

THE PRAIRIE LADY

Rolls-Royce Owners Club - Can-Am Prairie Region

Newsletter March/April/May 2009

Officers and Directors

Chair
Rob Manderson
Calgary, Alberta.
403.
rob_manderson@

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@

LEGAL NOTICE: The Prairie Lady is the official publication of the Can-Am Prairie Region of the Rolls Royce Owner's Club. It is published four times each year. The Region and editor seek to publish accurate material. Neither the Region nor the Editor assumes any responsibility in the event of claim or loss resulting from this publication however caused. Statements of contributors are their own and do not necessarily reflect Region or Club policy.

Copyright 2009



A new car in the region owned by a "Mystery Owner"

COMING EVENTS

Sunday May 3rd

1:00 P. M. Selkirk Grill, Gasoline Alley, Heritage Park, Calgary.
We will have lunch at 1:00 and then tour this new venue at Heritage Park.
Please RSVP to Marianne and Terry by April 25th if you wish to attend.
They can be reached at 403-

Sunday June 14th

11:00 A.M. Meet at a location in Calgary as yet to be determined and tour out to the Kananaskis Lodge for brunch. Further details will be in a e-mail 3 weeks before this event.
RSVP to Terry and Marianne

Editors Ramblings

Well, finally spring has arrived. I have never gone 4 full months without a PMC fix but I have now. Let's get these cars out this year because the way things are going we should have 5 months of withdrawal next year.

Marianne and Terry have a great event lined up for Sunday May 3rd. We will be doing a lunch at Heritage Park and then check out their new Gasoline Alley. See the ad in this issue.

Some of you may remember Dave Turner from Lone Star. He and Terry co-hosted last years hoist day in June. Anyway, Dave was out at my place this weekend to get a spare radiator cap because he was building a cooling system pressure tester for these cars. Now Rolls Royce can sell you one for just slightly less than you could pay for the car but Dave came up with this invention. I bring this up because I have a few odd tools, Rob does, Howard does, John does, Maurice does..... I am curious if anyone might be interested in compiling a tool database. You see ... a data base could be written with 2 fingers ... not the 2 hand's that would be required for a centerfold article in the next newsletter. Anyone interested?

Until next time....

George

My First Rolls Royce

1978 Silver Wraith II LRG34602

By George Pope

Although I am one of the youngest members of the region I realized while looking through some documents that I had been around [at one point quite round] these cars for quite some time. I was surprised to discover that I had purchased my first PMC 14 years ago when I was 31.

At the time Donna and I had realized some successful years in business and I had been drooling over the 1994 Cadillac STS. Now, being frugal by nature I was uncomfortable with the enormous depreciation of luxury cars in the first 3 years. Chance would have it that a Dupont registry would cross my path and while leafing through it I re-discovered my attraction to the Silver Shadow



Many years before as a teenager pumping gas in high school there had been 2 Shadows that came in on a regular basis. I really liked those cars, however by 1994 I had forgotten about them. That was until the Dupont registry happened by, at which time I began a local search. I test drove a couple in Calgary but they were rather ratty and then I called the Vancouver dealer, Carter Motor Cars. At that point they had 3, 2 Shadow 1's and a Silver Wraith II.

I remember in hindsight the 3 reasons I decided to pursue the SWII above the other 2. Firstly it had 42000 km on it, secondly, it had just had its 10 year service, and thirdly it had a funky 70's color of honey and a light colored interior which I wanted. However, the price they were asking was atrocious, simply akin to holding me down and assaulting my wallet with a pry bar. Let me tell you a little about

my moth collection. The moths that live in my wallet do not take kindly to being disturbed so it took Carter's 3 months and several phone calls to arrive at price my moths and I could succumb to.



So on Friday January 14th 1995 I got on a Greyhound bus in Calgary and went out to Vancouver to view the car. I must say the red eye bus trip is one I will never forget particularly as I cannot sleep in a moving vehicle. The rest of course is history. I bought the car that Saturday and drove it back on Sunday. Incidentally I repeated this same event 11 years later with the Corniche but that is another story. Trust me however, I took the plane out for that one.



The shadow series, in my opinion, is very much maligned. They really are beautiful cars both mechanically and visually. Over engineering though, has

made them complex. I hesitate to use the word "needlessly" because long term ownership and learning to service them teaches you that every part has it's purpose. Having said that, there is nothing worse, nor more expensive than a neglected or abused Shadow or its derivative. It is almost impossible to set one right again. Just ask anyone who has bought a bad one

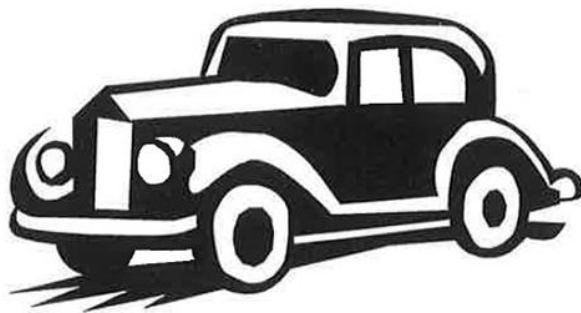
Happily, I was lucky, bought a good one, service it regularly, and keep my list of issues under seven at all times and it just keeps rolling along. The car now has 101000km and is 31 years old. There truly is no better Sunday family car. Looking back, my \$50,000 Cadillac would be worth \$5,000 today and just be another dated car. The Silver Wraith II however, just keeps exuding her timeless elegance.



Previous owners

1978-1979 Rolls Royce Demonstrator
1979-1994 George Ho-Lem
since 1995-George Pope





Some Basic Car Care Tips

Auto care from Consumer Reports
Reprinted from the Yankee Lady, winter 1996

Regular and diligent care of your car plays a big part in keeping it in good running order. That means checking its systems and performing preventative maintenance regularly. It also means being alert for unusual noises, vibration and other symptoms that presage trouble. Dealing with minor problems promptly can keep them from growing into major problems that can leave you stranded at the roadside.

Although automakers' service recommendations vary, Consumer Reports offer the following general advice. For detailed information on tune-ups, timing belt changes, tire rotation, shocks or struts, wheel alignment, wheel balancing and other important tasks, check your car owner's manual.

Things to check weekly

- Radiator coolant. Check the plastic overflow bottle, attached by a hose at the radiator. If the level is below the full mark, add water and antifreeze equal amounts. If the level keeps dropping, check for leaks.
- Oil level. If the oil level of the dipstick when removed is below the "Add" line, add enough oil to bring the level to the "Full" mark. Don't overfill.

Things to do weekly

- Keep the body clean. Wash the car every week, using enough water to avoid scratching the paint. Hose out the fender wells and undercarriage with a strong spray to dislodge accumulated dirt and road salt, which can cause corrosion. When water beads on the body panels become larger than a quarter, wax the body to protect the paint from tree sap, bird droppings, and other damaging dirt.

Things to check monthly

- Tire pressure. Check with an accurate gauge when the tires are cold. See your car owner's manual or label in the glove compartment or on the driver's doorpost for recommended pressures. And don't forget the spare.
- Automatic transmission fluid. Check the fluid level and color, using the transmission dipstick. If the fluid is sickly white or pale, the transmission oil-cooler may need repair.
- Power steering fluid. Check the level with the dipstick (usually attached to the fluid reservoir cap). If the level is low, top it off and have the system checked for leaks.
- Brake fluid. Check the level in the master cylinder. If the fluid level is low, top it off and have the system checked for leaks.
- Battery. On a low maintenance battery, pry off the covers or unscrew the caps; if necessary, add distilled water. If the battery has an "eye", check its color. If the eye is green or blue, the battery is OK; if it's black, have the battery tested and charged; if it's pale or yellow, replace the battery.

Things to check once a year

- Brakes. Remove all the wheels and examine the brakes. Have excessively worn pads or linings replaced, and have badly scored rotors or drums machined and replaced. Have the wheel bearings greased.
- Clean the radiator. To prevent overheating, wash the radiator with detergent solution; remove debris with a soft brush.
- Clean the battery and terminals. Remove deposits with a wire brush and a solution of baking soda and water; then rinse. Cover vent holes with tape during cleaning so baking soda doesn't get inside. If the deposits reappear, coat the terminals with grease.