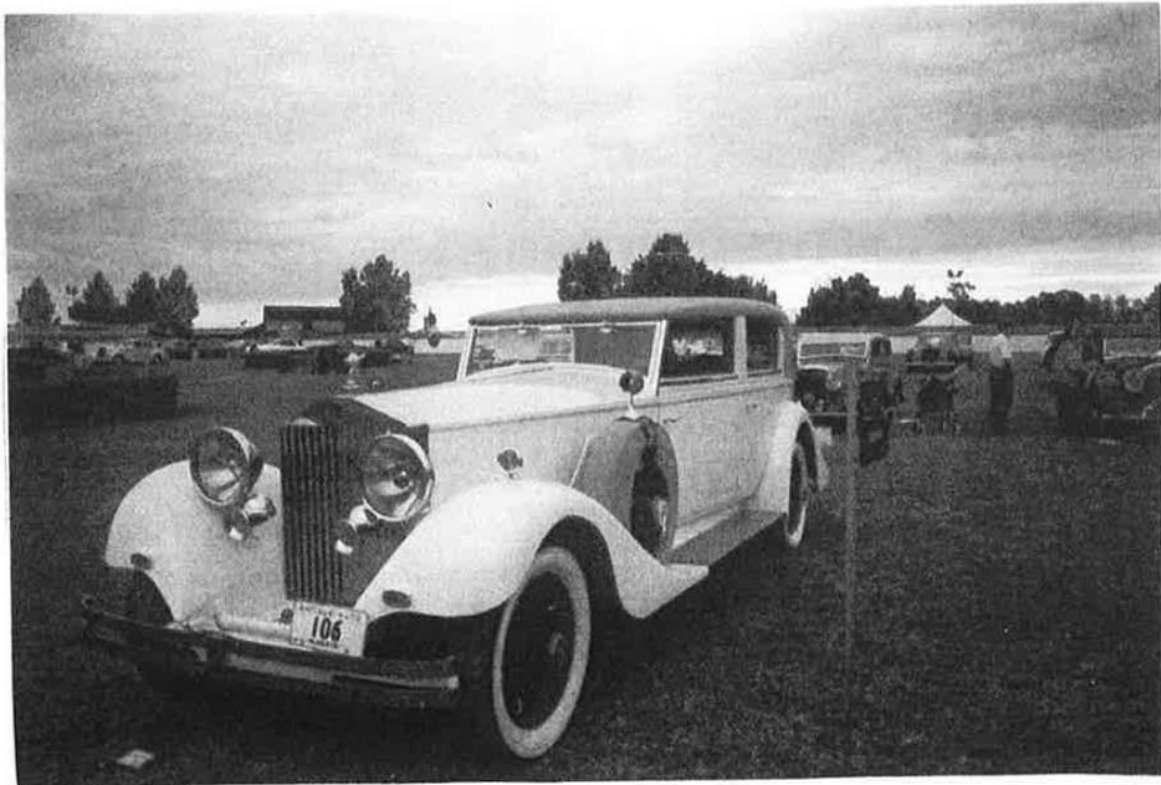


Rolls Royce Owner's Club - Can-Am Prairie Region

SUMMER 2002 - MAY, JUNE & JULY



LORRAINE & REG COLLING'S GHOST



LORRAINE & REG COLLING'S PH

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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:**  
JUL 14—18, 2002—Annual  
Meet, Hot Springs, VA

**REGIONAL:**  
**SOUTH EVENTS:**  
Drive-In and Cruise Night  
July 6/02, 7:30 p.m. Meet @  
Peter's Drive-In, 219-16 Ave N.E.  
for a malt and evening cruise.  
Contact George Pope for  
more info (403)

**NORTH EVENTS:**  
Brunch and Tour to Devon, AB.  
June 9/02, meet and park at  
10:30 a.m. and Brunch at 11:00am.  
Yellowhead Casino 153 St. & Yellow-  
head Freeway, Edmonton, AB. For  
more info contact Laurie or Frankii  
Niewchas (780)

**OTHER EVENTS:**  
**B.C REGION EVENTS**  
Jul 21/02 - Picnic ,  
Aug 18/02 - Fun Run,  
For Info call Bob Wadden  
604-  
wadden@

# The Best of the Rest: WHAT COLOR IS YOUR BONNET? *or* THERE ARE TWO WAYS TO TWO-TONE *(but only one way to do it right!)*

by

William Karges, Lake Michigan Region, Guest Contributor

*(Ed. note: There are many other excellent RR/B publications including other RROC regional newsletters. Many times, these contain articles that our Region's members might find useful and/or interesting.*

*This article, the second in this series, originally appeared in a more condensed form in 1987 in the Lake Michigan Lady. Here, it has been specifically re-edited for The Leading Lady, and it appears here in a more detailed form.*

*The Editor would like to thank Bill Karges for sharing his wealth of knowledge and this article and Robin James of Rainbow Press for his scanning of the pictures.)*

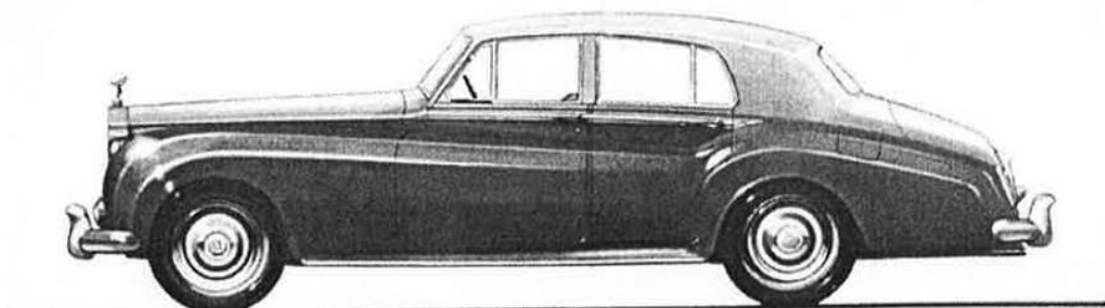
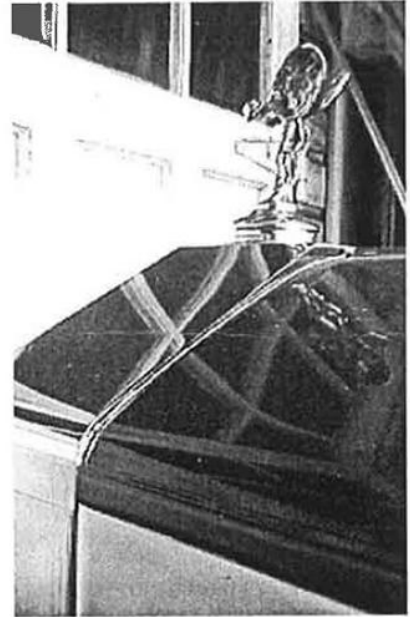
While researching paint schemes on the Rolls-Royce Silver Cloud and Bentley S series cars, I came upon some surprising information. Although I must have looked at hundreds of these handsome motorcars over the years, I

**The front of the molding strip determines how a Rolls-Royce vs. a Bentley should be painted (top). Because the RR molding is flush with the radiator, a Rolls-Royce's bonnet should be the same color as the top and boot as seen in this factory picture (center) and sales brochure (bottom).**

never realized that the two marques should be painted differently.

The differences are subtle, to be sure, but are vital to the correct presentation of the cars. This is particularly important when present owners are contemplating repainting their cars.

First, we must consider a basic difference in the bonnet edges between the Bentley S series and the Rolls-Royce Cloud series. On Bentleys, a raised spear like molding follows the waistline from the back of the rear door out to the radiator. This raised molding follows the bonnet edge, ending in a rounded tip an inch or so short of the radiator (see photo page 67, top). A Rolls-Royce has a similar raised molding line, except it



Shell Grey over Black Paint

## IMPORTANT MESSAGE FROM THE REGIONAL CHAIRMAN

On behalf of the Rolls Royce Owners Club – Can-Am Region I know that all the members join me in expressing our sincere appreciation to our previous Newsletter Editor **Lorraine Collings** for her 9+ years of dedication to the production of THE PRAIRIE LADY. It has been most interesting, informative and has been an important factor in maintaining our interest and the bond between our region's members. Thank you Lorraine for a job well done. Also at this time I would like to welcome our new Prairie Lady Editor Wendy Oryniak and congratulate her on the production of this first issue.

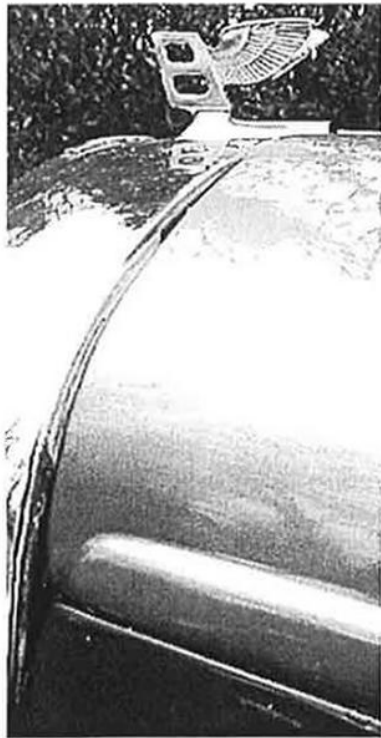
Maurice Tims

As the new Newsletter Editor I have big shoes to fill. Lorraine did the job for so long she could probably do it in her sleep. I have read through nine years of back issues of all regional newsletters to see if there were any technical articles that I could use. Now I can send all the old newsletters our regional archiver. If anyone has any technical information that they would like to share with our members please forward them to myself and I will print them for all members to utilize. Any events or articles/misc. that members want put into the Prairie Lady for the late summer issue will need to send them to me no later than July 25, 2002. Cheers to all members

Wendy Oryniak

The cover of this issue of the Prairie Lady has two photographs Of Lorraine & Reg Colling's cars. The top photograph is their 1920 Silver Ghost, Wm. Cole & Son's Tourer, Chassis #68 TW/Fabric Covered Body. The bottom photograph is their 1935 PII Brewster Newport

continues all the way to the radiator; it does not terminate in a rounded tip as on the Bentley (see photo page 66, top). This relatively minor design difference dictates the need for two different paint treatments between the marques.



The color scheme differences discussed here only apply to standard steel cars that are painted in two colors. (Coachbuilt cars could have a variety of paint schemes based upon the owners discretion.) For sake of illustration, let's say a car will be painted with sable over sand. The Bentley would be painted sable on the top, boot, and on the raised molding mentioned before (this raised molding would take on the

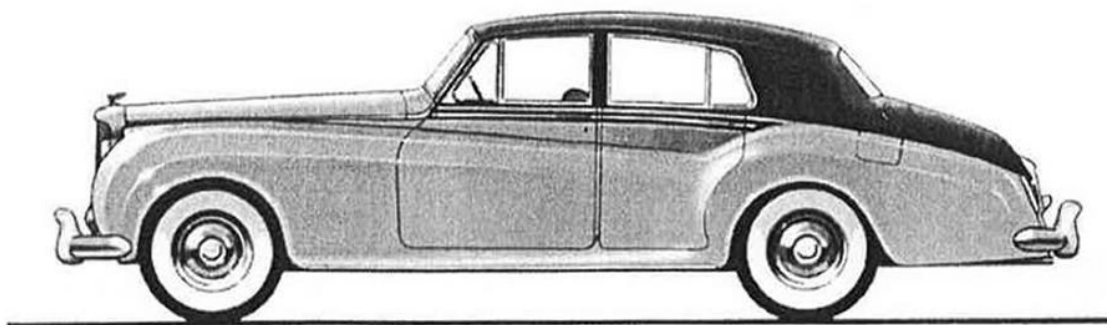
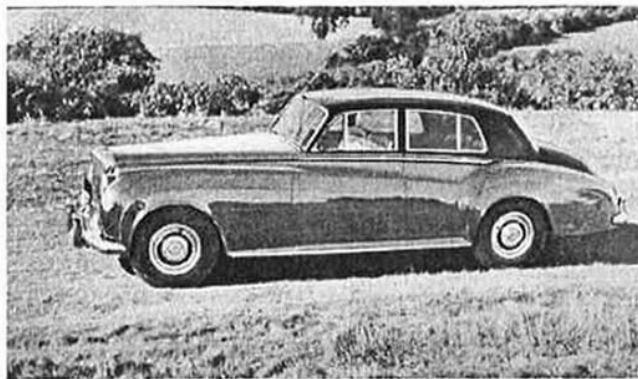
appearance of a spear going out along the edge of the bonnet, pointing to the grille). Sand would be used on the bonnet and sides of the car only. The Rolls-Royce would be painted sable on the bonnet, top, boot, and raised molding while sand would be used only on the sides of the car only. The difference is the bonnet color; the Bentley's bonnet is painted the color of the sides of the car, while the Rolls-Royce bonnet carries the color of the top of the car.

Think of it this way; since the Bentley bonnet molding ends in a spear like tip, the paint from the sides of the car must continue around it up onto the bonnet of the car; but the Rolls-Royce molding extends all the way to the radiator. So, it divides the bonnet from the lower part of the car, effectively separating the two colors. Subtle differences, to be sure, but enough to set apart the nearly identical automobiles. No doubt, this all sounds terribly confusing in print, but a glance at a Cloud parked next to an S will crystallized these explanations.

The early SCII/S1 sales catalogs originally offered four, then five two-tone color suggestions for the standard cars. The darker color tended to be used as the upper color for US delivery cars; while for "home" delivery, the darker color tended to be used for the lower color. However, there were variations to this general scheme. Six single color choices were also listed. Of course, paint on coach built cars varied widely and was determined by the purchaser.

With the advent of the SCII/S2, it seems that the selection of colors for use in a two-tone scheme was left up to the purchaser, since no two-tone paint schemes were listed with the paint offerings. Paint option included 16 colors available for the SCII/S2 and 17 colors for the SCIII/S3. Regardless of how the car is portrayed, if two colors are used on the car, the small space above the molding line on the doors must be painted the lower body color, or the molding line will be lost.

Lastly, remember that this information came from Rolls-Royce Motors issued literature and other materials printed at the time when the cars were new. I'm not a paint expert, only an observer of how the original paint schemes were portrayed on the cars in the literature.



*Black over Sand*

***The front of the parting strip of a Bentley is rounded (top). Therefore, there is no clear way to make a demarkation between side and bonnet. Thus with a Bentley, the bonnet should be painted the same color as the side as seen in this factory picture (center) and sales brochure (bottom).***

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## WELCOME NEW MEMBERS

**Adam Bukiewicz,** Banff, AB.  
Tel. (403) **1956 Silver Cloud**

**Scott Kotlas,** Clancy, MT  
Tel. (406) **1985 Spur**

**Douglas Bjorkman,** Winnipeg, MB.  
Tel. (204)

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### PARTS AND MISC. FOR SALE

- |   |               |
|---|---------------|
| - 3 Cases of Duckhams 20/50 Oil   | \$ 130.00     |
| - Pre & Post War fuel pumps (approx. 10) – 3 complete fuel pumps,<br>5 pump heads c/w misc. fuel lines and fittings, 2 CD4196 diaphragm kits<br>Approx 4 sets diaphragm and point kits pre war.   | \$1350.00     |
| - One used working SCII automatic transmission  | \$ 500.00     |
| - One pair PL100 headlights ready to install  | \$1200.00     |
| - One pair PL100 headlights ready to install  | \$1000.00     |
| - One set NOS Sileve Cloud hub caps complete (4)  | \$1600.00     |
| - One set of mineral oil hydraulic test gauges and 5 pints of hydraulic oil   | \$ 400.00     |
| - Factory shop manuals for RR & Bentley cars from 1955 to 1979 and<br>1985 to 1989. Also incl. Product support manual, information<br>letters manual and electric shop manual. Microfiche parts<br>index up to and incl. 1990 and reader. <b>Will sell only as a lot.</b> | \$3000.00     |
| - Current parts and tools for RR and Bentley from Shadows through 1989  | \$1500.00     |
| - New Corniche owners manual, 1976 – 1980   | \$ 150.00     |
| - 2 leather touring helmets, medium   | \$ 50.00/each |
| - 1 case RH363 Castrol brake fluid  | \$ 300.00     |

**All Prices in U.S Dollars Contact Reg Collings (403)**

Complete set of Rolls Royce Franklin Mint Cars, approximately 18 in all. Wants to sell as a complete collection only.	\$4000.00 CDN for all
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**Contact Reg Collings (403)**



1965 Rolls-Royce Silver Cloud III—about \$17,000 and a breeze to drive.

## How to buy a Rolls-Royce for your wife

Many women admire Rolls-Royces from a distance—and never dream of driving one themselves. That's too bad. Automatic transmission, power assisted steering and braking, deep leather upholstery and a host of splendid details make Rolls-Royce one of the safest, most comfortable, easy to drive cars in the world today. Here's how we suggest you go about introducing your wife to the pleasures of having her own Rolls-Royce.

**1. Inform yourself** as thoroughly as you can about today's Rolls-Royce—always an intelligent step before trying anything.

The best way to do this is to send \$6.00 to Rolls-Royce Inc., 45 Rockefeller Plaza, New York 20, New York for an Owner's Manual—116 pages, hard cover—and the latest catalogs.

Your \$6.00 will be instantly refunded when you buy a Rolls-Royce.

**2. Call your Rolls-Royce dealer**—see listing on opposite page.

Tell him you're thinking of buying a Rolls-Royce for your wife. He will gladly

lend you a demonstration car.

**3. Drive the car home yourself.** The more *you* know about the car, the easier it will be to answer your wife's questions when she gets in the driver's seat.

Familiarize yourself with the instrument panel—rear window defroster switch, adjustable ride control, gas tank opener button, map light, engine oil level indicator and all the other standard equipment on a Rolls-Royce.

**4. Let your wife take the wheel.** Give her a few minutes to admire the deep pile carpeting, the rich leather, the inlaid walnut woodwork, the "feel" of a Rolls-Royce. Then head straight for the heaviest traffic in town—to get rid of any old-fashioned ideas that a Rolls-Royce is hard to handle.

Next, suggest she steer for the open highway. Encourage her to pass a few cars—perhaps the best way to find out how completely in control she feels when she drives a Rolls-Royce.

Make it as long a drive as you can.

Most people find that driving a Rolls-Royce is refreshing, almost totally non-fatiguing. Give your wife plenty of time to experience this for herself.

**5. Check the details** of buying and owning a Rolls-Royce—how easy it actually is. Prices start around \$17,000 (\$300 less for a Bentley—same car, different grille) not including local taxes.

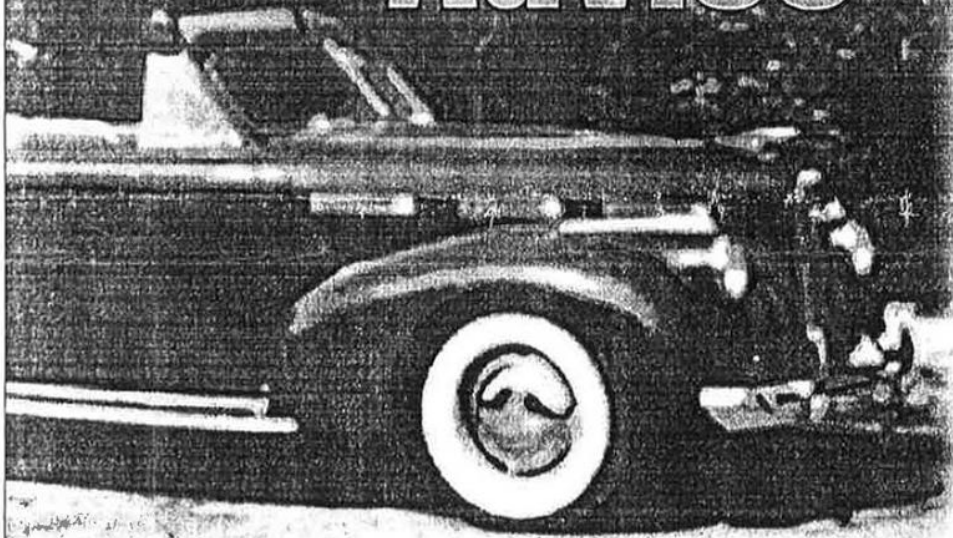
Check into parts and service—how long it takes to get replacement parts from the U.S. central parts depot—the availability of trained mechanics to install them.

Bring your wife in to talk to the dealer. She can get to know him—find out about air conditioning and many other accessories available at extra cost.

Don't hesitate to ask him about any aspect of the Rolls-Royce that interests either of you. Nothing would please him more than to sell you a Rolls-Royce for your wife—and to keep her happy with it after you've bought it.



# Expert Advice



Calgary	
Downtown	232-6100
Southside	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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