

On February 8th I attended a seminar on Millers Oils (UK) at the Bentley Dealer Distinctive Collection.

With all the changes and technical information available on new lubricants it seemed like a good opportunity to catch up on the latest technology.

Millers blend many grades of oil for industrial and automotive needs. They have fully synthetic blends that actually surpass Mobil 1 Euro formula (it is not fully synthetic any more), *but the major difference is that they have developed a revolutionary award winning technology that incorporates Nano technology particles to reduce both wear and*

friction and extended oil life.

Here is what Millers has to say about their product:

NANODRIVE - The low friction oil

Our latest engine oils for motorsport have been designed to offer racers, engine builders and team managers a whole range of valuable benefits.

- lower friction means less power loss - meaning more power to the wheels and potentially more speed
- more durable engine due to reduced wear
- reduced frequency of engine builds
- reduced costs

The range was launched at Autosport 2012, and has since become popular across the world with discerning drivers and engine builders.

So how does Nanodrive work?

In an engine it is estimated that 15% to 20% of the energy in the fuel is lost through internal friction. Friction is caused by the roughness of surfaces moving against each other. Friction causes wear and uses valuable energy through mechanical losses turning the engine over and in the generation of heat.

Cutting friction within the engine will reduce wear on engine parts and the heat generated, as well as giving drivers more power at the wheels. *This is done using clever nanoparticles which are in 60-100 nanometer size and act like millions of ball bearings, together with ingredients that smooth out the surface roughness of the metal engine parts.*

Tested against a competitors oil of the same viscosity, we recorded 50% lower friction at operating temperatures of 110-110 Deg C.

Test results on a Porsche speak for themselves:

- 5% boost in power on a rolling road dyno
- 1.5% power boost on an engine test bed
- 3.8% power gain and 3.5% torque gain

Low friction is just part of the story. These new oils are designed to maintain good lubricant film integrity, essential to protect the engine components.

The CFS NT engine oils are the first in a range of Millers Oils products that will use the depth of knowledge of lubricant technology to design products that lower friction, release power at the same time maintaining excellent engine protection.

You can check out Millers website for more in depth technology explanation <http://www.Millersoils.co.uk>

Here's the big news - Using Millers NT (Nano Technology) oils will reduce wear and increase performance. The NT particles form tribofilm through the process of exfoliation.

The above website allows you to select the recommended oil for Rolls-Royce & Bentley cars from 1989 to current models.

This also applies to transmissions and rear axle drives. NT aids in the reduction of friction and wear in gear drive mechanisms.

NT Engine oils for pre 1989 cars can be recommended by the local Millers representative Luke Slominski.

In addition to the lubricants Millers offers a Lead substitute product for classic cars:

VSP Plus which enables Classic vehicles to run safely on unleaded gas. It lubricates valves, guides and prevents valve seat recession.

Also available:

Engine Flush

A non-solvent based high detergent engine flush, which should be added to the engine oil before a drain and refill is to take place. Suitable for all car and light van petrol and diesel engines. Removes sludge and deposits from inside the engine. Maintains the internal cleanliness of your engine, reduces wear

Stop Leak

A high quality product which can be added to engine or gearbox oil to help minimise leaks in cars, light vans in petrol and diesel engines, gearboxes and axles. Helps maintain oil tightness in old or leaky seals.

I think these products have a lot of merit and although the oils are about twice the cost Mobil synthetics they would be well worth it in the long run. Most members keep their cars for a long time. Especially me—50 years plus!

Recommendations from Millers Oils Technical Department in the UK: From: Martyn Mann

Group 1

Earlier models like the Silver Ghost 1914 to 1926 & Phantom II and 20/25 models to 1935.

I would suggest you use our Millers oil M range in Group 1 vehicles. We would not use high detergent oils in Group 1 vehicles as they can dislodge accumulated sludge and sediment.

Lead substitute is critical for most of your cars; otherwise exhaust valve seat wear will take place.

Engine Flush is not recommended for Group 1.

Group 2

Most of our cars from 1936 onwards have some form of oil filtration. 1936 to 1965 – all have oil filtration – some by-pass and mostly full flow.

The use of NT oils CFS 10w50 NT and Classic 20w50 NT for Group 2 Rolls-Royce and Bentley vehicles would be advantageous where these viscosities are required.

Also Suggest Pistoneeze P range in Group 2 vehicles if mono grade is required.

Engine flush ensures that you get the biggest benefit from a new oil change by removing as much of the old oil and deposits as possible for Group 2

Stop leak works by swelling any hardened elastomer seals so they become more effective again. It will not cure a leaky gasket.

Group 3

1966 to 2000 – these more modern cars are probably in the majority.

Suggest NT range in Group 3. CFS 10w50 NT and Classic 20w50 NT are perfect for group 3 where those viscosities are required.

Engine flush ensures that you get the biggest benefit from a new oil change by removing as much of the old oil and deposits as possible for Groups 3.

Stop leak works by swelling any hardened elastomer seals so they become more effective again. It will not cure a leaky gasket.

Millers Oils Continued

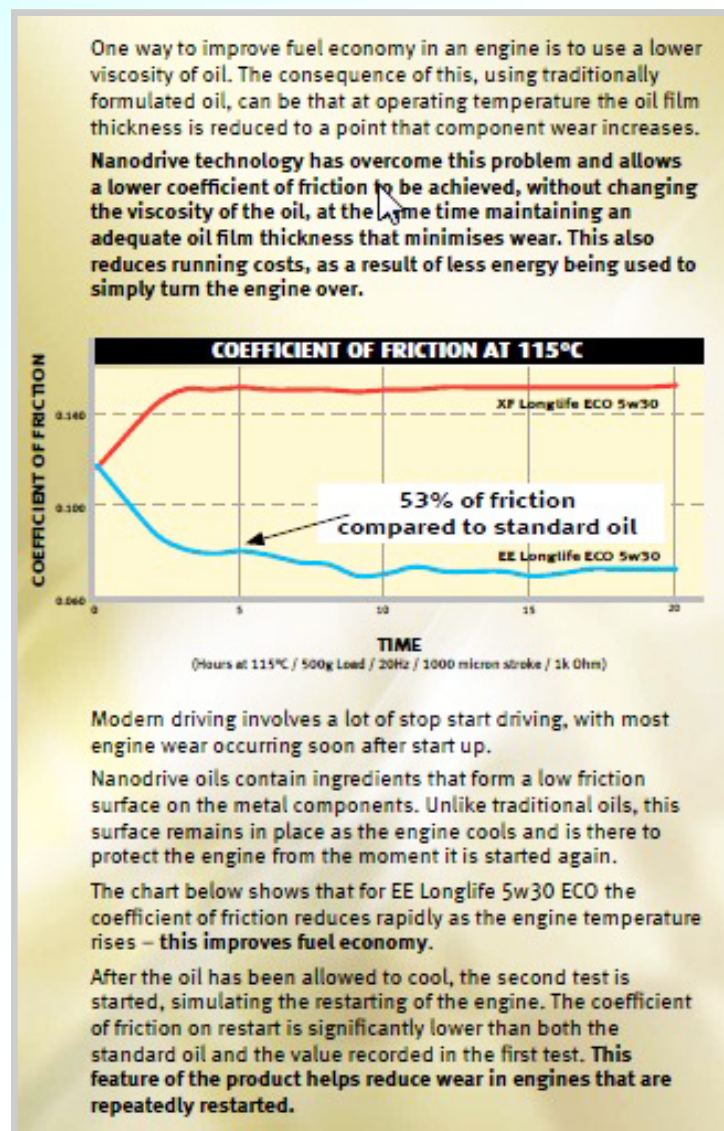
From all the information available it would appear that Millers Oils have a superior product that has the potential of increasing the life of the engine, gearbox and rear axle's of our PMC's. While the cost of these lubricants is

This new nano technology is intriguing so after considering all the advantages I decided to replace the lubricants on the PIII and the Silver Dawn. I had previously switched to Mobil 1 20 w 50 with good results and



much more than the standard ones we have been using,, these costs are insignificant when taking into account the cost of replacement parts and repairs.

The following is from Millers oil's website:



fewer engine leaks.

So I selected the recommended Millers Classic High Performance 20w50 NT, API SL< CF with high ZDP level for the engine and Millers CRX 75w90 NT Competition Full Synthetic Transmission Oil for the gear box and differential units.

I started with the Silver Dawn and replaced the engine oil. It takes some run in time for the full effect of the NT additives to take effect. After a few runs and the trip to Andreas's acreage for the Picnic the engine was running quieter.

Then I replaced the oil in the differential. I don't remember when I did that last but it was probably overdue. Since there was no noise from the differential before I couldn't evaluate the results but the technology speaks for itself.

Then I ordered the same Millers Oil's for the Phantom III engine, gearbox and differential and changed all three. I had occasion to use the Phantom III for a friends wedding on a very hot day in August. To my surprise the car ran a lot cooler which was probably due to less friction. Obviously without sophisticated test equipment, and a long period of time I am not in a position to give an objective opinion. However I trust the technology and comprehensive testing which has been achieved by Millers Oils.

If you would like to discuss any of this with the Millers oil representative in Calgary Luke Slominski will be pleased to help you. His Cell phone is (403) 926-2112 and email address luke@millersoils.biz

The price of the lubricants is :

20w50 NT	\$ 107.95/ 5 liter
CRX 75w90 NT	\$ 29.95/ liter