

THE PRAIRIE LADY

Rolls-Royce Owners Club - Can-Am Prairie Region

Newsletter July/August 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@

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Dave Turner's 1981 Corniche

COMING EVENTS

Open Hoist Day

Sunday July 12

Lone Star Inc

10 Heritage Meadows Road Calgary

10 A.M. to 2 P.M.

RSVP to Terry Murphy

Car Tour

Sunday August 16th

Picnic in the Kananaskis

Meet at the Richmond Road Co-op just off of Sarcee Trail at Richmond Road S.W.

10 A.M.

Drive out to the Kananakis for a picnic. From there we may continue the loop down to Longview or some may choose to return from whence we have come.

No RSVP required, just bring your car and food and whoever shows...goes.

Editors Ramblings

I hope everyone is enjoying their summer and getting the cars out. I know I sure have. All 3 of my PMC's have been getting out at least once a week and so far no failures. I have been getting lots of maintenance done on them in the past 3 weeks too, which is good as there are only so many driving months left.

Welcome new members David Turner and Don Casemore. One of Dave's cars is on the front page here. Don recently purchased Terry Murphy's Spur.

Thanks very much to Maurice Tims for his articles Without which there would not be a newsletter.

Please note the coming events ...one of which is coming up very quickly and will be most helpful to those of us without a hoist. It is our annual hoist day put together by Terry and Dave. See the ad for coming events.

Happy motoring everyone.

George

Repairs and Replacements



Our Editor George Pope asked if I could provide some material for this month's issue so I thought I would document my activities for June.

In June 2009 I decided it was time to do some upgrading on the 1954 SD (LSRH8). I had been running with some "temporary" exhaust components (rear mufflers and tail pipes) for 24 years!

It had been some 30 years since I relined the brake servo and the braking efficiency seemed less efficient than it used to be.

Some 30 years ago the main leaf spring on the left rear broke - it was successfully repaired by Standen's in Edmonton but I ran out of time to replace the leather covers - fortunately I had carefully stored them.

Also for years the under-pans had been left off and needed to be refitted.

Some times tyre changing can be an effort - wheels seem to get heavier

every year especially the Phantom series and the ones on my Barth Motor home so I wanted to demonstrate a new piece of equipment for the easy removal and refitting of these wheels.

Maurice Tims

The first task was to acquire the new components. Terry Murphy suggested I try IntroCar in the UK:

Annika Erskine
IntroCar Limited
1 Manorgate Road
Kingston upon Thames
Surrey KT2 7AW
Tel: +44 (0)20 8541 5642
Fax: +44 (0)20 8546 5058
Email: annika@introcar.co.uk
www.introcar.co.uk to order online!

I emailed them and received a speedy response. On your first order you receive a 15% discount and the prices seemed quite reasonable. All of the components came from Rolls-Royce and had the appropriate RR Parts Numbers. I placed the order and they were delivered to Calgary in less than a week - it took another week for Customs clearance.



The parts were well wrapped and delivered by DHL. It took some time to remove the old parts and I had to resort to the oxy/acetylene cutting torch.

Once removed the new components fitted perfectly although it did take some time to figure out which was the near/side and off/side of the mufflers and which was in and out (not marked). The parts included new pipe hangers and flange gaskets for the mufflers. Now I do not have to listen to the exhaust pipes rattling on start and warm up and it is quieter.

The rear spring leather covers took a while to clean, saddle soap and re-stitch some of the seems. I used some nylon sash cord to lace the leathers on. Now it looks a lot more ship shape underneath

The next job was the Servo overhaul:

SERVICE HANDBOOK

SILVER WRAITH — SILVER DAWN — BENTLEY M

R. TYPE BENTLEY — PHANTOM IV.

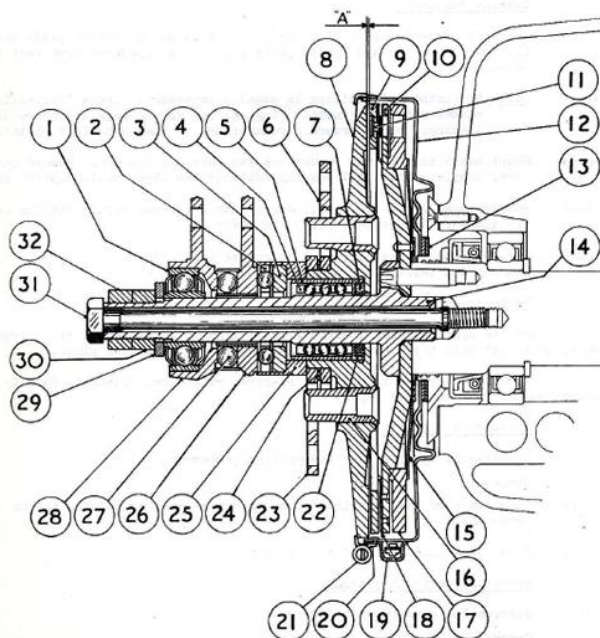


FIG. G21. SERVO MOTOR.

- | | |
|---------------------------------------|-------------------------------------|
| 1. Ball Bearing - outer lever. | 17. Inertia ring - servo. |
| 2. Cage - thrust bearing - cam levers | 18. Spring plate (9 off). |
| 3. Thrust race - cam levers | 19. Water drain - servo (assy). |
| 4. Cage - ball bearing. | 20. Protector - servo. |
| 5. Ball race - pressure plate. | 21. Spring - protector. |
| 6. Inner lever - brake actuating. | 22. Washer - felt retaining. |
| 7. Felt washer, oil retaining. | 23. Outer lever - brake actuating. |
| 8. Pressure plate. | 24. Washer - brake actuating lever. |
| 9. Friction lining. | 25. Dust cover - thrust bearing. |
| 10. Driving plate. | 26. Inner lever - servo operating. |
| 11. Rivet - plate to lining (9 off). | 27. Ball .3125" dia. (3 off). |
| 12. Spring plate. | 28. Outer lever - servo actuating. |
| 13. Sealing washer - spring plate. | 29. Plain washer - servo shaft. |
| 14. Servo shaft. | 30. Adjusting nut - servo. |
| 15. Bellville washer - servo. | 31. Setscrew - servo retaining. |
| 16. Operating pin - pressure plate. | 32. Locking nut - servo adjusting. |

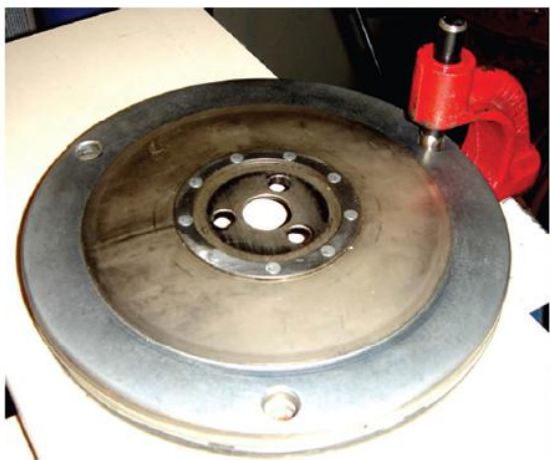
Next was the removal and reworking of the Servo—Ralph Curzon demonstrated this at one of the Technical Sessions at John and Kathy Doyle's place in Olds a couple of years ago.

I have the instructions for removing and overhauling the Servo should any one require them - they would take up too much space here.

The diagram on the previous page illustrates the components in the Servo Drive. Item 9 - the brake lining needed to be replaced.

First the unit had to be removed and cleaned. There are quite a few components so care must be taken to keep everything in order and not lose the three ball bearings.

One needs to be careful riveting the new Ferodo disk on the plate since the Ferodo is quite brittle. I used a riveting device which I purchased from Canadian Tyre for \$1.85 some 40 years ago. The red riveter is in the vice jaws together with a piece of wood to keep the plate level - then all



you do is insert the copper rivet and hammer on the punch for a perfect rivet job. There are nine rivets and the Driving

Plate needs to be rotated three times to access them.

The cleaned components were then reassembled, the bearings greased, and the Servo refitted. To adjust the Servo:

1. Apply hand brake.
2. Adjust nut (item 30 Fig G21 on previous page) until friction can be felt, between pressure plate and lining. While rocking Servo, slacken back 1/3 turn, giving clearance of approximately .018 "A" Fig. G21. Apply pedal once to ensure outer cam lever has followed back.
3. Hold setting and lock (32). Check pedal travel to open cam levers, .1/4" to 1/2".

Finally here is my new secret weapon for changing wheels:



Canadian Tire sell the above hydraulic lift to elevate a motor cycle, it has a minimum height of 4" and a maximum height of 18". The lift capacity is 1500 lbs.

It works like a charm - you just jack up the car, take the weight of the wheel by working the lift pedal, remove the wheel nuts and roll the hoist back with your hand on the top of the tyre. Then just lay the tyre back on the lift and set it aside. Remounting the wheel is just as easy, you can elevate or lower the wheel with a touch of the up and down foot levers.

I recently changed the brake pads on the motor home and it was a breeze - previously it had been a real struggle.

If you can wait Canadian Tire often put these on for a big discount - I purchased mine for \$79.00!

I figure if I have to change the tyre on the road without one of these hoists I will just call AMA!

Now it is time to head for the mountains!





HERITAGE PARK RROC LUNCH MEET GASOLINE ALLEY - MAY 3 2009

The weather was great and the turn out good for our May outing at Heritage Park in Calgary. The picture to the left shows the main hall of the brand new facility which is visible from the adjacent restaurant The Selkirk Grill.

All the vehicles in the main hall are on dollies and can be cleared to accommodate 400 people for a banquet. A number of older cars were displayed from a total of 60 cars which are housed in the basement.

We enjoyed a special lunch prepared by the chef and although the service was somewhat slow (the restaurant had only recently opened) we all enjoyed a good visit.

In attendance were Rob Manderson, Darcy Collings & family, Reg & Loraine Collings, Andy Stephenson & Murray Carey, Hoover & Joanne Reid, Terry & Marianne Murphy, Wayne Freeman, David Baer and our latest member Dave Turner and Bernice & Maurice Tims.

Since group parking at the park was limited we all met at Maurice Tims' house in Eagle Ridge and walked to the facility.

NEW AUTOMOBILES AT OUR MEET:

We welcome our new member David Turner to the Club and his splendid 1987 Rolls-Royce Corniche, S/N NAH 21827. David is the Service Manager for Lone Star and we are looking forward to "Open Hoist Day" at Lone Star on July 12th



And surprise - Terry Murphy has a new 1990 Bentley Turbo RL S/N SCBZP03AXLCX33539.



Darcy Collings & children



Hoover & Joanne Reid



Dawn Collings & David Baer



Reg & Loraine Collings



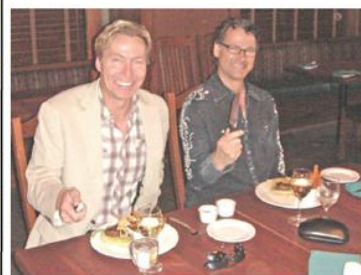
Terry & Marianne Murphy and David Turner



Maurice Tims & the Murphys



Andy Stephenson & Murray Carey



Wayne Freeman



1918 MacLauchlan-Buick



Of interest in the museum was the late former member Harold Carlyle's 1918 MacLauchlan-Buick. Harold donated this fine car to the Heritage Park collection. It is in perfect condition and ready for the road.