

THE PRAIRIE LADY

Rolls-Royce Owners Club - Can-Am Prairie Region

Newsletter January / February 2008

Officers and Directors

Chair

Kathy Doyle
Olds, Alberta.
403.
netook@

Treasurer and Membership

Maurice Tims
Calgary, Alberta.
403.
timsmd@

Secretary

Darcy Collings
Calgary, Alberta.
403.
dcollings@

Archives

Howard Lengert
Calmar, Alberta.
780.
lengert@

Social Events

Terry and Marianne Murphy
Calgary, Alberta.
403.
terryjmurphy@

Newsletter Editor

George Pope
Strathmore, Alberta
403.
pogo@

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LONDON (Reuters) - The world's oldest surviving Rolls-Royce revved up two new records on Monday when a private British collector paid 3.5 million pounds (\$7.22 million) for it at auction.

Coming Events

Pub night
Saturday February 16th
7:00 P.M.
Rose and Crown Pub
4th Street and 17th Avenue S.W.
Calgary
Please RSVP to Marianne and Terry
Murphy

For Sale

SCII transmission , make an offer
New Corniche owners manual 1976-1980 \$150
2 leather touring helmets , medium \$50 each
3 cases Buckhams 20/50 oil \$25 per case
1 case RR363 Castrol brake fluid \$300
Reg Collings

For Sale

1935 20-25 Rolls Royce chassis #GXX5
H.J. Mulliner 4 door saloon
Total restoration by Cal Elliot
Very nice interior , starts and runs very well
Asking \$41000 Howard Lengert

Editors Ramblings.

This is now the first *Prairie Lady* done exclusively by Donna and myself. Yes , I am the newsletter editor but believe me I couldn't do it without her help. Perhaps now I should spring for that \$1 fee for spouses but I will have to convince her to let me take the bottles in to pay for it A big thank you to Maurice Tims for his excellent article which made centerfold of my first newsletter.

I also want to thank Rick Strand for his hilarious article ... I know it is not about Rolls Royce's but it could be.

As usual , the request goes out for contributions to this newsletter , a few of you promised articles and pictures so feel free to forward them to me.

I purchased another car in December. Howard Lengert phoned me in early December to tell me of this parts Shadow about 15 minute's from my place. This car had been stripped for bodywork and then vandalized and the windows smashed . I have sold a ½ interest in the car to Howard as he feels as I do that we need access to parts. If anyone needs the odd thing off of a 1968 Shadow contact myself as this car is being parted out now. Speaking of Howard , in spite of coughing up a tidy sum for our joint recent purchase , he is the new owner of a very substantial P1 Town car. I expect we will have pictures in the next issue. I understand Darcy Collings is the new owner of that "steamy" Bentley Turbo RL in Windsor blue that belonged to Terry Murphy. Congratulations Darcy. Terry is now on the hunt for a new ride so if anyone knows of anything delectable , give him a call.

Lastly , I regret I could not attend the Christmas party so I do not have any pictures. I understand the turnout was very good and everyone had a good time. Thanks go to Norm and Cathy Howarth for hosting the event.



Can-Am Prairie Region members Rolls-Royce & Bentley experiences

Maurice Tims

Our Editor George Pope asked me to provide some background on my interests in cars and the RROC. I became a member of the RROC after I bought my first Rolls-Royce (1954 Silver Dawn) back in January 1962. Later that year my friend Harold Carlyle (also a Silver Dawn owner) happened to meet our RROC Technical Vice President, Tony Guerrero who was holidaying in Banff. Harold brought Tony round to my house. In the mean time I had decided to check out the Silver Dawn engine and had it sitting on a stand in my garage. Tony made me the new Technical Consultant for the Silver Dawn and Bentley series. All of a sudden I was entrenched in a time consuming life time hobby that would see me acquire two more Rolls-Royces, become involved with many new friends and a Rolls-Royce dealership. I thought I would start with the 1939 Phantom III.



3DL188 was specified by Rolls-Royce to be shown at the Earl's Court Motor Show in 1939. The show was cancelled when war was declared and the PIII was shipped over to the USA to join the PIII (3DL156) which was on display at the 1939 New York World's Fair. It was originally purchased by a David Marx of Marx Toys. It was used until 1941 and then put in storage.

In September 1963 I was sent by Imperial Oil Ltd. to the USA on a mission to acquire technology to produce the heavy oil sands at Cold Lake, Alberta. This visit lasted three months, starting in California. Next stop was Houston where I met Mr. Mark Edwin Andrews who was the owner of my PIII. He had seen the PIII at the World's Fair and after the war tracked it down and purchased it.



Written on the back of this photograph is "1939 Hooper Town Car, original cost \$32,000, Mileage 28,000, outside owner's home in Houston"

Mr. Andrews was the Undersecretary to the USA Navy. His close friend Admiral Nimitz used this chauffeur driven PIII on his frequent visits to Houston.

Mr. Andrews invited me to his house and then to dinner at the River Oaks Country Club. He was a member of the RROC and knew that I was on the Technical Committee.

The next day I received a letter at my hotel stating "This car has always been something special to me for about 25 years and I do want to see someone have it who has the capacity to appreciate it and keep it in perfect condition. I think you have both to a greater extent than anyone I have ever known." I have tried to live up to his confidence for the past 41 years, but may have some catching up to do. His offer was one I could not turn down. The car had been modified with a Cadillac bumpers and rear spare wheel mount, but fortunately all the original parts had been saved.

My next stop was Tulsa, Oklahoma and I drove there in the PIII. On the way in to Tul-

sa I noticed a Texaco station with two beautiful 1930's Packard's sitting outside so I pulled in for gas. The attendant came out and said "the cars belong to Mr. Hooper he would want to talk to you" so he got him on the phone. Mr. Hooper said "you stay right there I am coming down to the station now" He arranged for one of his cars to be garaged at a friends house and I stored the PIII at his house. Instantly I had a new circle of car buff friends in Tulsa.

At the end of my six week stay in Tulsa Bernice flew down from Calgary to drive back with me. On her arrival Mr. Hooper showed up in a full chauffeur's uniform to drive us back to my apartment from the airport.

Then came the trip home in early December with freezing rain as we left Tulsa, then a snow storm and 30 below in Bismarck north Dakota. As we drove along in the chilling cold the paint started to flake off the body in 3 inch squares so I new a paint job was imminent. The rest of the journey to Calgary was snow and blowing snow. The heater for the rear seat passengers didn't do us much good and we kept warm with blankets and hot water bottles refilled every time we stopped for coffee.

I thought I should limit the speed to about 50 mph but was surprised each day how quickly we covered our planned 500 miles. Then I discovered that the PIII had been fitted with 8 Ply General bus tires which were 20% larger in diameter and we were cruising along at 85 mph! We did not skid or loose traction once on the trip. At one place on a two lane highway a Greyhound bus overtook and left as in a white out—I applied the breaks and brought the PIII to a standstill—when the snow settled there was a car right in front of us in the middle of the road with the owner cleaning off his windshield!

Once back it was time to remove the non original bumper components and the fender wheel trim and refit the original components Then remove the old paint and prepare the body for refinishing. Some of the paint was 4



mm thick—no wonder it cracked in the cold. I was very fortunate to have a good friend Daryl Batdorf who was a body man at the

City Bus Garage—he was an expert on aluminum repair and painting. There were a few cracks and dents and it was refinished without any body filler except the red putty for scratches. I installed an explosion proof fan in the garage wall to vent the fumes and we painted the car section by section. First a coat of zinc chromate, then primer and sanding and more primer then 10 coats of acrylic lacquer. Often when the part was finished with 600 grit paper and then compounded to a high polish a wow would be evident requiring refinishing. The refinished parts, fenders, doors roof sections were carefully stored in the basement. As we painted the last part I got the news that I was being transferred to Edmonton. The time was January 1969. Then began the rush to reassemble the car which took more time than was available and I had to return on weekends with the help of Harold Carlyle to finish it. The body work and painting took four years. In addition to the paintwork minor mechanical overhauls were made and special tools made up for dismantling the hubs. All the chrome parts were refinished by a good friend Stan Grozina who was part owner of Calgary Bumper. Some of the parts such as the wheel nuts had cracks in the chrome and I removed the damaged chrome in my lathe and refinished the steel instead of it being buffed off unevenly at the chrome shop.

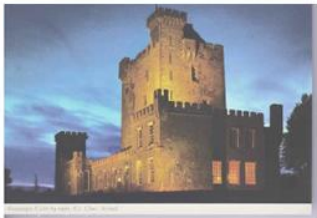
Following the move up to Edmonton the PIII was kept busy attending local RROC meets and attending friend and family weddings. Then came the move back to Calgary in 1985. Since then it has made a couple of



This photograph was taken outside a neighbours house in Calgary around 1988

trips to Edmonton for family weddings, and of course at least one/year friends weddings

I kept in touch with Mr. Andrews until sadly he passed away. His hobby progressed from cars to a castle restoration - Knappogue Castle in County Clair, Ireland. When he purchased the castle it was just a shell with no roof, floors, windows or doors. His wife was an architect and in two years it was complete. Then came the task of finding furniture for this residence built in the mid 1400's!



3DL188 came well equipped with all the tools. The tools are neatly stored in the boot door which opens up to reveal a full set. More tools can be found under the foot-



man's seat and of course a conical tube holds the umbrella just in case it should rain



The Phantom III's 7,338cc V12 engine was



the culmination of twenty years of success in building 12 cylinder aero engines. This engine came with polished valve covers (specified on Rolls-Royce's order for the

Earl's Court Motor Show. Although all the original equipment is in place I did put electronic ignition on one of the dual distributors—there are 24 spark plugs.

The chauffeur's section is finished in black



leather. The dash finished in leather and burl walnut. When I first got the car the oval mirror in the centre of the dash was missing. When my new found friend Mr. Hooper (also an owner of a PII doctor's coupe) noticed the missing mirror he said by gosh I think I have replica of that in my drawer—sure enough it was identical with even the three screws matching the dash holes.

The rear compartment is finished in west of



England cloth and all the woodwork in burl walnut. There are two comfortable jump seats with a spacious foot well. A cocktail cabinet is located between the seats and has provided many a bride and groom with a refreshing drink of Champaign after the wedding service. A glass window is fitted in the roof and can be covered by an electrically operated blind. The rear blind is also power driven.



I am currently working on a few PIII projects. The jacking system is on the bench for an overhaul and a few items need some minor attention.— which probably means a few

months work!

The car has provided many hours of enjoyment for special occasions.



the great pre-war cars to be made in 1939 and was fitted with all the latest modifications including an overdrive gear box and solid valve lifters. This is the only one of this particular Hooper body style. It was one of the last to be built of the 710 manufactured between 1936 and 1939.



IT WEIGHS 2 TONS, GETS 16 MILES PER GALLON, IS PAINTED BLACK ... BUT IT'S REALLY A 'GREEN' MACHINE

I have driven, restored and loved a 1952 Cadillac for the past 31 years. When I bought the car it had 147,000 miles on the odometer, so I rebuilt the motor and polished the paint. I used the car every day, finally restoring the paint in 1984 and redoing the interior in 2001. Since 1976, I have added 300,000 miles to the beast, rebuilding the engine one more time.

My sons, about 17 years ago, gave me a vanity plate, "DYNOSAR." They said it referenced the words from the song Cadillac Ranch and the line "tearing up the road like a big ol' dinosaur." In later years they said the plate described me, not the car. Alas, you can't recycle smart-mouth children.

What does all this have to do with being "green"? While other people recycle their cars, I renew and reuse mine. It may get fewer miles per gallon than a new Civic or Prius, but I didn't recycle it 5.5 times. Filling the dumps with the 30% of a car that can't be recycled - you know, the plastics and the foam that my old car has so little of - can't be blamed on me.

You modern car drivers are sacrificing the environment for your own safety. With chemically driven airbags and plastic padded dashes, how selfish can you be?

If I'm in an accident, I "take one for the environment" by hitting my non-telescoping steel steering post and steel dashboard. On the bright side, the Cadillac can be recycled, after they remove my dead body, with the dash ending up as rebar in some new house in the 'burbs that has a Honda in the garage.

I wonder, if I, by dying in the wreck, save the environment from continued abuse as compared to the airbag-assisted survivors. I think that would count as another environmental win for the steel dash set. I must admit that I did install seatbelts 22 years ago when I had the first of my children, but I have yet to recycle them (the seatbelts, not the children, though I have been tempted).

The question becomes: Which total

ecological footprint is larger, my one 1952 Cadillac (at 16 miles per US gallon) or 5.5 cars getting an average of 28 miles per gallon but each recycled after 10 years?

Think about the mining and smelting of raw materials, the oil consumption for plastics, coal for electrical energy, land use. And then you have to recycle the old car and take up room in the landfills and burn more energy to remelt the metal bits. The list goes on and on . . .

You would be hard pressed to convince me, an old car guy, that a 50% saving on fuel consumption is worth the manufacture and recycling of 5.5 cars. I did twice rebuild my engine and transmission and replace the interior, so given that, let's assume it was only five whole cars - from manufacture through to recycle.

Using CO2 emissions as an indicator of environmental impact and utilizing Sullivan's Life Cycle Inventory of a Generic American Family Sedan (the generic sedan travels 11,988 miles a year, gets 23 miles to the US gallon and lasts 10 years), it emits 130,002 pounds of CO2. (That total is arrived at by: material production: 9,767 lbs; manufacturing: 5,636 lb; use: 112,929 lbs; maintenance and repair: 1,354 lbs; and end of life: 315 lbs).

Now let's tackle gas mileage: a generic American sedan, at an average of 23 miles per US gallon, produces 11,249 pounds of CO2 per year at an average of 11,988 miles per year.

Therefore, my car, at 16 miles per gallon, produces an estimated 16,170 pounds of CO2 per year. By comparison, the 28-mile-per-gallon replacement for my car produces 9,240 pounds of CO2 per year.

In total, my 1952 Cadillac produces 906,107 pounds of CO2 (55 years of use: 889,350 lbs; maintenance and repair: 1,353 lbs; one material production time: 9,768 lbs; one manufacturing time: 5,636 lb; zero end of life: 0 lb).

The five replacement cars, on the other hand, produce 594,024 pounds of CO2 (55

years of generic replacement: 508,208 lb; maintenance and repair over 55 years: 7,447 lbs; five material production times: 48,837 lb; five manufacturing times: 28,182 lbs; and five end of life times: 1,575 lbs).

Therefore, from a CO2 emissions perspective, the five new cars are 49% more efficient than my 1952 Cadillac.

But what about total waste? My Cadillac produces 19,042 pounds of waste compared to 47,497 pounds of the five-car replacement (believe me, I've done the math). In the waste measurement category, my car is 149% more efficient. Therefore, I am "green."

What I lose in gasoline efficiency, as measured by CO2, I gain in not recycling and replacing my car, as measured by total waste. And my comparison was to a car getting 28 miles per US gallon (more than 33 miles per Imperial gallon). Many a new SUV only gets about 16 miles per US gallon.

Mileage is not everything and landfill space is precious. I think we should all drive antique cars and plant trees to absorb the extra CO2. Our landfills will thank you as will the garden centres.

While this whole exercise is more about perception than reality, when the econo-box drivers lean out of their squished up cars and yell to me, "Wow, you must use a lot of gas," it is hard for me yell back, "Yeah, but you generate more waste as a measurement of material production . . . blah . . . blah . . . blah." Instead, I just smile and flip them the bird (polite as always, I keep my hand out of sight).

I just want some respect when the DYNOSAR, spewing exhaust, blows past the Honda Civic on the way to Banff. I want the Birkenstock-wearing, granola-eating, latte-sipping, tree-hugging eco-terrorists inside to wave and say hello to a fellow concerned citizen.

PREVIOUS RICK'S PICKS:

Stoneham Drilling Trust (March 2007). Still a buy at \$18.00; expect a price recovery in the fall.

NQL Energy Services Inc. (September 2006). Sold to National Oilwell Varco (NOV on NYSE) at \$7.60 per share.

Delphi Energy Inc. (July 2006). Sold a few months ago because of change of opinion.

Crescent Point Energy Trust (May 2006). Current opinion is still a buy for yield. I would hold considering my opinion on oil price. Look to sell at \$21.50.



Richard Strand, CIM, FCSI, DMS, CH.P., has sold his part of Brickburn Asset Management Inc. and is in the process of starting two new firms. The firms

are in the process of being registered with the securities commission.

Investment advice will be continued in the next article.