

# THE PRAIRIE LADY

Rolls-Royce Owners Club - Can-Am Prairie Region

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B187LBC 1956 Bentley S1 Saloon

Owners: Donna and George

Ouch! That's gotta hurt

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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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## In Memory of Norman Albert Gilliam 1931-2006



Norman Albert Gilliam passed away on Thursday, April 13, 2006 at the age of 82. He leaves behind his daughter and son-in-law, Cathy and Norm Howarth; grandchildren, Grant Marc, Kelly Ryan and Katie,; and great-grandson Jarvas. Norman served in the Royal Canadian Navy and in civilian life was involved in construction. He also had a charitable spirit and contributed a great deal to our society with his charitable works. Norman also had a special love of Rolls Royces and was the proud owner of LRL41240C, a 1980 Silver Wraith II LWB Saloon. He will be sadly missed by all of the regional members and the charitable community in Calgary.

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### Chair's Ponderings

We are deep into July and the dog days of summer, and it is once again time for Chris to release another issue of the Prairie Lady. Our club has had some busy times since our last epistle.....We would like to welcome new members: Rick Strand and Norm and Cathy Howarth, Norm Gilliam's daughter, who have recently joined our club.

Rob Manderson arranged for Ralph Curzon to make the trek from the east to the farm at Olds for a Tech Session April 29<sup>th</sup> and 30<sup>th</sup>. Rob spent countless hours on the telephone contacting everyone to ensure that Ralph would be able to address as many car issues as possible. About twenty four people were here to catch up with Ralph Curzon about their cars and to visit with each other. Thank you Rob!! It was great to see our members travel all the way from Montana to attend our session.

Thank you so very much for making the effort to be here. Tom Foster encouraged everyone to attend the International Car meet in Montana.

Ralph is planning to be back in the fall to do more work on cars. If you have vehicles that need to be worked on, either e-mail Ralph or send Rob an e-mail with your information so that they can formulate some sort of a plan.

On May 21<sup>st</sup>, George Pope arranged for a Sunday lunch that was held at Pasu Farms at Carstairs a few of our members were able to attend. Thanks George.

Our next gathering was arranged for by Rob Manderson and graciously hosted by Maurice and Bernice Timms' at their lovely home in Calgary. Thank you so very much for a lovely afternoon. It was a beautiful day and great to have the young people attend with their folks!!! Thank you to Maurice and Bernice for our Anniversary Cake to share with everyone. That was a wonderful surprise for John and I.

The Annual Meet is being held at Oak Brooks Illinois, and to the best of my knowledge Rob Manderson is our only member attending. We will have to get an update from him when he returns.

Our next gathering will be a picnic at Allen Pond at Bragg Creek on July 30th arranged for by George Pope. Watch for an e-mail. There will be a gathering at Howard Lengert's Car Museum August 20th. It is hoped that everyone will try to make this gathering, as there is an award to be garnered for having the most vehicles at a meet, especially pre-war cars. This event is being planned by Rob Manderson.

Watch for an e-mail from George pertaining to the Waterton Weekend in September.

I remain sincerely,

Kathy Doyle

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### **Editors Notes (Ravings, Rants...etc.?)**

Thank you to George Pope for submitting the first in a series on the work he is doing on his S1, he is a braver man than I. The first part outlines why he is approaching the work in the manner he is. George and I discussed the possibility of others within the RROC generally making negative remarks about the methods he is using to keep his car on the road. To those who disagree with his methods; please keep any negative opinions to yourselves. Although I understand the need for some to restore a PMC to concourse standards it is my opinion that anyone that keeps a PMC on the road for the simple joy of driving the vehicle wins out hands down. It does not have to cost a small/large fortune to keep your car on the road if your intention is to enjoy driving and not showing. These cars need to be driven, that is what they were built for.

I have taken a number of photographs of George's work so far but will keep those photographs and use them in the next part where George will begin his description of the "down and dirty work". On the down and dirty note George and I have had a discussion about body fill. My lay person's understanding, from the person who is doing my Jaguar XK150 (yes, I know it is blasphemy to mention a lesser marque in these pages, but I am the editor and can do as I please), is that there are a number of different types; the usual "bondo" which is resin and fill this apparently absorbs moisture which leads to the usual problems with "bondo" (this is what the usual production body shops use), a

similar mixture (my bodyman calls it fibreglass) which is milled fibreglass and resin that does not absorb moisture and so avoids the "bondo" falling out within two years; and the latest referred to as, carbon fibre, which is a carbon fibre and resin mixture. Apparently the carbon fibre fill does not absorb moisture, is stronger than the first two, and is sufficiently flexible so as to avoid the problems with cracking that can occur with the first two. The third is what will be used on my Jaguar for the areas that were originally filled with lead. There will be a test piece that my bodyman and I intend to put through some very rigorous tests before applying it to the car. This may become the subject of a brief article in the future.

As pointed out by Kathy the tech session 2006 was well attended and as usual Ralph Curzon went over our cars and did the many minor repairs that he could. I am pleased to say my 20/25 got a new set of points and plugs and is running far better than it has for some time. All of you will also be pleased to learn that, after getting a flat tire with no spare while parked in John Doyle's shop (many thanks to John for the quick tire repair that got me home), I went out and purchased a new set of five (yes that is five, I decided I needed a spare I could actually use) tires and tubes for the old girl. She now tracks straight down the roadway without following the wheel ruts made by trucks etc. For those with modern cars (to me that means anything post war) the bias ply tires tend to wander wherever they please. Editor' Note: we will have to watch out for those Montana boys, they made a good showing.

We also had a very pleasant afternoon at the Tim and Bernice's place for a bar-b-que which I thank Bernice for, I strongly suspect that Maurice did not spend a lot of time in the kitchen doing the preparations (I could be wrong) but I am sure he did all of the running around necessary.

We have had great turnouts for our gatherings however, the Bragg Creek Picnic on July 23 was cancelled, appears only Norm and Cathy Howarth, George Pope and I would have been there. My older bother, Rory, who is really a car guy in disguise and is fascinated by the lunacy that comes with being the caretaker of a PMC, visited in July and Howard Lengert graciously allowed me to haul my brother down to Calmar on the 26<sup>th</sup> of June to look at Howard's collection.

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

I guess I do not have to replace the front page photo with this request. You can all consider yourselves saved by George and Rob. Having said that, I would still appreciate submissions of ideas and actual articles, I would be forever indebted for either.

Christopher M<sup>c</sup>Aviney

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## **Driver quality restoration of a 56 S1**

### **Part 1**

#### **Quest for bondo**

By George Pope

Many of you know that I purchased B187LBC, a 1956 Bentley S1, eight years ago. The car had been through many owners prior to my ownership but the car was complete and very correct.... except the body. I managed to drive some 12000 miles before the crusty bits around the edges finally drove me to the point of this essay.

I want to be clear from the start; this is not a "how to" story as much as a how and why I am doing it this way story. I do not wish to be flamed by purists who feel that a \$40000 cosmetic restoration on a Toronto and Montreal winter car is the only way to go. I suggest those types to go have a Prozac sandwich and lie down.

OK, so the car was not that bad, but bad enough. I and many of my friends in my wallet mechanically resurrected the car going through the front end, brakes (with all that entails), rear springs, snapped left axle shaft, power steering hoses and pump seals, inner sills and front body mounts, and all the normal service items. Last summer I did the 'by the book' 20000 mile service.

I received a couple of quotes on the body work and paint and have talked to a few people who have had their Clouds done. In my opinion it should be impossible to quote on these bodies because of how truly extensive the repairs can be. I suspect that the cheaper jobs would start out with the best of intentions but quickly become the task of the bondo artist in the corner with the 90 day warranty, void if driven in the rain. The more comprehensive (expensive) work would without question balloon into tens of thousands of dollars which is where I did not want go. Been there done that ... "oh look the car has a front end shimmy"...." jolly good , I can tidy that up" ....\$17000 later.

What I decided to do was this. The car had lots of bondo, and rust, but the general shape was intact. I wanted to cut out the rust and put in new metal but having never welded I decided to investigate panel adhesives. Never having done body work before, I took out books from the library and haunted some restoration sites on the net. Nothing beats research to see if I was even up to the job. I decided to proceed for 2 reasons: I have the time, and I really could not see the car being broken for parts. I really like this car.

Originally the car was Cellon blue with a red leather interior. Absolutely steamy in its day I would dare say. Cellon blue was introduced in 1955 and was withdrawn as a colour in 1957 because of instability. Apparently some of the pigments reacted with sunlight and a few problems occurred. Like the paint left the car in a hurry 10 to 12 months after application. They replaced cellon blue with steel blue in 1957 . My car was repainted gunmetal gray in the early 1960s with some bodywork done and redone again in the mid 1970s and repainted in the same gunmetal gray. I will return the car to cellon blue.

When I stripped the left front fender I found evidence that the car had been whacked from the side... pounded out panel, bent upper bracing, and the rear baffle panel distorted. Maybe that was why I ended up with a new front end for that "jolly good shimmy". I was told the car had never been in an accident but cars are always tarted for sale. Tartologists really deserve Proctologists with large fingers don't you think?

I began the work by first removing the chrome, bumpers, overriders, grill, sill moldings, sill plates, headlights, sidelights, foglamps, license carrier, tail lights, mirrors, trunk locks and handles, antenna, washer squirter, and wipers. Then I pulled off the bonnet and doors (see the photograph on the cover, ed.). I had to cut out the right rear fender from about 10" up and make up a new partial panel. I used a sandbag, blocks of wood, and bodyman's hammers and dollies. Yes, this is the old fashioned way but the results were surprisingly good. I am only dry fitting my panels at this point. My goal is to keep filler down to 1/8" maximum.

Next I had to remove those huge front fenders. However that will be saved for Part 2 ... Absence of Crusty. My thanks to your editor for taking the photographs.

## Rolls Royce Enthusiast's Club Rally at Kelmarsh Hall, June 2006

By Rob Manderson



As I was back in Scotland in June to attend to family matters I decided to take a weekend to myself and go to the RREC Rally. I have been lucky enough to have attended the last 5 of these, usually held in mid June each year.

This was the second year the Rally was held at Kelmarsh Hall and significant improvements had been made to the layout of the field, enabling much easier browsing of all chassis types with a lot less unused space.



The weather on the Saturday was spectacular with temperatures in the high 20s and I spent some time browsing the Bonham's Auction of cars and automobilia. There were a couple of interesting cars but luckily I had already bought a car this year so managed to resist. I was surprised however at some of the

prices, maybe the marques are regaining some of their value.

The rest of the day was spent looking at the flea-market stalls. It never ceases to amaze me the amount of parts you can find at this meet. For instance I bought a Phantom exhaust cutout for the P11 and it only cost UKP 80.00! I also got parts for the T2 very inexpensively at Flying Spares who are very aggressively increasing their market share. I also visited with old friends in the parts business, Steve Lovatt from Ristes, Martin Hull from Autovac and of course Glynn Morris from the Real Car Store. They had a very nice P1 tourer with a body by Caffyns that I could have fallen for.

That evening I visited with friends in Barrowden a charming village about half an hour from Kelmarsh Hall. We had a good visit and one of his friends brought along his 3 litre Bentley.



Sunday is the day they hold the Concours. There had to be 700 cars ranging from Little Sue, the 30 Horsepower all the way to the new Bentley Flying Spur, and the Rolls-Royce Phantom.

The display of prewar cars is awe-inspiring with at least a hundred small horsepower cars in every configuration imaginable. There are seas of Clouds, Shadows, and Spirits. It is almost overwhelming. I spent most of my time around the Phantom IIs and IIIs, and again learned a lot more about the

cars. Seeing this many cars makes you realize your own cars aren't as bad as you sometimes think. Very good for the ego!

I then made my way back to the Parts Vendor Area as experience has shown that several of the more colourful vendors only attend the Sunday. Again the wallet took a bit of a beating but I am very pleased with the stuff I purchased, the prices seem more reasonable this year.



I didn't stay for the Prize-giving as I had another engagement but if you can manage a trip to the UK in June I recommend taking in the RREC Annual Rally.

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### Some Photographs from Tech 2006



GCJ17 1935 20/25 Barker Four Light Saloon  
Caretaker: Christopher McAviney



3CP148 1937 Phantom III Hooper Limousine  
Caretaker: Rob Manderson



**B12XF 1954 Bentley R Type Hooper Saloon**  
Caretakers: David and Marie Baer



**B134WH 1953 Bentley R Type Saloon**  
Caretaker: Rob Manderson



**LSRH8 1954 Silver Dawn**  
Caretakers: Maurice and Bernice Tims



**LRG34602 1978 Silver Wraith II LWB Saloon**  
Caretakers: George Pope



**SRH14026 1972 Silver Shadow Saloon**  
Caretaker: Jonathon Llyod



**PMC details unknown**  
Caretaker: D. Marc Levine (non-member - Region)



SCBZP03A7KCX27731 1989 Bentley Turbo RL  
Caretaker: Terri Murphy



The "boys" in John's garage



### WANTED

Wanted : S1 , 2 , 3 or RR equivalent for parts. Also interested in a very tired car for restoration.  
George Pope [pogo@](mailto:pogo@) 403-

### FOR SALE

1936/37 Rolls Royce 4257c.c. (4 ¼ litre) parts engine #R-26M, includes cylinder head, crankcase, oil pump, carburetor, camshaft - \$500 Cdn;  
Reground crankshaft for 4 ¼ litre Rolls Royce or Bentley - \$500 Cdn;  
Complete cylinder head with valve cover for Rolls Royce B-60 - \$500 Cdn;  
All issues of the Flying Lady 1951 to present - \$500 Cdn;  
Set of 6 EGGE .030" oversize pistons in excellent condition - \$200 Cdn;  
CONTACT Bob Rostecki (204)

Editors note: Bob sold his 1937 Rolls Royce 25/30 Kellow-Falkines Sports Coupe 2 years ago and has the above parts that he would like to offer to local members before putting them out to the RR/B community at large.

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](http://Xlibris.com), [amazon.com](http://amazon.com) or your favorite bookstore.

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



Back Page  
LBLW68 1952 Silver Wraith H.J. Mulliner Limousine

Caretaker: Howard Lengert

