



THE PRAIRIE LADY



Rolls-Royce Owners Club - Can-Am Prairie Region

Newsletter December 2009

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EDITORS NOTES

Season's Greetings - Here's wishing you all the best for this holiday season and the New Year. This Christmas greeting card was sent to RROC members in 1972.



Thirty-seven years later Jack Tullman is still the registered owner in the 2010/11 RROC Directory. Many of our members will not have seen this.

I received a copy of the B.C. Spirit - the Newsletter from RROC British Columbia Region. Of interest their Editor John Peirson is celebrating 30 years as Editor!. I will have a tough time beating that! Also their bi-monthly publication has 12 pages of content.

They have 106 members compared with our 47 and geographically they are a lot closer.

Talking of Members we are sorry to lose Andy Stephenson who has moved to Vancouver Island as of December 15th. All the best Andy - I am sure you will enjoy the B.C. Region and all the interesting places you can car rally to.

I would like to encourage those outside of the Calgary area to organize local events. If you send me details and photographs - I will publish them - it would be of interest to all our readers. Also all member's have an interesting Rolls-Royce or Bentley story to tell and I need content for the newsletter. So send me information anyway that is convenient for you - email or hand written, photographs I can scan or the digital images to my address or email on the left margin of this page.

2010 RROC EVENTS

If you are planning on attending any of these meets please let Don Casemore know and Don will help co-ordinate a Can-Am Prairie Region group attendance. This will probably apply more to the Toronto National meet and in particular to the Pacific NW Tour. Don's contact information appears on the left hand side of this page.

APRIL 11 - 17, 2010 RROC SPRING TOUR

The "Spring Tour" will begin in Franklin, Tennessee heading south down the Natchez Trace ending in Natches, MS. Stops will be in Florence, AL and Tupelo, Oxford, Yazoo & Jackson, MS. Total driving distance will be 550 miles over 6 days.

RROC NATIONAL MEET

This year it will be held in Toronto, Ontario
July 19 - 24, 2010.

Check the Flying Lady for details

RROC PACIFIC NW TOUR, OREGON

September 11 - 18, 2010

Check the Flying Lady for details.

This event would put most of us in easy driving range



More about this 1931 Bentley in the next edition.



NOVEMBER 15TH TECHNICAL MEET

Our Technical meet was very successful - even the weather cooperated - no snow. Dave Turner was a great host and reviewed a wealth



Rob Manderson, Dave Turner, Wayne Freeman and George Pope check out the front strut

of information on brakes and suspension on the Silver Shadow, Spirit and later cars. The meeting was held at Lone Star's Service Centre in Calgary. The event started at 10:00 am with coffee and muffins. In attendance were Dave Turner, Chris Charron, Don Casemore, Wayne Freeman, Rob Manderson, Hoover Reid, George Pope, Maurice Tims and Mel Knight drove down from Edmonton.

Most of the instruction was performed using Dave's immaculate 1987 Silver Spur. Everyone received a folder illustrating the subjects being discussed.



George, Rob, Maurice Dave & Mel

We all enjoyed a lunch break at the nearby Boston Pizza. The session continued on after lunch to about 4:30 pm during which time some potential problems on vehicles were noted and Don Casemore utilized the facilities to renew his disc brake

pads. A lot of essential information was covered and we very much appreciated Dave Turner's efforts to host this session and extend our thanks to Lone Star for making this possible in their state of the art Service Centre.

Dave Turner has offered to produce a Technical Paper on the subjects covered and we look forward to publishing them at a later date.

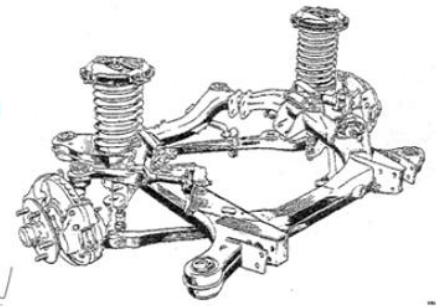


Don Casemore replacing the front disk brake pads

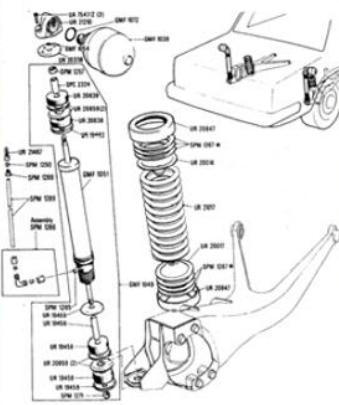


George Pope's 1980 Corniche DRL50461 & Mel Knights 1997 Bentley Brooklands EBV-59965

The suspension and steering components were inspected for torn or perished rubber and alignment and clearance of all



components. Ball joints were inspected for play and the condition of the rubber boots. Steering shaft joints and rack were inspected. On one car the steering universal joint was loose



and in danger of failing. Shock absorbers and struts were inspected for leaks

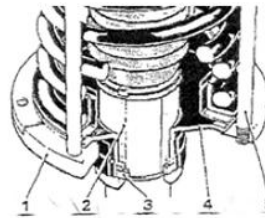
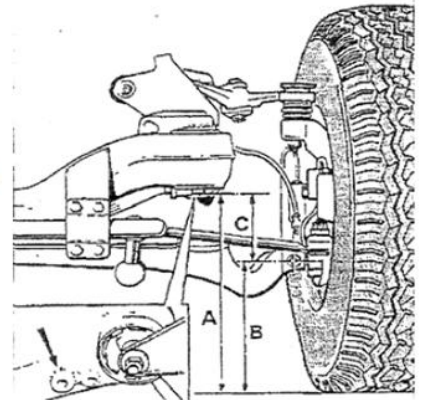


Fig. H6-2 Front height adjustment
1 Spring retention tool support plate
2 Spring support collar
3 Adjustment collars
4 Spring support
5 Retention tool stud (4)



and mountings. The correct setting of the front suspension ride height was

stressed and if incorrect what remedies could be taken to correct it. The correct setting of the rear suspension ride height

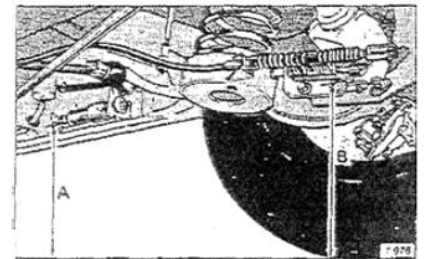
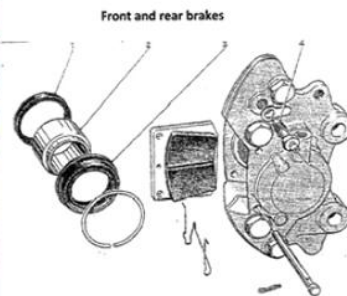


Fig. H13m Rear height setting
A Floor to centre line of body bracket setscrew
B Floor to centre line of parking brake linkage bracket setscrew



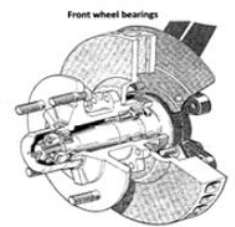
Front and rear brakes
inspect Discs measure min thickness 1.250" front 0.500" rear replace front pad set

was also illustrated and checked and the method of adjustment to bring it back into the specification limits.

Inspection of the front, rear and parking brakes and replacement

The correct adjustment of the front wheel bearings was demonstrated and over greasing of the bearing cautioned. Many other technical points were raised and answered. In conclusion it was a very informative and worth while Technical Session.

Dave Turner's next session will be on Rolls-Royce Hydraulics - we will look forward to it.



Check and perform adjustment 0.002" to 0.004"

In spite of the extreme cold and snow our December Christmas Party hosted by David and Marie Baer went off without a hitch. The only problem was that Howard Lengert & Ted Carswell had to cancel due to bad road conditions to the North. We missed you Howard and Ted.



We all arrived around 3:00 pm to find a tender 23 lb turkey waiting to be carved by David. The guests brought appetizers, salads, vegetables and deserts - there was enough for many more. Marie's mother made some great bread rolls which we all enjoyed. There is something very special about getting together in a club member's home - it is a friendly atmosphere and every one has a great time visiting and catching up on all the club news. Donna Pope was unable to attend due to work commitments but George was there. Missing in the photographs but present at the dinner are Darcy & Dawn Collings - next time they will get a couple of pictures!



Dave Turner's 1987 Silver Spar NAH 21827



David & Lawana Turner



Marie & David Baer



Rob Manderson Hoover Reid



Marie



George Pope



Marie David & Don Casemore



Hoover & Joanne Reid



Terry & Marianne Murphy



Hanif Mohamed & Don Casemore



Reg & Lorraine Collings



Bernice & Maurice Tims

Many thanks to our gracious hosts David & Marie.

Hoover Reid's 1956

Silver Cloud I (LSCC133) Story

In August 2009 I acquired a 1956 Rolls-Royce saloon which had been sitting for the better part of 30 years north of Calgary. Dismantled, neglected, destined to rot into the earth. I have undertaken to attempt a resuscitation of a great classic that deserved more years of enjoyment.

In 1975 or thereabouts the car was driven from Vancouver to Edmonton and on to Morningside, Alberta where body and sheet metal repairs were to be executed. Pieces cut and removed, rockers, inner fenders, door sills manufactured on site by a professional panel beater and bodyman. The interior was disassembled and stored, all chrome removed, grille and Flying Lady wrapped in a blanket and stored in the top of the barn. After an unknown period the customer was informed "Were at \$10,000, how far do you want to go - we've done a brake job, installed cylinder kits but now need brake drums at \$800 each" At this point the customer had run out of money and could go no further.

Work stopped and the car was relocated to an abandoned grain elevator where it sat for 20 years until the grain elevator started to collapse being held up only by the car. After being "discovered" by a wood supplier it was sold and moved to a body shop where it sat waiting to be parted out. Realizing the task of restoring it was too great LSCC 133 was advertized on the internet where I saw it and immediately emailed and was then contacted the following morning at 7:10 am. I was told that there were already 50 hits on the ad and essentially said "Did I want it or not". My response was "I'll take it" but how do I get it here. The seller responded for \$200 he would transport it to my residence. I said make it \$300 and we have a deal. Time & price had been arranged and the car arrived in Calgary on a flatbed and a pick up truck literally overflowing with parts, fenders,



windows, trunk lid, hood, seats and three buckets full of bolts, nuts, and various other metal bits and funny looking stuff.

The seats had been removed and the car had 14 cardboard boxes stuffed into it right up to the headliner, which I was informed had two wasp nests somewhere in it. Obviously this car had been untouched except for moving, for at least 15 years based on the amount of dust and sediment that



had settled on the boxes, body and the blanket that contained the grill.

The task at hand is to put it together and see what parts (if any) are missing. Its

kind of like a jigsaw puzzle. As any of us know who have restored cars before, the pleasure is in the work to complete the restoration as much as the pride in the finished product.

More to come!!!

Editor's note: It seems to me there should be a special award for rescuing abandoned Rolls-Royce's & Bentley's motor cars. We will look forward to future progress reports on this project.



Congratulations Hoover.

