

THE PRAIRIE LADY

Rolls-Royce Owners Club - Can-Am Prairie Region

Newsletter Sept/Oct 2009

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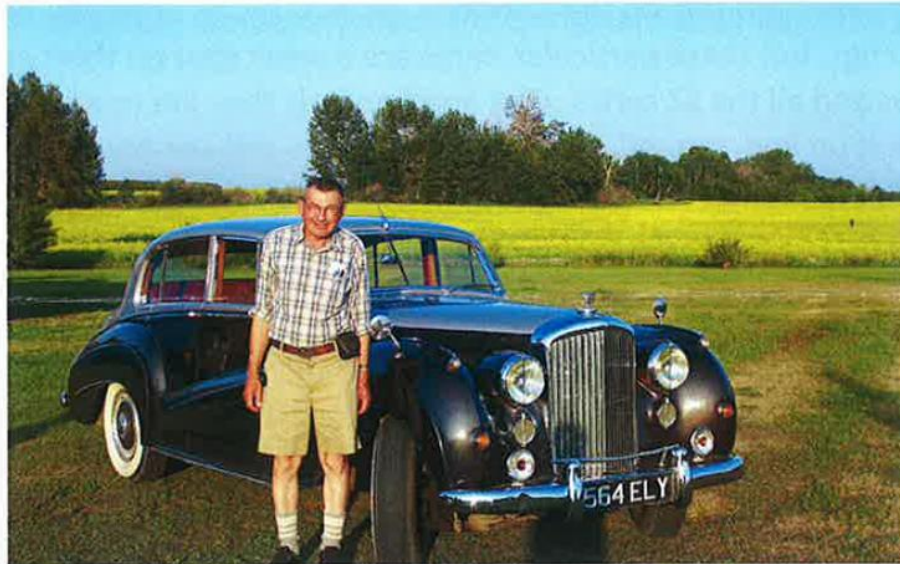
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Howard Lengert and his 1953 H.J. Mulliner lightweight Bentley R type saloon B199SP

COMING EVENT

Annual general meeting

Sunday October 18th 2009 at Noon
Black Knight Inn Red Deer Alberta

Editors Ramblings

Greetings from Strathmore

Donna and I had a good visit with Howard Lengert at our place in early August. He was passing through to another car meet down this way. He was driving his superb 1953 H.J. Mulliner lightweight Bentley R type saloon B199SP. You could actually hear my drool hitting the ground on that one. As many know, I have my eyes set on a certain Hooper R type I just have to get past Donna ... and of course the current custodians.

I am writing this on a Saturday night, on the eve of an event I cannot attend. Darcy and Dawn Collings will have held the annual BBQ by the time you read this and I am sure it was well attended. Unfortunately for me I have haying to attend to as well as a clients garage under construction.

This will be our last edition of the Prairie Lady. It has been two years and eleven editions and it is time for us to move on. We hope the format has been acceptable and encourage our successors to try something new.

Happy Motoring.
George and Donna

Changing Compliance Mounts

by Dave Turner

That is compliance mounts on the Corniche. At 35,000Kms or so you would expect all to be well with such things, but these particular items are a weak spot on this type of front end as fitted to late shadows and all the SZ series. The good news is they are relatively cheap and simple to change. Jack it up and pop off the front wheels, you will see the mounts at the top rear. First thing is to undo the large nut on the castor strut by one full turn. This relieves the tension on the rear nut and makes removal much simpler. These two nuts are made so the original adjustment needs to be maintained.



With the rear nut and huge washer removed, remove the two nuts and bolts that hold the mount, then the old mount can be slid off the strut to the rear.



Look at the state of this!! If left unattended to, the back and forth movement will take out the large camber mount which is a much more unpleasant to deal with! Installtion is a simple reversal of the removal, but be sure to finish by hand tightening the large rear nut, then tightening the first nut by one full turn which will restore the original Castor adjustment.



So there you go. About an hour a side and a nice tight front end is restored.



Open Hoist Day



David Turner and Terry Murphy of Lone Star Inc of Calgary hosted an open hoist day On Sunday July 12th. This is the second time we have done this and I have found them very useful. Last year I bled the brakes on the S1 and this year I did a full suspension bleed on the SWII. We had a good turnout for this event.

The attendees were, Darcy Collings with his Arnage, Dave Turner with his Corniche, myself with the SWII, Terry Murphy with his Turbo R, Maurice Tims with his Silver Dawn, Andy Stephenson with his SWII, Don Casemore with his Silver Spur, Rob Manderson with his Phantom II, Mr. Freeman with his Silver Spur, and Reg Collings with his special guest.

