

THE PRAIRIE LADY

Rolls-Royce Owners Club - Can-Am Prairie Region



Bentley Continental Flying Spur by Mulliner

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Newsletter January - March, 2006



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Members are encouraged to contribute articles and photographs. Any submissions for publication should be sent to the editor. Please identify individuals and quote the serial number of any car in a photograph.

Advertisements for Rolls-Royce and BENTLEY sales, wants or parts will be published for members at no charge. For car sales please include chassis number and price.

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Chair's Notes

Hello All:

Spring has made her appearance and Easter is upon us and so, I will wish all of you and your families a very blessed Easter.

The get together at the Rose & Crown Pub was a non-event. Rob and George were the only ones there. It seems that most of us forgot or were busy.

On the other hand, the brunch at the Carriage House Motor Inn was well attended. It was really good to see everyone and have a pleasant visit.

The next event will be the Tech Session here at the farm, on April 29th and 30th with Ralph Curzon. We hope that many of you will be able to attend with or without your cars. Lunch will be here at the farm on Saturday, we will go into Our Flames Restaurant for dinner Saturday evening. I will do a brunch here on Sunday morning before everyone heads home.

ATTENTION: LADIES OF THE RROC:

I know that the tech session is generally about the guys and the cars. I just want to let you know that you are more than welcome to come as well. For an idea of what there is to do in this area all you have to do is get onto the trusty Internet at: www.town.olds.ab.ca and click onto to any of the photos. There is information there of what is available in and around Olds. You are also welcome to come out to the farm and just relax and visit, with a cup of tea/coffee and book or whatever. Should that not work for you, come out for dinner and stay over for brunch on Sunday or if that doesn't work, then feel free to come out for brunch on Sunday. Whatever works for you!! We will still be in renovation, but that is taking place downstairs.

Enclosed is a map to get out here:

Highway #2 north from Calgary to Highway #27 or the Olds turn off heading west. Go all the way through town to the Ford dealership on the right hand side of highway and the Shell service station on the left hand side. Turn LEFT or north at these lights. You will drive FOUR MILES or the second cross road and then turn LEFT or west for 2 1/2 miles. As you crest the hill a little more than a 1/2 mile to the west you will see a yard with grain bins on stands on the RIGHT hand side or north side of the road. There is a white house, blue shop, and a Caterpillar on a Pole. The yard will look like a used car lot. This is where you want to be!!

From Edmonton head south on highway #2 to the Olds turnoff and then follow the map and directions.

Hope to see you there!!

Kathy

MARK YOUR CALENDARS:

Please keep in mind that the May event has been arranged by George at the PASU FARMS on May 21 at noon.

Editors Notes

A number of us got together for brunch at the Carriage House Motor Inn on March 19. Some new faces; Marc Levine and his spouse I apologize I do not recall the name of Marc's spouse and I did not take my camera with me (not to mention forgetting my wallet) so I have no photographs of the event. We did have a great turnout with 18 of us enjoying the brunch. We of course attended outside when finished to inspect Terry Murphy's new BENTLEY Turbo RL. Terry you need to give Marianne a spare key so you can get into your car.

Much to my chagrin I have had no input into the list of manuals and technical documents owned by members of the region, obviously no-one is interested, so I will let it drop.

NOTE: "Your editor STILL needs ideas and or written articles for The Prairie Lady, how about helping out?"

I have kept this request up here hoping to get a response, none so far ☹. I think I might move it to the FRONT PAGE and delete the photograph if I do not get some input soon. As always ideas would be appreciated, actual articles would be a godsend, and I would be forever indebted for either.

Christopher M^cAviney

UPCOMING EVENTS

Date	Description	Contact
CAN-AM REGION/RROC		
Apr 29/30, 2006	2006 Tech Session @ the Doyles	Rob Manderson
May 21, 2006, Noon	Lunch @ Pasu Farms	George Pope
Jun 21, 2006, 7:00 pm	B-B-Q at Mauriuce Tims	Rob Manderson
July 17/22, 2006	RROC Annual Meet, Oak Brook Illinois	
July 30, 2006, 11:00 am	Picnic, Allen Bill Pond, Bragg Creek	George Pope
Aug 20, 2006, Noon	Howard Lengert's Car Museum, Leduc	Rob Manderson
Sep 23/24, 2006	Waterton Weekend	George Pope
Oct 22, 2006	Annual General Meeting, Red Deer	Rob Manderson
NON CAN-AM REGION		
Apr TBA, 2006	Spring Thaw Meet, Calgary	
July 1 /2, 2006	International Car Meet, Great Falls, Montana	

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Editors Notes:

1. The following articles are reproduced (read 'unabashedly copied') from different Regional Newsletters provided by the RROC to the various editors. The Can-Am Prairie Region does not endorse the content or correctness of the information contained in these articles.
2. In the last edition I told you I would have an article on how to properly wash your cars. I have waited too long. The particular Newsletter I intended to copy it from is no longer available.

Greasing the Wheel Bearings on Your Silver Cloud I

By Brian Hare (reprinted and reformatted for the Prairie Lady)

The outer wheel bearings on the Cloud I come pre-packed from the factory. Some may believe the bearings are lubricated by the oil in the differential, they're not. The bearings were intended not to need any attention for one hundred thousand miles or so. However, as the Cloud I's are about 50 years old ... the grease has dried up and no longer does its job.

This procedure is intended to help you know how to repack your existing bearings and consequently save your wheel bearings from burning up. If your bearings are already worn, then this procedure will be of little help to you. Also, this procedure will do little to save your gear set if other bearings and thrust washers are worn out.

STEP 1. Remove your wheel covers. Place your tire iron at one o'clock to remove the wheel cover. (fig. 1)

STEP 2. Remove the left wheel. Lug nuts are reversed on this side so turn clock wise to loosen.

STEP 3. Remove the brake drum. Three screws hold the drum on, remove them. Make sure the parking brake is released. (fig. 2 & 3)



STEP 4. Remove the parking brake rod from the backing plate. (fig. 4, 5 & 6)



STEP 5. Disconnect the brake line. Use a 11mm brake line wrench. (fig. 7 & 8)



STEP 6. Take a vacuum line rubber cup to cover the brake line from leaking brake fluid. (fig. 9 & 10)



STEP 7. Remove the five bolts that hold the backing plate to the axle housing. These are on the right and I used an extension made from a section of pipe. (fig. 11, 12 & 13)



STEP 8. Carefully, as not to hurt the inner seal, pull the entire assembly out. (fig. 14 & 15)

STEP 9. Purchase a grease injection needle from Auto Zone. This will snap mount to your grease gun after you have selected your grease of choice. (fig. 16 & 17)



STEP 10. Drill a small hole in the grease retainer ring. Be very careful not to let any filings enter the hole. Notice I drilled on an angle to be on target. Note: in Bill Vatter's article in the Flying Lady he said he punched a hole. My view is that you would not be successful punching this Cloud I retainer as it is thick and machined. (fig. 18 & 19)



STEP 11. Insert the needle in the hole and fill up with grease. Spin the axle to be sure the entire bearing has received grease. When the bearing is full of grease it will start coming out of the hole. Keep spinning until the grease stops coming out of the hole. (fig. 20)

STEP 12. Seal with silicone and give the silicone time to dry before driving the car. (fig 21)

STEP 13. Reverse the steps to refit. Repeat the procedure for the right hand side. While your axels are out you can examine the splines for wear and the area next to the splines for wear caused by the inner leather seal.

Special thanks to Tome Cosaert of Tony Handler, Inc. Since I've owned my cloud Tom has been my primary source for technical information. Also, read anything Norman Geesonhas has written about RR rear end differentials ... it's valuable information. Good Luck! Brian

Shadow/Spirit Charcoal Canister

From Teeone Topics

By Bill Coburn (reprinted for the Prairie Lady)



Ever laid under a Shadow or Spirit and wondered why this contrivance with three tubes disappearing in to it was installed? It is a charcoal filled canister that connects to the vapour side of various points of the fuel system. The idea is that the charcoal absorbs the vapour and one's nostrils or those of the nearest pet environmentalist are not assailed. They are supposed to be replaced from time to time but as far as I can gather it just doesn't happen. At some \$300 AU each they are not to be fitted on a whim I suggest! They are made of plastic and unfortunately not readily demountable as we could stoke them up presumably with fresh charcoal. One of the lines to the filter comes all the way from the rear mounted fuel tank.

Shadow starting problem

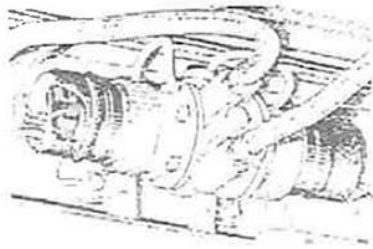
By Pierce Reed (Reprinted for the Prairie Lady)

Do you ever have trouble starting your late series Shadow (roughly '74-'77, post emissions control)? Does the engine need to be cranked for an extended period before it fires? Is there occasional flooding.

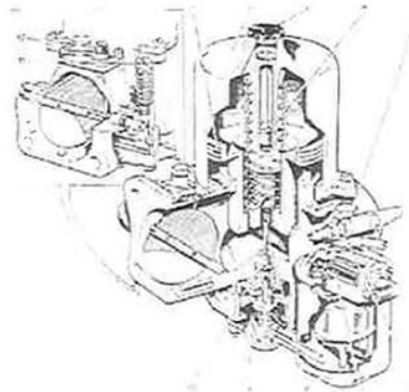
Shadows can sometimes be difficult to start after sitting for a few days. The problem is likely empty fuel bowls in the carburetors. Over a few days, sometimes even overnight, the fuel in the bowls of the S.U. carbs drains and evaporates. This leaves them empty of fuel until the electric fuel pumps fill them.

On older cars the fuel pump starts pumping when you first turn the key. We have all heard the ticking of the Lucas pumps when we turn the key to IGN on a Wraith, or Mk VI, but on a Shadow, the pumps do not automatically start pumping when the car is being cranked. Fortunately, Rolls-Royce provided a way to fill our carbs. Unfortunately, they seem to have forgotten to tell owners about it.

The solution is simple: put the gear selector in reverse. Turn the key to the start position. The fuel pumps will run without starting the engine. Within about ten seconds, you have filled the carb float bowls, fuel lines, etc.



Early 70's Silver Shadow Fuel Pump.



CUT-AWAY VIEW B BANK CARBURETTA
(late cars)

- 1 Air valve piston
- 2 Suction chamber
- 3 Damper cap
- 4 Damper piston
- 5 Weakening device
- 6 Communication pipe
- 7 Filter
- 8 Needle
- 9 Diaphragm
- 10 Jet
- 11 Volume adjusting screw
- 12 Utton. weakening device

If more than a couple of days have elapsed since driving , my procedure for starting my 1976 Silver Shadow LWB (LRE-23667) is as follows:

1. Place the gear selector in R.
2. Turn the key to START position and hold it there. You will hear a rapid ticking that slows down and stops as the fuel system fills the bowls and fuel lines. Once the ticking stops, turn the key back to the OFF position.
3. Place the gear selector back in the P position and depress the accelerator twice all the way to the floor. This sets the choke and puts gas into the carbs and intake manifold.
4. Count to 30 to let the gas vapours circulate around the manifolds.
5. Start as usual, without touching the accelerator. The car should fire up instantly.

In my experience, this procedure has never failed to start a Shadow, unless something else is wrong.

The Ten Commandments of Touring

By Dr David Morrison (reprinted for the Prairie Lady)

1. **THINK BEFORE YOU DO ANYTHING.** Force yourself to stop and think. It is tempting to fix the first thing you see but stop and analyse what has happened. This will eliminate fixing a symptom rather than a cause.
2. **YOU DO NOT HAVE TO TAKE EVERYBODY'S OR ANYBODY'S ADVICE.** Many people have opinions about what is wrong with your car and will give you advice. Many will be wrong. It is difficult but you must be able to say "No thank you" to most of them. If you are giving advice, you must be able to gracefully withdraw if the owner chooses not to follow your advice (or just acts like he doesn't want to take your advise or help). Don't make it hard for an owner to make his own decisions.
3. **THE PROBLEM IS NOT THE CARBURETOR, STUPID!** It is big, shiny, and easy to adjust, but it is usually not the problem. If it was adjusted properly yesterday and it is adjusted properly this morning, it is most likely not the problem now.

4. THINGS THAT ARE OBVIOUS MAY BE A SYMPTOM, NOT A CAUSE. Wheel wobble may not be due to a loose hub nut. The hub nut may be loose because of a bad wheel bearing. Always look for the root cause of the problem and do not be sidetracked by a symptom. If you fix the symptom it will reoccur unless you fix the cause.

5. CHECK THE NON-ROLLS ROYCE PARTS FIRST. It is amazing how often the problem is a non-original part: an overdrive, a fuel pump, an oil filter, fuel filter, alternator, voltage regulator, electronic ignition, etc., etc., etc. Check these parts first because more often than not, these are the parts that will fail.

6. IF IT ISN'T BROKEN DON'T FIX IT. The enemy of good is better. If it is working on a tour, be careful about trying to fix it. In your attempts, you may break it completely and be worse off than you were when you started and be unable to continue on your tour. (Obviously, this does not apply to safety items.)

7. USUALLY, ONLY ONE THING BREAKS AT A TIME. When a patient sees a doctor with a runny nose, red eyes, and itching all over, the doctor tries to fit all the symptoms into a single diagnosis, such as an allergy. He does not make a diagnosis of the flu, an eye infection, and chicken pox all occurring at the same time. When there appear to be several new problems occurring with the car at the same time, they are almost always related to a single cause.

8. THINGS DO NOT BREAK DURING THE NIGHT. IF THE CAR DROVE IN, IT CAN DRIVE OUT. Things can go wrong when an engine cools but they are usually not catastrophic. Look for simple problems like a fuel valve, kill switch or battery.

9. JURY RIGGING IS O.K. IF IT IS SAFE AND GETS YOU HOME. Don't be afraid to fix the car with whatever you have at hand. It may sound like a diesel and look like a junkyard but if it is safe and gets you home, it's O.K. Don't be embarrassed if the car can still get you where you are going.

10. NEVER CHANGE ANYTHING ON A TOUR THAT YOU CANNOT EASILY PUT BACK THE WAY IT WAS. Remember, you are a long way from home. If you change something that cannot be reversed, it may not be the problem and you may need a tow truck to get you home. Always be able to reverse anything you do to the car on tour. If you can't reverse it, think very hard and long about doing it in the first place.

FOR SALE

3 off - Part # UE44052, air filters; 4 off – oil filters for V8 RR engines; 1 off – case of Castrol Brake Fluid RH#363; 1 off – set of shop manuals from 1955 to 1989 (missing 1980 to 1984). The lot - \$3000.00. Contact: Reg Collings

Book for Sale

MURDER at the ROLLS CLUB

by Jennifer J. Malpass
(Lake Michigan Region)

Who killed the club chairman? Was it his English godson who needed money to restore the manor house? Was it the bond scam artist who had bilked club members out of millions? Was it a former lover or her husband? Follow board members through club events, England, the islands, and California while they search for the perpetrator.

Available at Xlibris.com, amazon.com or your favorite bookstore.

If you wish to advertise items for sale please contact Christopher M^cAviney. Advertisements for cars should include the serial number and price. Photographs can be included if supplied in digital JPEG format.



