

THE PRAIRIE LADY

Rolls-Royce Owners Club - Can-Am Prairie Region



2008 Bentley Brooklands Coupe, production limited to 550 units, 530bhp, twin-turbocharged 6.75-liter, 775 pound-feet of torque, six speed transmission. Best get out and buy one while they are still available.

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Newsletter January – March, 2007



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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 Ponderings

SPRING:

Is just around the corner... in just twelve days they tell us! The sun is shining and we all want the roads to clear up so that we can get those cars back out on the road soon!

There has not been much to report, and I have been remiss and procrastinated getting down and putting thoughts to paper.

Big news for those who do not know: there is a Bentley dealership opening up in Calgary that will be run by Mr. Tony Dilawri and his staff. I understand the dealership will be situated in the Southwest at the Calgary Auto Mall in the old BMW location.

Watch your mail for news relating to the upcoming RROC National Meet in Stevenson, Washington in August 2007.

The 3rd Annual RROC Tech Session in Olds is set for April 21 and 22, 2007. If you plan on attending for the Saturday and Sunday, and need a place to stay contact the Best Western Inn, Olds at 403-556-5900. The last time I spoke with them they still had rooms available for the weekend.

Laurie Niewchas has been on the telephone with Ralph making arrangements for this weekend! Thank you Laurie!

If you have specific needs for your car, contact Ralph at 905- and make arrangements with him for parts, etc. If you think that you may need more time with Ralph than the weekend will offer, contact him and make arrangements with him for more time. I understand that he is willing to come out for a week before or after the Tech Session if necessary, but he needs to know beforehand in order to make appropriate arrangements.

If you are planning on attending the Tech Session please contact:

Laurie at nooch@ or 780-
Kathy at netook@ or 403-

I will do lunch at the house on Saturday and generally we go into town for dinner on Saturday evening and I would like to give them a heads up for that evening meal. If you cannot make it for both Saturday and Sunday, then come for the session and dinner on Saturday or come for a visit and brunch on Sunday.

Hope to see most of you then, in the meantime take care and enjoy our moments of spring weather as they happen.

Kathy

Editors Notes

As Kathy indicates above the Tech Session for this year is the April 21 – 22 weekend. Kathy did say to me that she would like a head count of those that are attending so that the restaurant can be reserved for Saturday night booked and, more importantly, that Kathy knows how much food to

provide for the Sunday brunch. So, if you are going to attend please let Kathy or Laurie know as soon as possible. The contact information is in Kathy's ponderings. Although Kathy and John are currently in Hawaii, Kathy's email address is being monitored by one of the employees and you should reference any emails to her "RROC Tech Session" the employee monitoring the emails will put these aside for Kathy to review on her return. If you do not have email please call Laurie and he will pass the information along to Kathy.

If you would like Ralph Curzon to do any work on your car I understand that he is available either the week before or the week after the Tech Meet and, as Kathy indicates, you should contact him directly to make arrangements.

For those who have not been to Kathy's place before please call Kathy at the number above and ask for directions. I know how to get there but do not want to put directions in the Prairie Lady in case they are incorrect and I lead you all astray.

A few of us; Fred Pysh, Robert Manderson, Kathy and John Doyle, Maurice and Bernice Tims and myself managed to "crash" or wrangle an invitation to the introduction of the new Bentley dealership in Calgary held at the Palliser Hotel. There was a very nice Bentley Continental Flying Spur parked in front of the hotel along with Robert Manderson's R-Type. Free parking and the doorman kept an eye on your car all evening, way to go Rob. Inside there were three cars: another Bentley Continental Flying Spur, a Bentley Continental GT and a Bentley Continental GTC (convertible). There was also a string trio, appetizers and drinks all very elegantly done. I must admit that Toni Dilawri did the Bentley marque well that evening. As far as the cars go, and I don't know about the others there, my particular favourite was the Flying Spur.



At this point there are no events planned beyond the Tech Session, thank you Laurie for your efforts in the planning of this session. If any of the members have ideas for social events or reasons to get our cars out for a cruise please contact Kathy, but, be forewarned if you come up with an idea you will have to make the arrangements, at this point the Region does not have an Events/Social Director. Any volunteers?

I extend my thanks yet again to George Pope for his contribution to the Prairie Lady, I think I will change the name of the newsletter to the George and Chris show. I am looking forward to seeing the finished product. As I have mentioned before, if you do not appreciate George's efforts, please keep

any negative remarks to yourself, I believe George is to be commended for finding a way to keep another PMC on the road and out of the scrap yard.

As Kathy said SPRING.... I hope everyone is getting their cars ready for the seasons touring. As you all know the best maintenance you can give these old cars is to drive them. I have included an article on general owner maintenance of our PMCs, Bill Fane has tried to cover all models in this article and it is up to each individual's common sense to use the information applicable to their own car. My disclaimer is that the article is reproduced for whatever benefit a regional member can take from it, I am not responsible for the content.

I noticed in one of the missives from RROC HQ that there is a move afoot to change the name of the club to the Rolls Royce and Bentley Owners Club. In my opinion I feel it is about time, especially considering that both Rolls Royce and Bentley have gone there separate ways, it is a recognition that there are once again two distinct marques.

I must apologise for not producing the October – December 2006 edition of the Prairie Lady, I managed to run into a health problem and spent a couple of weeks in hospital. I am now back at home and producing this edition but my health requires that I ask the membership to find another editor before the April – June edition is due. I found being the editor of the Prairie Lady was very satisfying and I got to say whatever I wanted. I will be only too glad to assist my replacement and show them how I did it, it really is easy once one makes a decision on what to include in a particular edition.

Christopher M^cAviney
20/25 GCJ14

New Regional Member

We have a new member in the Region; Dave Keith of Canmore, Alberta. Apparently Dave is away until mid April so I was unable to call him and get some background information. Maurice Tims did forward a couple of photographs of David's cars which appear below. I am required to include the year, model and serial number of cars that appear in the Prairie Lady, this information will have to await David's return. So, on behalf of all of the Regions members Dave, welcome to our little corner of the RROC.



On the right is David's Bentley R Type, year and serial number to follow, on the left is David and his Bentley SI again, year and serial number to follow.



Driver quality restoration on a 56 S1

Part 2

Absence of Crusty

By George Pope

One might assume that the combination of rust and bondo on a British car creates a new life form called crust. It must be a life form because it bites and it grows.

The front wings on this Bentley had become quite crusty and they had to come off to be repaired. When a body shop had done the front body mounts and inner sills they welded the fenders on the car So I had to cut them off. Imagine my surprise at what I found at the front of the sills and door pillars. All you could see was rot. There was rot on the fenders on the ground and rot on the car.

Praying for fire , I tossed the dremel cutter aside and plopped a nasty new wheel on the angle grinder. In short order I was into good metal and new patches were glued in. Now remember - the glue patches are for non- structural repairs only. Had the door pillar been rotten in many areas instead of one small one I would have to have welded the patch in for rigidity. That was not the case here.

With the fenders off the car and upside down I was able to take a closer look while removing the 1970's undercoating. The passenger wing took 3 patches while the drivers side took 8 plus a new top fender brace. I considered buying the latter fender but it was \$4000 to my door.

The crude bodywork was now complete having fixed up the front of the sills and a few more crusty bits I found. In preparation for the next step I rough sanded the whole cat. It was suggested to me to use a metal filler for the patch areas for strength and follow up with a fiberglass epoxy filler for the final smoothness.

The patches had gone on quite well so very little filler had to go on the car compared to the pounds that had come off. The metal filler was very hard to work with as it set up fast and was very tough to sand. The fiberglass filler was much easier to use and when Chris McAviney showed me how to long board sand good results were produced.

So here I wasI had a car with some bare metal , pink primer , gray primer , gray paint, green body filler , no doors , no bonnet , no hubcaps , and I was just busting with pride at my work because the crust was gone. I sanded the entire car with 320 paper and then 400 paper and proceeded to spray the primer sealer on. With that done I took a step back and saw that my work was just beginning.

That's it for now ... stay tuned for part 3 "Revenge of the Turds"

Photographs to follow. Ed.

I came across the following article in the December 2006 edition of the B.C. Spirit and felt that it is appropriate for our spring edition, it is copied *verbatim*. I am not responsible for the content. Ed.

To P or FTP

Being a discourse on a few simple preventative steps that can be taken to help greatly reduce your chances of being struck by the dreaded FTP malady. By Bill Fane – '37 Phantom III 3BT69 James Young Touring Limousine – 13 September 2006.

One does not “drive” anywhere in a Rolls-Royce or Bentley, rather we “proceed”. Conversely, PMCs (Proper Motor Cars) do not “break down”, but on rare occasions they may “fail to proceed”. I was prompted to write this missive because of a number of FTP cases, and almost-FTP cases, at recent Club events.

A great many cases of FTP can be avoided through the implementation of a few simple avoidance tactics, which are generally outlined in the owner’s handbook. Remember, when all else fails one should RTFM which translates loosely as “read the manual”.

One does not need to be a licensed mechanic to do the following checks. Most of them are simple visual inspections.

Getting Started

Before proceeding, one should emulate an airline pilot and do a quick walk-around visual examination, and a quick peek under the bonnet.

- Do the tyres look about right, or are any of them soft?
- Is the engine oil at a suitable level? Note the fill mark on the dipstick indicates the correct level when the engine is warm, a few minutes after it has been turned off. Before a cold engine is started the oil level normally shows a little higher because the oil has drained back into the crankcase.
- Is the coolant at a suitable level? It expands when warm, so it is normal for it to be down a bit when cold.
- Are there any untoward rattles or barks in the exhaust system?
- Once underway, depress the Bijur pedal (if fitted) two or three times, and every 100 miles thereafter. The pedal should take about 10 seconds to return. If it takes less there are leaks or the tank is empty; if it takes longer there are blockages; if it takes 10 seconds then everything is correct or the leaks equal the blockages.

On the Road again...

So, it’s a club meet weekend and the car has not been driven since the last club event. If the car has not been driven for a while, a few additional checks are necessary.

- Is there any sign of battery terminal corrosion? Mild cases can be cleaned up with a bit of baking soda and water. Corrosion can be prevented by placing a penny on top of the battery near the positive terminal. It will need to be replaced every few years. Just make sure it is a 1998 or earlier copper penny. 1999 and later Canadian pennies are simply copper plated steel.
- Check the battery water level. Ideally, it should be topped up with distilled water, but historically Vancouver tap water has been pure enough to use. (Not so in Alberta, ed.)
- Check the tyre pressures with a gauge, and if necessary top them up. Tyres should be checked when cold. Some people set them a little low when cold because the pressure rises when they get warm. This is wrong, because the heat is an enemy of tyres. If you set them to the correct pressure when cold then they will not get as warm and the pressure will not rise as much.
- Check for oil leaks under the car. If there aren’t enough you may have trouble. No, I am not being facetious; our older cars are equipped with Bijur central lube systems. You should see evidence of oil leaks at the suspension and spring mounts, steering linkages, clutch and brake linkages, and so on. The Bijur tank on the firewall should be filled with non-detergent single grade 30-weight oil, available at Canadian Tire and probably other automotive parts supply houses.
- Check the fan belt and other accessory drive belts. On older cars with V-belts it should be possible to push the belt inward about ½” with your finger in the middle of its longest straight

run. Modern multi-ribbed belts run quite a bit tighter, and should have virtually no slack in them.

- Are the lights all working?
- In the latter and current cars, check the hydraulic fluid / brake fluid. Note that our cars have used several different types of fluid over the years, and you must use the correct one. In particular, if your fluid reservoir has a green cap then you must use hydraulic mineral oil, not conventional brake fluid. If in doubt RTFM.
- Check the transmission fluid level, especially if your car has an automatic transmission.
- Check under the bonnet for any loose wires, loose spark plug leads, leaking hoses and tubes, and so on.
- The good news is that a great many of our cars use the SU (Skinner Union) electric fuel pump. These are the ones that go clickety-clickerty when you turn the key on. The really good news is that there are usually two of them, in case one fails. The bad news is that the two pumps let you go twice as far before they fail. Many of the pre-war cars had a selector switch on the dash so we can switch between A or B or both when driving. A single pump can even keep up to my thirsty Phantom III at highway speeds, so I can test each pump regularly by turning the other off. It would be a good idea to have a selector switch discreetly fitted to cars that do not have one.
- Are the brakes operating properly? Do they screech, judder, or pull the car to one side?
- Does the steering track properly, or does the car pull to one side?

Fall has Fell...

As the end of summer approaches, many of our cars go into hibernation for the winter. Here are a few simple steps that will help to greatly reduce FTP possibilities next spring.

- Drive the car until it is fully warmed up. While you are out driving, fill the petrol tank because an empty tank will "breathe" as the temperature changes, causing water condensation problems. Add a can of "gas storage stabilizer" so the gas won't go bad, because as we all know there is no fuel like old fuel...
- Change the engine oil and coolant while the engine is still warm. You don't want dirty fluids sitting in an engine all winter. Run the engine for a few minutes after the change to circulate the clean fluid through the engine.
- When everything is ready, don't shut the engine off. Instead stall it by spraying a can of "engine storage spray" into the air intake.

Spring has Sprung...

When it is time to reawaken your car in the spring, there are a couple of things to do.

- Perform the Getting Started and On the Road Again checks.
- Add a shot of "Carburettor/Fuel Injector Cleaner" to the petrol tank.
- On earlier cars, check the wheel spoke tensions. Almost all pre-war cars have wire spoke wheels lurking behind the Ace wheel discs. Tap each spoke in the lower third of the wheel with a screwdriver or other suitable metal object. They should emit a crisp "ping" somewhere around middle C. Any spokes that emit a dull "thud" need to be tightened. Move the car twice, checking each remaining lower third of the spokes in turn. This is necessary because your car actually hangs down from the uppermost spokes, so the upper ones will all sound "tight".

What Can Possibly Go Wrong, Go Wrong, Go Wrong...

Here are a few quick diagnostic guidelines if things go awry.

- An "instant" problem (for example, if you hit the gas at speed to climb a hill and the engine immediately falters) often indicates ignition problems.

- A “delayed” problem (for example, if you hit the gas to climb a hill and get part way up before the engine falters) often indicates fuel problems. If a fuel pump is weak, or filters are clogged or dirty, then the engine may get enough fuel to start and run acceptably, but if you put it under load the fuel system can’t keep up after the engine has burned the fuel in the carburettor float bowl.
- Drive safely and carry a big stick. Most of our cars in the “mid-age” category (early 1930’s through the middle Shadow cars) have SU electric fuel pumps. If the breaker points act up, a smart rap on the side of the pump casing with a wooden stick can often get them working again for a short while.
- The same range of cars as just indicated above also have SU carburettors. A rough idle, and stumbling when you hit the gas, usually indicates a lack of oil in the dashpots. Earlier cars have a brass hex nut on top of the main chamber, and later ones have a black plastic multi-spoke knob. In either case, remove it and pour a teaspoonful of engine oil into the chamber.
- Hard starting, especially when hot, usually indicates a fuel mixture that is too lean. This can be an improper adjustment, or it may mean dirt in the metering jets.
- Assuming the fan belts are okay, then running hot can mean a defective thermostat, or a fuel mix that is too lean, or the ignition timing is too far advanced. The latter case is often caused by worn breaker points.
- If the ignition key won’t turn, then you are in the wrong car. This is often a symptom of too much drink. This also applies if the steering wheel is on the wrong side.

So after reading all this sage advice, you may well ask how come my Phantom III didn’t make it too the 2005 Spring Meet? It turns out that a DPO (a Dreaded Previous Owner, of which this car has had several) had replaced the ignition ballast resistors with an inferior GM product, one of which had partially failed on an intermittent basis.

Okay, I have run out of TLA’s (Three-Letter Acronyms) so it is time to close this off.

Happy, reliable, safe motoring!

WANTED

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

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 at (403)

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 at (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.

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

More photographs of the 2008 Bentley Brooklands Coupe.



All photographs of the 2008 Bentley Brooklands Coupe "courtesy" of the internet. Ed.

This copy of the newsletter includes to many photographs of the newer Bentleys so a I have added a couple of photographs of the "Blue Train" all "courtesy" of the internet.



