



THE PRAIRIE LADY

CAN-AM PRAIRIE REGION

On Display at the European Classic Car Show



Photo by Reg Collings

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Newsletter Date: November — December 2004



2004 Can-Am Prairie Region Officers & Directors

Chairman:

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Treasurer and Memberships:

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Secretary:

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**Marianne Maurer &
Terry Murphy**

Newsletter Editor:

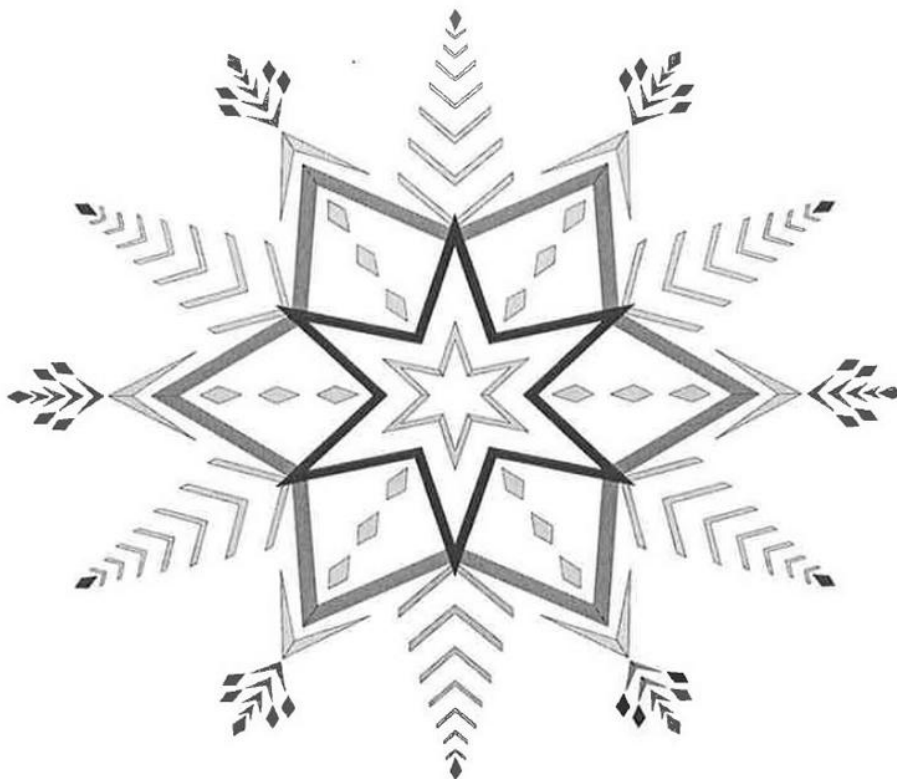
Darcy Collings,

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Howard Lengert

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(780)
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Note: Please remember to pay your 2005 Can-Am Prairie Region dues as soon as possible to RROC HQ. Your regional and national RROC dues should be listed in the recent dues renewal notice from the RROC. 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.

CANAM 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.

SOCIAL CALENDER

December 2004

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

Our Christmas pot luck dinner will be held on Dec. 18th at Rob Manderson's home at 5:00 p.m. Call Rob directly to RSVP and to find out what to bring. Rob can also provide directions to his house. Phone (403)

NEW OFFICERS CHANGES FOR 2005

Chairman:

Rob Manderson

Treasurer and Memberships:

Maurice Tims

Events:

Darcy & Dawn Collings

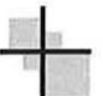
Marianne Maurer &
Terry Murphy

Newsletter Editor:

Christopher McAviney

Time to change it up a bit.

At the Annual Business Meeting members elected a new set of officers and directors for our region. On behalf of the membership, I would like to thank Terry Murphy for being our Regional Chairman for the past two years. Of special note, I would like to thank Francis Chan for all of his hard work over the past number of years as our Treasurer & Memberships Director. On another note, this will be my last newsletter as Editor as I have taken on a new role with my wife as Events Coordinator with Terry Murphy and Marianne Maurer. Thank-you to all.



Annual Business Meeting Report

RROC Can-Am Prairie Region

Annual Business Meeting

Sunday, November 14, 2004

Held at the home of Maurice & Bernice Tims, Calgary, Alberta

Meeting Minutes

Members in attendance:

Darcy Collings, Calgary

John Doyle, Olds

Rob Manderson, Calgary

Christopher McAviney, Calgary

Maurice Tims, Calgary

Lorraine Collings, Calgary — Secretary

Kathy Doyle, Olds

Marianne Maurer, Calgary

Terry Murphy, Calgary — Chairman

Bernice Tims, Calgary

Howard Lengert, Calmar — via telephone

Francis Chan, Edmonton—via telephone

Meeting called to order at 2:05 p.m.

1. Minutes

- The minutes of the last annual business meeting held on November 9, 2003 were read. Rob Manderson made a motion to accept the minutes as read. Howard Lengert seconded the motion. All members present were in favour of the motion. The motion was carried.

2. Election of Regional Officers

- A motion was made by Lorraine Collings to elect the following members to the regional executive positions for a one-year term:

Regional Chairman—Rob Manderson

Treasurer & Memberships—Maurice Tims

Secretary—Lorraine Collings

Events—Darcy & Dawn Collings and Terry Murphy & Marianne Maurer

Newsletter Editor—Christopher McAviney

Archiver—Howard Lengert

- John Doyle seconded the motion. All members present were in favour. The motion was carried.

Annual Business Meeting Report Continues ...

3. Treasurer's Report

- Francis Chan submitted the Treasurer's Report. A motion to accept the Treasurer's Report was made by Rob Manderson. Howard Lengert seconded the motion. All members present were in favour. The motion was carried. The report is presented on page 6.

4. Other Business

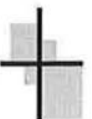
- Item One – Can-Am Prairie Region events, activities, and member interest – a general discussion among those present occurred regarding encouraging members to come out to events and how best to plan for 2005. No specific motion resulted from the discussion.
- Item Two – Coming Events – it was decided that for the first regional newsletter in 2005, a fairly comprehensive listing of events (RROC or other) will be included for members to consider - a number of ideas were discussed for coming events for 2004 and 2005 including:
 - December 18, 2004 – Regional Christmas Pot Luck Dinner – to be hosted by Rob Manderson
 - Late April 2005 – Regional Technical Session to be led by Ralph Curzon
 - Early July 2005 – International Antique Car Meet
 - Mid September 2005 – B.C. Region Fall Tour

5. Meeting Termination

- Upon no further other business, Terry Murphy asked that a motion to terminate the meeting be made. Darcy Collings declared the motion. Terry Murphy seconded the motion. All members present were in favour.

The meeting was terminated at 2:55 p.m.

Secretary, Lorraine Collings





TREASURER'S REPORT

Rolls-Royce Owners' Club Can-Am Prairie Region

Balance Sheet As at September 30th, 2004



Assets:	
Opening balance	4,103.08
Add: net income (loss)	1,269.68
Closing balance	\$5,372.76

Statement of Income & Expenses For the period from October 1st, 2003 to September 30th, 2004



Income:	
Advertising	0.00
Memberships & RROC reimbursements	1,267.58
Donation	0.00
Bank interest	2.10
	\$1,269.68
Expenses:	
Newsletter & postage	0.00
Technical meets (2002)	0.00
Bank charges	0.00
	\$0.00
Net Income (loss)	\$1,269.68

Submitted by Francis Chan, Treasurer & Memberships

November 13, 2004

What has Your Foundation Done Recently?



The Rolls-Royce Foundation is your foundation, dedicated to preserving the heritage of Charles Rolls, Henry Royce and W.O Bentley and the motorcars they produced.

Your Foundation

- Sponsors technical seminars in cooperation with the RROC,
- Sponsors annual historical lectures at RROC meets
- Preserves a collection of Rolls-Royce and Bentley Motorcars
- Maintains the largest collection of Rolls-Royce and Bentley literature in the United States
- Provides information about your cars through "chassis" cards and warranty information.

Doesn't your Foundation deserve your support? Join the Foundation and be part of its ongoing activities. Annual dues are \$25.00. Life membership is \$250 and Benefactor Status is \$1000.00. All contributions are tax-deductible.

The Rolls-Royce Foundation
189 Hempt Road
Mechanicsburg, PA 17050
(717) 793-9400

That was then, this is now...

Have you ever felt a yearning someone's garage and bring it I would provide some photo-much work can be involved in restoring these cars. My Dad and I worked on restoring the two PMC's shown here over a



to find an old clunker in home? Yes? Well, I thought graphic evidence of how

number of years. Obviously, they needed some significant



attention when we first started out.

The first car is 68TW our 1920 Silver Ghost Wm. Cole & Sons Fabric covered tourer. This project involved a complete body-off restoration that took over three years to complete. As you can see, we honoured the name of the car by painting and finishing the fabric in silver.



complete body-off restoration that took over three years to complete. As you can see, we honoured the name of the car by painting and finishing the fabric in silver.



This was also a body-off restoration over four years of days, we refinished every part of out painted a seafoam green over black but we opted for an all white colour that really highlights the size and style of the car's unique body.



The second car shown here is actually our first restoration, 14UK our 1935 Phantom II Brewster Newport sedan. restoration that spanned nights and weekends as the car. The car started



Hopefully this gives you a flavour for what you can start with and where it can lead you—and hopefully you have some fun along the way.

Photos by Reg Collings

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Technical Note:

So what is this thing called Horsepower?

Horsepower and work are two mechanical terms that are often used incorrectly. When a weight is moved from one place to another work must be done upon it and the amount of work is found by multiplying the weight in pounds by the distance moved in feet.

For instance, if a mass weighing 15 lbs. is raised 5 feet, there will be 15 times 5 or 75 foot pounds of work done.

On the other hand, horsepower is the rate or speed at which work is done, or the number of units of work done in a certain specified time. The time is generally taken at one minute and when 33,000 foot pounds of work is done in one minute, one horsepower has been used. It is interesting to note that a horse trotting with a loaded cart develops about 10 horsepower, while a man walking develops slightly in excess of 1 horsepower.

There is no relation between the horsepower developed by an engine and the taxable or N.A.C.C. horsepower (sometimes incorrectly referred to as the S.A.E. rating). The taxable horsepower is a calculated value only and is obtained by the formula:

$$\frac{D * D * N}{2.5}$$

where D is the bore in inches and N is the number of cylinders. The actual horsepower developed by an engine (generally called brake horsepower) is measured by connecting the engine to a dynamometer. The dynamometer is simply an electric generator and the load on the generator and consequently the engine to be tested, is increased to the maximum value that the engine is capable of developing. The power is then measured in volts and amperes as developed by the generator and then converted to horsepower.

A device known as a Prony brake can also be used to measure the brake horsepower. This device consists essentially of a large brake which is placed around the flywheel of the engine, with a beam from the brake resting on a weighing scale. The pressure of the brake on the flywheel is then increased and the pressure of the beam on the scale is carefully measured.

Adapted from the Arizona Region, Classic Car Club Newsletter—original source is the Chilton Service Handbook, not copyrighted, printed in 1934 or 1935.