

Derby Bentley Society – technical paper compilation

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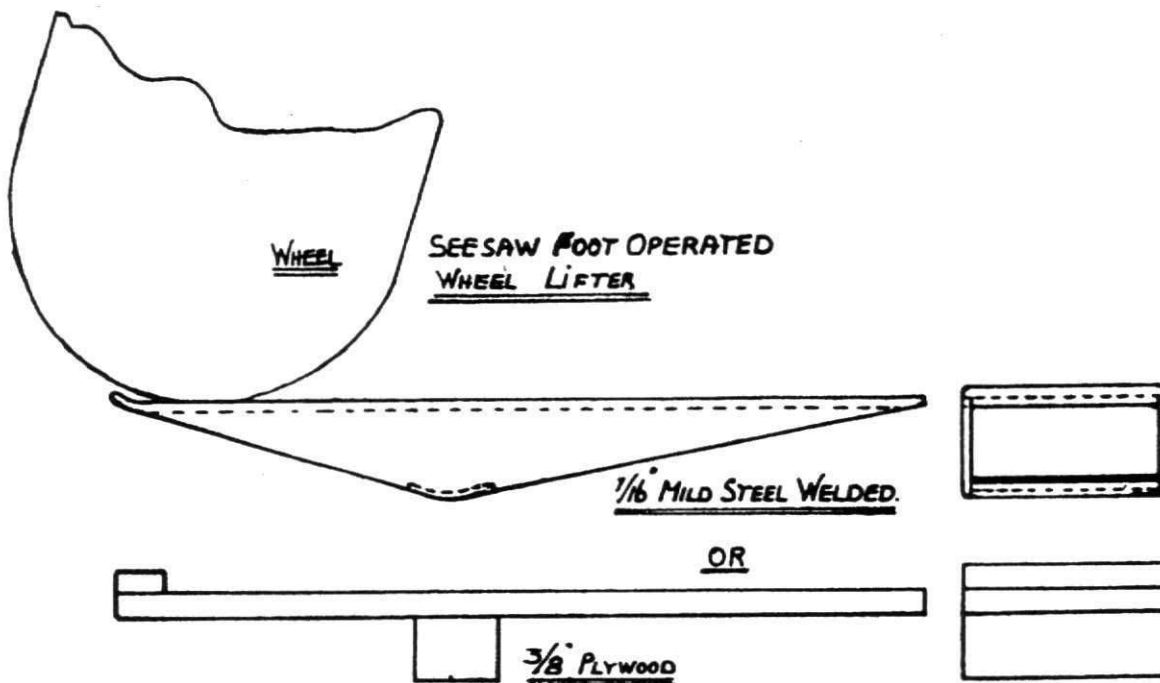
Specifications & Special Tools

RREC, RROC & Misc Articles

SEESAW WHEEL LIFTER

As the years catch up with us, and the time comes when we have to remove our car wheels for cleaning, greasing and tyre changes, these wheels seem to get heavier and heavier. This seesaw gadget, which must be as old as the hills, I pass on to Club members hoping that they will find it as useful as I have. You simply place the toe of the seesaw in the position where the tyre tread would contact the ground, roll the wheel on to the toe, press your foot on the heel and the wheel will be raised to the correct height. You can then gently push the wheel on the splines. The reverse can be applied for removing the wheel.

RAY WILLIAMS



ROUND-UP OF RR AND BENTLEY 'C' SPANNERS

We are indebted to John Fasal, and for the help given him by Bill Snook on the Bentley range, for this Identikit. In addition to those shown here (which do not include the large ones for detachable wheel discs) there are four whose functions are not known. They are E10045, E45136, G5095 and 601313. Any information about those would be gratefully received.

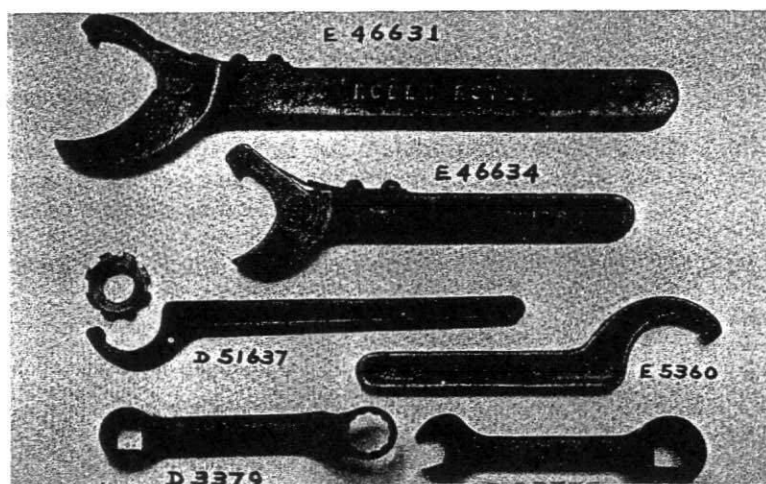
	E 39	E 81	E 6257	E 6259	E 6422	F 7675	U 1805	E 6258	F 51754	E 15109	F 51789	U 1479	E 55017	D 51637	EB 2126	EB 2919
SG	1	2	3	4	5	6	7									
P I			3		8			9	10	11						
P II					8			9				12				
P III																
20 hp					13			14	15		16					
20/25					13								17	18		
25/30													17		19	
3½ L													17		19	
4¼ L													17			20

- 1 Exhaust union nut
- 2 Magneto coupling nut
- 3 Pivot pin cap (FWB only)
- 4 Exhaust manifold nut
- 5 Magneto coupling nut (Series P)
- 6 Thermometer union nut (Series J to N)

- 7 Silencer union nut
- 8 Steering column nut
- 9 Water connection nut
- 10 Exhaust pipe nut
- 11 Pivot pin cap (Series X)
- 12 Water pump coupling
- 13 Propeller shaft coupling

- 14 Gearbox tower nut, exhaust downtake nut
- 15 Rear shock absorber
- 16 Steering column universal joint nut (Series A to part of J)

- 17 Water connection nut (not used on 4¼ Series MR and MX)
- 18 Starter motor end bearing nut
- 19 Air coupling nut
- 20 Air coupling nut (not used on Series MR and MX)



The special spanner D51637, shown left, is for starter motor bearing nut. D3379 and D33772 are possibly aero-engine spanners, but of the others little is known. Has anyone knowledge of these? Do tell us if so.

**This list of tools in the kit originally supplied with the Bentley
3½ litre is kindly sent to us by Len Scull of Nottingham.**

Jaw spanners	5BA x 2BA	F6372	Adjustable spanner	RF6613
	3BA x ¼	F9881	Air coupling spanner	EB2126
	⅝ x ¾	FB2532	Drain plug key	
		or F651016	Valve spring replacement tool	
	⅞ x ½	F61015	3in screwdriver	F81889
	1⅛ x 1⅜	F6392	5in pliers	RF5949
Box spanners	7BA x 5BA	FB2055	Feeler gauges	FB1060
	3BA x 2BA	FB2058	Kismet tyre pressure gauge	RF5279
	1BA x ¼	FB2056	Tyre valve key	Y2654
	⅝ x ¾	FB2057	Dunlop medium tyre levers (3)	RF3854
	⅞ x ½	RF5939	Oil syringe	RF5992
	¾ x 1⅛	KB60212	Auto club grease gun No. 5a	RF4519
	⅝	F54932	Kay's oil can No. 81	520/3770
	⅞	KB6036	Dunlop jack	
	¼	E7658	6 x balance weights	C54562
	⅝	KB6038	2 x valve springs	EB175
	⅞	KB6040	2 x spark plugs	
Distribution spanner		RF6612	Ace disc spanner	
Wheel spanner (Dunlop)		C54861	Valve collar key	
Valve holder			EB808/9 and K4331	

BRAKE HORSEPOWER

Have you ever wondered about the meaning of such figures as 20/25, 25/30 and 40/50hp? They do rather suggest that men on the boring machines were a bit uncertain after lunch time sessions and no one was ever quite certain what size engine had been turned out.

The figures are in fact manifestations of RR's cagey attitude to revealing BHP figures and in the case of the 40/50hp Silver Ghost it was the approximate brake horsepower produced at approximately 1,200 rpm, and I confess to have been puzzled myself for many years.

Hobson Telegauges

We have had very good reports from members of the services of George Philby Garages of 210 Selhurst Road, South Norwood, London SE26 6SU, in knowledge of and repairs to these vital gauges.

The Phantom II Instruction Book Edition No. 6 is an Appendix entitled 'Instructions for the Car and Maintenance of the Hobson K-S Teleauge Petrol Level Indicator'.

If there is a demand we could provide photocopies.



Rebuilding a Prewar Tooltray

Technical Feature



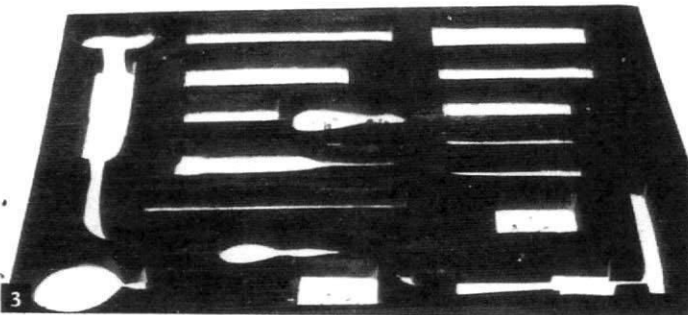
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GYH44, a 1935 20/25 had an absolutely complete toolkit. Unfortunately, several winters outdoors in New England rendered the tools and the case almost irreparable. For those hunting that elusive feeler gauge, it's enough to make one cry!



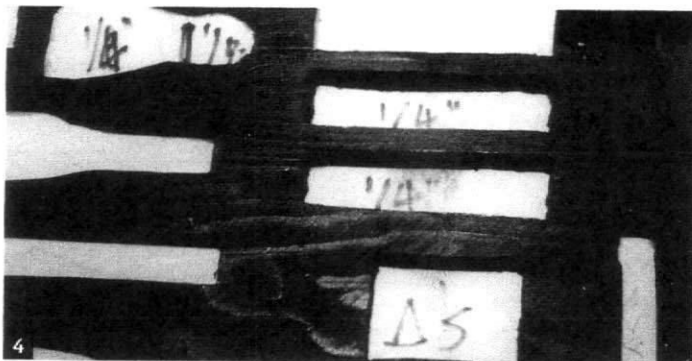
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As unearthed. With careful work, about 75% of the tools look restorable. The trays will need total remaking. But a pattern showing how the trays were built is available. This tool set was in a drawer under the front seat of the Hooper limo.



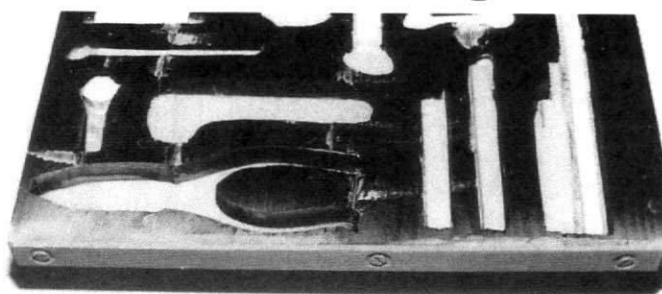
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The first step is to take a wide pine or softwood plank. Trace out the tools and then, using a drill and reciprocating saw, cut out the openings. Then glue 1/8" plywood on the bottom, using yellow carpenter's glue. This tray is going into a 1936 4 1/2 L Bentley and is one of a pair.



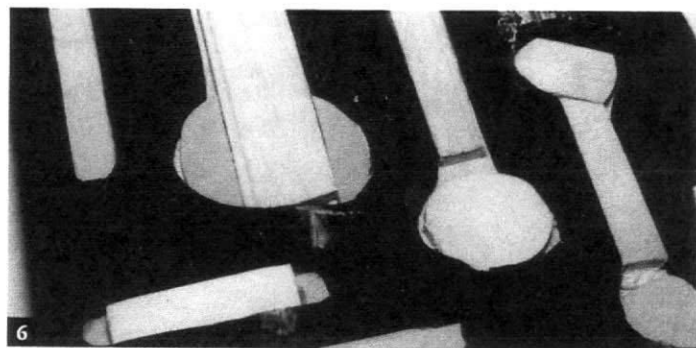
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Once the plywood glue has set, place each tool in its opening and see how much it has to be raised in order to sit flush with the top surface of the tray. Mark the height of the filler/spacer piece in each opening.



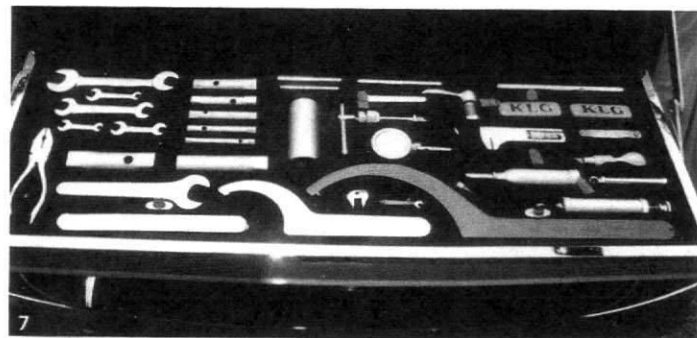
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To prevent warping, steel straps were screwed on to the sides at either end of the trays. Not as it was originally done, but necessary. The filler material you see on the surface is used to fix cracks that appeared in the tray as the glue dried.



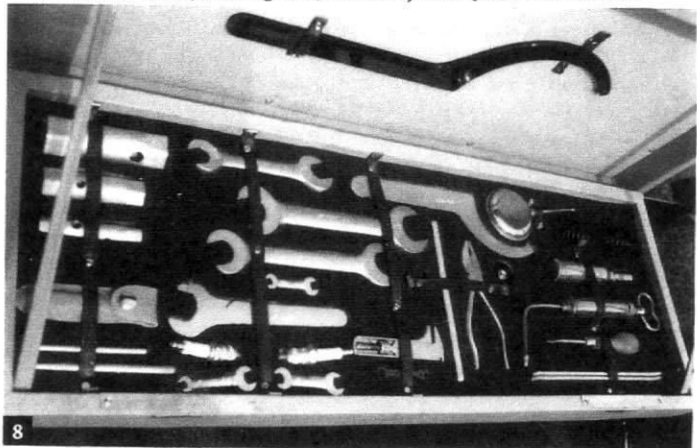
6

Fillers in place to raise each tool. Now paint the tray flat black and cover with felt. Green and black seem to have been most commonly used.



7

Two superb Derby Bentley toolkits displayed at The Homestead annual meet. Above is B194HK (1937 Hooper 4 1/4 L), owned by Cliff Alexander. Below is B166HK (1937 Gurney Nutting 4 1/4 L), owned by Rod Quill, a U.K. member.



8

In the early days, Henry Royce worried about his cars giving satisfaction. The chauffeurs were often retrained coachmen who knew more about horseshoes than brake shoes, and almost none had the proper training or tools to work on this fine motorcar. Royce solved that problem by setting up a school for chauffeurs and providing a tool kit with every car. The tool kits became a tradition in Rolls-Royce and Bentley cars, and this article (one of a series on tool kits to appear in *TFL*) will detail the kits supplied by the factory at Derby from 1910 until that plant switched over to concentrate on aero engine production in 1939. In general, we will only touch upon the heavy tools usually found under the bonnet—specifically jacks, jack handles, wheel wrenches and cranks—but will concentrate on the hand tools used for maintenance and lubrication.

The hand tools are normally marked with an RR identification and a part number that begins with a letter. The more common letters were:

- F – Frame
- E – Engine
- G – Gearbox
- X or C – Bought out
- D – Electrical
- U – Universal



When the Derby Bentley came along, a new series of tools were supplied with it. The letter “B” followed the usual designation, e.g. frame tools became FB xxxx and engine tools EB xxxx, etc. These tools did not bear either the Bentley or Rolls-Royce name.

Some Common Tools in the Derby Kit

Several **C spanners** were supplied with RR models until the mid-1930s when this tool drifted out of favor. The two shown here are a Ghost tool, the U-1805 (top), and (below) an E6258 used on the P I, P II, 20, and 20/25. Note the difference in finish: RR tools until about 1930 were blackened steel and after 1930 they were plated (except the adjustable wrench and the pliers which remained blue steel). The consensus is that the plating was cadmium and (other than the tire gauge) they were never chromed.



The Lucas Girder No. 91 **adjustable wrench** (or adjustable spanner in British parlance) was supplied with almost all RR kits from about 1919 to 1970.



Tool Kits

in the Derby Rolls-Royce and Bentley, 1910-1939

By John W. de Campi (NH)

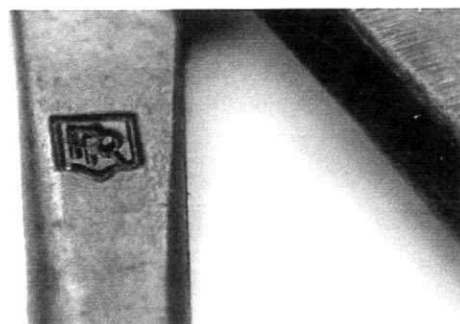
The RR **open-end wrench** (spanner) came in single- and double-end versions. The first cars were supplied with the double-end versions; but Sir Henry decided he could control the applied torque more precisely by having each size of wrench the exact length to optimize (and control) the torque applied. Later, he concluded that was more precise than necessary and reverted to the double-end wrench. Again, later (post 1931) versions would have been plated.



Some of the wrenches were quite small: this is F6371 and is just over 2 inches long. Often these are the hardest tools to find, and you can guess why: A chauffeur would use the tool, leave it on the running board, drive off and the tool would bounce into the hedgerow—gone forever.

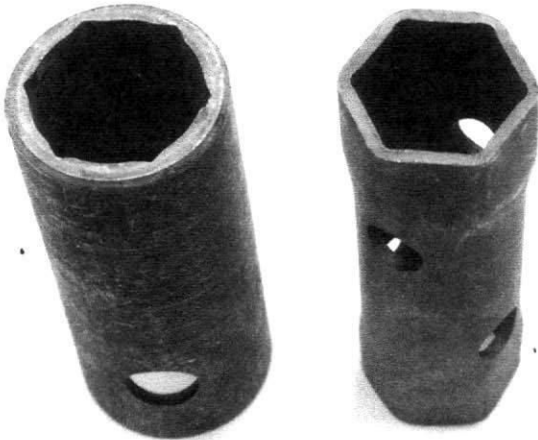


There were two types of **pliers** supplied: gas pliers (next page, left) and electrical pliers (next page, right). The gas pliers were supplied only until about 1930, but the electrical pliers are still found in RR tool kits. During the Derby period, the electrical pliers were supplied by Elliott Lucas. The gas pliers were stamped with an RR monogram as shown in the detail below.

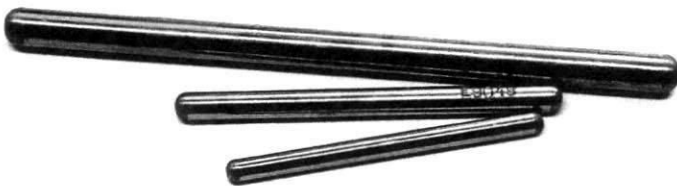




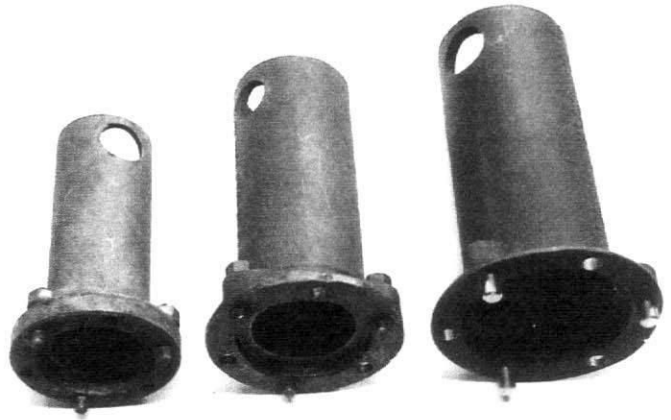
Yankees call these **tube sockets** but the British term is **box spanners**. The early versions had the hex machined out of the inside of a piece of heavy tubing. These had only one useful end (shown on left). Later versions were formed from tubing with useful hexagons on both ends.



Tommy bars were supplied so the mechanic could apply torque to the tube socket (aka box spanner). The tommy bars were matched to the sockets. Small sockets had a small hole so that only a short tommy bar would fit. Limiting the size of the tommy bar kept the ham-fisted mechanic from applying too much torque to a delicate small bolt.



These special tools are for disassembly of the axle and are generally called **hub tools**. From left to right, these are: Derby Bentley, small horsepower, and Ghost/P I/P II.



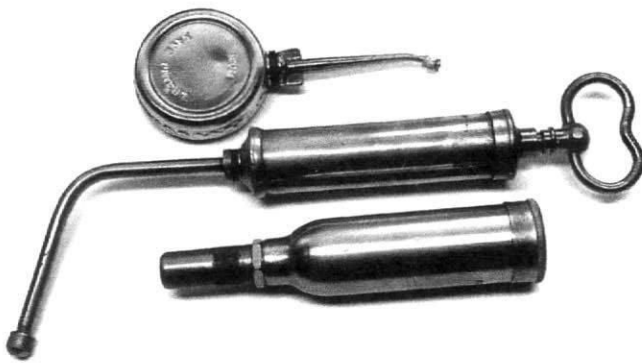
The last of the torque-applying tools is the **screwdriver**. Before 1936, most of these were the classic British cabinetmaker's tool made by Robert Sorby of Sheffield and a few by Jenbro. From 1936–1939, most were made by Marples.



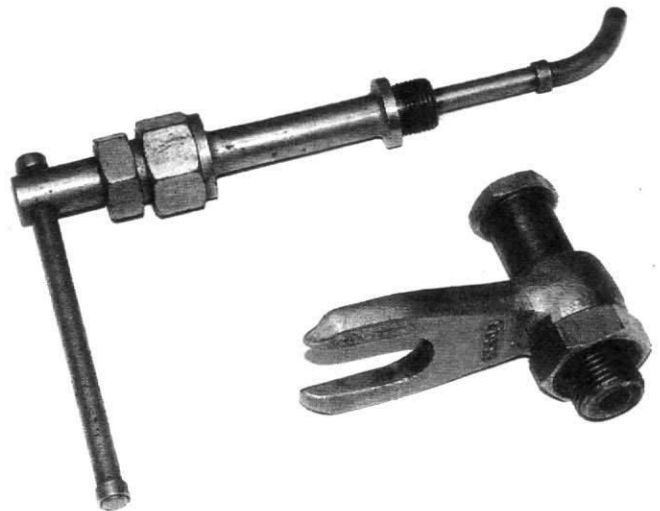
The original **feeler gauges** for breaker points, plug gap and valve clearance have become a difficult tool to find. Many became beaten-up with use and were discarded in favor of a generic modern-day feeler gauge. Like so many RR tools, the feeler gauge is a well made and thoughtfully designed item that does its job really well.



On the next page you see the **lubrication tools** that came with an RR or Bentley of the mid-1930s. From top to bottom: the Kaye No. 81 oil can, the Nesthill oil syringe (the company was founded by Ernest Hill), and an Enots 5A or 5D grease gun (Enots was founded by a chap named Stone, and *Enots* is Stone spelled backwards).



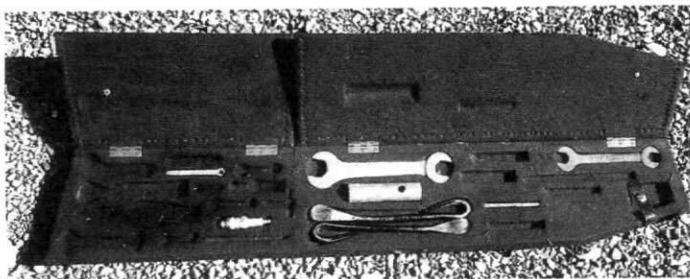
The device shown in the photo on the right allowed the changing of the **valve spring** without removing the cylinder head. The tool on the upper left goes through the spark plug hole and the curved bit held the valve in the head. The tool on the lower right compresses the valve spring when the large nut is turned. When compressed, the valve keepers can be removed and then the valve spring is free when the compression tool is removed. These valve spring tools were model specific so make sure that you have the right one.



Of course, there are more tools than we have shown, and you will see many of those in the pictures of complete tool kits appearing later in the story.

How to Find Out What Should Have Been in Your Tool Kit

For the sake of discussion, let's say your car still has about a third of the total complement of tools. How do you find out what originally came with the car?



First, take a look at the empty tool nest (above, a Hooper 25/30) and you will be able to figure out most of the missing tools just by scrutinizing the cavities. For example, is there any doubt that the tool for the cavity on the upper left is a Lucas Girder adjustable spanner? Your first task should be to properly fill the cavities before you go after every tool that normally came with your model. There was some variability in

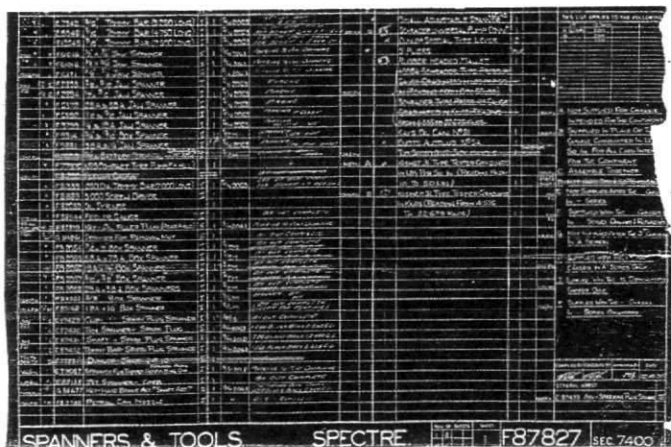
tool kits, based on the coachbuilder. For instance, Hooper often added a tool to the usual RR kit.

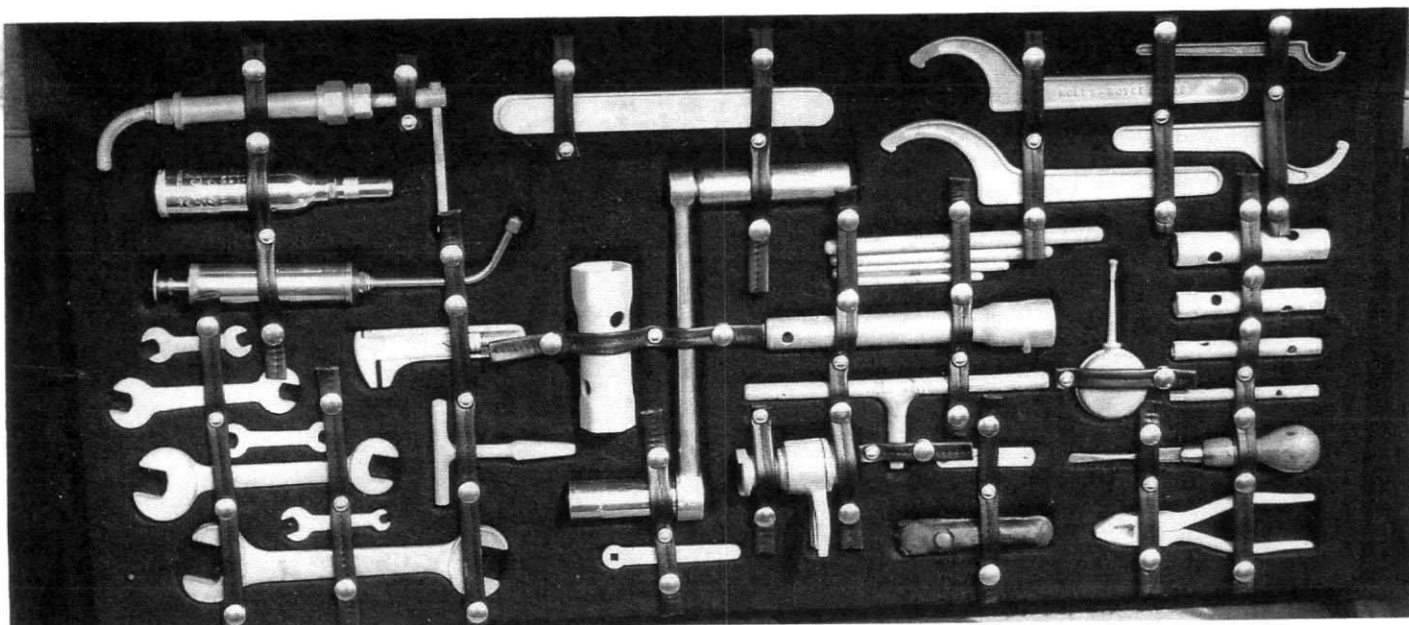
If the nest is not of sufficient help, then you can turn to the RR parts book if your car is 1930 or earlier. For some reason RR did not print parts books between 1930 and 1939.



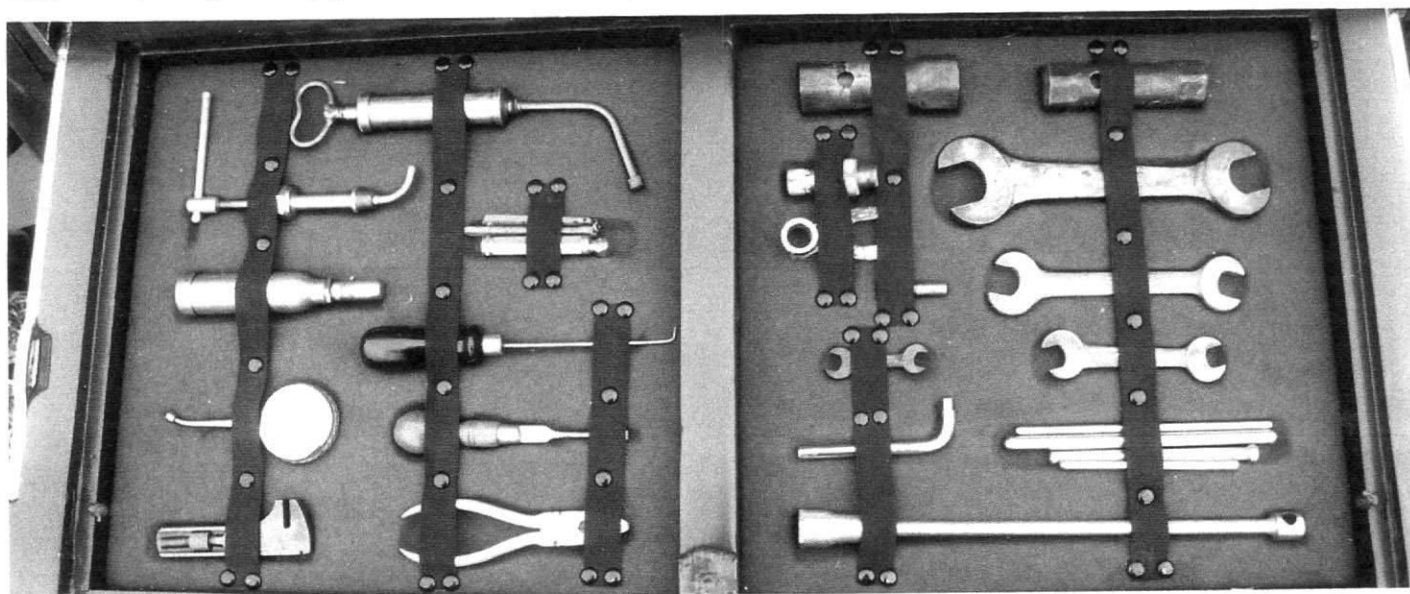
The Rolls-Royce Foundation has copies of the parts books and will copy the tool kit pages for its members. However, be careful about parts books for they show everything that was available but not all of that may have come with *your* car.

The LOP (List Of Parts) sheets, shown at left, show what was in your tool kit. The LOPs are now available on the RROC CDs with the

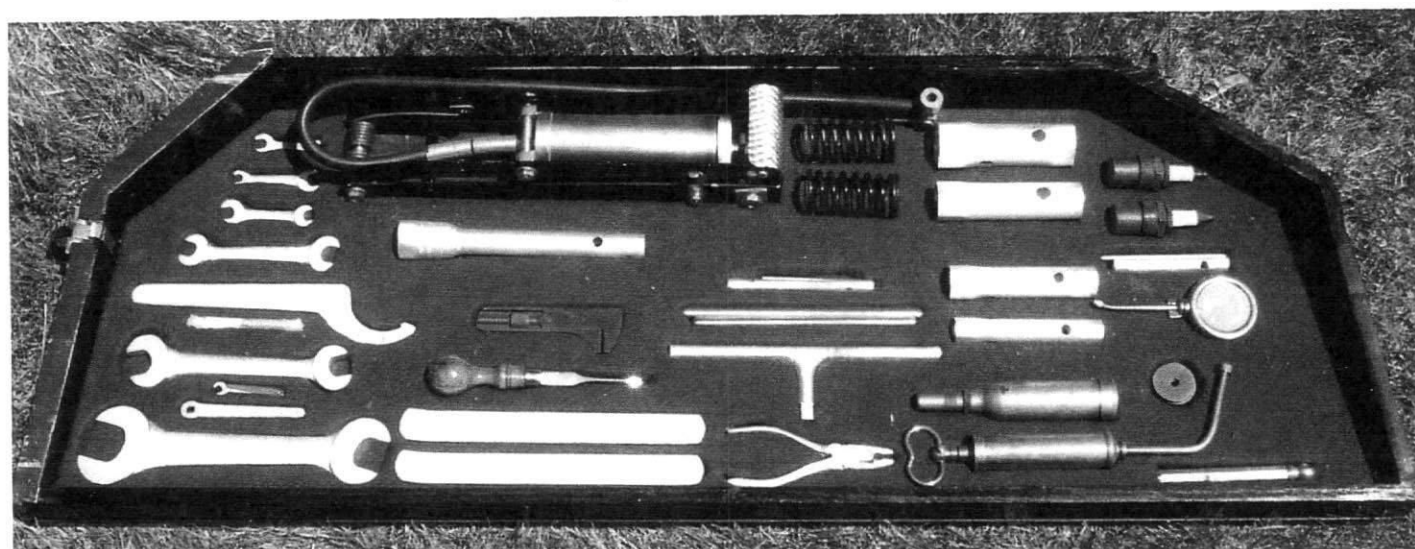




This tool kit drops down from the top of the boot in Phil Tatarowicz' Phantom II (176MY) with body by Barker.

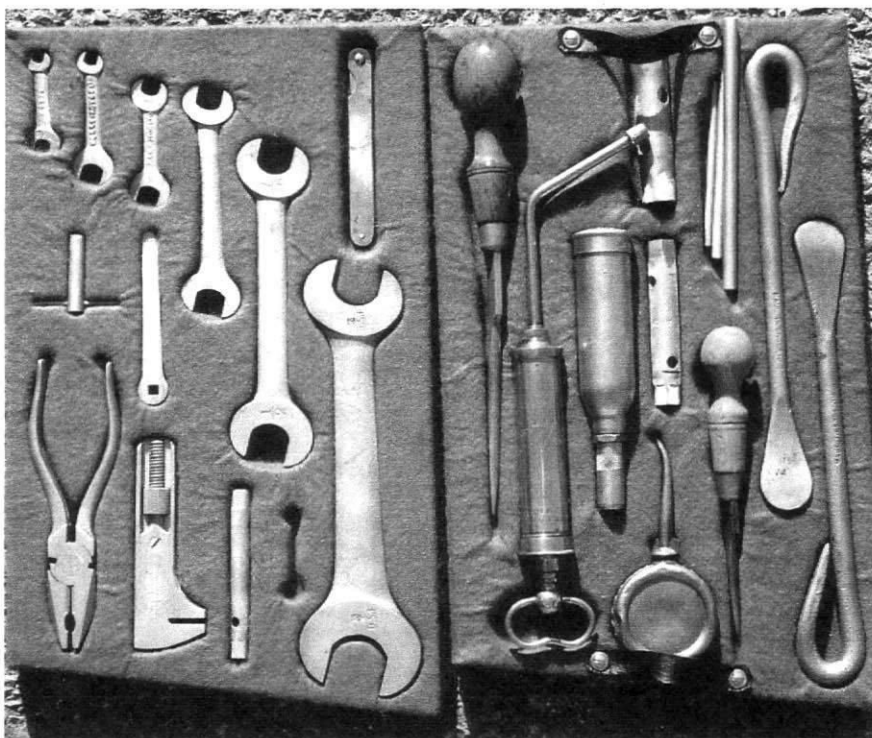
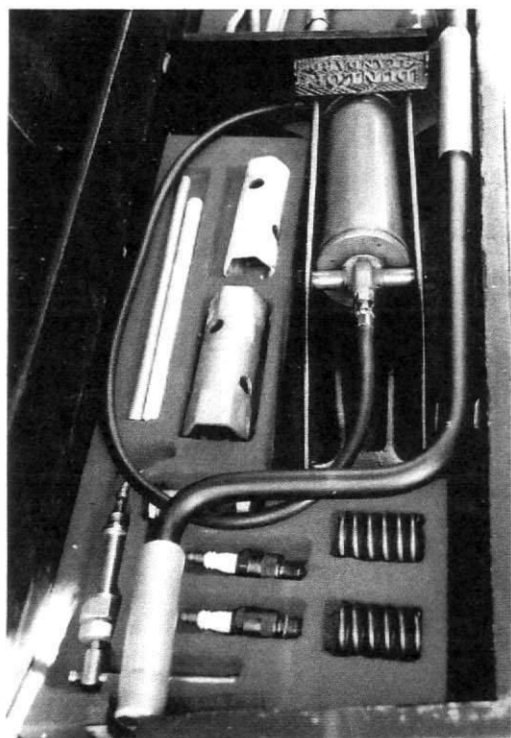
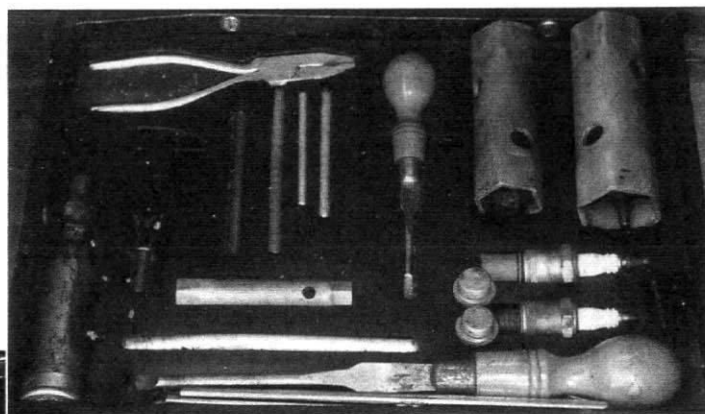
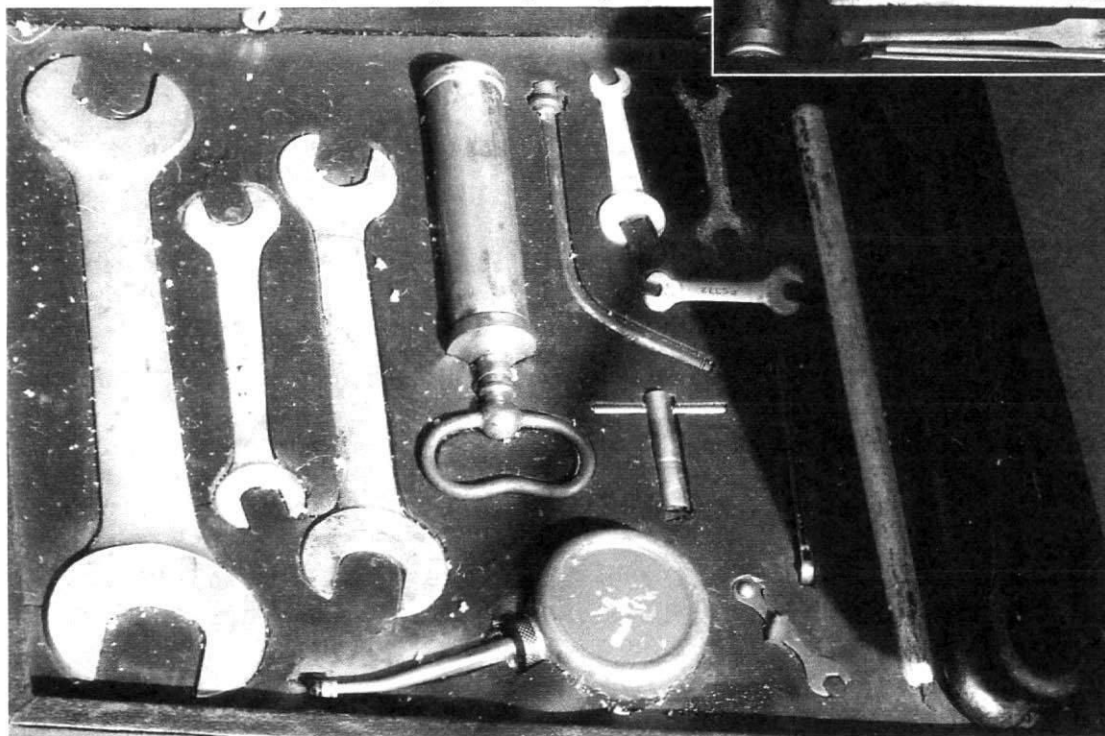


This tool kit is in the lid of the trunk of Bob Shaffner's Phantom III (3CP36) with body by Inskip.

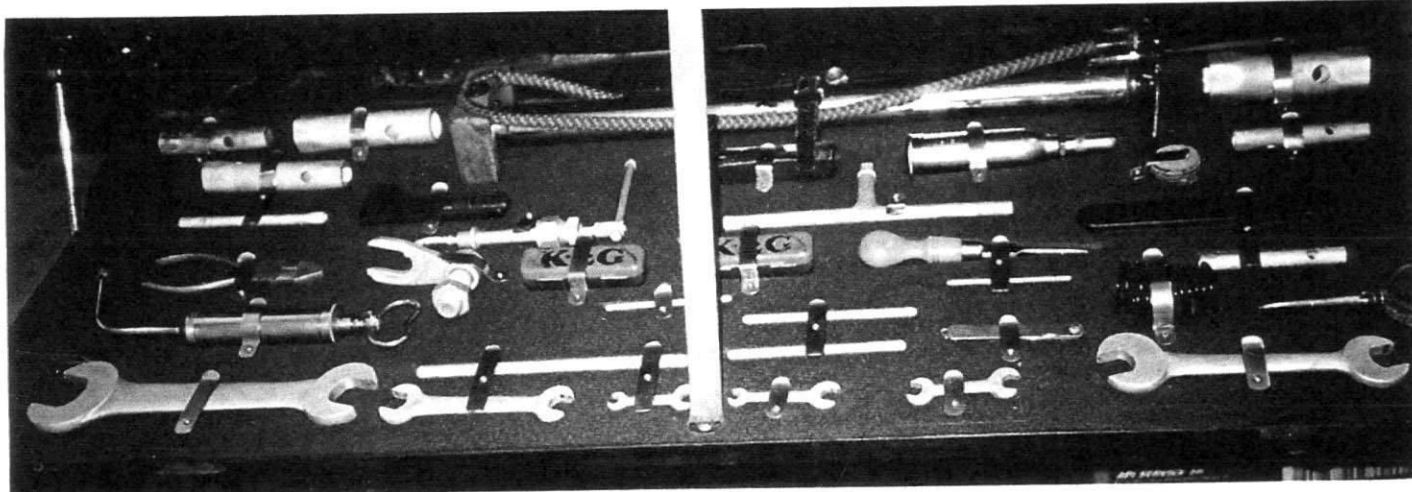


This tool kit slides out from under the front seat in the writer's Phantom II H.J. Mulliner town car (61RY).

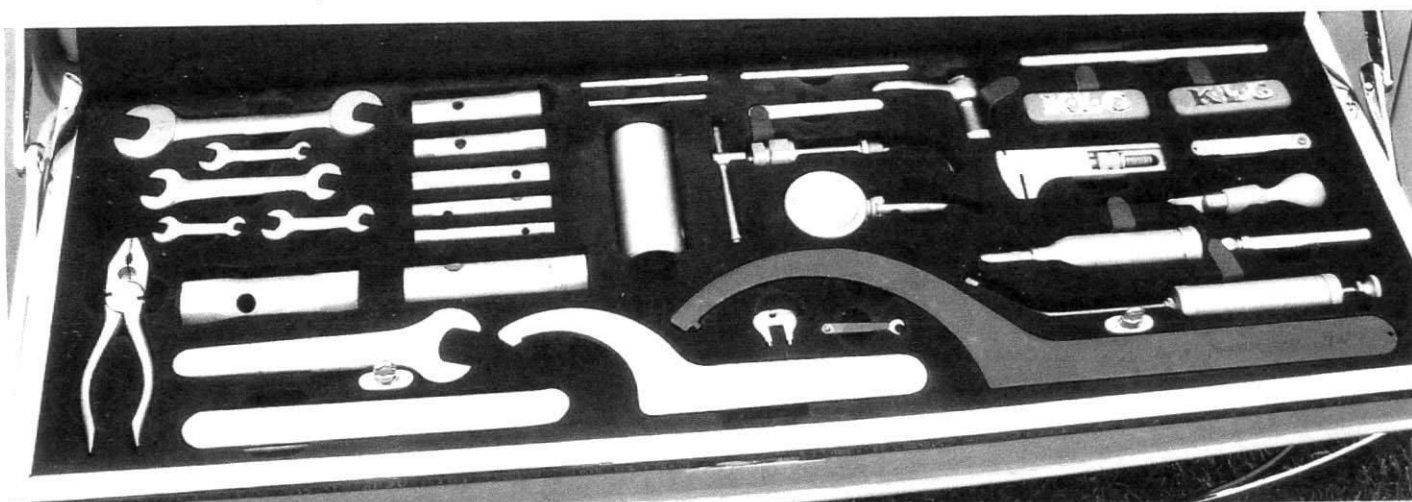
Below and at right are the two halves of the tool kit in Kent Seeley's Wraith (WHC33), which are stowed under the two front seats of his Gurney Nutting coupe.



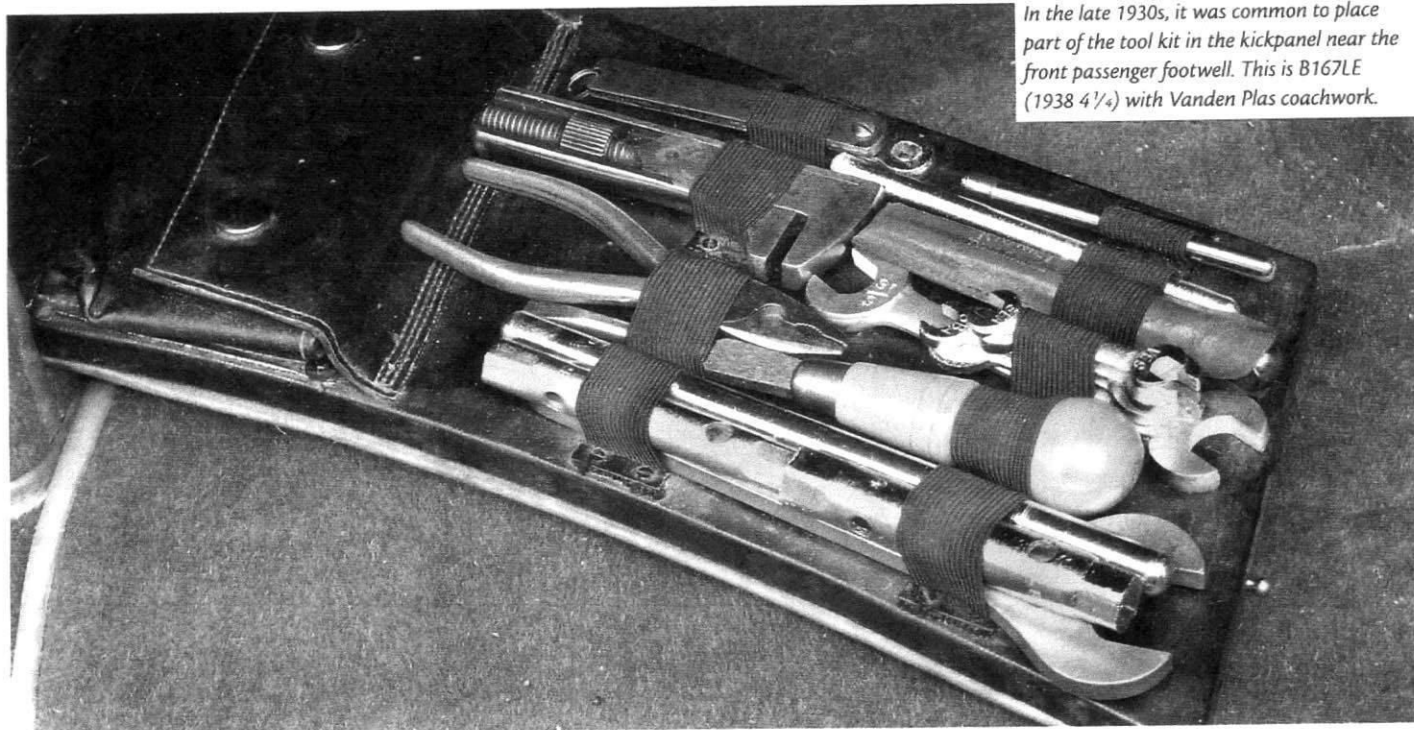
Above are the parts of the tool kit in Dave Timmons' Wraith (WHC43) with body by Windovers.



A 3 1/2 Litre Bentley (B136AH) with Freestone and Webb coachwork belonging to Bill Borden. The brass clips are typical of F&W toolkits. The tin boxes in the center contain spare KLG spark plugs (part number FLB30). These are also shown in the tool kit of B194HK, below, but are less obvious there.

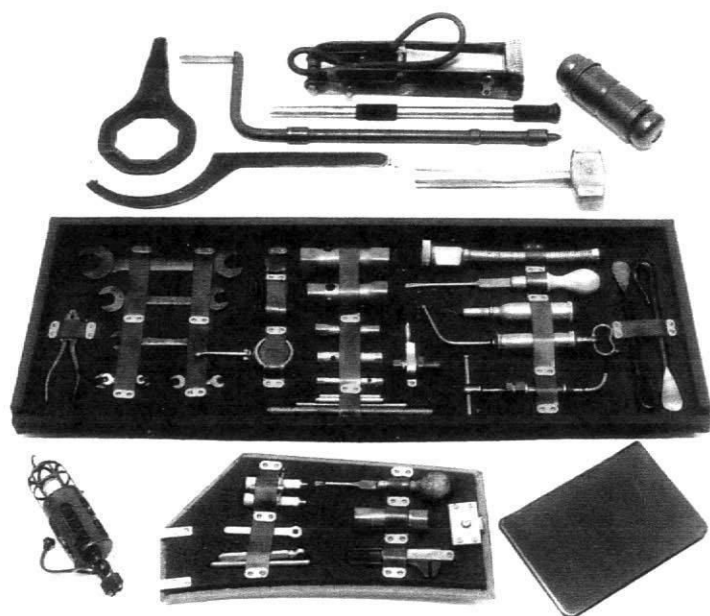


This tool kit is mounted in the boot lid of Cliff Alexander's Bentley 4 1/4 Litre Hooper coupe (B194HK).

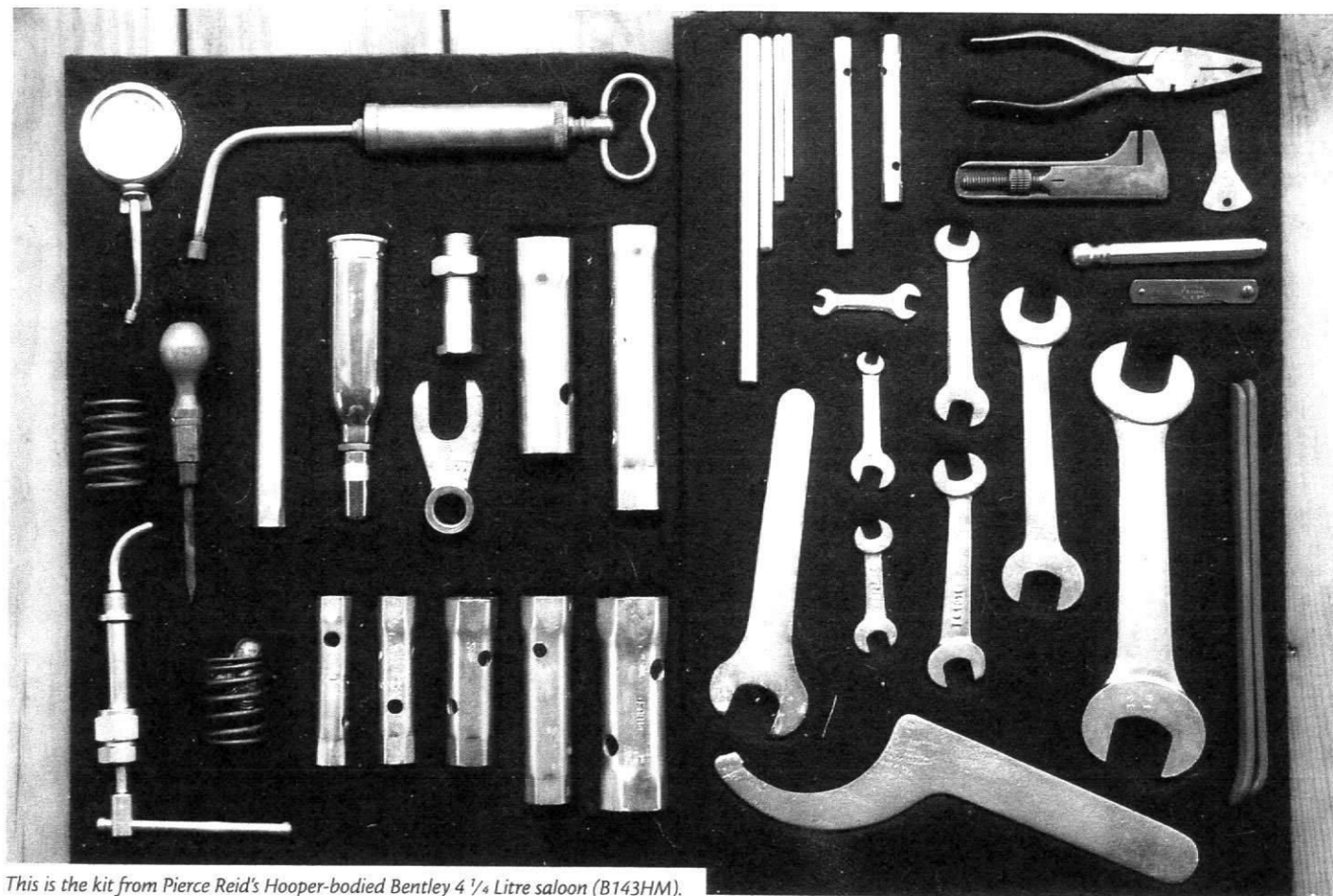


In the late 1930s, it was common to place part of the tool kit in the kickpanel near the front passenger footwell. This is B167LE (1938 4 1/4) with Vanden Plas coachwork.

This tool kit is accessed by lifting out the front seats of Jim Sprague's Phantom III (3CM92) with body by Barker.

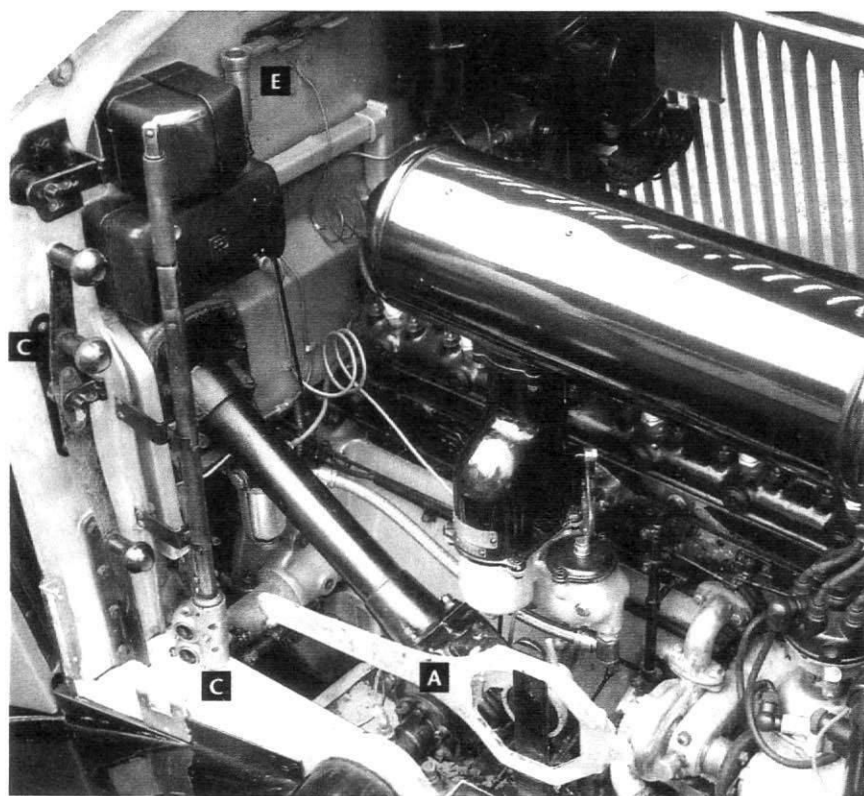


A remarkable photo of all the ephemera that came with Tom Clarke's Mulliner-bodied Wraith WMB64.

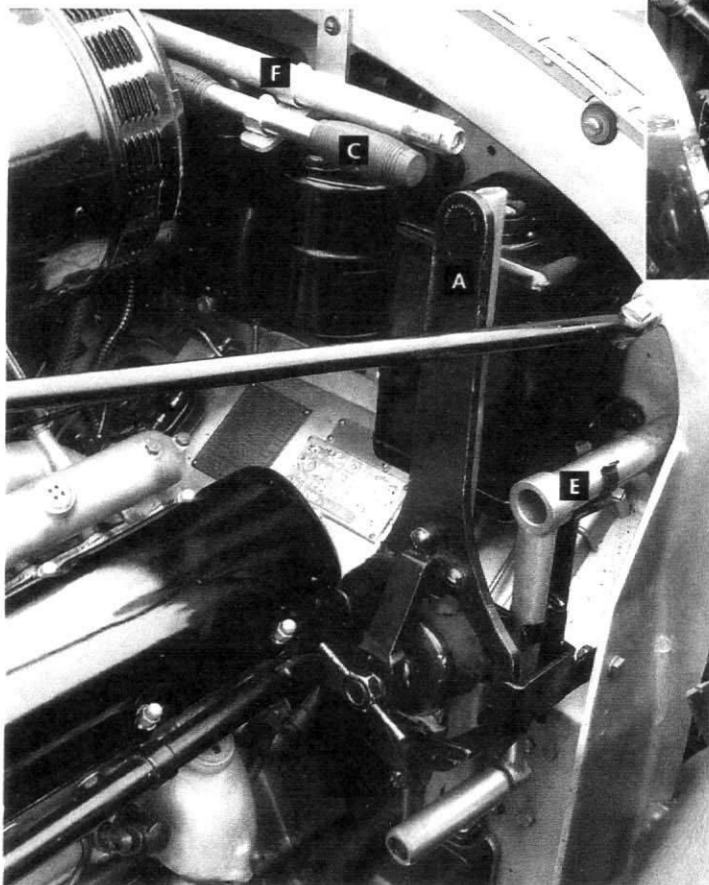


This is the kit from Pierce Reid's Hooper-bodied Bentley 4 1/4 Litre saloon (B143HM).

Underhood Tools



A late 20/25 with Barker body. Note that the jack handle **C** comes apart for storage.

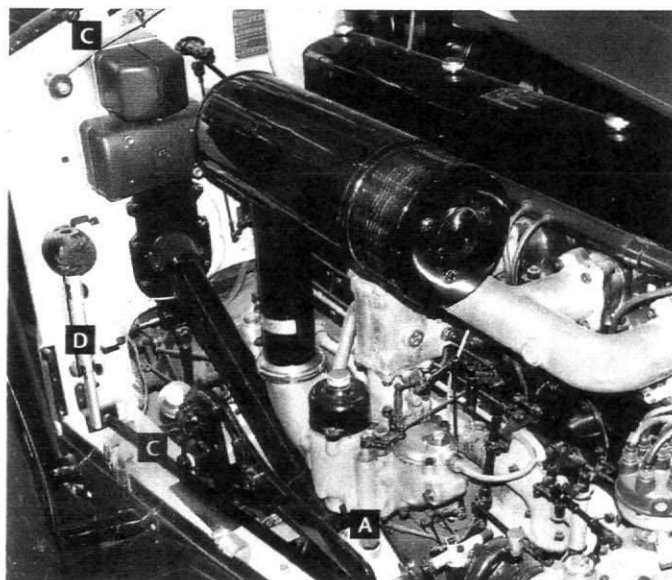
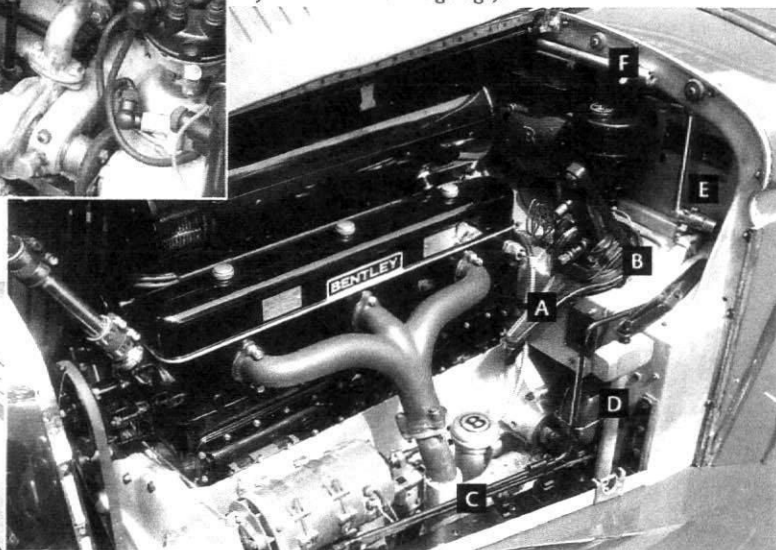


A Phantom III with Inskip body (3CP36) owned by Phantom III maven Bob Shaffner.

Following are pictures of four cars, three RRs and a Bentley, showing the tools mounted under the hood. There were other arrangements but these are typical. The letters superimposed on the photos identify:

- A** Wheel Wrench
- B** Jack (remember the RRs from about 1933 and onwards had built-in jacks, hence only the Bentley here shows a jack)
- C** Jack handle (for built-in or separate jack)
- D** Mallet for wheel wrench
- E** Crank (or starting handle)
- F** Crank extension

The engine compartment of B167LE, a 1938 4 1/4 Litre with Vanden Plas coachwork (which is about to celebrate 40 years in the author's garage).



The underhood view of 61RY, a 1934 Mulliner-bodied Phantom II belonging to the writer. Note that the jack handle **C** comes apart for storage.

On The Road to A Treasure Hunt.....

Assembling a Derby Bentley Tool Kit

BY: R. Pierce Reid, VP Technical, Prewar

One of the fun aspects of owning a Derby Bentley can be tracking down all the tools that Rolls-Royce made available with the chassis.

Dozens of tools ranging from the mundane to the specialized were specified by The Company and could be supplied with the chassis. The tools allowed owners to do everything from simple roadside repairs to major chassis dismantling.

But not every chassis was shipped with every tool. The company usually shipped an assortment of tools commensurate with an owner's needs and driving habits. For example, a car ordered by an industrialist who traveled often to the continent, or a car shipped to America, would likely have been shipped with a very complete toolkit. At the other extreme, a vehicle to be used primarily near London's Service Depots may have had only a very basic toolkit, if any at all. Derby Bentley owners and judges should bear in mind that even if every tool is not fitted this does not mean that the kit is incomplete.

Though today there are several very complete lists covering all the tools that could be fitted to Derby Bentley's, several things remain unknown. One is who made the decision as to what tools were to be shipped with a chassis? A "List of Tools Supplied" came with the cars (See V 3. No. 4 of "On The Road"). But who filled in this checklist? Did the salesman talk to the customer? Or did he make an executive decision? Did Rolls-Royce ship every tool to the coachbuilder, which deleted tools based on the build sheet and then fill out the checklist? Did the "extra" tools go back to Rolls-Royce or were they tossed aside unceremoniously, melted down during wartime scrap drives or slipped into home toolboxes? We may never know.

Whatever the process, the coachbuilder, possibly in conjunction with the owner, ultimately decided how to stow the tools.

Some coachbuilders, in fact, made major productions of tool stowage, particularly on show chassis and bodies where they were showcasing their art. Spectacular toolkits were built into boot lids. Others were arrayed in drawers, under seats or under lift-out seat cushions.

But most bodies were more utilitarian in their execution and were designed simply to hold a tool roll in a compartment under the boot floor or in a box fitted under a floorboard. Where as some had a compartment in the front footwell, covered by a leather flap.

Jacks (which could be the subject of another complete article), hub tools, hammers and other large tools were also frequently stowed under the bonnet. A cylindrical Lucas Spare Bulb Holder was often clipped deep in the recesses of the boot.

The tool trays were built in a variety of ways depending on the preferences of the coachbuilders. Some such as Thrupp & Maberly used hard rubber blocks that were covered with felt. These had tool slots cut undersized to grip tools. Hooper tended to use softwood boards which were backed with thin plywood after holes were cut out to hold the tools. Shims and spacers were used to level everything out. Black elastic strips would often be used to hold things in place. Most of the time, the felt used for toolkits was green or black, likely chosen to hide dirt caused by using the tools.

Another question is whether all toolkits were shipped from Rolls-Royce in a roll? Even after the war, it was possible to order a complete toolkit from Rolls-Royce. This was shipped in a black "Rexine" tool roll. But did The Company do this before the war?

Derby Bentley tools were primarily finished in silver cadmium plating and had a dull silver glow to them. However, certain tools such as the Lucas Girder Spanner and the pliers were finished in a phosphate black. The Dunlop tire irons, if fitted, were painted matt black. Though for preservation and aesthetics, many people choose today to plate all tools in a kit, the original finishes are documented in the photos accompanying this article.

In addition to tools, some chassis that were sent abroad would be fitted with a Continental Touring Kit which contained many spares, some additional tools and other necessities that would help keep a car on the road in the wilderness of, say, France. Even some relative-

ly simple toolkits included a pair of extra spark plugs, a tire patch kit and a valve spring or two as these frequently failed and were an easy roadside repair. Today, continental spares kits are being reproduced by River Carriage Shop and are nicely done, right down to the beautiful wood packing cases that protect the spares.

Assembling a toolkit can be a fun (and frustrating) experience and it almost always turns into a real treasure hunt. It's a real thrill to pick up a rusty tube spanner from the dollar bin at a swap meet and realize that you are the only person who knows that "FB2054" really means "Treasure" with a capital T. And, besides, a full toolkit is fun for bragging rights and even an owner who backs away from working on his or her car can take great pleasure in locating all the right tools as their contribution to completing a restoration.

The following are pictures of a complete Derby Bentley Toolkit from 4.25L chassis B143HM owned by the author. This car was one of six Derby Bentley's owned by R.C. Graseby of the Venner Time Switch Company, which made turn indicators. Graseby spent a great deal of time traveling on the continent, especially to the Ruhr and other industrial areas of Germany. Though all the tools were missing from the car when acquired, the car had massive tool storage capacity including a tool bin under the boot floor and three separate storage bins under the floorboard, one of which may have been intended as a secret compartment.

For this reason, the present owner decided to assemble a very complete toolkit, as it was likely that Rolls-Royce would have equipped this well-traveled owner with a huge array of tools and spares. It took more than three years to assemble this kit, with much thanks to Dale Powers, Cy Conrad and Adrian West. Also a thank you to an unknown flea market vendor who dumped a bucket containing two dozen Derby Bentley tools on his table and said "Want these? Twenty bucks for the lot." Thank you, whoever you are.

Sources: There are a number of sources for Derby Bentley Tools. The RROC Flea Market is always a good source. Cy Conrad always has a large selection of plated show-quality tools avail-

able. Dale Powers usually can supply a good portion of a Derby toolkit in superb original condition. The Bentley Drivers Club Derby Spares Scheme has also reproduced the spanner sets to a very high standard and these are supposedly now available. Fiennes Engineering has reproduced the Wheel Nut Spanner and hammer. Excellent tool checklists have been published in both Ellman Brown's and Bernard King's books so you can track your progress.

Photo descriptions - see following pages

1. Starting handle and steel hammer for removing hub. Do yourself a favor and use this hammer for display only. Carry a shot-filled dead blow hammer. Your hubs and spanner will thank you. Note: The starting handle has an extension piece, but is not pictured.
2. Mushroom Cap Jack. This is one of several types of Dunlop jacks fitted. Later cars had aluminum-bodied jacks that tended to break easily. They are a rare (and expensive) item today as many were flung into ditches and hedgerows by disgusted owners in the 1930s.
3. Original Dunlop No.29 Jack - Aluminum body, rare.
4. Top to bottom: Oil syringe, marples screwdriver-enots 5a pattern, oiler, kaye patent oil can. The oil syringe was also supplied with a "mushroom" handle.
5. Set of Tommy bars. These can be easily made on a lathe.
6. Double-ended jaw spanners.
7. Kismet "baby" pump. Some cars were fitted with Dunlop junior tyre pumps. Plated finish looks nice, offers some protection, but originally these were painted black.
8. Gas filler neck.
9. Complete set of tube spanners, including (center) F.B.2054L, which was offered with coachwork that made it difficult to reach nuts with the standard F.B.2054.
10. Ace wheel disc pin spanner, if your car is equipped with wheel disc. This one has been modified by grinding off original pin and drilling to take a hardened, angled pin that won't chew up chromed brass trim rings. This originally was painted black.
11. Pair of Dunlop tyre spoons. The top one is a reproduction. Reproductions often have a poorly stamped logo.
12. Hub Spanner.
13. Lucas Bulb Holder and clip which is often attached in the boot or under the dash in a footwell. It holds a number of spare bulbs-enough for most lights.
14. Lucas pliers and Lucas girder spanner. Girder spanners were available as a girder major, girder minor and this the standard spanner.
15. From top: Type pressure gauge, valve holding tool, flat jaw spanner, two pieces of valve spring compressor and a Lucas point adjusting tool. Bottom is a period feeler gauge, but is not marked Bentley.

Some of the rewards of the Treasure Hunt

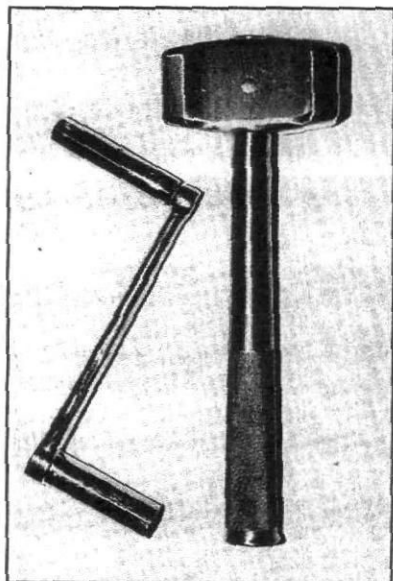


Photo No. 1



Photo No. 2



Photo No. 3

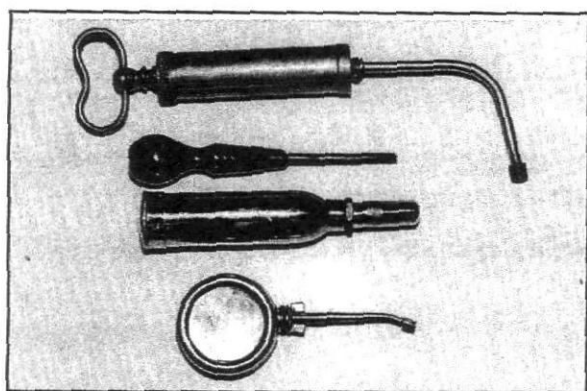


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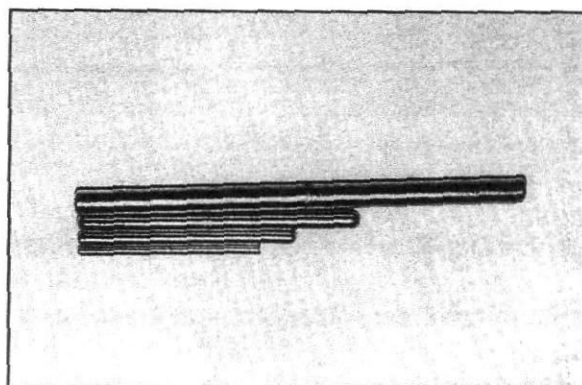


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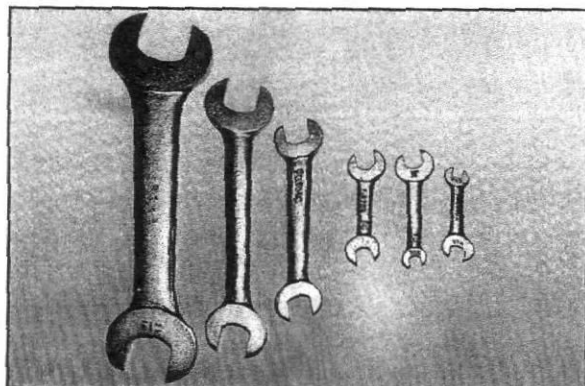


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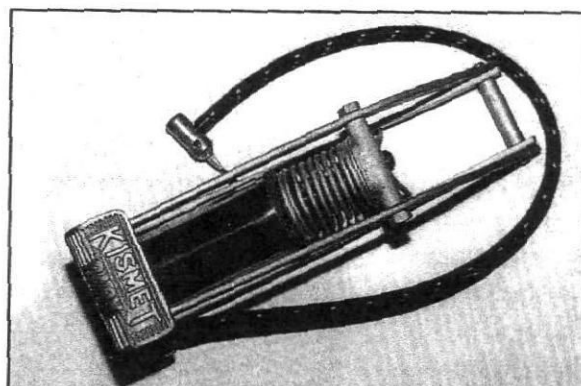


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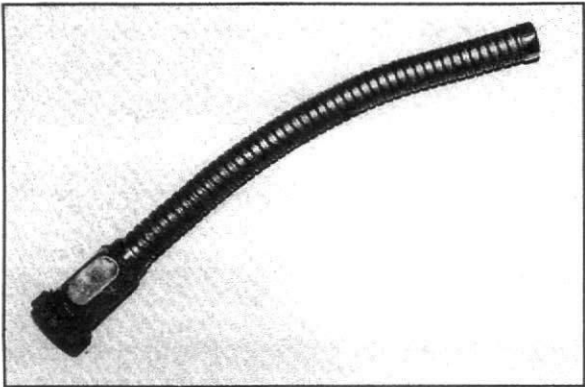


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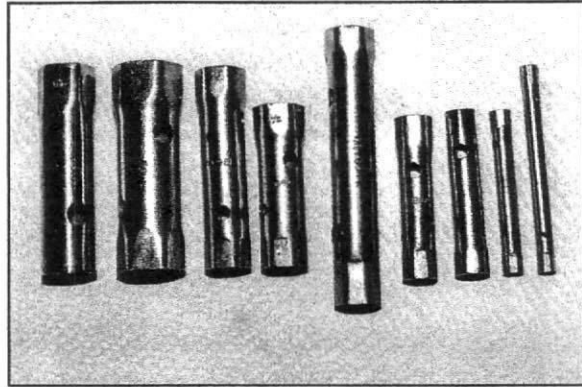


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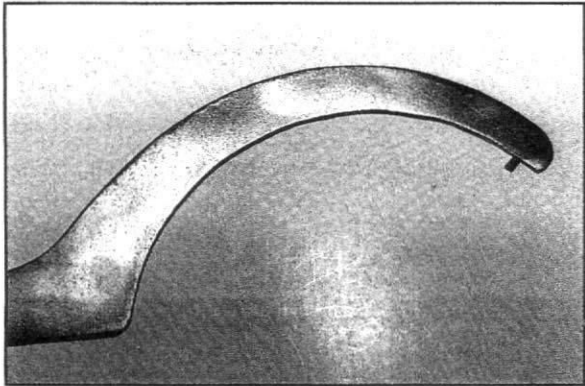


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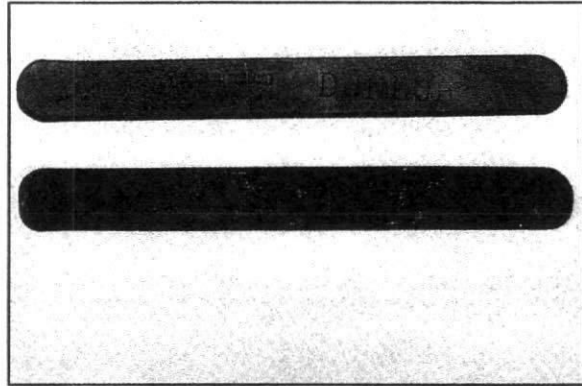


Photo No.11

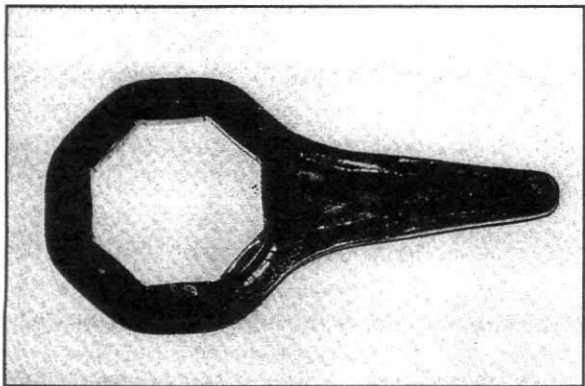


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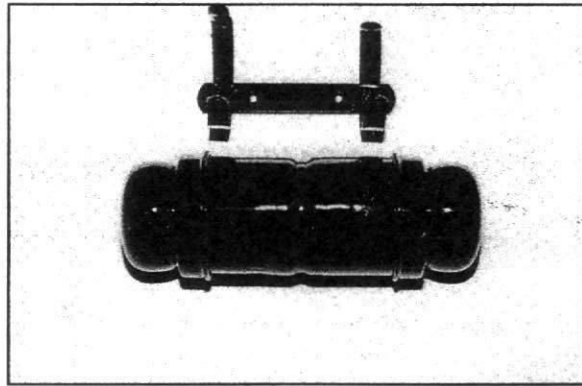


Photo No.13

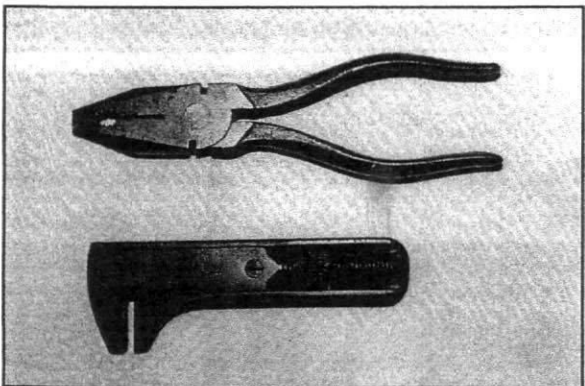


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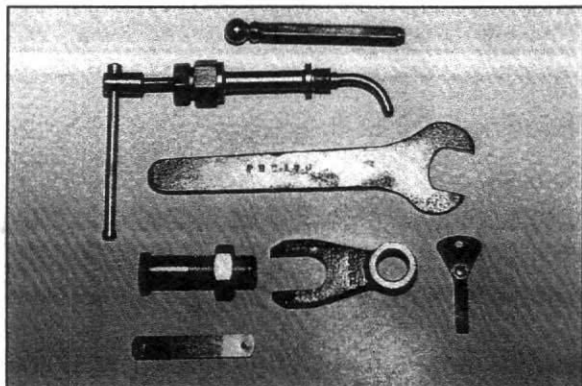


Photo No.15

Handbooks 1908-1959

Story and photographs by John Webb de Campi, PA

John de Campi was President of the RROC in 1976-1977. He is well known for his book, *Rolls-Royce in America*, and has been an avid collector of Rolls-Royce and Bentley handbooks and sales literature for many years. He owns a Silver Ghost, 4½ Litre, 4¼ Litre, and Mulsanne and has owned and restored a number of cars over the years. We are pleased to present his thoughtful organization of his handbook collection.



The evolution of the British 40-50 H.P. Silver Ghost handbooks. From left to right in rear: 1909, 1914, 1923 (one of 4 two-volume editions) and, in the foreground, the final 1925 edition.

Rolls-Royce and Bentley handbooks are very useful and should be considered part of the original equipment. They were nicely bound, very complete (typically 100-200 pages) compilations of the unique features of the model covered, with detailed operation and maintenance instructions. I cannot imagine trying to run one of these motorcars without a handbook.

Which handbook belongs in your car? The ultimate source for identifying the *authentic* edition of handbook for your car is the RR factory chassis card, which usually specifies the original edition supplied.

The list accompanying this article is my compilation of handbooks appropriate to RR-built chassis from 1907 to 1959. Handbooks through the November 1920 edition carry a listing of the chassis numbers to which the book pertains. To my knowledge, after 1920 there has been no published reference that matches chassis numbers to handbook editions. My list was derived by comparing each edition of handbook with various references documenting the chassis type evolution (e.g., the little Paddon Bros. book, the list in the back of the RROC *Directory*, etc.). I have

tried to show the *most applicable* handbook for any chassis but cannot be sure that edition was actually supplied with your car. Sometimes improvements were incorporated in the cars before they were documented by the next handbook edition. While extensive research went into the list, I would welcome comments, corrections and suggestions.

After 1959, the edition numbering system changed (to TSD numbers) so this installment will concentrate on the period of 1907 to 1959. The Vintage Bentley editions (1920-31) are another story altogether.

The ideal edition handbook to have with your car is the ORIGINAL EDITION (my term, not RR's), which is what you will find in the following list. The copy that came with each Rolls-Royce and Derby Bentley from about 1926 to 1939 bore the chassis number of its car on the inside cover or flyleaf. Some were rubber stamped on both the flyleaf and title page in a dark red ink; others, mostly Phantoms III, were hand-lettered in black India ink on the inside cover. Original editions were supplied "off the shelf" by RR and dealers until the print run was exhausted. In my collection, I have ended up with the handbooks for

6EH, 123XJ, 130MY, 72UK, 3AZ126, 3CP144, GHJ55, GWL19, GTK20, GEX4, GUB33, GOH19, and B182JD. If perchance you own the car with one of those chassis numbers, write me. In addition to the original edition, there were other editions:

REPRINT EDITIONS were printed after the original edition went out of print. Usually these were an exact reprint of the original edition. Sometimes, however, the reprint was substantially changed – for example, the original August 1913 edition covered chassis numbers 2500-2699 whereas the October 1920 reprint edition covered 1700-2699.

REVISED EDITIONS were printed as the first of the reprint editions to add data or correct errors in the original version. Two editions that had revised versions were PII edition VI and 4¼ Bentley edition V, and perhaps there were others.

COMBINED EDITIONS, printed after the original editions went out of print, replaced several original editions. For example, there was a combined XI and XII Phantom III handbook after the original editions XI and XII went out of print. Further there were combined 20 H.P. November 1925 and April 1927, combined November 1925, April

Left: The first edition of the Springfield handbook (1922) and the last one (1929) with its case. **Center:** Two editions of the 20 H.P. were bound with these bright metal rings. All other British editions were conventionally case-bound. **Right:** The Phantom IV handbooks – edition XIV without snap-over cover and edition XV with snap-over cover. The former, without the snap-over, is far rarer than the latter.



1927 and No. 7, and combined No. 8, IX, X, XI (late 20 and early 20/25) and perhaps others. Springfield had a combined edition, but didn't call it such. The 1928 Ghost edition combined the October 1922, June 1923, and November 1924 editions and thereby covered all RHD Springfield cars.

CONDENSED EDITIONS were printed after the original and reprint editions were both out of print but, with less information and many fewer pages – these are the least desirable of the factory editions.

The Edition Labeling System

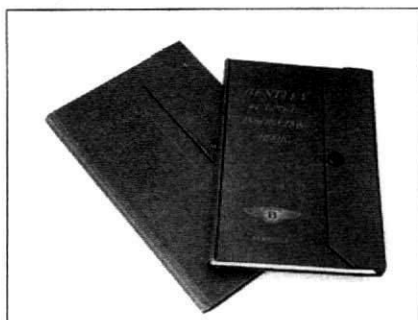
From 1908 to 1928 the handbooks were identified by a date, specifically, month and year. Then for about one year (circa 1928) they were identified by an Arabic numeral. The first (and only) numbered Phantom I handbook was Number 4 which was the fourth Phantom I handbook (the first three were dated). The 20 HP had two numbered editions, Numbers 7 and 8. Starting with the Phantom II and 20/25 HP, the editions bore Roman numerals. Following the sequence of the PI and 20, the first Phantom II handbook became V and the first 20/25 became IX. Clear?

The Phantom numbering system carried through the Phantom III and Phantom IV and the last was Phantom IV edition XV.

The small horsepower numbering system carried through the last 25/30 Wraith edition (XIX) and then continued with the first Silver Wraith (XX) and through the last SW (XXVIII).

The Silver Dawn handbook commenced a new series with I and continued through the Silver Cloud, ending

The snap-over cover originated with the old (vintage) Bentley company. An 8 Litre Vintage Bentley handbook is shown beneath a 4½ Litre Derby handbook. All Derby Bentley handbooks (1933-1940) used the snap-over cover as did both Rolls-Royce and Bentley handbooks between 1946 and 1960.



List of Handbooks 1908-1959

Model	Handbook	Description	Chassis Range
Silver Ghost	Jan 08 RROC reprint	Green Cloth	60539-60769
Silver Ghost	Mar 1909	Green Cloth	60539-1015
Silver Ghost	Jan 1911	Green Cloth	1100-1500
Silver Ghost	??	??	1500-1699
Silver Ghost	Aug 1912	Blue Cloth	1700-2099
Silver Ghost	Jan 1913	Blue Cloth	2100-2499
Silver Ghost	Aug 1913	Blue Cloth	2500-2699
Silver Ghost	Jan 1914	Blue Cloth	1CA-67AB
Silver Ghost	Jul 1914	Blue Cloth	1CB-60BD
Silver Ghost	Nov 1920 2 Vol.	Blue Cloth/Paper	1AE-81TW & 1-6X
Silver Ghost	Apr 1922 2 Vol.	Blue Cloth/Paper	1CW-102HG
Silver Ghost	Jan 1923 2 Vol.	Blue Cloth/Paper	1LK-63PK
Silver Ghost	May 1923 2 Vol.	Blue Cloth/Paper	1EM1-103TM
Silver Ghost	Jan 1925 1 Vol.	Blue Cloth	1AU1-129EU
Spfld. Silver Ghost	Oct 1922	Blue Paper	Early Spfld. Ghost
Spfld. Silver Ghost	Jun 1923	Blue Paper	276KG-200KF
Spfld. Silver Ghost	Nov 1924	Green Paper	201KF-S100LK
Spfld. Silver Ghost	May 1925	Brown Paper	S101MK-S403RL
Phantom I	Jul 1925	Blue Cloth	1MC-7SC
Phantom I	Mar 1926	Blue Cloth	8SC-131NC
Phantom I	Jul 1927	Blue Cloth	1EF-101AL
Phantom I	4	Blue Cloth	1CL-91OR
Spfld. Phantom I	Feb 1927	Gray Paper	S400FL-S400KP
Spfld. Phantom I	1929	Brown Paper	S101FR-S241PR
Phantom II	V	Blue Cloth	1WJ-168GN
Phantom II	VII	Blue Cloth	169GN-68GX
Phantom II	VII	Blue Cloth	1JS-100MY
Phantom II	VII LH	Black Cloth	All AJS & AMS
Phantom II	VIII	Blue Cloth	101MY-158PY
Phantom II	IX	Blue Cloth	160PY-82UK
Phantom III	X	Blue Cloth	3AZ20-3AZ238
Phantom III	XI	Blue Cloth	3AZ20-3CM203
Phantom III	XII	Blue Cloth	3DL2-3DH11
Phantom IV	XIV	Gray Cloth	4AF2-4AF22
Phantom IV	XV	Gray Cloth Snap	4BP1-4CS6
20 HP	Dec 1922	Red Cloth	40G1-90K0
20 HP	Sep 1923	Red Cloth	GA1-GH81
20 HP	Dec 1923	Red Cloth Ring	GAK1-GMK81
20 HP	Oct 1924	Red Cloth Ring	GRK1-GNK94
20 HP	Nov 1925	Red Cloth	GPK1-GXL82
20 HP	Apr 1927	Red Cloth	GMJ1-GWL41
20 HP	7 3/28	Red Cloth	GBM1-GTM41
20 HP	8	Red Cloth	GFN1-GXO10

20/25	IX 8/29	Red Cloth	GXO11-GXO111
20/25	X 12/29	Red Cloth	GGP1-GWP41
20/25	XI 3/31	Red Cloth	GLR1-GBT21
20/25	XII	Red Cloth	GBT22-GKT41
20/25	XIV	Red Cloth	GAU1-GSY101
20/25	XV	Red Cloth	GBA1-GYD24
20/25	XVI	Red Cloth	GYD25-GTK63
25/30	XVII	Red Cloth	ALL 25/30
Wraith	XVIII	Red Cloth	WXA1-WLB41
Wraith	XIX	Red Cloth	WHC1-WKC25
3 1/2 Litre	I	Purple Cloth Snap	B1AE-B200CR
3 1/2 Litre	II	Purple Cloth Snap	B1CW-B159FC
4 1/4 Litre	III	Purple Cloth Snap	B2GA-B260GA
4 1/4 Litre	IV	Purple Cloth Snap	B1GP-B203HM
4 1/4 Litre	V	Purple Cloth Snap	B2JD-B203LE
4 1/4 Litre	VI	Purple Cloth Snap	B2MR-B203MX
Silver Wraith	XX	Green Cloth Snap	WTA1-WCB73
Silver Wraith	XXI	Green Cloth Snap	WDC1-WME96
Silver Wraith	XXII	Green Cloth Snap	4.25 LHD SW
Silver Wraith	XXIII	Green Cloth Snap	4.5 RHD 4SP SWB
Silver Wraith	XXIV	Green Cloth Snap	4.5 LHD auto SWB
Silver Wraith	XXV	Green Cloth Snap	4.5 RHD auto SWB
Silver Wraith	XXVI	Green Cloth Snap	DLW1-ELW101 LWB
Silver Wraith	XXVII	Green Cloth Snap	FLW1-FLW51 LWB
Silver Wraith	XXVIII	Green Cloth Snap	FLW60-HLW52 LWB
Silver Dawn	I	Gray Cloth Snap	SBA2-SDB140 LHD
Silver Dawn	II	Gray Cloth Snap	SBA2-SDB140 RHD
Silver Dawn	III	Gray Cloth Snap	SFC2-SHD60 LHD
Silver Dawn	IV	Gray Cloth Snap	SFC2-SHD60 RHD
Silver Dawn	V	Gray Cloth Snap	SKE2-SVJ133 LHD
Silver Dawn	VI	Gray Cloth Snap	SKE2-SVJ133 RHD
Silver Cloud	VII	Gray Cloth Snap	SWA2-SBC150
Silver Cloud	VIII	Gray Cloth Snap	SCC1-SDD450
Silver Cloud	IX	Gray Cloth Snap	ALC1-CLC47 LWB
Silver Cloud	X	Gray Cloth Snap	SED1-SNH262 SWB
Mark VI	VII	Black Cloth Snap	B2AK-B401GT
Mark VI	VIII	Black Cloth Snap	B2HR-B401LH
Mark VI	IX	Blue Cloth Snap	All 4.25L LHD
Mark VI	X	Black Cloth Snap	B2MD-B301PU
R Type Contl	XI	Black Cloth Snap	BC1A+manual gearbox
R Type	XII	Blue Cloth Snap	LHD w/ auto gearbox
R Type	XIII (Yes 13!)	Black Cloth Snap	RHD manual gearbox
R Type	XIV	Black Cloth Snap	RHD auto gearbox
R Type Contl	XV	Black Cloth Snap	BC1A-BC9E
S1	XVI	Black Cloth Snap	B2AN-B501CM
S1	XVII	Black Cloth Snap	B2DB-B650EG
S1	XVIII	Black Cloth Snap	B1EK-B50HA+ALB

that series with edition X for the last Silver Cloud I.

The first Derby Bentley 3 1/2 hand-book started another series (I) which carried through the 4 1/4, Mark VI, R, and S1 chassis and ended with edition XVIII.

Springfield editions were simply identified by the copyright date on the overleaf of the title page. Ah, the simplicity of the frontier!

Bindings

With two exceptions the British-printed handbooks were all case-bound with stiff, cloth-covered board covers:

1. Four Silver Ghost editions (Nov. 20, Apr. 22, Jan. 23, and May 23) were published in two volumes: one paper covered and staple-bound entitled "Instructions for Running..." and one board covered and case-bound entitled "Book of General & Technical Information..."

2. Two 20 HP editions, Dec. 1923 and Oct. 1924, oddly enough had metal rings to hold the signatures together.

Starting with the first Derby Bentley edition, the covers of Bentley editions all had a snap-over flap to hold the covers closed. It was a binding method that the original (vintage) Bentley company had begun. After the Hitler war, the RR editions also adopted the snap-over cover.

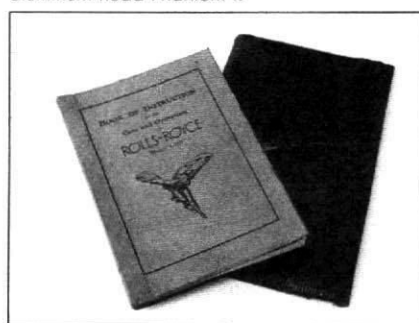
The Springfield editions were paper covered with a simple binding and generally came in a black Fabrikoid case.

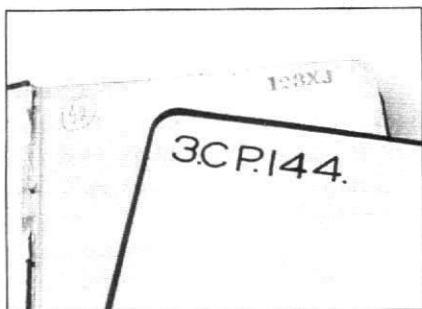
Edition and Binding Anomalies

There was normally no number 13 (XIII) except for one R Type edition XIII.

There are references in RR data to an April 1924 edition of the 20 HP hand-book. I am convinced that no such edition exists; on the other hand, there is a December 1923 edition which does not often appear in the references.

A Springfield handbook shown with its original Fabrikoid (an early DuPont synthetic leather) case. This edition is the 1929 version for the aluminum head Phantom I.





The original chassis no. (from about 1925 to 1940) was recorded with a rubber stamp in red on both the flyleaf and title page or was ink lettered in black on the inside cover.

There was a black-covered PII handbook edition VII LH that applied especially to the left-drive cars (AJS & AMS series) coming to the USA. All the rest of the PII handbooks had blue covers.

The first Phantom IV handbook, edition XIV, was without the snap-over cover. All the rest of the post-war editions (1946-1960) had the snap-over cover including the other PIV handbook, edition XV. (Edition XIV is much rarer than XV.)

All the Bendey handbooks from 1946 to 1959 had black covers except the two left-drive editions IX and XI, which had blue covers.

Related Instruction Booklets

There were two (and perhaps more) supplemental booklets before 1940:

Instructions for the Care of Rolls-Royce Electric Starting, Lighting and Ignition Systems of August 1920 – a blue-gray paper covered booklet of 35 numbered pages.

Care and Adjustment of the Rolls-Royce Four Wheel Braking System 40-50 H.P. Chassis of October 1924 – a blue paper covered booklet of 18 pages.

After the war, R-R published two booklets on the automatic transmission:

Automatic Gearbox, Principles of Operation, undated but first printed

about 1952 and reprinted for about 10 years (early editions were printed by Bemrose, later editions by others). It was a booklet with tan paper covers imprinted in brown with 26 numbered pages and a fold-out cut-away picture.

The Automatic Gearbox...Driving Instructions, undated but first printed about 1952. It was a booklet with white paper covers imprinted in red with 4 numbered pages.

Other booklets were supplied with post-war cars, including radio instructions, maintenance instructions by the coachbuilder, etc., but these were not printed by RR. (Though outside the scope of this article, the concept of related instruction booklets took hold at Crewe in a big way in the 1970s and onwards. My 1986 Mulsanne came with a handbook and *ten* supplemental booklets. Pity the poor historian trying to figure what was original in another 50 years.)

The First RR Handbook

The first RR handbook ever printed may be the January 1908 handbook, which the RROC reprinted in 1968. However, I have a recollection (which I cannot confirm) that John McFarlane told me that he designed the binding for the reprint because the original consisted of loose sheets. If that is so, then the first true handbook is probably the March 1909 edition. It is my impression (also unproven) that RR sent this edition to all the owners of earlier 40-50 H.P. cars.

Where to Get a Handbook

Finding a handbook for your car may not be easy – the older the car, the bigger the problem.

There are FACTORY REPRINTS available through Rolls-Royce and their dealers. Almost without exception, these are poorly reproduced, badly bound, and look nothing like the original edition. Even so, you

may wish to buy one, for it makes a good copy to get dirty in the workshop.

There are CLUB REPRINTS available through the RROC, RREC, P3TS and BDC. These represent a difference in approach. The RREC, BDC and P3TS reprints are very faithful copies of the binding and content of the originals. Most of the RROC reprints (except the Silver Wraith) are ring-bound and have added data or pictures. In most cases, the RROC reprints make better working copies than the originals.

Finding an original (or even a revised or a combined) edition can be a problem. First, I would write every literature dealer advising exactly what edition you want. Dealers advertise in the FL, RREC, BDC publications, *Hemmings*, and the various British old car hobby magazines. Ask the dealer to keep your name on file even if he has nothing now but in case he finds a copy in the future. If you cannot obtain a fine copy, should you buy a fair or poor copy? I am inclined to say yes because you may never find another copy in any condition.

If no dealer can produce a copy, write to as many collectors as you can think of. A list that comes to mind includes: R. Ames OR, J. Gaskill MD, D. King NY, T. Reich OR, T. Solley IN, M. Sonfield NY, J. Triplett MD, and me. Collectors may prefer to swap rather than sell. To pry an only copy from a collector, you may have to swap two other editions that he doesn't have. Whereas a dealer is ready to sell, a collector wants to acquire, so the approach differs.

John kindly offers to answer your handbook (and literature) questions. Reach him at Sprucehaven Farm, Box 196, Chester Heights, PA 19017

Credits: The author would like to thank Ted Reich, John Utz and Matt Sonfield for reviewing drafts of this article and catching errors and suggesting additions.

Left: Phantom II handbook edition VII (on the left) had a blue cover as did all other Phantom II editions except Phantom II edition VIII LH (for the 125 AJS/AMS left hand drive British chassis) shown with its case which had a black cover. **Center:** Mark VI handbook for RHD cars in black (on left) and for LHD cars in blue. **Right:** Original smartly produced Silver Cloud I handbook on left and a recent factory reprint on the right – markedly inferior.

