



# THE PRAIRIE LADY

## CAN-AM PRAIRIE REGION

Spring is in the air...



Photo by Terry Murphy

## A Great Turnout for Brunch

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**Newsletter Date: April — May 2004**



# Cal Elliott

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It is with great sadness that we announce the passing of one of the founding members of our region. Cal died in car accident east of Lloydminster on Wednesday, April 14th, 2004. Cal retired after a successful career with CN Rail and lived in Jasper, Alberta. Cal was an active member of our club and attended many regional and national meets over the years. He restored numerous Rolls-Royce and Bentley cars and owned GXK5, a 1935 20/25 Mulliner Saloon and B38BA, a 1955 Bentley S1. A funeral was held in Jasper on Tuesday, April 20th.

Our thoughts go out to Cal's family and friends, and in particular to his two sons, Ray and Sean.

Note: Please remember to pay your 2004 Can-Am Prairie Region dues as soon as possible to RROC HQ. Your regional and national RROC dues should be listed in the dues renewal notice you received from the RROC in November 2003.

Full member dues are CDN\$25 and spouses are CDN\$5. If you have any questions or concerns please contact RROC HQ at 1-800-TRY-RROC.

### CAN-AM Prairie Region Newsletter

The Prairie Lady is published five times a year. Members are encouraged to contribute articles and photos. Please identify individuals 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 accurate 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 necessarily reflect the Club or Region's policy.

**LEGAL NOTICE:** The Can-Am Prairie Region is under the direct control of the Rolls-Royce Owner's Club.

# RROC Can-Am Prairie Region

## 2004 Events Schedule

<u>Date</u>	<u>Type</u>	<u>Description</u>	<u>Location</u>
Saturday, January 24 <sup>th</sup>	Social	Dinner Social	Paloma's Steak House
Sunday, February 22 <sup>nd</sup>	Social	Brunch Social	Home Food Inn
Saturday, May 15 <sup>th</sup>	Technical	Regional Tech Session	Edmonton (see page 4)
Sunday, May 16 <sup>th</sup>	Technical	Regional Tech Session	Edmonton (see page 4)
Sunday, May 23 <sup>rd</sup>	Car	Heritage Park Show	Heritage Park, Calgary
Saturday, June 19 <sup>th</sup>	Tour	Tour to Howard Lengert's	Howard Lengert's (Calmar)
Sunday, June 20 <sup>th</sup>	Tour	Tour to Howard Lengert's	Howard Lengert's (Calmar)
Sunday, July 18 <sup>th</sup>	Tour	Kananaskis Loop – Brunch	Kananaskis Country
August 17 <sup>th</sup> —21 <sup>st</sup>	Tour	Annual Meet	Monterey, California
Saturday, September 11 <sup>th</sup>	Car	European Classic Car Show Rolls-Royce is featured marque	Stanley Park, Calgary
October	Meeting	Annual Business Meeting	Red Deer
December	Social	Regional Christmas Party	TBD

### *Other Events*

<u>Date</u>	<u>Type</u>	<u>Description</u>	<u>Location</u>
Sunday, April 18 <sup>th</sup>	Car	Spring Thaw	McMahon Stadium, Calgary
Saturday, May 1 <sup>st</sup>	Technical	Red Deer Swap Meet	Westerner Park
Sunday, May 2 <sup>nd</sup>	Technical	Red Deer Swap Meet	Westerner Park
Friday, May 28 <sup>th</sup>	Car	Okotoks Auction Sale	Okotoks
Saturday, May 29 <sup>th</sup>	Car	Okotoks Auction Sale	Okotoks
Saturday, June 5 <sup>th</sup>	Tour	Three Hills Show & Shine	Three Hills, Alberta
Friday, July 2 <sup>nd</sup>	Tour	43 <sup>rd</sup> International Old Car Meet	Kalispell, Montana
Saturday, July 3 <sup>rd</sup>	Tour	43 <sup>rd</sup> International Old Car Meet	Kalispell, Montana
Sunday, July 4 <sup>th</sup>	Tour	43 <sup>rd</sup> International Old Car Meet	Kalispell, Montana
Saturday, August 21 <sup>st</sup>	Tour	Millarville Show & Shine	Millarville Fair

**For more information on any of the above events, please contact Terry Murphy at (403)**



# CAN-AM PRAIRIE REGION TECH SESSION

**Who:** ALL REGIONAL MEMBERS WELCOME !!!

**What:** Tech Session led by Ralph Curzon

**When:** **Saturday, May 15<sup>th</sup> and Sunday, May 16<sup>th</sup>, 2004**

**Starting at 9:30 a.m. sharp on Saturday!**

**Where:** Landrover Edmonton  
17404, 103<sup>rd</sup> Avenue  
Edmonton, Alberta  
(780) 484-1818

**Details:** The session is being organized by Howard Lengert and he has arranged for Ralph Curzon to lead the session.

The plan is to devote Saturday to pre-shadow cars. A group dinner will be arranged at a local restaurant on Saturday evening.

The focus on Sunday will be on Shadows, Spirits, and Spurs.

Bring your car or just bring yourself!!! Don't forget your coveralls and a notepad.

**RSVP:** Please confirm your attendance as soon as possible to Howard Lengert at (780) so that he can make the appropriate arrangements.

**Also, please let Howard know if you are bringing your car and if you have any specific problems or questions that you would like covered.**

# Which Oil is Best?

## Engine Lubrication — Observation & Opinion

### By James Pate

(Adapted from "Post 55", Third / Fourth Quarter 2002, Fall/Winter Issue, p. 8,12)

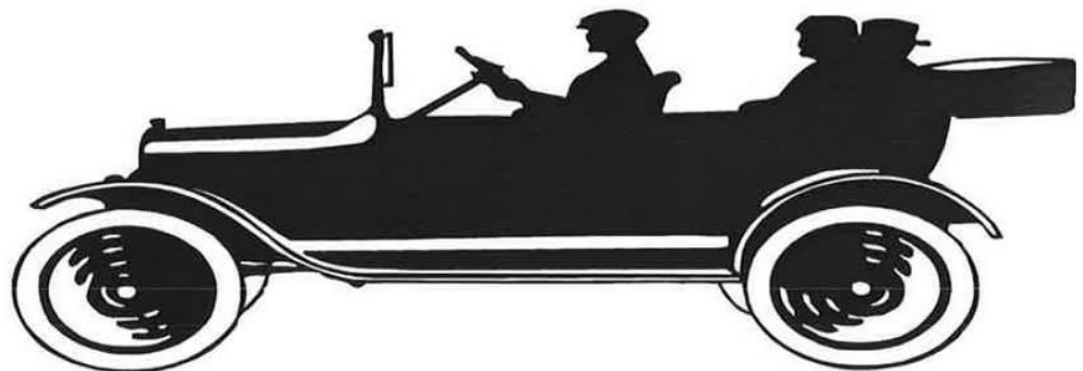
Quite a few owners are now using the synthetic motor oils (Mobil1, Redline, and others) in their older Rolls-Royce & Bentley engines. Certainly the synthetic formulas are superior oils in both lubrication properties and resistance to temperature breakdown. The owner wishing to give his car the very best chance for survival in our hot desert conditions can reasonably be persuaded that the added cost of the synthetic oils is a minor concern, considering the present-day price of an engine overhaul. There are other factors though, which in my judgment make oil-type selection just a little more complicated. The synthetic blends now being formulated for new automobiles are just fine for the V-8 engines found in our later cars, but for the six cylinder engines (both pre and post-war) please consider the following points before selecting the oil to be used in your car.

It is especially important to change the oil regularly on the older cars, at least once a year, at a minimum. I change my own oil every June and December even if the car is not being driven much. The reason is that the older cars will always have a greater degree of blow-by past the piston rings. The Rolls-Royce six cylinder engines of the early post-war period for example, will experience nominally 18 cubic feet of blow-by per hour when running at quarter throttle and in the RPM range of 3500. This is actually very good performance for that time and just about one half of the blow-by expected of other engines of the era. The Rolls-Royce engines were exceptionally tight when new (piston skirt clearance at the bottom was zero), and the above figure is for a new or recently rebuilt engine. Even so, the amount of blow-by will be much greater on a well-worn engine, resulting in significant quantities of carbon, water, and other contaminants constantly entering the oil sump. Provided the cars are allowed to reach operating temperatures, the water will boil off through the breather pipe, but the carbon and acids will remain in the oil. This is why we must change it regularly, and long before the oil has otherwise started to break down (be it synthetic or regular). Do not imagine either, that the oil filter will fully protect against the deposits. Very early cars had practically no oil filtration and even the so-called full flow system, introduced with the 4.5 Ltr. MK VI Bentley and later Silver Dawn models, was not a true full-filtration system. In this later case, the engine lubrication scheme included both a high-pressure and a low-pressure circuit, divided at the pressure regulator located externally, on the right hand side of the engine block. Only the high-pressure circuit to the camshaft and crankshaft bearings was fed by filtered oil. The low-pressure oil circuit in this engine type feeds the hollow rocker shaft and subsequently the rocker arms, push-rod ends, and both intake and exhaust tappets. Another low-pressure line goes forward to lubricate the camshaft gearing. All of this low-pressure oil is drawn directly from the sump and delivered without

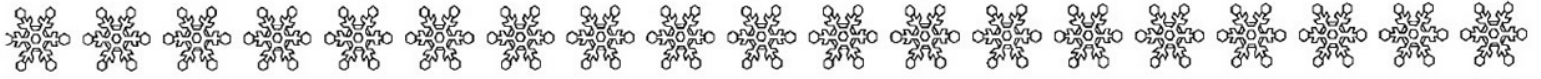


without any filtration whatsoever.

Although it is not generally known, the major oil companies have been quietly reducing the detergent additives in premium oils over recent years. This is true also of the synthetic oil blends. The reason for this change is the clean-air regulations, requiring all new cars to have catalytic converters. The oil companies have reduced the detergent properties of modern automobile oils in order to prolong the service life on the catalytic converters. This is bad news for our older cars. We need all the detergent properties we can obtain in order to hold those carbon and other blow-by particles in suspension, and we do not have catalytic converters to protect anyway. This change in automotive oils therefore required that we look around for appropriate products to protect our precious older cars. Consider the great fleets of diesel trucks on the road, for they have similar needs, and their mean rious blow-by huge numbers mean that their needs are being met. With their 16 to 1 compression ratios, the diesel engines also have a serious blow-by problem and the diesel fleets do not use catalytic converters either. Therefore, the major oil companies all market oils especially suited for the diesel truck fleet, AND those products do include the high detergent levels that we also need. In fact, at this point in time, the diesel oils seem to be just the product we are looking for. I suggest that all owners of the older cars (those without catalytic converters) consider switching to a quality-brand, diesel engine oil. That way, the blow-by contaminants will be held in oil suspension for just as long as possible. Then, with regular oil and filter changes, it is the oil that will be dirty rather than the innards of our engines. Shell Rotella T is one such product, which is easily available in 15W-40 multigrade. For those insisting upon synthetic oil, do not worry the competition for all that diesel business has also produced synthetic blends. I recently purchased a case of Valvoline Premium Blue 2000 in 15W-40 from the NAPA outlet located behind the Rio hotel on Valley View. The boss there uses this product in his new diesel pickup so the supply should be dependable for the foreseeable. This particular product is especially interesting as it was specifically developed for needs similar to our own in cooperation with Cummings Diesel, Inc.

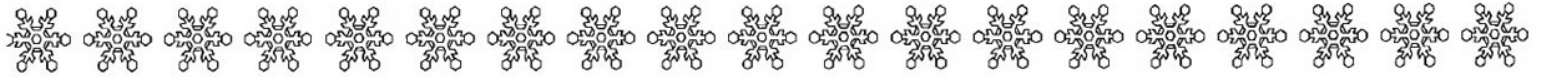


# January Social Event



A group from the southern part of our region got together on a very, very cold night in January to enjoy some good food, good wine, and good conversation at Paloma's Steak House. Due to the  $-30^{\circ}\text{C}$  temperature we didn't get any Proper Motor Cars out for the evening but Spring is almost here!

Thanks to David & Marie Baer, Darcy & Dawn Collings, Rob Manderson, Maurice & Bemice Tims, and Marianne Maurer & Terry Murphy for coming out to enjoy a great evening. Special thanks to Dawn Collings for organizing the event.



## HOW TO BEST CHANGE IT, HOT OR COLD?

By James Pate

(Adapted from "Post 55", Third / Fourth Quarter 2002, Fall/Winter Issue, p.12)

From our early youth, most of us learned that the basic reasoning regarding oil changes requires that we drain the old oil out while the engine is hot. That way, the oil is thin and the contaminants are still suspended. Sounds like good solid judgment so we go forward and never question the matter. Were I a shop owner, I would still offer this advice, for it also happens to be the only way a firm could hope to turn a profit. For the rest of us though, please consider this matter with some care. I have for some time now been persuaded that with our six-cylinder Rolls-Royce engines it makes far more sense to drain the oil when it is cold. The colder, the better, I now believe.

Have you ever started up your older R-R after it had sat unused for a week or more? If so, perhaps you noticed that several seconds, actually 8 or 9, elapses before any oil pressure registers on the gauge. One then remembers that if the engine has recently been run the oil pressure comes up almost instantly. So, we are already aware that if the engine is allowed to cool for days (and not just minutes) quite a lot of oil drains into the sump. These engines do not use high oil pressures, but they certainly do employ high volume in the oil flow. If you have ever overhauled the oil pump on one of our cars this will be self-evident. Yet, even with a high-volume pump a long dormant engine will take eight plus seconds to fill all the internal voids?

Yes, it certainly will and you have probably noticed and worried about this phenomenon. The first priority in draining old, dirty oil is to remove just as much as possible. Remember that the crank is hollow and it contains rather a lot of oil, which will take a day or more before it fully drains past the bearings. Even the cylinder head and valve gear oil will take hours to drain down. As the engine cools, oil is also drawn back from the filter bowl (admittedly, this point is somewhat moot providing the filter will also be changed). Should you doubt the point I am making here, I can tell you that tests have been conducted, actually weighting the amount of oil drained using both the hot and cold method. The results were convincing, at least to myself. Another important advantage of draining the oil after it has completely cooled, relates to the very real problem many of these particular engines have with internal water leakage. If the oil is first allowed to cool, any suspended water droplets will settle out at the bottom of the sump. I always drain the first pint into a quart glass jar (done while the drain plug is still in by a few threads but loose enough to leak a good flow). If there is an internal water leakage problem with the engine it will then be obvious.

The care of our old cars is important to us or we would not have formed a club to share ideas. All the above is only opinion offered in the hope that it will encourage both thought and argument, for that is how we all will realize maximum benefit from our membership in this great organization.

# February Social Event

On a sunny day in February the south group met for Chinese brunch at the Home Food Inn. We had a great turn out for the event. This was a child friendly place with a very relaxing atmosphere for the adults too. After a good meal we headed out to the parking lot to see what cars made it to the event.

It was great to see Darcy & Dawn Collings and children, Rob Manderson, Marianne Maurer & Terry Murphy, Fred & Lauraine Pysh, George & Donna Pope and children. It was also great to see Adam & Elizabeth Bukiewicz from Banff out to enjoy a great day. Special thanks to Marianne & Terry for organizing the event.

Pictured below are the Pysh 's 2003 Bentley Azure , the Bukiewicz's 1956 Silver Cloud I (SCC21), and Rob Manderson's 1937 Phantom III (3CP148)

