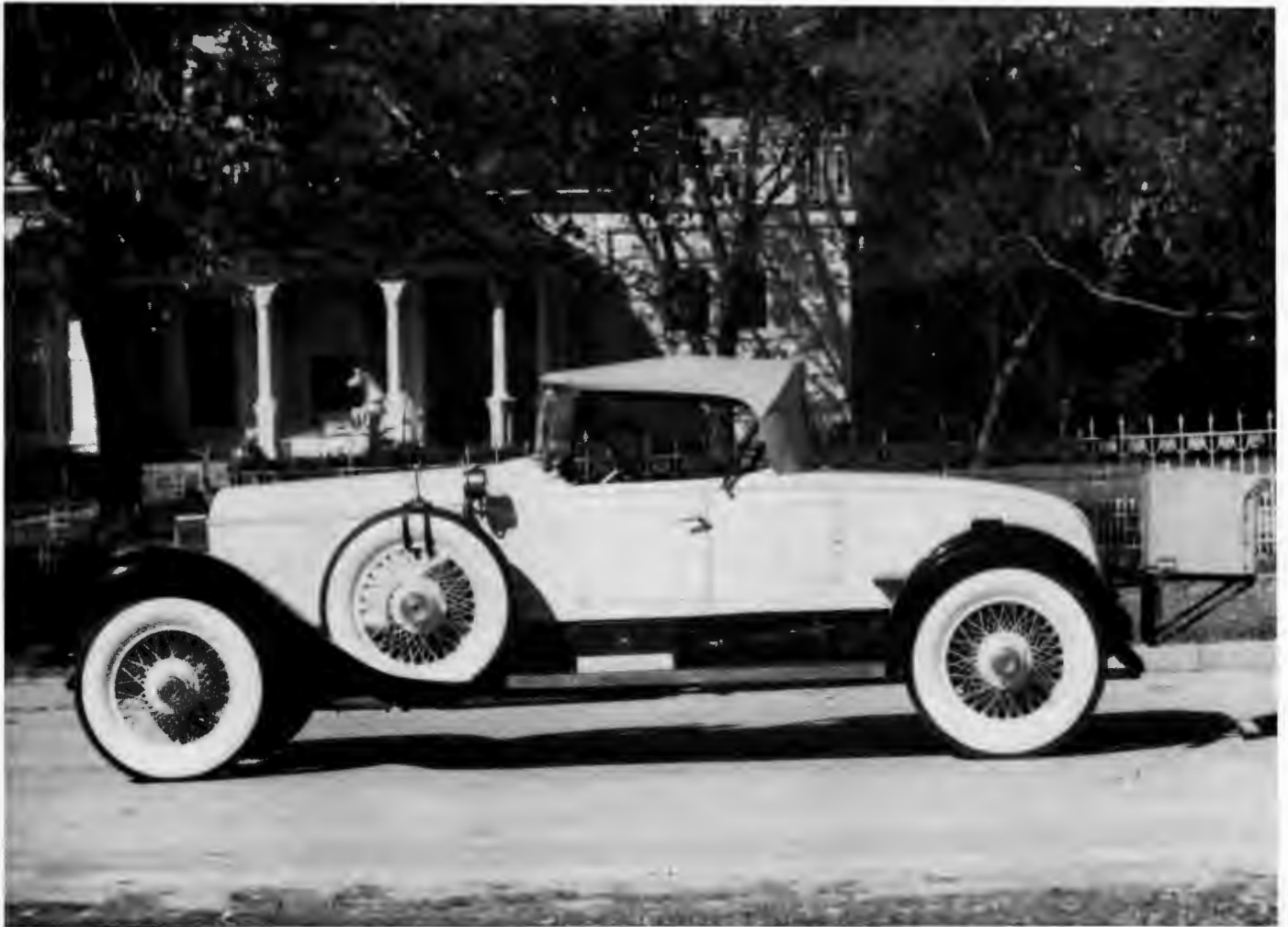


ROLLS-ROYCE



The Flying Lady—on the left, with smaller wings and cylindrical base on Roger Morrison's 1927 Springfield Silver Ghost; on the right, on Bill Lester's 1937 Phantom III

Some purists refer to the car only as a Royce. Others, less vociferously, suggest that the words surrounding the hyphen should be the other way around. Still, just how successfully Frederick Henry Royce, the miller's son, would have proceeded into the automobile industry without the collaboration of Charles Stewart Rolls, third son of Lord Langatock, is debatable. Probably any objective forum on the subject would conclude not far. Most certainly history was made that May day in 1904 when the two men met. Royce was a consummate engineer; Rolls, a prominent automobilist in England since his days at Cambridge, had the social clout to guarantee the new marque entrée to a distinguished clientele. By 1910, when Rolls was killed in a plane crash at Bournemouth at the age of thirty-three, Rolls-Royce Ltd. was settled, solidly and comfortably, into the one-model policy that had given birth to the immortal Silver Ghost. It was for this Rolls-Royce that the "Spirit of Ecstasy"—the famous flying lady mascot—was introduced . . . and the slogan "the best car in the world" adopted. Horsepower figures were never quoted, the chassis cost figure was only whispered. "The quality will remain," said Rolls-Royce, "when the price is forgotten." By 1921 forgetting the price in \$ was as convenient as forgetting it in £—for the Rolls-Royce was being manufactured in the United States. . . .



1925 Rolls-Royce (Springfield) Silver Ghost Roadster

Owners: Berta & Jay Leon of Hubbard, Texas





The two-to-three year backlog of orders in England following World War I was the reason the British company decided to open a factory in Springfield, Massachusetts. Rolls-Royce business genius Claude Johnson had no intention of neglecting the lucrative American market. The first product of Rolls-Royce of America, Inc. was an exact duplicate of the Silver Ghost as built in Derby. The price of the 143½-inch Springfield chassis was \$11,750, a tad

less than in England. Displacement of the venerable Silver Ghost six-cylinder engine was given in both liters (7.5) and cubic inches (453). Inevitably, certain American vestiges were allowed to intrude: soon virtually the entire electrical system was U.S.-made (American Bosch twin ignition with two spark plugs per cylinder) as were the Buffalo wheels. This, together with the later conversion to six volts, made service easier an ocean away from the parent

factory. And a further bow was made to the American market. In England, Derby delivered only chassis; in Springfield, the Silver Ghost was also offered as a complete car in eleven different body designs (albeit often with fetchingly English designations) and constructed for Rolls-Royce by a variety of Eastern coachbuilding houses. So salutary was the Rolls-Royce business in America—320 cars in 1924—that the company established its own Rolls-Royce Custom Coach Work shop on Waltham Avenue in Springfield. But some traditions died hard. It was not until 1925 that Rolls-Royce of America was allowed to change to left-hand drive.

Roger Morrison's Silver Ghost, serialied S128MK, was one of the first left-hand drive chassis built in Springfield: "The Salamanca body, which is a convertible town car, is highly unusual and very complicated. The body portion of this car's \$15,560 price tag was three times that of a standard tourer. The window frames on the doors and behind the driver are hinged and fold so that the car can be fully open as a tourer when the top is folded. All brightwork is either nickel plate or solid German silver. Factory specs called for a top gear speed range of 3 mph minimum to 70 mph maximum. The original owners of this car were silent movie stars Rod LaRocque and Vilma Banky. They purchased a Silver Ghost Tourer the same day. In 1935 the car was acquired by Warner

1925 Rolls-Royce (Springfield) Silver Ghost Salamanca Collapsible Town Car
 Owner: Roger Morrison of Salina, Kansas Photos: K. Karger
 (start and run engine control levers below)





1926 Rolls-Royce Phantom I Torpedo Phaeton, Van den Plas

Owner: Blackhawk Classic Auto Collection, Danville, California

Revisionist historians enjoy decrying the Silver Ghost as merely modern when introduced and decidedly *démodé* when discontinued. This neatly overlooks the requisite excellence of any car that can remain in production for two decades. "Above rubies" was T. E. Lawrence's assessment of the Silver Ghost's value in the desert during World War I. Asked later what he desired most in the world, Lawrence of Arabia replied, "a Rolls-Royce with enough tyres and petrol to last me all my life."

By 1926 the Rolls-Royce would have been the New Phantom, which retrospectively became the Phantom I when the P-II was introduced a few years later. Overhead valves and refinement throughout distinguished the P-I's six-cylinder engine which, at 7668 cc and 467.9 cubic inches, was marginally larger than the Silver Ghost's. The New Phantom's chassis was essentially that of the old Ghost, though braking had been enhanced by adoption of a mechanical servo,

and a long 150½-inch wheelbase was added.

The Blackhawk Collection's Derby-built P-I carries coachwork by Van den Plas and the distinctive touch of the Belgian coachbuilder's premiere stylist, Alexis de Sakhnoffsky.

The Ford Museum's Springfield-built P-I Brewster Limousine was originally owned by J. P. Morgan, Jr. Comments curator Randy Mason, "This car is a great example of unrestrained opulence in one of America's wealthiest families."

1926 Rolls-Royce (Springfield) Phantom I Limousine, Brewster
Owner: Henry Ford Museum & Greenfield Village, Dearborn, Michigan





Brothers Studio and appeared in the John Wayne movie *Blood Alley*. In 1970, with approximately 50,000 actual miles, it was sold together with other studio cars. I've owned the Salamanca for over a decade and have met Miss Banky who recalled experiences she and her husband had with the car. For me, the best experience is the feeling when I drive it. I think about the heyday of Hollywood and an era that will never be repeated: the Roaring Twenties. The Salamanca's elegant proportions are indicative of the birth of the Classic period of automotive design."

"Our Silver Ghost is special because it was Number One for us," comments Jay Leon. "In 1964, after acquiring the car in New York, Berta and I drove it home to Texas, taking a leisurely eleven days and doing a great deal of tourism along the way—and without a bit of trouble, even though the car still had the original tires. Must have been 'beginner's luck,' as it was the first Classic of many we would buy. After exhaustive investigation, we discovered that our car's original body was a Brewster Pall Mall which had been removed to another Springfield chassis and that this roadster body was from a Cole Aero-8. The car drives very well with enough power for high speeds but the gear ratios are such that the huge engine throbs at higher rpm."

S370PL, the Fleetwood Silver Ghost owned by J. Carey Thomas, is noteworthy both for its coachwork and its previous owners: "Fleetwood built only seven bodies for Springfield Ghosts, and this was the only open-body style produced. The car was originally ordered by T. F. (Tommy) Manville, the gentleman of fame for thirteen wives and heir to the Manville asbestos business. The

second owner was Dr. Allyn Roberts, who sold the car while in medical school and later repurchased it when he began his practice. It is believed that the car initially was a gift from the doctor's father, Montague Roberts, mechanic and co-pilot of the Thomas Flyer which won the New York to Paris 'round-the-world race of 1908. A plaque on the dash is in memory of Montague Roberts."

1926 Rolls-Royce (Springfield) Silver Ghost Dual Cowl Tourer, Fleetwood Owner: J. Carey Thomas of Pompano Beach, Florida



The trend in Europe following World War I was toward smaller cars for a wider market. The Twenty or 20 H.P. was introduced in Derby in 1922 to answer that demand. Since a similar desire did not exist in the United States, the car was seldom seen here. The first small R-R Henry Royce had designed since 1906, the 20 H.P. was a splendid 3127 cc overhead valve six in a 129-inch chassis. Production through 1929 totaled 2,940 cars.

Tim Sharon has owned his 20 H.P. with coachwork by Hooper & Company Ltd. since 1985: "This was a special-ordered one-of-a-kind car built to look like an 1890's horse-drawn carriage with leather fenders and covered step-plates to keep the inside clean. The man who ordered it at the Paris Rolls-Royce office was Juan Pedro Baro of Cuba, but he never took delivery. Instead, Hooper sold the car to Mrs. E. Hutton of New York. It was shipped from London on December 13th, 1928 on the S.S. *Caronia*. Some time in the early thirties, Doris Duke acquired the car. But the American Tobacco heiress and Duke University patroness used it little. From the late thirties, the 20 H.P. was successively in the collections of James Melton, Winthrop Rockefeller and William Harrah. Because most of its life had been spent in museums, the car had only 10,932 miles when I bought it at a Harrah auction. The car is nicknamed 'Miss D' for Doris Duke."



1927 Rolls-Royce 20 H.P. Sedan de Ville, Hooper
Owner: Tim Sharon of La Crescenta, California





1927 Rolls-Royce (Springfield) Phantom I Trouville Town Car, Brewster

Owner: Walter E. Gosden of Floral Park, New York



In December of 1925 Rolls-Royce of America had acquired Brewster & Company, William Brewster remaining as its president and becoming a vice president of the Springfield company. The interesting history of Walt Gosden's P-I Brewster is this: "The first owner was Mildred F. Devereux of Nutwood Farm, Wickliffe, Ohio. The body at that time was a Paddington limousine, which Rolls-Royce junked for scrap in 1933 since it was an archaic style even when first fitted. The fenders, bumpers and lamps were updated when the new town car body was fitted. The German silver radiator shell and shutters remained, while other brightwork was chrome plated to be in vogue with cars of 1933. The car still has its original upholstery and finish on decorative woodwork. Brewster 'borrowed' the style and name of this body type from one shipped to the

firm from Hibbard & Darrin of Paris. It was carefully copied before mounting on the Springfield chassis. Rolls-Royce of America described the Trouville as a 'false cabriolet . . . a car of soothing graciousness.' The wheels remained their original twenty-one-inch size from the 1927 manufacture; the usual practice was to cut them down to make the updated car 'look modern' with the smaller wheel/tire size of the thirties. Following the Trouville rebody, the car was sold to Gustave Myers, a prominent author and historian of that era. I became its owner in 1987. Despite its 5,750 pounds, the car has lots of power and can run at low speeds in traffic in humid warm weather with not a trace of vapor-lock! It handles quite well if given adequate room in which to maneuver; the steering is light at higher speeds, quite ponderous at low speed. Interestingly, the original book of instruction quotes fuel consumption as one gallon per eleven to thirteen miles. This was most optimistic, since the car is a very thirsty beggar preferring a gallon every six miles. To me, the town car body style is the epitome of elegance from the Classic Era. Although a formal design, it has a fairly low roof line, particularly in the rear quarter section. As an open car or an almost 'sporty' closed car with roof enclosed over the front compartment, this P-I has panache."





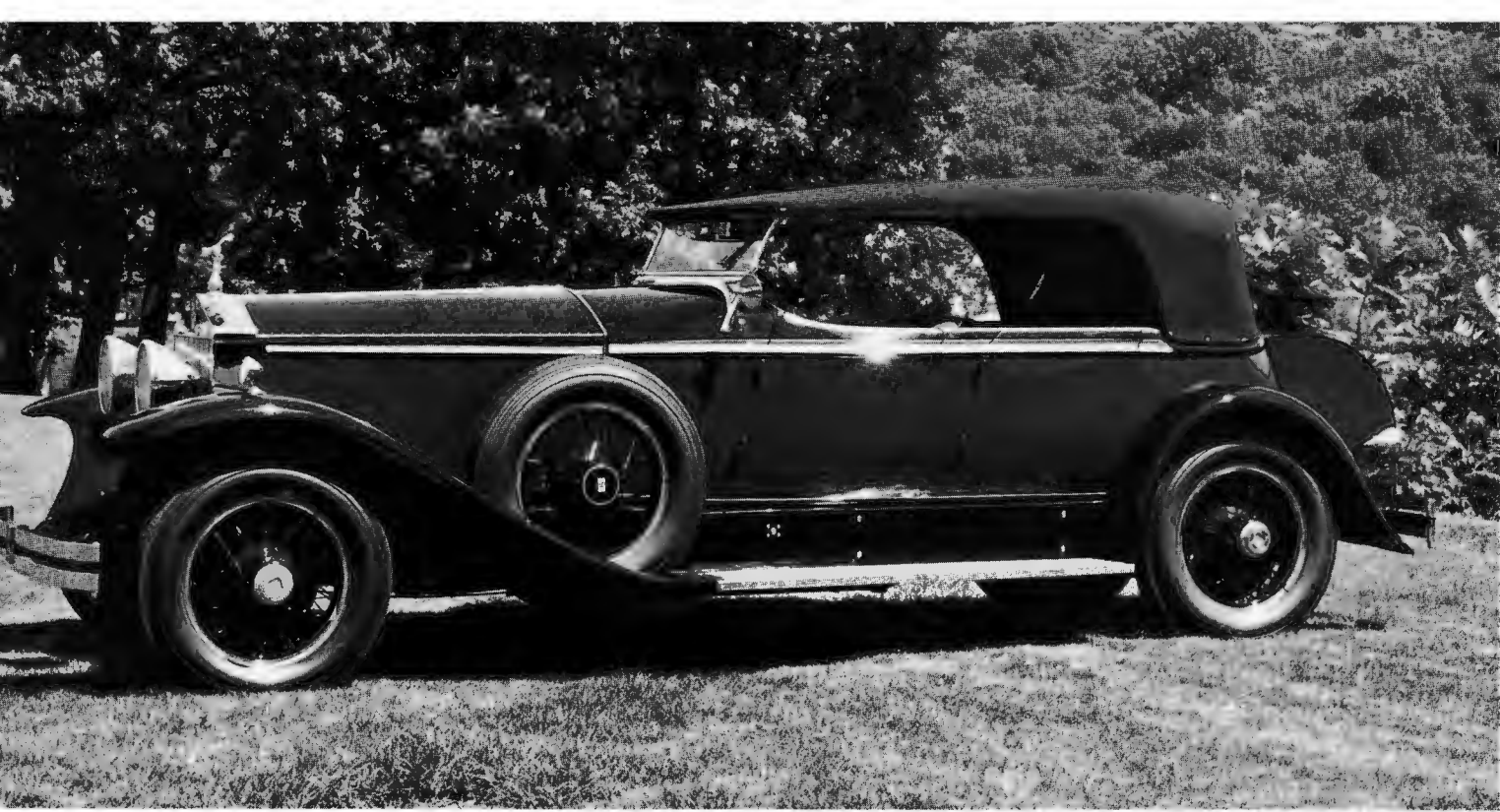
*1928 Rolls-Royce (Springfield) Phantom I Convertible Touring, Locke
Owners: Jeff Davis & Jim Sticklely of Cedar Rapids, Iowa*

In 1988 Jeff Davis & Jim Sticklely became the third owners of the Locke P-I: "The first owner was Jeremiah Milbank, a famous barrister of New York and Greenwich, Connecticut. The second owner was James F. Bragg, president of U.S. Steel in its heyday. The car spent its entire life in a heated garage and showed 34,342 miles when we bought it, which is accurate as the original

pedal pads were only somewhat worn. It gives one a sense of history to replace the radiator hose for the first time in a car that is over fifty years old. Then there was the joy of discovering the original jack, tools and owner's handbook in its protective cover in the toolbox. How many times do you get two sets of original keys with a newly-purchased Classic? Nowadays you are lucky to get a

title. S177RP came with its original registration slip from 1928, the current registration, two letters from the Connecticut Department of Transportation explaining why no title was necessary and a letter from the probate judge! In the rear compartment are his and hers vanities with the items still inside plus the original Locke clock. The instruments work beautifully. The car was painted in the fifties and retrimmed in the seventies. Shortly after our purchase we took it to a concours and placed third without sweaty preparation of any kind. A truly happy car! Factory records describe the unique one-off coachwork as a convertible touring car. The uniqueness derives from the fact that the coach does not have roll-up windows but can be enclosed in glass in inclement weather. Basically, there are four panels of glass that, when folded, form a division window. The rear panels can be folded out and attached to the rear doors to enclose the rear compartment. In like manner, the front panels can be rotated forward to enclose the front compartment when the adjustable wind wings are closed. This arrangement makes for a very versatile, comfortable and sporty vehicle. In addition to the handsome styling, which seems to be fetching from any angle, the car's major attraction is its unspoiled and well-cared-for demeanor. It literally drives and steers like new, with a pleasing ride and no eccentricities. The car starts instantly even at 30° ambient and breaks into a smooth quiet idle. The original exhaust system is still fitted."





*1929 Rolls-Royce (Springfield) Phantom I Derby Phaeton, Brewster
Owner: Virgil Millett of Huntington, New York Photo: K. Karger*

"The Derby style to me is the most beautiful and appealing of all Rolls-Royce designs," comments Virgil Millett of his P-I. "It captured the sleek look not found in many British and American coachbuilt bodies. I believe this car introduced 'style' to

Rolls-Royce coachwork."

The first owner of the P-I York Roadster was Tommy Manville, who perhaps changed cars more often than he did wives. He kept this Rolls-Royce less than a year. Bill Davis acquired the car in 1962: "Put

very simply, I think it is the most handsome open body built by Brewster for Rolls-Royce. It is the roadster variant of the Derby phaeton body. One of my English friends refers to the car as 'that smashing two-seater.' I confess. I agree."

*1929 Rolls-Royce (Springfield) Phantom I York Roadster, Brewster
Owner: William M. Davis of Charleston, West Virginia Photo: K. Karger*





1928 Rolls-Royce (Springfield) Phantom I St. Stephen Landaulette, Brewster
Owners: Berta & Jay Leon of Hubbard, Texas



1928 Rolls-Royce (Springfield) Phantom I Ascot Tourer, Brewster

Owners: Lee & Marlene Zuker of Bellevue, Washington



"This early Phantom I has an iron cylinder head, later ones had an aluminum head," comments Jay Leon of the P-I he and Berta have owned since 1975. "Records indicate that this Brewster body was referred to as a St. Stephen Formal Landaulette and that the car was first sold to a Mrs. Lena Dolmetsch of New York City. We purchased this Rolls-Royce in Kalamazoo, Michigan and drove it home to Texas with no problems. Despite its bulk, the car is easy to manage, once you get it out of tight spots. It can hold seven people easily, so we drive it for special visitors. Anyone who comes to Hubbard from the outside is a special visitor."

The Zukers' P-I was the second of thirty Ascots produced and its body one of four that was put on the "iron-head engine" chassis. Explains Lee: "At some time early in the car's life, it was modified to the configuration of the later post-1928 Ascots. Changes included replacing the cylindrically-shaped lights by conical ones and the round tubular bumpers by flat ones. Also, the dash was replaced by the later version which contained glove boxes, and the top frame changed to the shape of the Derby model, that is, sloped forward to the back rather than being vertical. S307KP was originally sold to film director Roy Del Ruth who sold it two years later to Hamilton Garland of Beverly Hills. The list price was \$17,800. In 1936 the car was shipped back to the Boston sales office of Rolls-Royce and was purchased by W. E. Edell of Boston. The aforementioned changes were made either before delivery to the first owner or when the car returned to the East Coast, since at that time new Brewster Ascot bodies were still being put on older chassis."



1928 Rolls-Royce (Springfield) Phantom I Speedster Phaeton, Brewster

Owner: Rick Carroll of Jensen Beach, Florida



The unique rear fenders set the Speedster apart from the Derby phaeton. Just three of these cars survive. This one was originally owned by Herbert Farrell, son-in-law of Colonel J. O. Cheek, founder of Maxwell House Coffee. The late Rick Carroll told a wonderful story about

the first owner for this book: "Mr. Farrell was informed the Speedster would do better than 85 mph but he could not get over 76. Rolls-Royce dispatched Art Soutter and Tom Colvin to Nashville to find the missing 9 mph. Following valve adjustments and such, and two trial

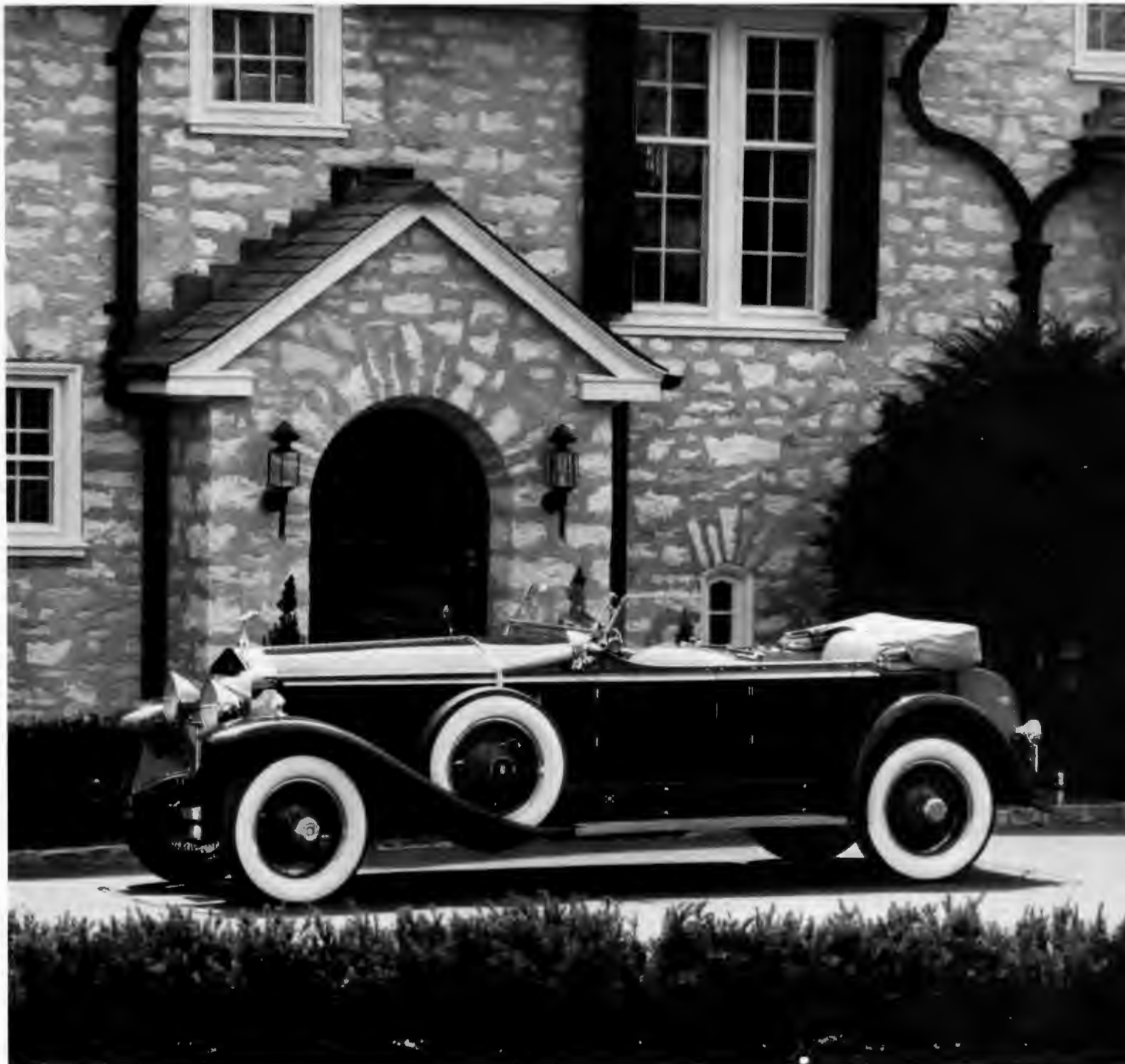
runs, the desired speed was achieved. Mr. Farrell was asked to get in for a demonstration ride. 'Have you done it?,' he asked Art Soutter. Assured that he had, the now delighted owner said, 'That's all I wanted to know. I'll take your word for it'."



Stephen Brauer's Rolls-Royce was one of about thirty Ascot Tourers built on the Phantom I chassis: "The car was delivered new to C. M. Rice, Jr. of Worcester, Massachusetts in August of 1929. I've owned S226KR for ten years. The price new for the Ascot was \$17,250. By comparison, a 1929 Chevrolet phaeton was \$495, a '29 Cadillac sport phaeton \$3,950. After minor restoration, I participated in the 1987 CCA CARavan through the Rocky Mountains. The P-I serenely cruised up and over the 12,183-foot-high Trail Ridge Road pass, while a lot of other Classics coughed, sputtered and frequently died."

1929 Rolls-Royce (Springfield) Phantom I Ascot Tourer, Brewster

Owner: Stephen F. Brauer of Bridgeton, Missouri





1929 Rolls-Royce (Springfield) Phantom I Riviera Town Car, Brewster

Owner: Robert E. McVoy of Poland, New York

That New York State Governor Nelson Rockefeller chauffeured Bob McVoy in his P-I is a nice reversal of the usual, among other unusual facets of the Rolls-Royce Bob has owned since 1965: "The speedometer had 50,000 miles when I bought it. There was no rust or rot, and all the original wood. Of the six Riviera Town Cars built, this is the only one with gold-plated interior and exterior trim. The windshield has a real rake to it and folds forward like a roadster. The canework, upholstery and inlay on the rear section are original. It has a snap-on roof and the original side curtains. The buffed aluminum hood really sets it off. It is believed the car was originally purchased by beer baron (and Yankee baseball team owner) Jacob Ruppert for a New York showgirl. She must have been some gal."

Steve Hildebrant's P-I has had nearly as many lives as the proverbial cat: "This was one of the last cars ever rebodied by Rolls-Royce's Massachusetts division. The first owner was a Mrs. C. Rosenbloom. Repossessed in 1933, the chassis remained in Springfield after the decision was made to close the plant. The Newmarket body was added to improve appearance and, with its tilted windshield, it did that. The car overall is a real eye-catcher. But it had to be to sell during the

Depression. Sold again, it was repurchased in 1949 by J. S. Inskip, the former Rolls-Royce of America president and then Rolls-Royce dealer in New York City. In all, it appears that the chassis has had six owners, the body five. I've owned the car since 1972."

The P-I Regent that Jack Trefney has owned since 1951 was originally ordered by Wesson Seyburn, described in Detroit newspaper obituaries as a "financier and socialite." His widow Winifred was the daughter of John Dodge, one of the two automotive Dodge Brothers.

1929 Rolls-Royce (Springfield) Phantom I Newmarket Convertible Sedan, Brewster
Owner: Steve Hildebrant of Sagamore Hills, Ohio





*1929 Rolls-Royce (Springfield) Phantom I Regent Convertible Coupe, Brewster
Owner: Jack Trefney of Bedford Heights, Ohio*



When purchased by Jack, the car had 49,000 miles. Now mileage is up to 92,000, among the car's extended trips being the very first CCCA CARavan to Detroit in 1953. "S137FR was the first Regent-bodied Phantom I with the up-to-date slant wind-shield," comments Jack. "There are earlier chassis numbers with Regent convertible coupe bodies; however, these are rebodied chassis which J. S. Inskip/Rolls-Royce did in the early thirties in order to sell the glut of town cars. Twenty-one Regents were built in all. One of the interesting features of this body is the entrance door to the rumble seat; most convertible coupes of that era had step-plates which made for a very awkward entry. Another outstanding feature is the Jaeger Chronograph, an eight-day stop watch, on the dashboard, surrounded by the other instruments. This chronograph is the same one used in the Duesenberg automobiles. Brewster used an extensive amount of aluminum in the construction of bodies for Rolls-Royce. The body is a wooden framework with aluminum skin, the hood and firewall also aluminum. In the chassis, the cylinder head, crankcase, oil pan and transmission case are aluminum. The fenders are steel. Still, even with the extensive use of aluminum, my Rolls-Royce tips the scales at 5,400 pounds. But it was a very fast, comfortable, reliable and trouble-free automobile which accounts for the rather high survival rate today."





*1930 Rolls-Royce (Springfield) Phantom I Huntington Sedan, Brewster
(sidemount wheel and instrument board on page opposite)
Owner: Jon P. Leimkuehler of Pittsburgh, Pennsylvania*

"This is an exceptionally large seven-passenger sedan and so was just what I was looking for to accommodate my wife and five children," reports Jon Leimkuehler regarding his P-I Huntington. "The man I bought it from had won it in a raffle. His comment was, 'Everybody else wins a new car or a boat, but I was unlucky enough to win this old one.' His dislike for the car worked

to my benefit. I enjoy this Rolls-Royce so much and have put so much time and effort into it that I plan never to sell it. Records indicate that the first person to whom the P-I was sold was Mrs. A. L. Purcell on October 8th, 1932. On July 2nd, 1935 Rolls-Royce received information that the car was owned by Frederick Coyne of Long Island, with the notation that it had been sold to him

by the Duesenberg company. Thereafter, until 1958, the car was in storage in a Brooklyn warehouse, wearing its 1937 license plates. Several other people owned it from that date until 1981 when the Rolls-Royce was donated to the Cleveland Heights Athletic League and won for a \$1.00 ticket by somebody who thought himself unlucky. Now I'm the lucky one."





1930 Rolls-Royce (Springfield) Phantom I Regent Convertible Coupe, Brewster
Owner: Robert S. Daryman of York, Pennsylvania



Although Bob Daryman has owned his P-I Regent Convertible Coupe for only two years, he has already been able to find out a good deal about it which, with the help of his son, he relates: "I purchased the car at an auction held by an old gentleman who had acquired the car from a scrapyard in Scranton, Pennsylvania in 1951. It had sat in his shed until June of 1988. After acquisition came research and I learned that the car had been sold new to Robert McCormick of Chicago in April of 1933. McCormick was, of course, the publisher of the *Chicago Tribune*. I thought the car to be a coupe but when I began dismantling it for restoration, something very interesting transpired. The car actually was a Regent convertible with a fixed top. I wondered why Col. McCormick (1) bought this type car and (2) had it altered this way. The answer came from the First Division Museum in Wheaton, Illinois. This museum was founded as a memorial to the McCormick family. It seems Col. McCormick was at odds with Al Capone and was waging his own war with the famous gangster via his newspaper. Early in 1933 Capone had one of the *Tribune's* reporters gunned down in broad daylight. At the time the Colonel was being chauffeur-driven around Chicago in a Rolls-Royce town car. As his battle with Capone intensified, those close to McCormick felt his motoring style made him too easy a target for Capone's henchmen. Because time was a factor, a new car was needed in a hurry, hence the purchase of the Regent convertible. The vehicle was altered with a fixed top to allow McCormick to inconspicuously ride in the front with his body guard and to accommodate his six-feet-six-inch body. That is as far as I've been able to get thus far with this car's history. I do not know when the car left McCormick's estate or how it ended up scrapped in Scranton, Pennsylvania. But I hope to find out."



The Phantom II, introduced in 1929, was the first new car from Henry Royce's drawing board in four years. Its predecessor P-I's 100 horses from 7.7 liters had not been a figure to shout about and though Rolls-Royce never published horsepower figures, extra oomph was clearly needed to stay abreast of the competition. With a cross-flow cylinder head, separate inlet ports, better manifolding and higher compression, another 20 hp or more was realized in the P-II. The clutch housing and gearbox were now built in unit with the engine; new to the chassis was Hotchkiss drive to a hypoid rear axle, which allowed a lower floor line.

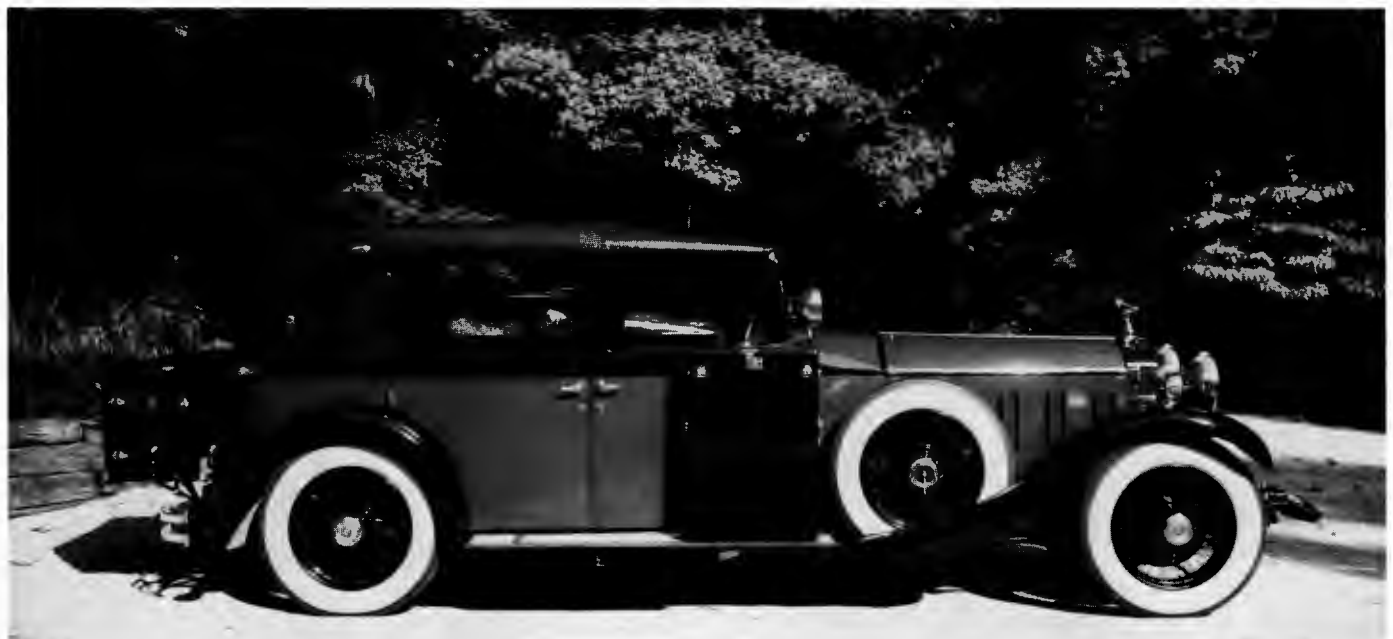
The new Phantom II was good news in England but rocked Rolls-Royce of America to its foundation. As the reader may have inferred from the narrative thus far, Springfield had been hit hard by the stock market crash. The company simply

couldn't afford to tool up for production of the P-II. Considerable parts for P-I's remained, however, and Springfield continued to put these cars together and sell them as new for the next several years at prices greatly reduced from pre-Depression levels. Derby supplied Springfield approximately 125 left-hand-drive P-II chassis as well which would be cloaked with Brewster coachwork. But the Rolls-Royce manufacturing days in America would soon be history. Jack Inskip designed a new Brewster on a Ford V-8 chassis, which horrified Rolls-Royce but not enough to banish Inskip from Rolls-Roycedom. He remained a dealer thereafter, and very successfully once America recovered from the Great Depression.

Bill Greer's P-II Barker Sedancalette is fascinating because its owner lived on one side of the Atlantic and the car on the other: "Andrew N. Jergens, whose business was Jergens

*1930 Rolls-Royce Phantom II
Sedancalette, Barker*

*Owner: William Greer
of Indianapolis, Indiana*



Lotion, ordered the Phantom II for touring Britain and Europe. Special Brooks touring trunks were specified as well as D.S.M. spares and tool-boxes under the running boards. There are five large hinged louvers on each side of the hood to vent the engine plus double lower louvers and a large upper one on the cowl for passenger comfort. All the bright-work is silver plate except the radiator shell, louvers and running board trim which are of 'Staybrite,' a type of stainless steel. Perhaps the most interesting detail is the adjustable rear seat. Mounted on a track, it can be positioned in the blind quarter or cranked forward so that the rear passengers can enjoy the window and footrests. Another detail is the backward rake of the division window at half mast. The speedometer is in both mph and kph. The car was kept in England from 1930 to 1961, and was occasionally flown to France for touring. I think it somewhat unusual for an owner to maintain a car with driver ready to go for over three decades, particularly when the car resided in London and the owner in Cincinnati, Ohio. In 1972 I purchased this car from its second owner, Ray Sadler of Indianapolis. I appreciate the versatility of the elegant body style which includes a stylish padded top, convertible front with adjustable windshield, crankdown division,

facing jump seats and the aforementioned adjustable rear seat. The long 150-inch wheelbase easily accommodates seven passengers, and the Sedancalette can be used as a town car, formal or touring sedan, or as a limousine. This Rolls-Royce remains essentially original and has been much driven. Total mileage is unknown. The minimum is 125,000+; 225,000 is very possible."



In 1928 the 20 H.P. had metamorphosed into the 20/25. The engine was bored out to 224 cubic inches; the wheelbase was increased from 129 to 132 inches. This small Rolls-Royce continued in production with refinements into 1936.

Susan Partington has owned her 20/25 Thrupp & Maberly Convertible Saloon for a decade and a half: "This is an owner-driver car, a 'country car' needing no bumpers. It has a Tickford top (state of the art at that time) which rolls back with a crank (kept under the driver's seat) inserted at the left rear of the car. It is characteristic of Rolls-Royce that each tool rests in a specially formed place in the tool carrier beneath the driver's seat. Purportedly, the original owner was Winston Churchill, which was the reason for the continuation book being missing when we purchased the car (because of the value of Churchill's signature). The car has had many owners. We heard that once it changed hands in a very high-stakes poker game! Total mileage is about 600,000. Following our purchase from a man in Milwaukee who had it in a barn, the car was completely restored. The true charm of a Classic is not just in 'viewing' it but in 'experiencing' it. To sit on the down-filled real leather cushion seats of this Rolls-Royce is like sitting in a big, comfortable overstuffed chair in your own den."

1932 Rolls-Royce 20/25 H.P. Convertible Saloon, Thrupp & Maberly

Owner: Susan T. Partington of Palm Beach, Florida





1932 Rolls-Royce Phantom II Continental Roadster, James Young

Owner: W. G. Lassiter, Jr. of West Palm Beach, Florida

With all due reverence, the Continental model might be described as the hot Rolls-Royce of its era. Probably the Schneider Trophy was the impetus for its production. In 1929 the famous air race had been won by a Rolls-Royce-engined Supermarine S6, returning the prestigious cup to Britain and earning a baronetcy for Henry Royce from George V. In the ensuing festivities, Sir Henry was introduced to aviators and other sportsmen who preferred driving to being chauffeured, and driving fast to merely motoring. The P-II Continental was a genuine 90 mph car—all two-and-a-half fully equipped tons of it. The chassis was the short 144-inch wheelbase. Initially, Rolls-Royce had balked at introducing this model, so Sir Henry said he would just build one for himself. Thereafter, entreaties from sporting Britons anxious to have one like it changed the company's mind.

An English sportswoman was the first owner of Bill Lassiter's P-II Continental. She was Betty Carstairs, a noted racing boat pilot and sometimes Brooklands competitor of that era. She named the car "Atalanta II," after one of her favorite racing boats. This Rolls-Royce resided for many years in the Briggs Cunningham Collection.

Andrew D. Darling has owned his P-II Brewster Sports Sedan for nearly four decades: "289AJS is one of two of this style originally purchased from J. S. Inskip. Both cars were ordered by the same family, one for the owner's use, mine as a wedding present to his daughter. This is an original car and one I've driven around 30,000 exciting miles, including many 300-500 mile trips. The coachwork was very advanced

for its time, the chrome-framed windows being a forerunner of the four-door hardtop. The hood extends all the way to the vee windshield. And I love the beautiful mahogany running boards. The car uses no striping but is trimmed in burnished aluminum. The original equipment side mirror was delivered new with the car. The sloped rear deck provides this Phantom II exquisite proportions."

1933 Rolls-Royce Phantom II Sports Sedan, Brewster
Owner: Andrew D. Darling of Edina, Minnesota





*1933 Rolls-Royce Phantom II Trouville Sedan de Ville, Brewster
Owner: James H. M. Partington of Palm Beach, Florida*



Also owned for nearly four decades is James Partington's P-II Brewster Trouville: "I am the second owner, having purchased 214AMS from a friend, Harold F. LeBaron. I have forgotten the name of the man who ordered the car but I recall that he paid Inskip \$23,000 for it in 1933 and that he was president of the New York Central Railway System. Mr.

LeBaron married his widow. Originally, the first owner's Silver Ghost body was installed on this P-II but then he changed his mind and had the Brewster people build a new body in 1935. Mr. and Mrs. LeBaron laid the car up in Long Island City after their chauffeur left. He was asked to clean the venetian blinds in their River House apartment, which

offended him. 'Rolls-Royce chauffeurs do not clean venetian blinds,' he said upon departing. This Phantom II is one of twenty-two in Rolls-Royce's AMS chassis series. Original mileage is 98,000. The car is in active use. This P-II has taken many brides to the church (always on time!). In forty years, it has never let me down."



1933 Rolls-Royce Phantom II Continental Sedan Coupe, H. J. Mulliner
 Owner: Mark Tuttle of Shadow Hills, California

H.H. the Prince of Nepal was the first owner of Jeff Davis' P-II Continental: "His Highness and his family lived in London after he was deposed as ruler of the mountain kingdom. He loved France and was frequently seen in Paris at the Hotel Georges V. This car originally had a Windovers saloon body. By 1936 His Highness was contemplating trading in the P-II for a new P-III but changed his mind. The reason: Figoni & Falaschi whose coachwork on Delahaye chassis he had admired during his visits to Paris. The P-II's long bonnet and positioning of the radiator over the front axle was a better basis for the execution of the Figoni design philosophy than the P-III with its radiator ahead of the axle. Besides, the P-II Continental provided the Prince of Nepal all he required in a fast touring car. So in August 1936 the new coachwork was installed. This Figoni & Falaschi body is the only one ever fitted to a P-II Rolls. By tipping all vertical lines to a ten-degree rearward slope, the body gives the impression of surging power, that the car is being pulled forward and stretched out like a straining and flexing muscle. This is the largest automobile bodied by Figoni & Falaschi and demonstrates how sports car design philosophy can still apply to a large sedan. Figoni succeeded in creating a visibly dynamic form. Precisely when the Prince of Nepal relinquished the car is not known. I can find no record of its whereabouts from 1939 to 1945. From that point it passed through a half-dozen owners—including Capt. Frederick Henry who traded his Binder-bodied Bugatti Royale for it in 1951. I acquired the car in 1985 following ten years of neglect. It is now in the last stages of a complete renaissance. This sole example of the design genius of Figoni & Falaschi on the P-II chassis will soon be on the road again."

"Just 281 P-II Continentals were produced," comments Mark Tuttle of the Rolls-Royce he has owned for over a quarter-century. "Mine is believed to be the only example of the half-dozen or so Mulliner bodies

of this design extant with a rear-mounted spare. The others have side-mounts. The three-position drophead coupe styling is among the most striking English coachwork from this era of Classic design."



1933 Rolls-Royce Phantom II Continental Pillarless Saloon, Figoni & Falaschi
 Owner: Jeff K. Davis of Bombay, India

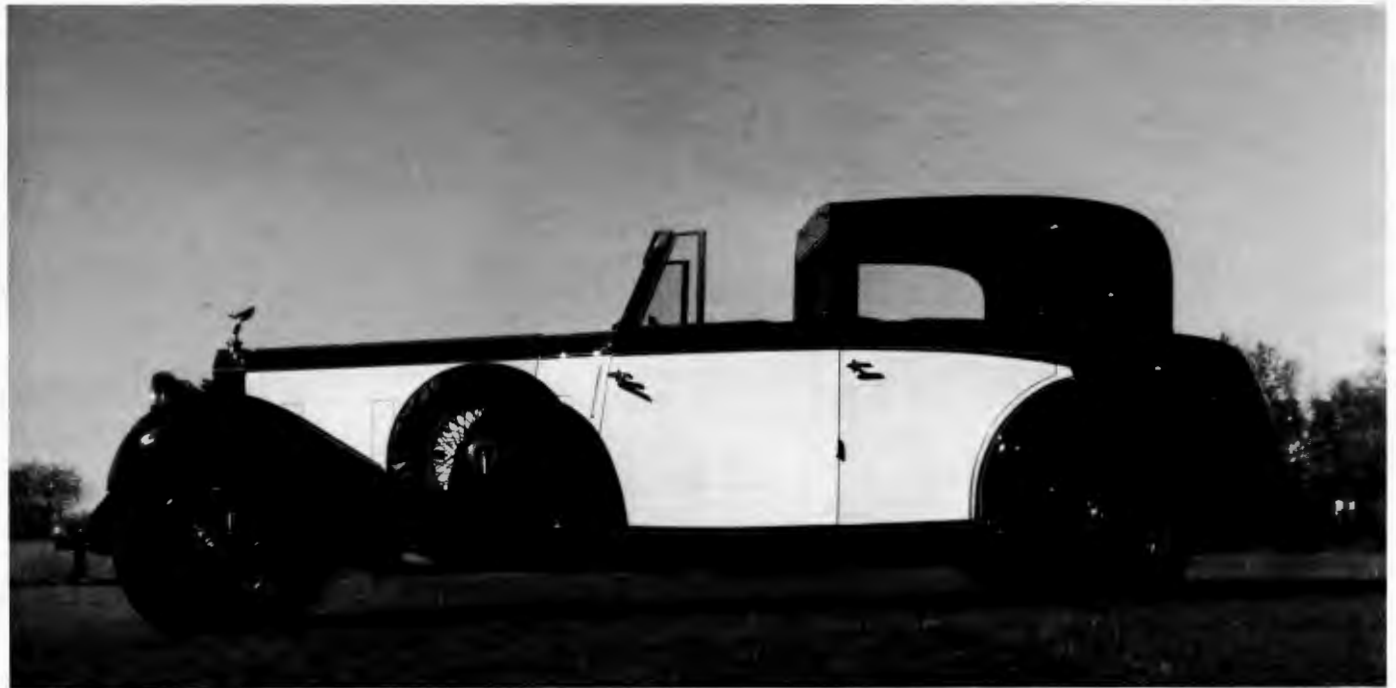




*1933 Rolls-Royce Phantom II Sedan de Ville, Gurney Nutting
Owner: Philip Reed of Whittier, California*

Philip Reed has owned his P-II Gurney Nutting Sedan de Ville since 1977.

The Windovers P-II Sedan de Ville joined the other Classics in the Leon collection in 1986. "This is an excellent example of Rolls-Royce understated elegance," comments Jay. "With a wheelbase of 150 inches, the car has an excellent ride. The driver compartment opens up, there is a divider window and a phone connecting the passenger with the chauffeur. Rolls-Royce records indicate this car was owned originally by G. E. Philcox of London."



1933 Rolls-Royce Phantom II Sedan de Ville, Windovers

Owners: Berta & Jay Leon of Hubbard, Texas





1933 Rolls-Royce 20/25 H.P. Sedan Coupe, Freestone & Webb

Owner: Dr. James J. Stickley of Cedar Rapids, Iowa

"The beauty of this car is its 'one-off' sedanca coachwork by Freestone & Webb," says James Stickley about his 20/25. "The sculptured contours of the wings and the sweep of the fender line are very graceful. There are special compartments under the seats for the top irons. This 20/25

represents the intention by the factory and coachbuilder to produce a very special and expensive car that the owner was expected to drive himself, an extraordinary social statement for the era. I prefer this Freestone & Webb design to that of the popular Owen-Gurney Nutting

sedanca coupe because the trunk is not as massive and boxy; moreover, the treatment of the rear wings as they sweep down and mold into the valance between trunk and wings shows an unusual attention to detail. It must have taken a world-class panel beater to accomplish this."





1933 Rolls-Royce Phantom II Henley Roadster, Brewster

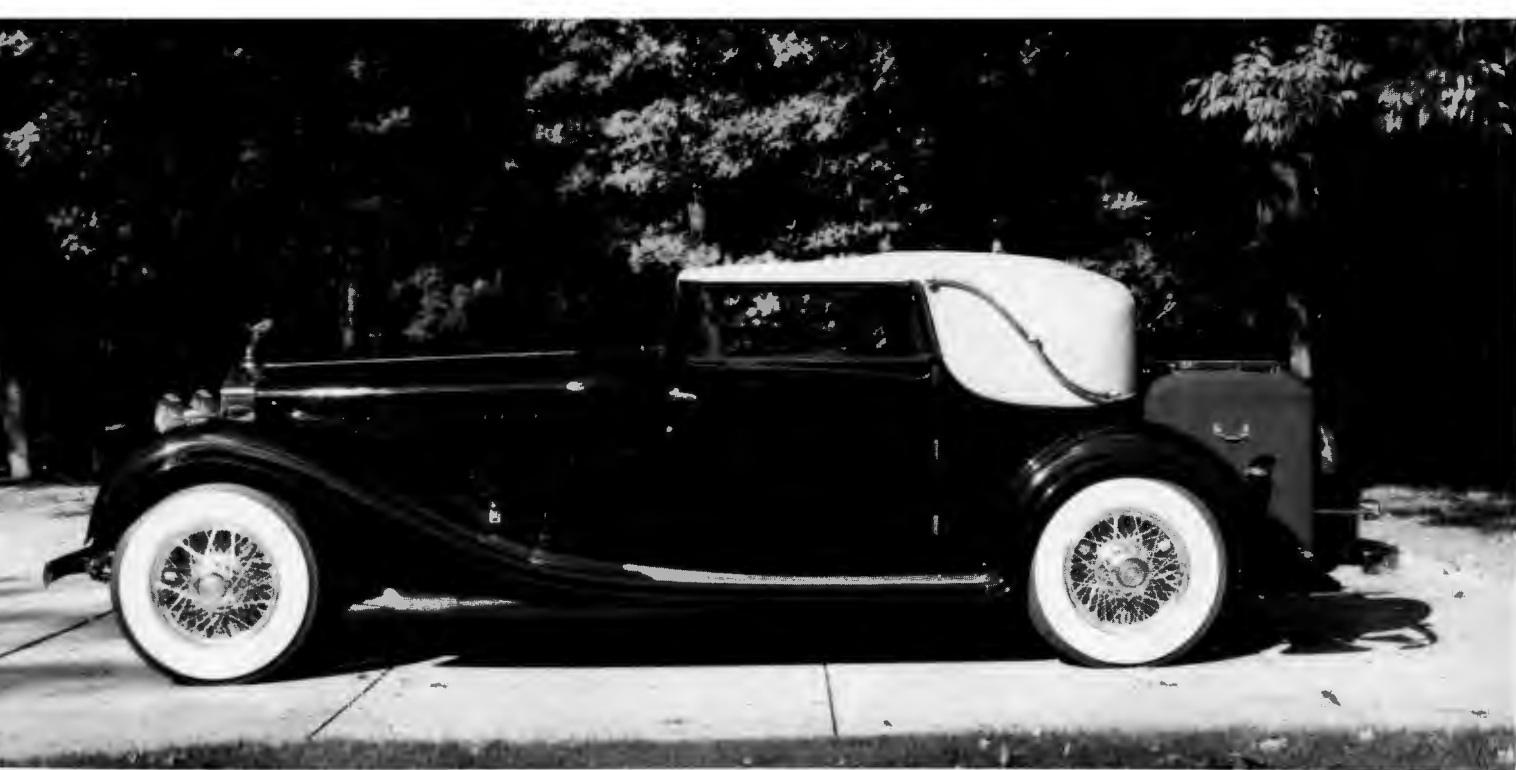
Owner: Rick Carroll of Jensen Beach, Florida

The P-II Henley Roadster became part of the Carroll collection five years ago. Prior to his death, Rick wrote about it for this book: "The AJS series Phantom II was imported from England during the Depression under strict trade agreements. Only the chassis was sent, no mascot,

tools, spark plugs, bumpers or coachwork. Brewster did the body. The result was an American-Anglican combination with the best of both countries. This particular car was originally owned by E. L. King, banker and owner of the Watkins Company. Eight P-II Henley

Roadsters were produced and are considered by many collectors as the most beautiful Classic Rolls-Royce built. The Henley drives like a dream and, with the 150-inch wheelbase, feels like it is floating on water. It is a delightfully roomy Classic meant to be driven and enjoyed."





*1933 Rolls-Royce Phantom II Continental Sedan Coupe, Owen-Gurney Nutting
Owner: Dr. Gerard E. Schultz of Clarence, New York*

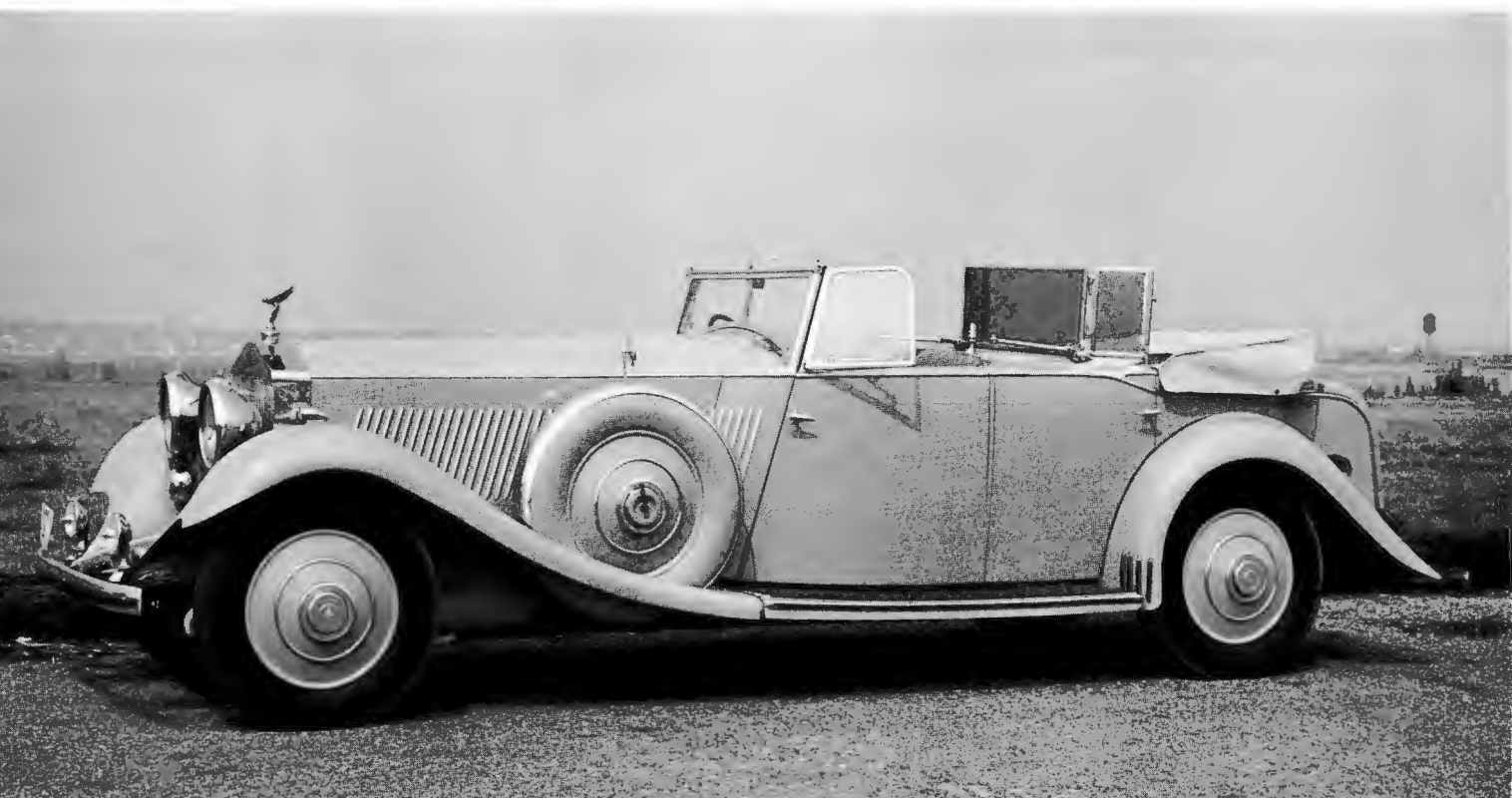
"Absolutely gorgeous styling," enthuses Gerard Schultz regarding his Gurney Nutting P-II Continental which was originally owned by Anthony de Rothschild of London.

Bill Davis' Barker P-II Continental was ordered new by a gentleman from Paris who apparently was unable to complete the purchase. The car was retained by Rolls-Royce and

sold two years later to Lord Farington. Bill has owned it since 1984: "The car's great moment in the sun came in 1935 when it was used by H. M. King George V to review the Royal Air Force at Mindenhall. In today's parlance, this was a 'photo opportunity' and is well documented photographically. I like this car's looks, especially the long hood which

extends beyond the firewall into the scuttle and the low windscreen. And mechanically it is very strong—to the top of Trail Ridge (12,000 feet plus) on the vacuum tank without incident, for example. The car is a joy to drive on the open road. I have loved every moment of my ownership and look forward to more pleasant times in the future."

*1933 Rolls-Royce Phantom II Continental Tourer, Barker
Owner: William M. Davis of Charleston, West Virginia Photo: K. Karger*





1934 Rolls-Royce 20/25 H.P. Sedan de Ville, Hooper

Owner: Dennis Somerville of Arlington, Washington



1934 Rolls-Royce Phantom II Continental Sedan Coupe, Owen-Gurney Nutting

Owner: Duncan H. Bull of Fairport, New York

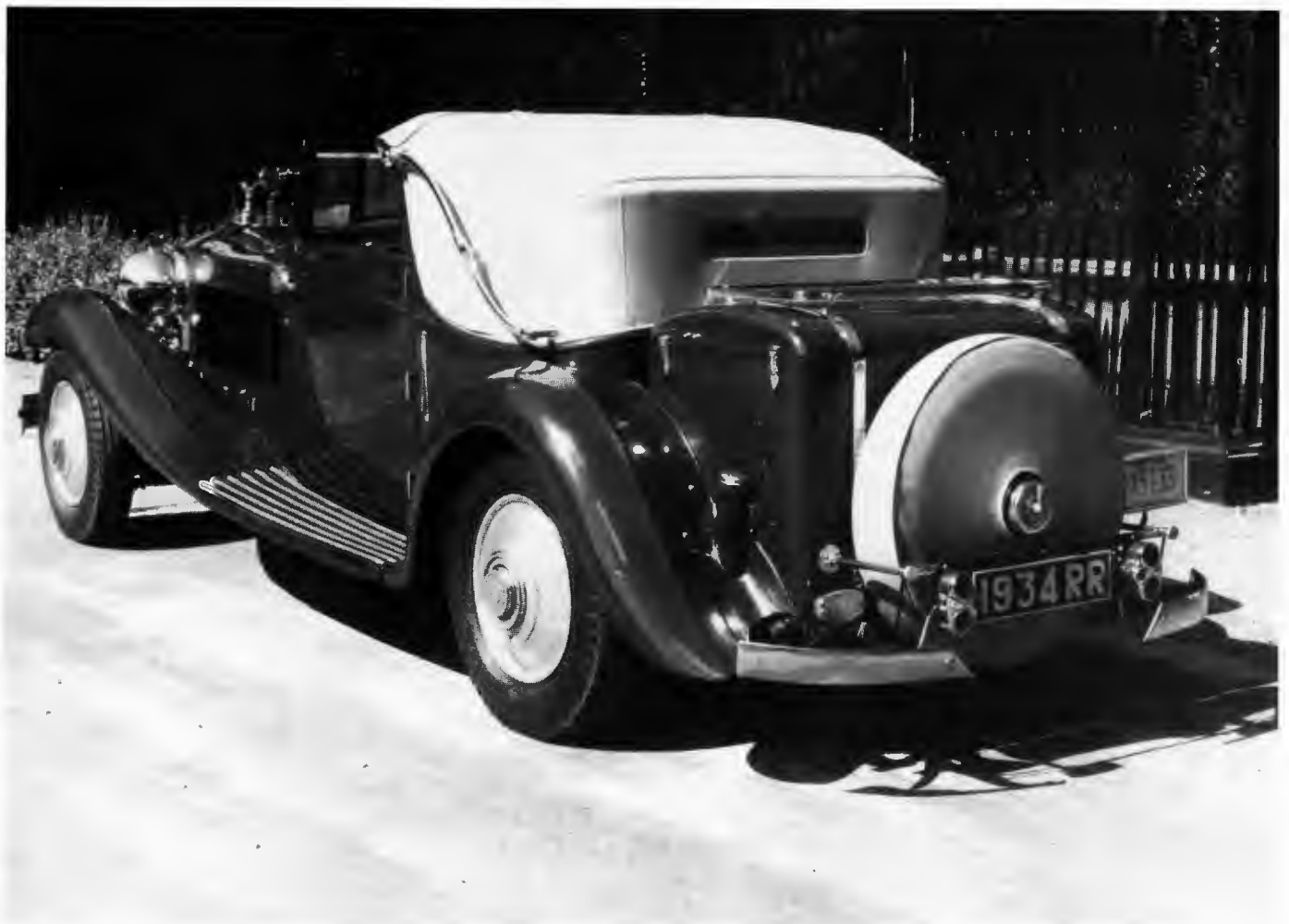
"This car has a boot like a sports saloon; however, it is a sedanca de ville with formal division glass," comments Dennis Somerville of his 20/25. "Opera lamps are nice for the mid-thirties. The first owner was P. H. Bushell, Esq. of England. This car has a special long bonnet that extends all the way to the wind-screen—rare for a British Rolls-Royce and pretty for a Hooper."

"My car is one of about fifteen sedanca coupes, or three-position dropheads, built by J. Gurney Nutting on a P-II Continental chassis," comments Duncan H. Bull. "This was the first year for a synchromesh gearbox on the Phantom II. The six-cylinder 7.5-liter engine powers this Classic smoothly and aggressively down the road as it turns many heads."



1934 Rolls-Royce Phantom II Continental Sedan Coupe, Owen-Gurney Nutting

Owner: Matthew Sonfield of Syosset, New York



Of the 1,767 Phantom II's produced from 1929 through 1935, 281 were the Continental model. T. J. Hughes of Liverpool and London was the first owner of Matt Sonfield's Continental. Matt explains the reason for its hyphenated coachbuilder reference: "This car was the product of an unusual business arrangement in

which the body style was built (and probably designed) by Gurney Nutting, but the design was registered and promoted by H. R. Owen, a London Rolls-Royce retailer. "The prize winner at nearly every important Concours d'Elegance both in England and on the Continent," the Owen catalogue said.

And noted English automotive writer Lawrence Dalton, publisher of many books on Rolls-Royce, has commented that 'the combination of this Gurney Nutting body and the Phantom II Continental chassis is considered by many to produce the finest and most elegant grand touring motor car of its day.' I agree!"



*1934 Rolls-Royce Phantom II Sedan de Ville, Thrupp & Maberly
Owner: Tyrnn M. Long of Issaquah, Washington*



Thrupp & Maberly built three sedan de ville bodies for the Phantom II chassis. The car that Tyrnn Long has owned for a decade is the only one believed to exist: "The original owner was Lady Mendl, the former Elsie de Wolfe, noted for her successive careers as a Broadway stage star, interior decorator and international hostess. She lived near Versailles, France which is the reason this car sports Marchal headlamps rather than the usual Lucas P-100 units. Her biography was subtitled 'A Life in the High Style.' And that was certainly true. When the Germans invaded France, Lady Mendl left and stayed just ahead of the advancing Third Reich army. Her fifty-four pieces of luggage followed, closely, in a Ford station wagon. She used this Rolls to escape to Spain and then to America."



Jeff Broderick's P-II by Barker is one of just two produced in this body style: "This magnificent automobile is the essence of the Classic Era. It is a chauffeur-driven design with division window complete with 'Halls' Flap' for instructions to the driver. The chauffeur's compartment is black leather and can be totally enclosed or opened to the elements. The whims of the wealthy were many and varied. The windshield opens out completely and is covered for its entire length by a tinted sunscreen of glass. The passenger compartment is opulence extended. The upholstery is hand-done needle-point and the woodwork (as in the driver's compartment) is the rare tiger maple and Art Deco styled. Twin vanities are in the solid rear quarters. The interior also carries two center-facing additional seats on each side of a complete Waterford crystal-stocked bar. There are two trunks: the standard-sized enclosed variety and one equipped with extending arms to hold a touring trunk with matched luggage for Continental touring. Details on this car abound. The sterling silver carriage lamps have a lapis lens on the outermost side which matches the dark blue paint of the exterior. On the scuttle is a second mascot of German silver, a Hart deer, placed there by Barker at the request of the first owner. He was Charles Jeffery Hart and it was for his family that this species of red deer was named. Hart was killed during World War II; his widow stored the car until the fifties. It passed through four more owners prior to my acquisition. Since buying the car in 1987, I have driven it extensively. With a 150-inch wheelbase, this P-II is enormous but is an absolute pleasure to drive. One would think a car of this size would

require constant shifting but just the opposite is true. Once in fourth gear, the driver rarely has to downshift except in traffic, and turnpike speeds are an easy lope for an engine that is

one of the largest and quietest sixes ever produced. Whether in the chauffeur's or passenger's compartment, the feeling of absolute elegance is overpowering."



1934 Rolls-Royce Phantom II Sedanca de Ville, Barker
Owner: Jeffery P. Broderick of Gap, Pennsylvania





The original owner of this Phantom II Limousine de Ville was Gracie Fields, the famous English singer who became a star as well in American films. Gordon Dysart has owned it for nearly two decades: "This was the last year for the Phantom II and its 7.6-liter (468-cubic-inch) engine, the largest built by Rolls-Royce for automobiles. I like the dual ignition (spark plugs on both sides of the engine, one side using coil and distributor, the other magneto) which can be switched one to the other or both used. The twelve-volt system is very good, as are the servo brakes, adjustable shock absorbers, electric wipers, built-in wheel balancers and jacks, extra oil to cylinders when started, four-speed gearbox and detailed workmanship throughout. The coachwork was handmade from thick aluminum sheets, an art that almost terminated at the beginning of World War II. Most English cars of this period were black, or had black fenders, but Miss Fields had this one painted two-tone blue. The car was well known in London as she used it for theatre, shopping and parties—chauffeur-driven only, of course. It survived the bombing of London and was not driven for the six years of the war. The car arrived in Texas in 1969. In 1975 Miss Fields wrote me from Capri, saying 'So you've got the very, very old Rolls-Royce . . . like Johnny Walker and me, still going strong!' She called it 'the Posh Car'—I agree."



*1935 Rolls-Royce Phantom II Limousine de Ville, Gurney Nutting
Owner: Gordon R. Dysart of Dallas, Texas*





1934 Rolls-Royce Phantom II Continental Close-Coupled Saloon, Barker

Owners: Berta & Jay Leon of Hubbard, Texas



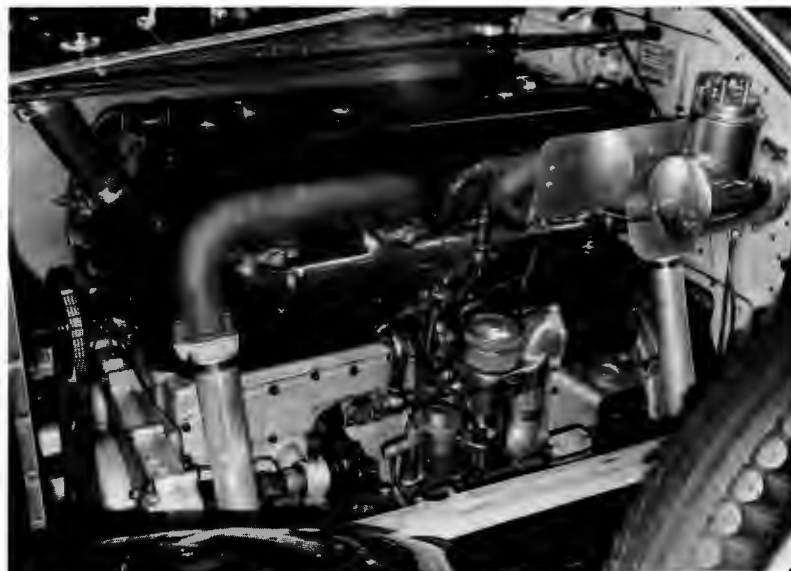
Details abound as well in the Leons' P-II by Barker, as Jay explains: "The car is graced with two huge Marchal headlamps. The instruments were specially ordered to include a large Bentley-type speedometer, tachometer and clock, with navy blue dials on all instruments. Also specified was an unusual blueish green shade on the windshield and silk window screens hidden in the wood window sills. The trunk is an integral part of the body. 83RY was originally ordered by Hugh Tevis of Wynberg, who requested all these special features for traveling in South Africa. However, he never took possession of the car. Three years later it was acquired by Douglas Fairbanks, Jr. for use as his London transport. The movie actor brought the car to the U.S. at the beginning of World War II. It reappeared in England in 1947 and went through various owners, ending up in Zimbabwe whence it was taken back to the U.S. to coincide with the independence of that country. When I purchased the car in 1978, it had Zimbabwe license plates."



Of 1,241 Springfield Phantom I's produced in fifty-two body styles, just twenty were the Piccadilly which in turn was one of only two roadsters available. The Randells have owned their car a bit over a year, more than enough time to become thoroughly enamoured, as Alexandra explains: "This quintessential roadster is a sports enthusiast's delight, having quick-detachable wire spoke wheels, rumble seat with side-opening door, collapsible windshield, wind wings, side curtains and rear-mounted luggage trunk. The chassis features drum headlights (the lenses of which, with age, have turned a beautiful rose color), servo-operated four-wheel brakes, enclosed driveshaft, crankshaft vibration damper, low-angle 'D' type steering, separate starting carburetor, twin ignition, centralized lubrication, vacuum fuel feed and driver-controlled adjustments for throttle, spark and fuel mixture. The car drives like a dream and has already provided us with experiences both numerous and bizarre. For instance, pulling up to a red light, a woman in the next car asked, 'It that a *real* Rolls-Royce?' Indeed it is! More than this particular Phantom I's rarity, we appreciate the rarity of its age because the car is a 'living' testament to an extinguished era. It lets us experience a time when there was an understanding that glitz is not glamour, when people dressed beautifully, when music was romantic with melody and lyrics of love. Our purchase was unique. The car wasn't found for us. We were found for the car. The gentleman who owned it wished to sell to a younger couple, but only if they understood and valued what he loved about the car. Only one friend of his was informed that the car was for sale, and he in turn was told to inform only potential buyers who met the requirements. The owner's friend and my husband had lunch one day. I have known Barry for eighteen years. Never before had I seen the look on his face that he wore when he walked in the door of our home that evening. He hadn't even yet *seen* the car! The next day, when we did, we committed to buy it on the spot. We are slow-to-act, careful people. Love-at-first-sight had never happened to us before. This car made it happen, and the love affair continues."

1927 Rolls-Royce (Springfield) Phantom I Piccadilly Roadster, Merrimac

Owners: Alexandra & Barry Randell of New York City, New York



Joseph Carman's love affair with his Piccadilly Roadster is over three-and-a-half decades old: "As far as I can tell, there were six owners before me. The first was an M. Pratt of Rochester, New York and subsequently the car was owned awhile by Joe Sinel, an artist who did work on the 1928 Springfield catalogue. S268RM started life as a four-passenger Brewster Tourer but in 1929 became a Piccadilly Roadster. Body changing was a common practice in those days with new or old owners thinking little of requesting such work. After the many years of my ownership, this Phantom is truly a member of our family, having helped raise four children in addition to teaching them how to drive. The odometer now reads 112,000, telling me this wonderful machine has given us 25,000 miles of wonderful fun."

*1927 Rolls-Royce (Springfield) Phantom I Piccadilly Roadster, Merrimac
Owner: Joseph L. Carman III of Tacoma, Washington*



The trend in Europe following World War I was toward smaller cars for a wider market. The Twenty or 20 H.P. was introduced in Derby in 1922 to answer that demand. Since a similar desire did not exist in the United States, the car was seldom seen here. The first small R-R Henry Royce had designed since 1906, the 20 H.P. was a splendid 3127 cc overhead valve six in a 129-inch chassis. Production through 1929 totaled 2,940 cars.

Tim Sharon has owned his 20 H.P. with coachwork by Hooper & Company Ltd. since 1985: "This was a special-ordered one-of-a-kind car built to look like an 1890's horse-drawn carriage with leather fenders and covered step-plates to keep the inside clean. The man who ordered it at the Paris Rolls-Royce office was Juan Pedro Baro of Cuba, but he never took delivery. Instead, Hooper sold the car to Mrs. E. Hutton of New York. It was shipped from London on December 13th, 1928 on the S.S. *Caronia*. Some time in the early thirties, Doris Duke acquired the car. But the American Tobacco heiress and Duke University patroness used it little. From the late thirties, the 20 H.P. was successively in the collections of James Melton, Winthrop Rockefeller and William Harrah. Because most of its life had been spent in museums, the car had only 10,932 miles when I bought it at a Harrah auction. The car is nicknamed 'Miss D' for Doris Duke."



1927 Rolls-Royce 20 H.P. Sedan de Ville, Hooper
Owner: Tim Sharon of La Crescenta, California





1927 Rolls-Royce (Springfield) Phantom I Trouville Town Car, Brewster

Owner: Walter E. Gosden of Floral Park, New York



In December of 1925 Rolls-Royce of America had acquired Brewster & Company, William Brewster remaining as its president and becoming a vice president of the Springfield company. The interesting history of Walt Gosden's P-I Brewster is this: "The first owner was Mildred F. Devereux of Nutwood Farm, Wickliffe, Ohio. The body at that time was a Paddington limousine, which Rolls-Royce junked for scrap in 1933 since it was an archaic style even when first fitted. The fenders, bumpers and lamps were updated when the new town car body was fitted. The German silver radiator shell and shutters remained, while other brightwork was chrome plated to be in vogue with cars of 1933. The car still has its original upholstery and finish on decorative woodwork. Brewster 'borrowed' the style and name of this body type from one shipped to the

firm from Hibbard & Darrin of Paris. It was carefully copied before mounting on the Springfield chassis. Rolls-Royce of America described the Trouville as a 'false cabriolet . . . a car of soothing graciousness.' The wheels remained their original twenty-one-inch size from the 1927 manufacture; the usual practice was to cut them down to make the updated car 'look modern' with the smaller wheel/tire size of the thirties. Following the Trouville rebody, the car was sold to Gustave Myers, a prominent author and historian of that era. I became its owner in 1987. Despite its 5,750 pounds, the car has lots of power and can run at low speeds in traffic in humid warm weather with not a trace of vapor-lock! It handles quite well if given adequate room in which to maneuver; the steering is light at higher speeds, quite ponderous at low speed. Interestingly, the original book of instruction quotes fuel consumption as one gallon per eleven to thirteen miles. This was most optimistic, since the car is a very thirsty beggar preferring a gallon every six miles. To me, the town car body style is the epitome of elegance from the Classic Era. Although a formal design, it has a fairly low roof line, particularly in the rear quarter section. As an open car or an almost 'sporty' closed car with roof enclosed over the front compartment, this P-I has panache."





*1928 Rolls-Royce (Springfield) Phantom I Convertible Touring, Locke
Owners: Jeff Davis & Jim Sticklely of Cedar Rapids, Iowa*

In 1988 Jeff Davis & Jim Sticklely became the third owners of the Locke P-I: "The first owner was Jeremiah Milbank, a famous barrister of New York and Greenwich, Connecticut. The second owner was James F. Bragg, president of U.S. Steel in its heyday. The car spent its entire life in a heated garage and showed 34,342 miles when we bought it, which is accurate as the original

pedal pads were only somewhat worn. It gives one a sense of history to replace the radiator hose for the first time in a car that is over fifty years old. Then there was the joy of discovering the original jack, tools and owner's handbook in its protective cover in the toolbox. How many times do you get two sets of original keys with a newly-purchased Classic? Nowadays you are lucky to get a

title. S177RP came with its original registration slip from 1928, the current registration, two letters from the Connecticut Department of Transportation explaining why no title was necessary and a letter from the probate judge! In the rear compartment are his and hers vanities with the items still inside plus the original Locke clock. The instruments work beautifully. The car was painted in the fifties and retrimmed in the seventies. Shortly after our purchase we took it to a concours and placed third without sweaty preparation of any kind. A truly happy car! Factory records describe the unique one-off coachwork as a convertible touring car. The uniqueness derives from the fact that the coach does not have roll-up windows but can be enclosed in glass in inclement weather. Basically, there are four panels of glass that, when folded, form a division window. The rear panels can be folded out and attached to the rear doors to enclose the rear compartment. In like manner, the front panels can be rotated forward to enclose the front compartment when the adjustable wind wings are closed. This arrangement makes for a very versatile, comfortable and sporty vehicle. In addition to the handsome styling, which seems to be fetching from any angle, the car's major attraction is its unspoiled and well-cared-for demeanor. It literally drives and steers like new, with a pleasing ride and no eccentricities. The car starts instantly even at 30° ambient and breaks into a smooth quiet idle. The original exhaust system is still fitted."





*1929 Rolls-Royce (Springfield) Phantom I Derby Phaeton, Brewster
Owner: Virgil Millett of Huntington, New York Photo: K. Karger*

"The Derby style to me is the most beautiful and appealing of all Rolls-Royce designs," comments Virgil Millett of his P-I. "It captured the sleek look not found in many British and American coachbuilt bodies. I believe this car introduced 'style' to

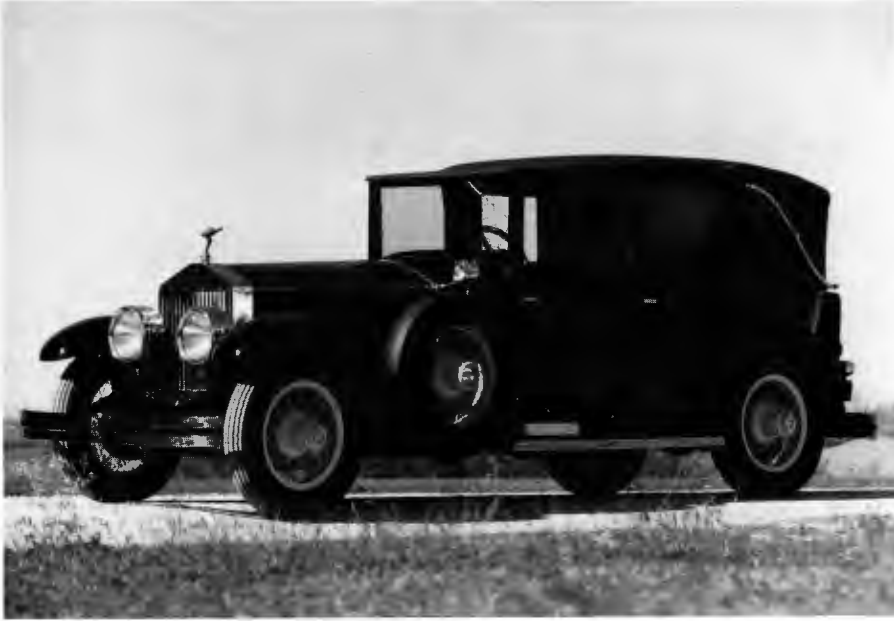
Rolls-Royce coachwork."

The first owner of the P-I York Roadster was Tommy Manville, who perhaps changed cars more often than he did wives. He kept this Rolls-Royce less than a year. Bill Davis acquired the car in 1962: "Put

very simply, I think it is the most handsome open body built by Brewster for Rolls-Royce. It is the roadster variant of the Derby phaeton body. One of my English friends refers to the car as 'that smashing two-seater.' I confess. I agree."

*1929 Rolls-Royce (Springfield) Phantom I York Roadster, Brewster
Owner: William M. Davis of Charleston, West Virginia Photo: K. Karger*



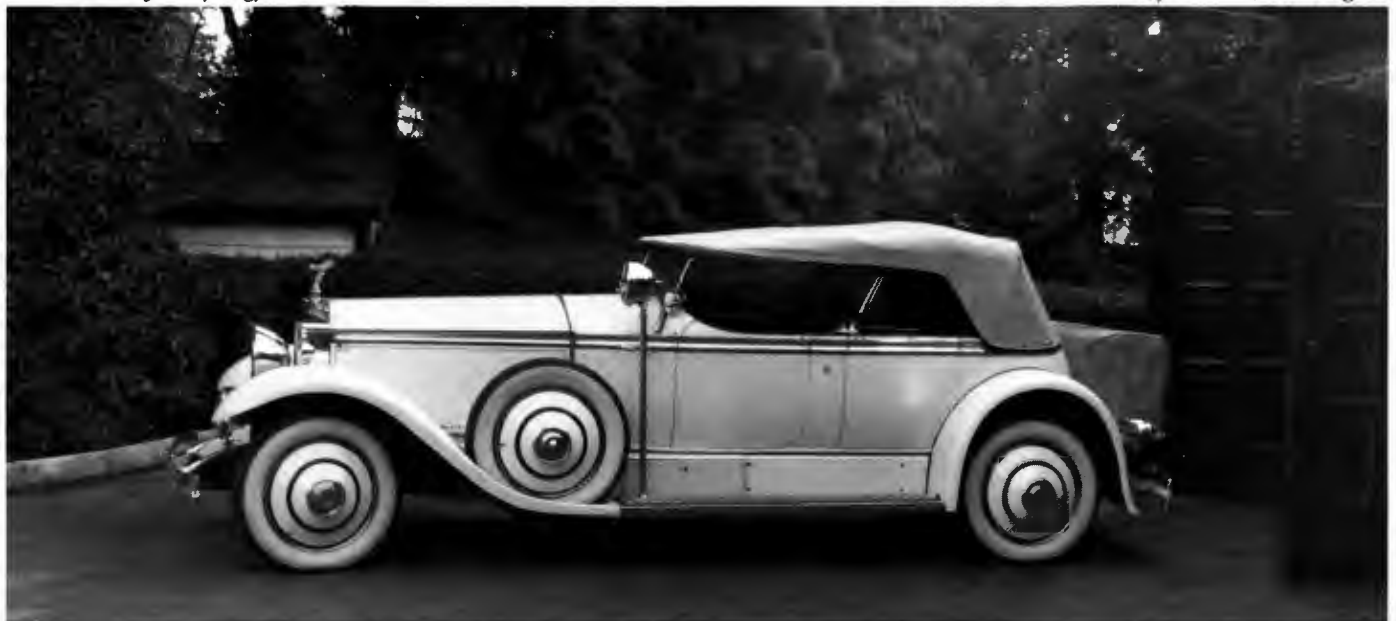


1928 Rolls-Royce (Springfield) Phantom I St. Stephen Landaulette, Brewster
Owners: Berta & Jay Leon of Hubbard, Texas



1928 Rolls-Royce (Springfield) Phantom I Ascot Tourer, Brewster

Owners: Lee & Marlene Zuker of Bellevue, Washington



"This early Phantom I has an iron cylinder head, later ones had an aluminum head," comments Jay Leon of the P-I he and Berta have owned since 1975. "Records indicate that this Brewster body was referred to as a St. Stephen Formal Landaulette and that the car was first sold to a Mrs. Lena Dolmetsch of New York City. We purchased this Rolls-Royce in Kalamazoo, Michigan and drove it home to Texas with no problems. Despite its bulk, the car is easy to manage, once you get it out of tight spots. It can hold seven people easily, so we drive it for special visitors. Anyone who comes to Hubbard from the outside is a special visitor."

The Zukers' P-I was the second of thirty Ascots produced and its body one of four that was put on the "iron-head engine" chassis. Explains Lee: "At some time early in the car's life, it was modified to the configuration of the later post-1928 Ascots. Changes included replacing the cylindrically-shaped lights by conical ones and the round tubular bumpers by flat ones. Also, the dash was replaced by the later version which contained glove boxes, and the top frame changed to the shape of the Derby model, that is, sloped forward to the back rather than being vertical. S307KP was originally sold to film director Roy Del Ruth who sold it two years later to Hamilton Garland of Beverly Hills. The list price was \$17,800. In 1936 the car was shipped back to the Boston sales office of Rolls-Royce and was purchased by W. E. Edell of Boston. The aforementioned changes were made either before delivery to the first owner or when the car returned to the East Coast, since at that time new Brewster Ascot bodies were still being put on older chassis."



1928 Rolls-Royce (Springfield) Phantom I Speedster Phaeton, Brewster

Owner: Rick Carroll of Jensen Beach, Florida



The unique rear fenders set the Speedster apart from the Derby phaeton. Just three of these cars survive. This one was originally owned by Herbert Farrell, son-in-law of Colonel J. O. Cheek, founder of Maxwell House Coffee. The late Rick Carroll told a wonderful story about

the first owner for this book: "Mr. Farrell was informed the Speedster would do better than 85 mph but he could not get over 76. Rolls-Royce dispatched Art Soutter and Tom Colvin to Nashville to find the missing 9 mph. Following valve adjustments and such, and two trial

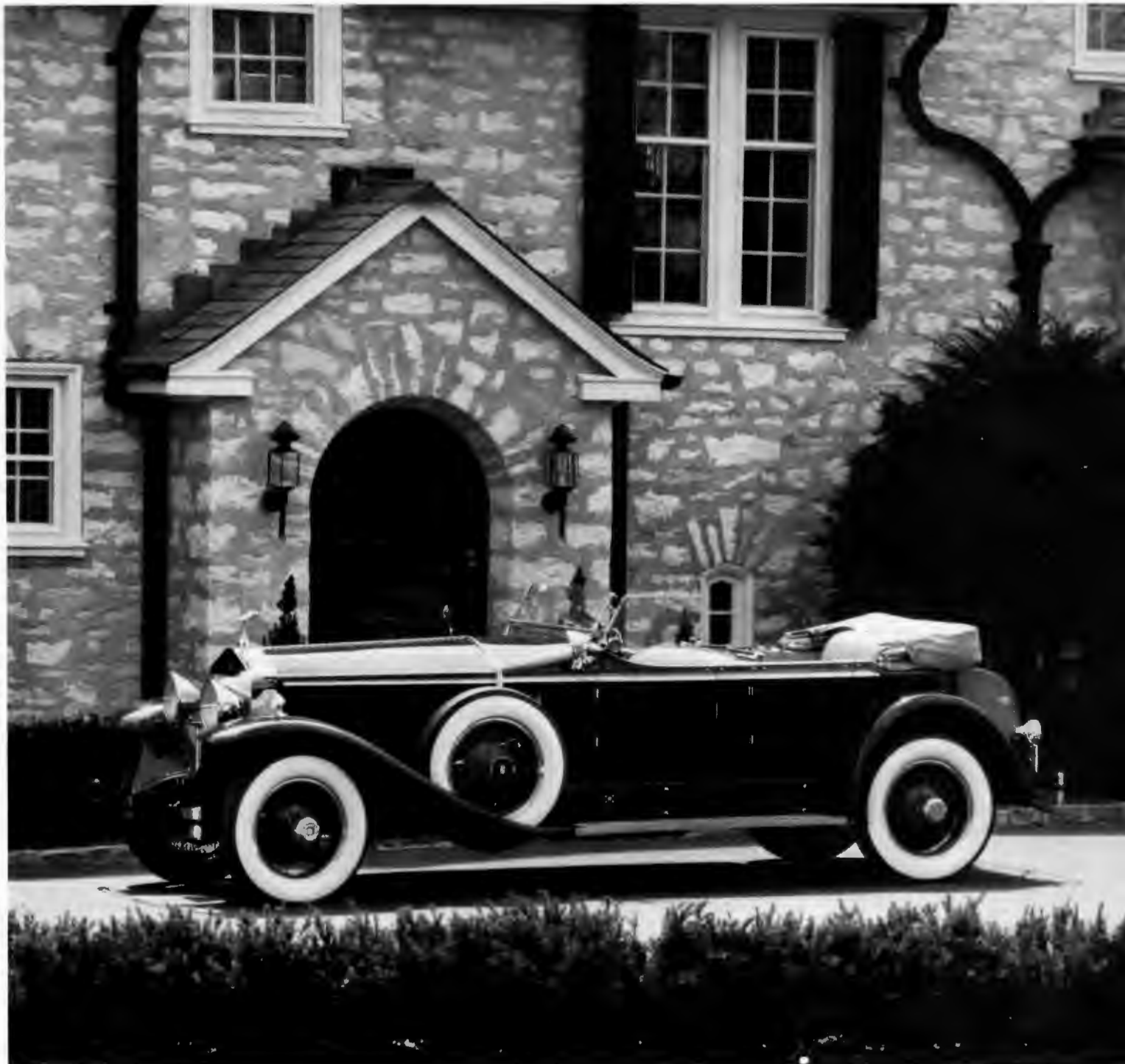
runs, the desired speed was achieved. Mr. Farrell was asked to get in for a demonstration ride. 'Have you done it?,' he asked Art Soutter. Assured that he had, the now delighted owner said, 'That's all I wanted to know. I'll take your word for it'."



Stephen Brauer's Rolls-Royce was one of about thirty Ascot Tourers built on the Phantom I chassis: "The car was delivered new to C. M. Rice, Jr. of Worcester, Massachusetts in August of 1929. I've owned S226KR for ten years. The price new for the Ascot was \$17,250. By comparison, a 1929 Chevrolet phaeton was \$495, a '29 Cadillac sport phaeton \$3,950. After minor restoration, I participated in the 1987 CCCA CARavan through the Rocky Mountains. The P-I serenely cruised up and over the 12,183-foot-high Trail Ridge Road pass, while a lot of other Classics coughed, sputtered and frequently died."

1929 Rolls-Royce (Springfield) Phantom I Ascot Tourer, Brewster

Owner: Stephen F. Brauer of Bridgeton, Missouri





1929 Rolls-Royce (Springfield) Phantom I Riviera Town Car, Brewster

Owner: Robert E. McVoy of Poland, New York

That New York State Governor Nelson Rockefeller chauffeured Bob McVoy in his P-I is a nice reversal of the usual, among other unusual facets of the Rolls-Royce Bob has owned since 1965: "The speedometer had 50,000 miles when I bought it. There was no rust or rot, and all the original wood. Of the six Riviera Town Cars built, this is the only one with gold-plated interior and exterior trim. The windshield has a real rake to it and folds forward like a roadster. The canework, upholstery and inlay on the rear section are original. It has a snap-on roof and the original side curtains. The buffed aluminum hood really sets it off. It is believed the car was originally purchased by beer baron (and Yankee baseball team owner) Jacob Ruppert for a New York showgirl. She must have been some gal."

Steve Hildebrant's P-I has had nearly as many lives as the proverbial cat: "This was one of the last cars ever rebodied by Rolls-Royce's Massachusetts division. The first owner was a Mrs. C. Rosenbloom. Repossessed in 1933, the chassis remained in Springfield after the decision was made to close the plant. The Newmarket body was added to improve appearance and, with its tilted windshield, it did that. The car overall is a real eye-catcher. But it had to be to sell during the

Depression. Sold again, it was repurchased in 1949 by J. S. Inskip, the former Rolls-Royce of America president and then Rolls-Royce dealer in New York City. In all, it appears that the chassis has had six owners, the body five. I've owned the car since 1972."

The P-I Regent that Jack Trefney has owned since 1951 was originally ordered by Wesson Seyburn, described in Detroit newspaper obituaries as a "financier and socialite." His widow Winifred was the daughter of John Dodge, one of the two automotive Dodge Brothers.

1929 Rolls-Royce (Springfield) Phantom I Newmarket Convertible Sedan, Brewster
Owner: Steve Hildebrant of Sagamore Hills, Ohio





*1929 Rolls-Royce (Springfield) Phantom I Regent Convertible Coupe, Brewster
Owner: Jack Trefney of Bedford Heights, Ohio*



When purchased by Jack, the car had 49,000 miles. Now mileage is up to 92,000, among the car's extended trips being the very first CCCA CARavan to Detroit in 1953. "S137FR was the first Regent-bodied Phantom I with the up-to-date slant wind-shield," comments Jack. "There are earlier chassis numbers with Regent convertible coupe bodies; however, these are rebodied chassis which J. S. Inskip/Rolls-Royce did in the early thirties in order to sell the glut of town cars. Twenty-one Regents were built in all. One of the interesting features of this body is the entrance door to the rumble seat; most convertible coupes of that era had step-plates which made for a very awkward entry. Another outstanding feature is the Jaeger Chronograph, an eight-day stop watch, on the dashboard, surrounded by the other instruments. This chronograph is the same one used in the Duesenberg automobiles. Brewster used an extensive amount of aluminum in the construction of bodies for Rolls-Royce. The body is a wooden framework with aluminum skin, the hood and firewall also aluminum. In the chassis, the cylinder head, crankcase, oil pan and transmission case are aluminum. The fenders are steel. Still, even with the extensive use of aluminum, my Rolls-Royce tips the scales at 5,400 pounds. But it was a very fast, comfortable, reliable and trouble-free automobile which accounts for the rather high survival rate today."





*1930 Rolls-Royce (Springfield) Phantom I Huntington Sedan, Brewster
(sidemount wheel and instrument board on page opposite)
Owner: Jon P. Leimkuehler of Pittsburgh, Pennsylvania*

"This is an exceptionally large seven-passenger sedan and so was just what I was looking for to accommodate my wife and five children," reports Jon Leimkuehler regarding his P-I Huntington. "The man I bought it from had won it in a raffle. His comment was, 'Everybody else wins a new car or a boat, but I was unlucky enough to win this old one.' His dislike for the car worked

to my benefit. I enjoy this Rolls-Royce so much and have put so much time and effort into it that I plan never to sell it. Records indicate that the first person to whom the P-I was sold was Mrs. A. L. Purcell on October 8th, 1932. On July 2nd, 1935 Rolls-Royce received information that the car was owned by Frederick Coyne of Long Island, with the notation that it had been sold to him

by the Duesenberg company. Thereafter, until 1958, the car was in storage in a Brooklyn warehouse, wearing its 1937 license plates. Several other people owned it from that date until 1981 when the Rolls-Royce was donated to the Cleveland Heights Athletic League and won for a \$1.00 ticket by somebody who thought himself unlucky. Now I'm the lucky one."





1930 Rolls-Royce (Springfield) Phantom I Regent Convertible Coupe, Brewster
Owner: Robert S. Daryman of York, Pennsylvania



Although Bob Daryman has owned his P-I Regent Convertible Coupe for only two years, he has already been able to find out a good deal about it which, with the help of his son, he relates: "I purchased the car at an auction held by an old gentleman who had acquired the car from a scrapyard in Scranton, Pennsylvania in 1951. It had sat in his shed until June of 1988. After acquisition came research and I learned that the car had been sold new to Robert McCormick of Chicago in April of 1933. McCormick was, of course, the publisher of the *Chicago Tribune*. I thought the car to be a coupe but when I began dismantling it for restoration, something very interesting transpired. The car actually was a Regent convertible with a fixed top. I wondered why Col. McCormick (1) bought this type car and (2) had it altered this way. The answer came from the First Division Museum in Wheaton, Illinois. This museum was founded as a memorial to the McCormick family. It seems Col. McCormick was at odds with Al Capone and was waging his own war with the famous gangster via his newspaper. Early in 1933 Capone had one of the *Tribune's* reporters gunned down in broad daylight. At the time the Colonel was being chauffeur-driven around Chicago in a Rolls-Royce town car. As his battle with Capone intensified, those close to McCormick felt his motoring style made him too easy a target for Capone's henchmen. Because time was a factor, a new car was needed in a hurry, hence the purchase of the Regent convertible. The vehicle was altered with a fixed top to allow McCormick to inconspicuously ride in the front with his body guard and to accommodate his six-foot-six-inch body. That is as far as I've been able to get thus far with this car's history. I do not know when the car left McCormick's estate or how it ended up scrapped in Scranton, Pennsylvania. But I hope to find out."



The Phantom II, introduced in 1929, was the first new car from Henry Royce's drawing board in four years. Its predecessor P-I's 100 horses from 7.7 liters had not been a figure to shout about and though Rolls-Royce never published horsepower figures, extra oomph was clearly needed to stay abreast of the competition. With a cross-flow cylinder head, separate inlet ports, better manifolding and higher compression, another 20 hp or more was realized in the P-II. The clutch housing and gearbox were now built in unit with the engine; new to the chassis was Hotchkiss drive to a hypoid rear axle, which allowed a lower floor line.

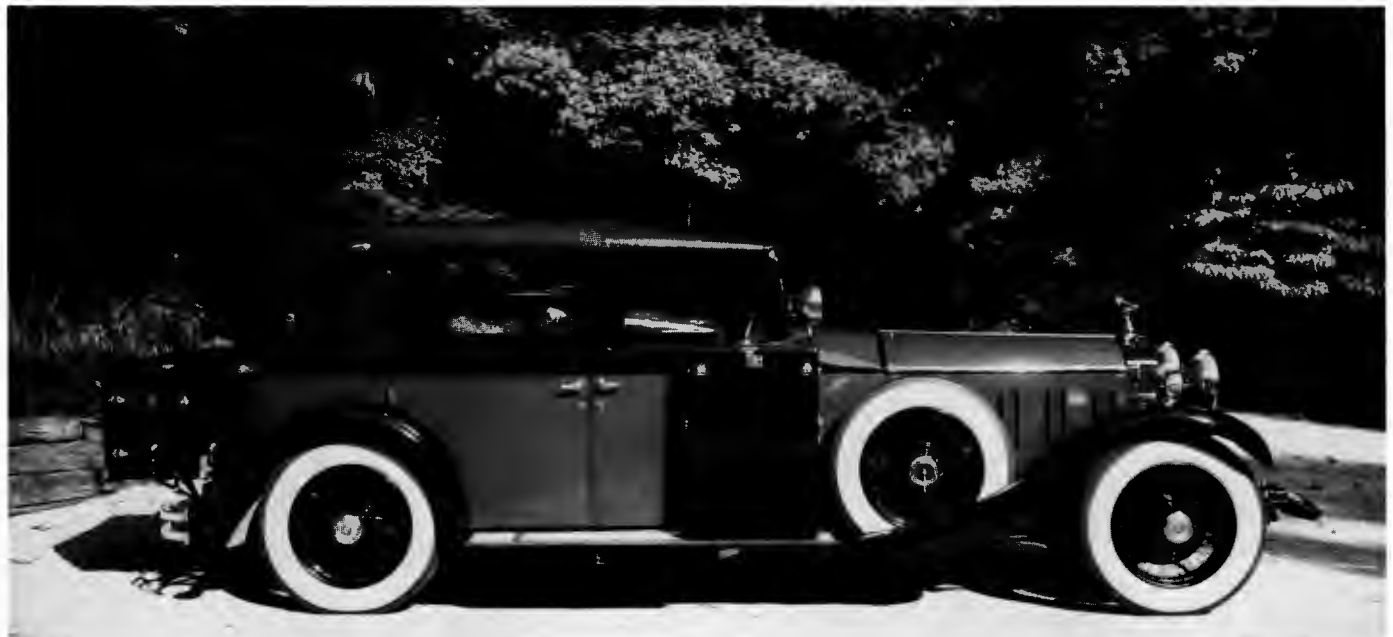
The new Phantom II was good news in England but rocked Rolls-Royce of America to its foundation. As the reader may have inferred from the narrative thus far, Springfield had been hit hard by the stock market crash. The company simply

couldn't afford to tool up for production of the P-II. Considerable parts for P-I's remained, however, and Springfield continued to put these cars together and sell them as new for the next several years at prices greatly reduced from pre-Depression levels. Derby supplied Springfield approximately 125 left-hand-drive P-II chassis as well which would be cloaked with Brewster coachwork. But the Rolls-Royce manufacturing days in America would soon be history. Jack Inskip designed a new Brewster on a Ford V-8 chassis, which horrified Rolls-Royce but not enough to banish Inskip from Rolls-Roycedom. He remained a dealer thereafter, and very successfully once America recovered from the Great Depression.

Bill Greer's P-II Barker Sedanette is fascinating because its owner lived on one side of the Atlantic and the car on the other: "Andrew N. Jergens, whose business was Jergens

*1930 Rolls-Royce Phantom II
Sedanette, Barker*

*Owner: William Greer
of Indianapolis, Indiana*



Lotion, ordered the Phantom II for touring Britain and Europe. Special Brooks touring trunks were specified as well as D.S.M. spares and tool-boxes under the running boards. There are five large hinged louvers on each side of the hood to vent the engine plus double lower louvers and a large upper one on the cowl for passenger comfort. All the bright-work is silver plate except the radiator shell, louvers and running board trim which are of 'Staybrite,' a type of stainless steel. Perhaps the most interesting detail is the adjustable rear seat. Mounted on a track, it can be positioned in the blind quarter or cranked forward so that the rear passengers can enjoy the window and footrests. Another detail is the backward rake of the division window at half mast. The speedometer is in both mph and kph. The car was kept in England from 1930 to 1961, and was occasionally flown to France for touring. I think it somewhat unusual for an owner to maintain a car with driver ready to go for over three decades, particularly when the car resided in London and the owner in Cincinnati, Ohio. In 1972 I purchased this car from its second owner, Ray Sadler of Indianapolis. I appreciate the versatility of the elegant body style which includes a stylish padded top, convertible front with adjustable windshield, crankdown division,

facing jump seats and the aforementioned adjustable rear seat. The long 150-inch wheelbase easily accommodates seven passengers, and the Sedancalette can be used as a town car, formal or touring sedan, or as a limousine. This Rolls-Royce remains essentially original and has been much driven. Total mileage is unknown. The minimum is 125,000+; 225,000 is very possible."



In 1928 the 20 H.P. had metamorphosed into the 20/25. The engine was bored out to 224 cubic inches; the wheelbase was increased from 129 to 132 inches. This small Rolls-Royce continued in production with refinements into 1936.

Susan Partington has owned her 20/25 Thrupp & Maberly Convertible Saloon for a decade and a half: "This is an owner-driver car, a 'country car' needing no bumpers. It has a Tickford top (state of the art at that time) which rolls back with a crank (kept under the driver's seat) inserted at the left rear of the car. It is characteristic of Rolls-Royce that each tool rests in a specially formed place in the tool carrier beneath the driver's seat. Purportedly, the original owner was Winston Churchill, which was the reason for the continuation book being missing when we purchased the car (because of the value of Churchill's signature). The car has had many owners. We heard that once it changed hands in a very high-stakes poker game! Total mileage is about 600,000. Following our purchase from a man in Milwaukee who had it in a barn, the car was completely restored. The true charm of a Classic is not just in 'viewing' it but in 'experiencing' it. To sit on the down-filled real leather cushion seats of this Rolls-Royce is like sitting in a big, comfortable overstuffed chair in your own den."

1932 Rolls-Royce 20/25 H.P. Convertible Saloon, Thrupp & Maberly

Owner: Susan T. Partington of Palm Beach, Florida





1932 Rolls-Royce Phantom II Continental Roadster, James Young

Owner: W. G. Lassiter, Jr. of West Palm Beach, Florida

With all due reverence, the Continental model might be described as the hot Rolls-Royce of its era. Probably the Schneider Trophy was the impetus for its production. In 1929 the famous air race had been won by a Rolls-Royce-engined Supermarine S6, returning the prestigious cup to Britain and earning a baronetcy for Henry Royce from George V. In the ensuing festivities, Sir Henry was introduced to aviators and other sportsmen who preferred driving to being chauffeured, and driving fast to merely motoring. The P-II Continental was a genuine 90 mph car—all two-and-a-half fully equipped tons of it. The chassis was the short 144-inch wheelbase. Initially, Rolls-Royce had balked at introducing this model, so Sir Henry said he would just build one for himself. Thereafter, entreaties from sporting Britons anxious to have one like it changed the company's mind.

An English sportswoman was the first owner of Bill Lassiter's P-II Continental. She was Betty Carstairs, a noted racing boat pilot and sometimes Brooklands competitor of that era. She named the car "Atalanta II," after one of her favorite racing boats. This Rolls-Royce resided for many years in the Briggs Cunningham Collection.

Andrew D. Darling has owned his P-II Brewster Sports Sedan for nearly four decades: "289AJS is one of two of this style originally purchased from J. S. Inskip. Both cars were ordered by the same family, one for the owner's use, mine as a wedding present to his daughter. This is an original car and one I've driven around 30,000 exciting miles, including many 300-500 mile trips. The coachwork was very advanced

for its time, the chrome-framed windows being a forerunner of the four-door hardtop. The hood extends all the way to the vee windshield. And I love the beautiful mahogany running boards. The car uses no striping but is trimmed in burnished aluminum. The original equipment side mirror was delivered new with the car. The sloped rear deck provides this Phantom II exquisite proportions."

1933 Rolls-Royce Phantom II Sports Sedan, Brewster
Owner: Andrew D. Darling of Edina, Minnesota





*1933 Rolls-Royce Phantom II Trouville Sedan de Ville, Brewster
Owner: James H. M. Partington of Palm Beach, Florida*



Also owned for nearly four decades is James Partington's P-II Brewster Trouville: "I am the second owner, having purchased 214AMS from a friend, Harold F. LeBaron. I have forgotten the name of the man who ordered the car but I recall that he paid Inskip \$23,000 for it in 1933 and that he was president of the New York Central Railway System. Mr.

LeBaron married his widow. Originally, the first owner's Silver Ghost body was installed on this P-II but then he changed his mind and had the Brewster people build a new body in 1935. Mr. and Mrs. LeBaron laid the car up in Long Island City after their chauffeur left. He was asked to clean the venetian blinds in their River House apartment, which

offended him. 'Rolls-Royce chauffeurs do not clean venetian blinds,' he said upon departing. This Phantom II is one of twenty-two in Rolls-Royce's AMS chassis series. Original mileage is 98,000. The car is in active use. This P-II has taken many brides to the church (always on time!). In forty years, it has never let me down."



1933 Rolls-Royce Phantom II Continental Sedan Coupe, H. J. Mulliner
Owner: Mark Tuttle of Shadow Hills, California

H.H. the Prince of Nepal was the first owner of Jeff Davis' P-II Continental: "His Highness and his family lived in London after he was deposed as ruler of the mountain kingdom. He loved France and was frequently seen in Paris at the Hotel Georges V. This car originally had a Windovers saloon body. By 1936 His Highness was contemplating trading in the P-II for a new P-III but changed his mind. The reason: Figoni & Falaschi whose coachwork on Delahaye chassis he had admired during his visits to Paris. The P-II's long bonnet and positioning of the radiator over the front axle was a better basis for the execution of the Figoni design philosophy than the P-III with its radiator ahead of the axle. Besides, the P-II Continental provided the Prince of Nepal all he required in a fast touring car. So in August 1936 the new coachwork was installed. This Figoni & Falaschi body is the only one ever fitted to a P-II Rolls. By tipping all vertical lines to a ten-degree rearward slope, the body gives the impression of surging power, that the car is being pulled forward and stretched out like a straining and flexing muscle. This is the largest automobile bodied by Figoni & Falaschi and demonstrates how sports car design philosophy can still apply to a large sedan. Figoni succeeded in creating a visibly dynamic form. Precisely when the Prince of Nepal relinquished the car is not known. I can find no record of its whereabouts from 1939 to 1945. From that point it passed through a half-dozen owners—including Capt. Frederick Henry who traded his Binder-bodied Bugatti Royale for it in 1951. I acquired the car in 1985 following ten years of neglect. It is now in the last stages of a complete renaissance. This sole example of the design genius of Figoni & Falaschi on the P-II chassis will soon be on the road again."

"Just 281 P-II Continentals were produced," comments Mark Tuttle of the Rolls-Royce he has owned for over a quarter-century. "Mine is believed to be the only example of the half-dozen or so Mulliner bodies

of this design extant with a rear-mounted spare. The others have side-mounts. The three-position drophead coupe styling is among the most striking English coachwork from this era of Classic design."



1933 Rolls-Royce Phantom II Continental Pillarless Saloon, Figoni & Falaschi
Owner: Jeff K. Davis of Bombay, India

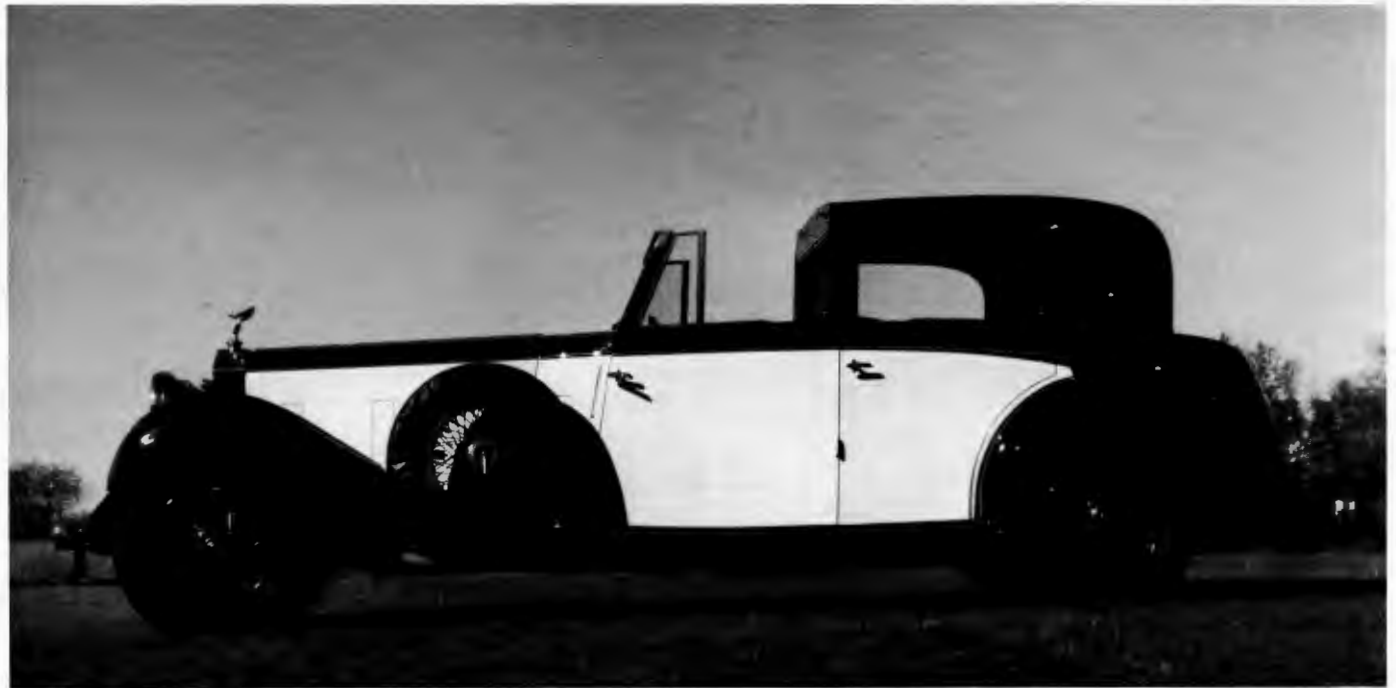




*1933 Rolls-Royce Phantom II Sedan de Ville, Gurney Nutting
Owner: Philip Reed of Whittier, California*

Philip Reed has owned his P-II Gurney Nutting Sedan de Ville since 1977.

The Windovers P-II Sedan de Ville joined the other Classics in the Leon collection in 1986. "This is an excellent example of Rolls-Royce understated elegance," comments Jay. "With a wheelbase of 150 inches, the car has an excellent ride. The driver compartment opens up, there is a divider window and a phone connecting the passenger with the chauffeur. Rolls-Royce records indicate this car was owned originally by G. E. Philcox of London."



1933 Rolls-Royce Phantom II Sedan de Ville, Windovers

Owners: Berta & Jay Leon of Hubbard, Texas





1933 Rolls-Royce 20/25 H.P. Sedan Coupe, Freestone & Webb

Owner: Dr. James J. Stickley of Cedar Rapids, Iowa

“The beauty of this car is its ‘one-off’ sedanca coachwork by Freestone & Webb,” says James Stickley about his 20/25. “The sculptured contours of the wings and the sweep of the fender line are very graceful. There are special compartments under the seats for the top irons. This 20/25

represents the intention by the factory and coachbuilder to produce a very special and expensive car that the owner was expected to drive himself, an extraordinary social statement for the era. I prefer this Freestone & Webb design to that of the popular Owen-Gurney Nutting

sedanca coupe because the trunk is not as massive and boxy; moreover, the treatment of the rear wings as they sweep down and mold into the valance between trunk and wings shows an unusual attention to detail. It must have taken a world-class panel beater to accomplish this.”





1933 Rolls-Royce Phantom II Henley Roadster, Brewster

Owner: Rick Carroll of Jensen Beach, Florida

The P-II Henley Roadster became part of the Carroll collection five years ago. Prior to his death, Rick wrote about it for this book: "The AJS series Phantom II was imported from England during the Depression under strict trade agreements. Only the chassis was sent, no mascot,

tools, spark plugs, bumpers or coachwork. Brewster did the body. The result was an American-Anglican combination with the best of both countries. This particular car was originally owned by E. L. King, banker and owner of the Watkins Company. Eight P-II Henley

Roadsters were produced and are considered by many collectors as the most beautiful Classic Rolls-Royce built. The Henley drives like a dream and, with the 150-inch wheelbase, feels like it is floating on water. It is a delightfully roomy Classic meant to be driven and enjoyed."





*1933 Rolls-Royce Phantom II Continental Sedan Coupe, Owen-Gurney Nutting
Owner: Dr. Gerard E. Schultz of Clarence, New York*

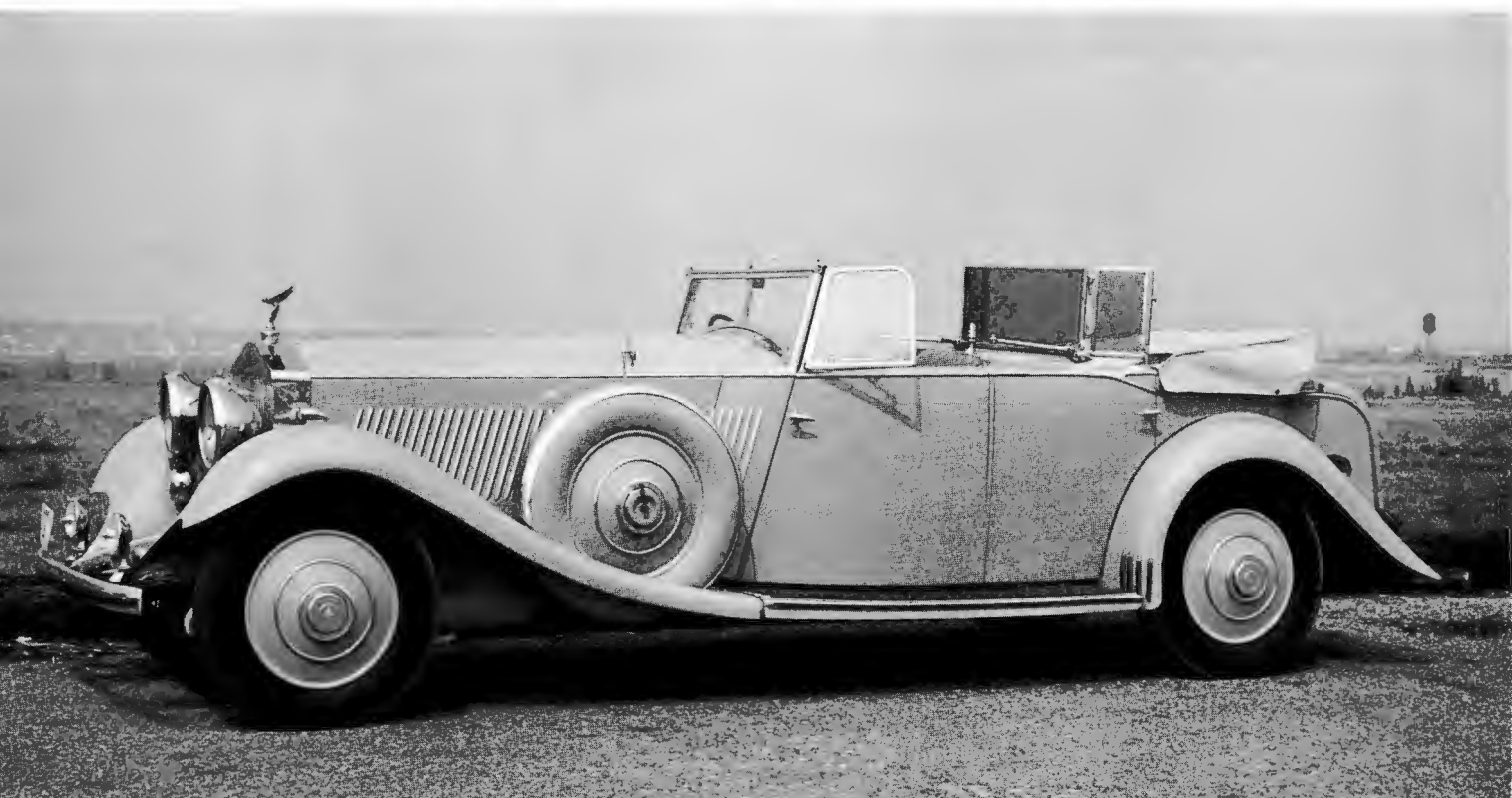
"Absolutely gorgeous styling," enthuses Gerard Schultz regarding his Gurney Nutting P-II Continental which was originally owned by Anthony de Rothschild of London.

Bill Davis' Barker P-II Continental was ordered new by a gentleman from Paris who apparently was unable to complete the purchase. The car was retained by Rolls-Royce and

sold two years later to Lord Farington. Bill has owned it since 1984: "The car's great moment in the sun came in 1935 when it was used by H. M. King George V to review the Royal Air Force at Mindenhall. In today's parlance, this was a 'photo opportunity' and is well documented photographically. I like this car's looks, especially the long hood which

extends beyond the firewall into the scuttle and the low windscreen. And mechanically it is very strong—to the top of Trail Ridge (12,000 feet plus) on the vacuum tank without incident, for example. The car is a joy to drive on the open road. I have loved every moment of my ownership and look forward to more pleasant times in the future."

*1933 Rolls-Royce Phantom II Continental Tourer, Barker
Owner: William M. Davis of Charleston, West Virginia Photo: K. Karger*





1934 Rolls-Royce 20/25 H.P. Sedan de Ville, Hooper

Owner: Dennis Somerville of Arlington, Washington



"This car has a boot like a sports saloon; however, it is a sedanca de ville with formal division glass," comments Dennis Somerville of his 20/25. "Opera lamps are nice for the mid-thirties. The first owner was P. H. Bushell, Esq. of England. This car has a special long bonnet that extends all the way to the wind-screen—rare for a British Rolls-Royce and pretty for a Hooper."

1934 Rolls-Royce Phantom II Continental Sedan Coupe, Owen-Gurney Nutting

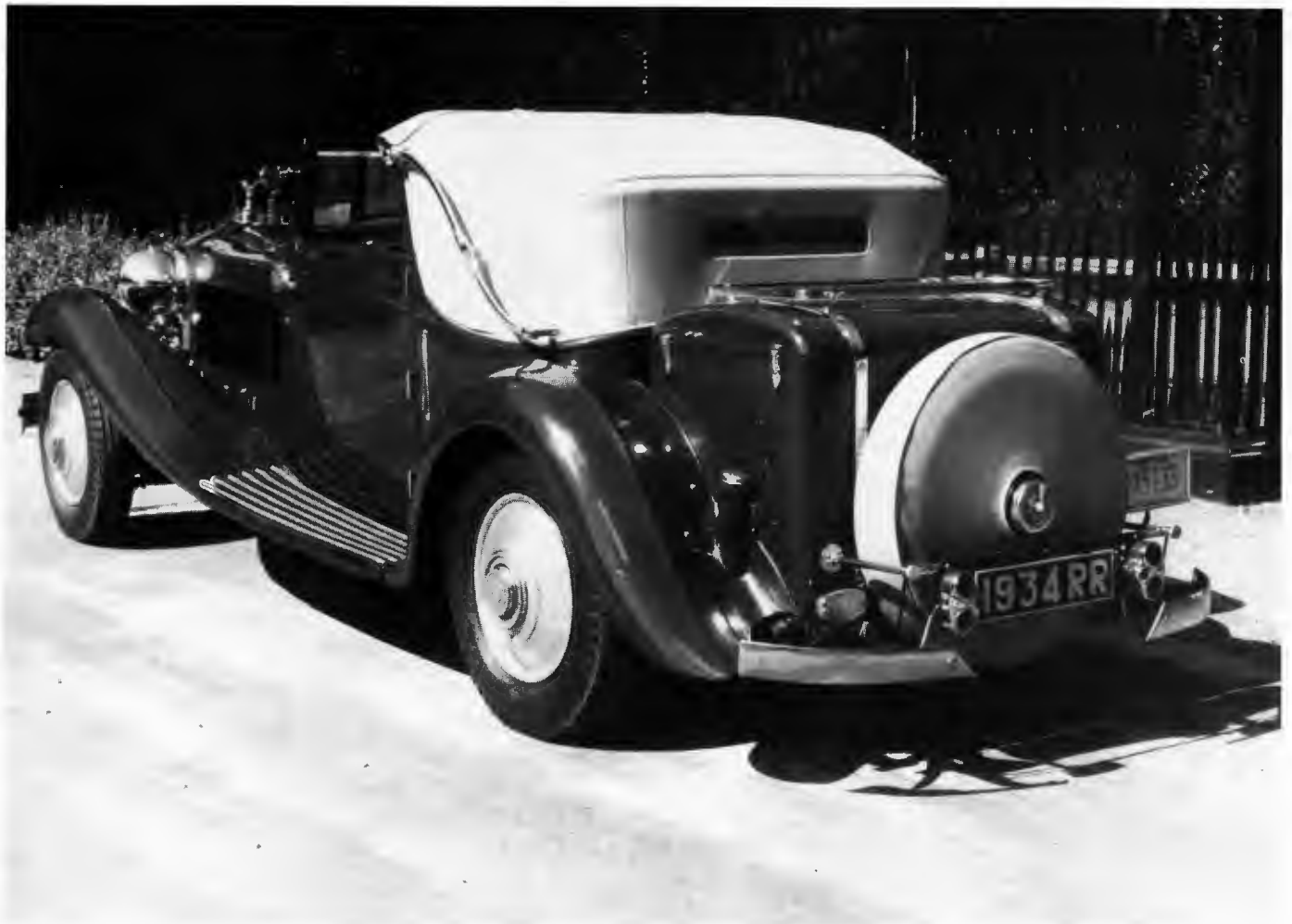
Owner: Duncan H. Bull of Fairport, New York

"My car is one of about fifteen sedanca coupes, or three-position dropheads, built by J. Gurney Nutting on a P-II Continental chassis," comments Duncan H. Bull. "This was the first year for a synchromesh gearbox on the Phantom II. The six-cylinder 7.5-liter engine powers this Classic smoothly and aggressively down the road as it turns many heads."



1934 Rolls-Royce Phantom II Continental Sedan Coupe, Owen-Gurney Nutting

Owner: Matthew Sonfield of Syosset, New York



Of the 1,767 Phantom II's produced from 1929 through 1935, 281 were the Continental model. T. J. Hughes of Liverpool and London was the first owner of Matt Sonfield's Continental. Matt explains the reason for its hyphenated coachbuilder reference: "This car was the product of an unusual business arrangement in

which the body style was built (and probably designed) by Gurney Nutting, but the design was registered and promoted by H. R. Owen, a London Rolls-Royce retailer. "The prize winner at nearly every important Concours d'Elegance both in England and on the Continent," the Owen catalogue said.

And noted English automotive writer Lawrence Dalton, publisher of many books on Rolls-Royce, has commented that 'the combination of this Gurney Nutting body and the Phantom II Continental chassis is considered by many to produce the finest and most elegant grand touring motor car of its day.' I agree!"



*1934 Rolls-Royce Phantom II Sedan de Ville, Thrupp & Maberly
Owner: Tyrnn M. Long of Issaquah, Washington*



Thrupp & Maberly built three sedan de ville bodies for the Phantom II chassis. The car that Tyrnn Long has owned for a decade is the only one believed to exist: "The original owner was Lady Mendl, the former Elsie de Wolfe, noted for her successive careers as a Broadway stage star, interior decorator and international hostess. She lived near Versailles, France which is the reason this car sports Marchal headlamps rather than the usual Lucas P-100 units. Her biography was subtitled 'A Life in the High Style.' And that was certainly true. When the Germans invaded France, Lady Mendl left and stayed just ahead of the advancing Third Reich army. Her fifty-four pieces of luggage followed, closely, in a Ford station wagon. She used this Rolls to escape to Spain and then to America."



Jeff Broderick's P-II by Barker is one of just two produced in this body style: "This magnificent automobile is the essence of the Classic Era. It is a chauffeur-driven design with division window complete with 'Halls' Flap' for instructions to the driver. The chauffeur's compartment is black leather and can be totally enclosed or opened to the elements. The whims of the wealthy were many and varied. The windshield opens out completely and is covered for its entire length by a tinted sunscreen of glass. The passenger compartment is opulence extended. The upholstery is hand-done needle-point and the woodwork (as in the driver's compartment) is the rare tiger maple and Art Deco styled. Twin vanities are in the solid rear quarters. The interior also carries two center-facing additional seats on each side of a complete Waterford crystal-stocked bar. There are two trunks: the standard-sized enclosed variety and one equipped with extending arms to hold a touring trunk with matched luggage for Continental touring. Details on this car abound. The sterling silver carriage lamps have a lapis lens on the outermost side which matches the dark blue paint of the exterior. On the scuttle is a second mascot of German silver, a Hart deer, placed there by Barker at the request of the first owner. He was Charles Jeffery Hart and it was for his family that this species of red deer was named. Hart was killed during World War II; his widow stored the car until the fifties. It passed through four more owners prior to my acquisition. Since buying the car in 1987, I have driven it extensively. With a 150-inch wheelbase, this P-II is enormous but is an absolute pleasure to drive. One would think a car of this size would

require constant shifting but just the opposite is true. Once in fourth gear, the driver rarely has to downshift except in traffic, and turnpike speeds are an easy lope for an engine that is

one of the largest and quietest sixes ever produced. Whether in the chauffeur's or passenger's compartment, the feeling of absolute elegance is overpowering."



1934 Rolls-Royce Phantom II Sedanca de Ville, Barker
Owner: Jeffery P. Broderick of Gap, Pennsylvania





The original owner of this Phantom II Limousine de Ville was Gracie Fields, the famous English singer who became a star as well in American films. Gordon Dysart has owned it for nearly two decades: "This was the last year for the Phantom II and its 7.6-liter (468-cubic-inch) engine, the largest built by Rolls-Royce for automobiles. I like the dual ignition (spark plugs on both sides of the engine, one side using coil and distributor, the other magneto) which can be switched one to the other or both used. The twelve-volt system is very good, as are the servo brakes, adjustable shock absorbers, electric wipers, built-in wheel balancers and jacks, extra oil to cylinders when started, four-speed gearbox and detailed workmanship throughout. The coachwork was handmade from thick aluminum sheets, an art that almost terminated at the beginning of World War II. Most English cars of this period were black, or had black fenders, but Miss Fields had this one painted two-tone blue. The car was well known in London as she used it for theatre, shopping and parties—chauffeur-driven only, of course. It survived the bombing of London and was not driven for the six years of the war. The car arrived in Texas in 1969. In 1975 Miss Fields wrote me from Capri, saying 'So you've got the very, very old Rolls-Royce . . . like Johnny Walker and me, still going strong!' She called it 'the Posh Car'—I agree."



*1935 Rolls-Royce Phantom II Limousine de Ville, Gurney Nutting
Owner: Gordon R. Dysart of Dallas, Texas*





1934 Rolls-Royce Phantom II Continental Close-Coupled Saloon, Barker

Owners: Berta & Jay Leon of Hubbard, Texas

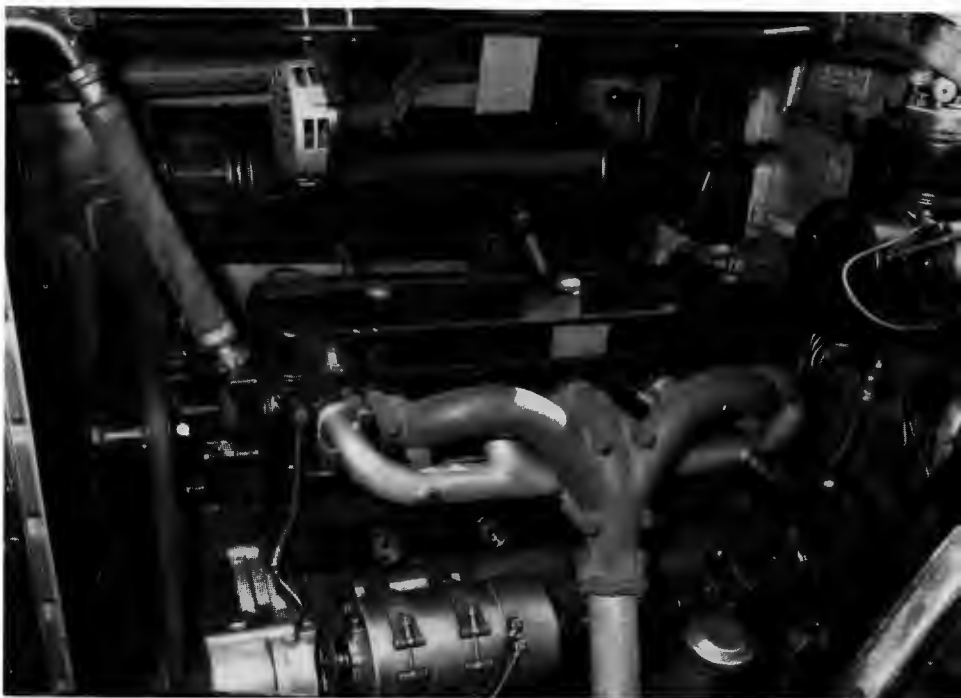


Details abound as well in the Leons' P-II by Barker, as Jay explains: "The car is graced with two huge Marchal headlamps. The instruments were specially ordered to include a large Bentley-type speedometer, tachometer and clock, with navy blue dials on all instruments. Also specified was an unusual blueish green shade on the windshield and silk window screens hidden in the wood window sills. The trunk is an integral part of the body. 83RY was originally ordered by Hugh Tevis of Wynberg, who requested all these special features for traveling in South Africa. However, he never took possession of the car. Three years later it was acquired by Douglas Fairbanks, Jr. for use as his London transport. The movie actor brought the car to the U.S. at the beginning of World War II. It reappeared in England in 1947 and went through various owners, ending up in Zimbabwe whence it was taken back to the U.S. to coincide with the independence of that country. When I purchased the car in 1978, it had Zimbabwe license plates."

The original owner of the 20/25 by Hooper was William Morrison of Renfrewshire, Scotland. Seven years ago, Scoop Collins became the third owner of this car: "The original works shop order describes the body as an 'open touring with windows in the doors' and includes a notation that the car was for use in 'the United Kingdom—town and touring.' Rolls-Royce was very particular about knowing just where its cars were going to be used and how. Even the weight of the rear bumper (thirty-five pounds) was considered. The front bumper was not original equipment. Legend has it that the engine compartment was sealed at the factory. This is true to the extent that both sides of the bonnet (hood) had locks, and the chauffeur had custody of the keys. He was the only person who was supposed to perform routine maintenance. A complete set of tools was supplied in a drawer extending the full width under the front seat. The Hooper body on my car is very comfortable with the windows up, and the convertible top is easy to put down. GPG70 is a good driver on the road. The rear axle is full floating of the spiral bevel type, and the road wheels are carried on axle tubes. The final drive ratio is 4.55:1. The complete chassis is lubricated from a manual (foot-operated) one-shot lubricating system. The four-wheel brakes are mechanically assisted by a servo device driven through the gearbox and operated by the foot brake lever. A fuel cut-off valve is provided, has three positions ('R' for reserve, 'O' for off, 'M' for main tank) and is operated from the inside on the firewall. The valve itself is on the engine side under the Auto-Vac."



*1935 Rolls-Royce 20/25 H.P. All Weather Tourer, Hooper
Owner: J. Edward (Scoop) Collins, Sr. of Ocean City, Maryland*





*1935 Rolls-Royce 20/25 H.P. Sport Saloon, Mann-Egerton
Owners: Theodore M. & Helen G. Warner of Indianapolis, Indiana*



"Excellent body lines and a great road car" is Ted Warner's capsule summary of the 20/25 by Mann-Egerton that he and Helen have owned for six years: "In full parlance, the car is a Continental touring close-coupled sport saloon. Production records from Mann-Egerton indicate that 500 cars were bodied by this coachbuilding company during its tenure from 1901 to 1938. Mann-Egerton was noted for excellent finish, good workmanship, durability and soundness. Today the firm serves the motor industry as engineers and distributors of refrigerated commercial vehicles. Previous owners of my car included the Cavalry Club of London, Rupert Patrick Kilkelly of Norfolk and David Aston Kyle of Middlesex, these names taken from the records of the Motor Taxation Department of the Isle of Wight County Council. The car is equipped with a large sun roof—and with a trailer hitch which shows no evidence of ever having been used. I understand that during World War II vehicles in England were required to have hitches installed in order to move matériel if needed. The hitch is installed inside the boot and cannot be seen unless the lid is opened."

In 1932 Derby engineers began work on a replacement for the Phantom II. Company executive W. A. Robotham had visited Detroit earlier that year and been cordially welcomed at General Motors. Impressed by the multiplicity of cylinders in the new Cadillac and other American luxury cars, Robotham was effectively wowed by GM's new independent front suspension system designed by Maurice Olley, former supervising engineer of Rolls-Royce of America. Returning home and learning that Hispano-Suiza was going to a V-12, Robotham concluded Rolls-Royce could do no less to keep up with its traditional rival on the Continent—and that i.f.s. might put Derby one step ahead.

The basic outline of the Phantom III engine was ready prior to Sir Henry Royce's death in April 1933. But most of the design and engineering work remained to be completed by others, A. G. Elliott among them. The 60° 447.7-cubic-inch V-12 his team developed was remarkably advanced with light alloy castings and wet liners drawing on Rolls' estimable aero engine experience. The use of i.f.s.—the GM system licensed and adapted by Rolls to the new car—allowed elimination of the traditional dumb irons and the pushing forward of the engine in a chassis which retained the traditional Rolls-Royce stiffness. The Phantom III would be widely regarded as the best handling large car in the world. It was also among the most complex. Without Sir Henry to lecture on the virtues of simplicity and practicality, Elliott and his crew had overlooked two things: cost of manufacture and ease of maintenance. The company had estimated the P-III would be £100 less expensive to build than the P-II; instead it was £400 more. And owners discovered that a complete engine overhaul could cost as much as £700. How much all this perturbed purchasers then is moot; owners today accept it in stride.

"Engineering-wise, there is nothing like the feeling of power the twelve-cylinder motor produces," says Andy Johnson. "My car was originally owned by Sir Adrian Baillis of London. Custom-built by Mulliner, it is a close-coupled limousine with beaded fenders and unique razored-edged styling. The fittings include rear-seat picnic tables, rear compartment speedometer and a quick-release-control driver's window. I love my Rolls most for its beauty. The roof line is so rakishly low that from the front it looks like someone chopped the top."



1936 Rolls-Royce Phantom III Sport Saloon, H. J. Mulliner
Owner: Andrew W. Johnson of Roslyn Heights, New York





1935 Rolls-Royce 20/25 H.P. Sedan de Ville, H. J. Mulliner

Owner: Richard Halprin of North Haven, Connecticut



Richard Halprin has owned his 20/25 by Mulliner for a decade: "The bill of sale indicates the car was purchased new by a G. L. Ricketts in England late in 1935. From there the list bounces from one owner to another with little continuity. The next real bit of information I can use to trace the car arrived from George Valassis who purchased it from a Mr. Ogenczry of Chicago who, as the story goes, found the car in a barn in Budapest. Apparently, at the time, it belonged to an official of the government (possibly a G. F. Charvat, Esq. whose name also appears on the title) and was in danger of being confiscated by the Third Reich and destroyed—hence it was hidden in the barn. This 20/25 remains in good original condition. As with all Classics, its rarity and quality are the main attractions. A sedan de ville has the most regal and elegant lines of all body styles, I think. Convertibles may be fun and sedans may be practical, but town cars always have a formal shine about them."



*1937 Rolls-Royce Phantom III Sedanca Coupe, Barker
Owner: William M. Davis of Charleston, West Virginia Photo: K. Karger*

This Phantom III Barker Sedanca Coupe was ordered new by T. J. Hughes, conceivably as successor to his P-II Continental as seen earlier in this portfolio. Bill Davis has owned the car since 1967: "Despite general bad press, a Phantom III is a marvelous automobile and in proper running order is superb. A two-door version is a rarity (probably about twenty built), and this example is strictly a one-off car built to the purchaser's special requirements. It has been a joy to own, show and drive. The car was restored by Rolls-Royce in 1962, incidentally, and the colors (donkey brown and Farina grey) were chosen by Count Alexis de Sakhnoffsky—an interesting link with the past."

Special features on the P-III Sports Torpedo Cabriolet by Barker include a tiger hunting light on the left front fender, a police siren under the bonnet, an umbrella stand behind the rear seat and a detachable folding seat on the luggage platform for a servant. Some readers may have surmised already that this car was built for a maharajah. "It was shipped to Bombay in September of 1937," comments Stephen Brauer, "and was destined for His Highness the ruling chief of Keonjhar state, Orissa, India. I've owned the car for seventeen years. The mileage shown is 9,200. Expert examination revealed the engine had been virtually untouched since leaving the factory over fifty years ago."



*1937 Rolls-Royce Phantom III Sports Torpedo Cabriolet, Barker
Owner: Stephen F. Brauer of Bridgeton, Missouri*





*1936 Rolls-Royce Phantom III Enclosed Drive Imperial Limousine de Ville, Van den Plas
Owner: Martin Coomber of Kent, United Kingdom*

Martin Coomber has owned his P-III by Van den Plas since 1978: "At the time of my purchase in August that year, the odometer read 80,000 kilometers or 50,000 miles (just nicely run in!). In the family the car quickly acquired the nickname of Fanny. Since 1978 she has covered a further 11,000 kilometers to date in regular use most weekends throughout the year. The car has an interesting history. She was ordered in 1936 by the Rolls-Royce agent in Brussels for display at the 1937 Brussels Motor Show. There seems to have been some confusion over who was to build the body and what type it would be. In the end, the order was given to Carrosserie Van den Plas to create a four-light Imperial limousine. The result was apparently disappointing visually and in very short order the body was converted to a six-light limousine with a de ville front. Most likely the car was intended to be a demonstration model, but Mme. Fernand Pisart, the agent's mother, evidently appropriated it for her own use in preference to her Grosser Mercedes. Either way, the car was ideally placed to be maintained in tip-top order until the outbreak of World War II, as a constant flow of parts

from Rolls-Royce demonstrates. She may well also have benefited from various minor modifications introduced by the factory in order to keep her up-to-date as a demonstrator. A number of Phantom III's were sold in Belgium but, surprisingly to me, no repeat orders were received for Van den Plas coachwork. Fanny's next unusual experience was to find herself requisitioned in 1940 by the occupying German forces for the use initially of Field Marshal Kesselring while he planned the invasion of Britain. Following the failure of that enterprise, the car was passed on to General von Falkenhausen, who was the military governor of Belgium and who therefore enjoyed appropriate transport until implicated in a plot to kill Hitler. Finally, the car was allocated to the head of the S.S. in Brussels, who evidently decided that 10 mph petrol consumption was excessive for his ultimate flight from Belgium. So she was then returned to her owner, having been—unlike most Phantom III's—meticulously maintained and kept running during the course of the war. Following Mme. Pisart's death in 1952, the car was bought by Sir Geoffrey Allchin, ambassador to Luxembourg who

brought her back to the United Kingdom upon his retirement from the diplomatic service. Upon Sir Geoffrey's death in 1968, the car was acquired by Roy Woollett. Ten years later she passed into the hands of her present fortunate owner whose contributions to her well-being have been regular exercise and continuing refurbishment by others' expert hands. Most recently, the driver's compartment was put in the care of the craftsman who trims the carriages of H. M. the Queen. Nothing is too good for this wonderful car! Driving Fanny has always been an experience and mostly a pleasure. She has misbehaved twice: a flat tire at Duxford Aerodrome (which proved the value of the built-in jacking system) and once she 'failed to proceed' due to an electrical fault. Even then her record of 'getting us home' remains unblemished. She runs very cool for a Phantom III but does not much like being stuck in lengthy traffic jams. It has recently been discovered that on the high octane petrol which of late she has been obliged to consume here she travels better at a steady 70 mph than a sedate 50 mph. On the odd occasion I have had her up to 90 mph."

The 25/30 H.P. succeeded the 20/25 in 1936. Wheelbase remained at 132 inches, but the six-cylinder engine was increased in displacement to 4.24 liters (260 cubic inches). Total production of this smaller Rolls-Royce model through 1938 was 1,201 chassis.

The 25/30 Gurney Nutting Sports Sedanca de Ville in Jack Nethercutt's collection was a one-off created for Lady Sainsbury. With French-inspired curvilinear styling, pontoon rear fenders and a diminutive rear-passenger compartment sized for two persons only, this Rolls-Royce is considerably more sporty than most town cars.



1937 Rolls-Royce 25/30 H.P. Sports Sedanca de Ville, Gurney Nutting
Owner: Jack B. Nethercutt of Sylmar, California



1937 Rolls-Royce Phantom III Sport Saloon, Henri Binder

Owner: Jean Gorjat of Harrisburg, Pennsylvania

Two sport saloons on the Phantom III chassis appear here, one with an English body, one with a French, each owner equally enthusiastic about his car.

"The body style is beautiful; the engine runs cool, is quiet and perfect" is the testimonial of Bill Lester regarding the Mulliner P-III he has owned for a decade and a half.

"The car performs and rides as a Rolls-Royce should and its rakish flowing lines represent the most attractive styling of all Phantom III's in my opinion."

Jean Gorjat's opinion regarding his P-III is the same: "To me, the French body by Henri Binder of Paris is not so bulky as most other P-III's. And the car provides trouble-free driving,

including 900 miles to the 1989 Rolls-Royce Owners Club Meet in Newport, Rhode Island. The first owner of my car was Herr Cron of Germany who sent it off to Switzerland for the duration of World War II. Then it was off to Great Britain, then to the U.S. and the Baldwin family of the steam locomotive works—then, in 1987, to me!"



Records indicate that this P-III chassis was delivered February 10th, 1936 to Gurney Nutting, the Sedan de Ville was completed in 1937 and sold to a Mr. Thorton, the owner of a chocolate company who has been described as the "Milton Hershey of England." The Heaths have owned the car for nearly a quarter of a century, eventually at first, as

explained by Erle: "From England we had it shipped directly to Cleveland rather than through New York, this to try to avoid damage by New York stevedores. I followed the course of the car through the Welland canal and notified the shipping company not to unload it until our driver was present. He arrived at 7:00 a.m. on the appropriate Monday and found

the car already on the dock with all four fenders caved in by the cables from the sling and a drunken seaman in the back seat among empty beer cans. The first trip after restoration was equally calamitous. Bonnie was being driven to the airport to meet her parents arriving from Florida. At a right angle turn, a woman driving an Avanti at high speed smashed the entire front of the car—back to the shop for re-restoration. I thought we would have difficulty obtaining suitable used parts. However, on a visit to Rolls-Royce on Conduit Street in London, I mentioned the accident to a company executive who replied, 'Would you like new parts? Let's call Mr. Trimings at Crewe.' Sure enough, Mr. Trimings could supply everything—brand-new—from stock. I requested the parts be shipped air freight. When they did not arrive in two weeks, I sent a cable to Rolls-Royce and received a reply, 'Dreadfully sorry—Mr. Trimings is on sick holiday.' One month later, another cable brought the reply, 'Horribly sorry, Mr. Trimings is still on holiday with bronchitis.' Three weeks later a message on my answering machine advised, 'Mr. Trimings has returned from sick holiday.' In two days, all of the parts were in Pittsburgh."

*1937 Rolls-Royce Phantom III Sedan de Ville, Gurney Nutting
Owners: Erle & Bonnie Heath of Pittsburgh, Pennsylvania
Below, the double-door trunk, the tool tray inside the half upper door, the inside of the outer door for luggage or picnic baskets.*





1938 Rolls-Royce Phantom III Sedan de Ville, Franay

Owner: William Lyon of Trabuco Canyon, California

Parisian flair is evident in the P-III Sedan de Ville from the French coachbuilding house of Franay that is in the collection of William Lyon.

And Andrew Darling's P-III surely exhibits the Brewster touch: "This is the only Henley P-III ever produced and it's truly a great car. In the thirty years of my ownership, I've driven it 20,000 miles. It cruises at highway speeds with quick acceleration and whisper-quiet movement. I have an almost new Rolls convertible and it can't compare in smoothness and power features with this '38 P-III."

Bob Rostecki's Rolls-Royce was the only 25/30 produced with coachwork by Kellow-Falkiner of Australia:

"This car was built in December 1937 in Derby with cowl, front fenders, lighting equipment, bumpers, hood and radiator—and it arrived in Melbourne the following March. Kellow-Falkiner completed the body in about three months for a General Motors executive named Carter. The GM styling influence of that era is readily seen. After much use in Australia, the car ended up in England in late 1946. Since then it

has been owned by a dentist, a retired English admiral, a lady breeder of thoroughbred dogs and, since 1969, by me. Nineteen thirty-seven was the last year for the 'big' nineteen-inch wheels and straight front axle; 1938 introduced the Wraith with seventeen-inch wheels and independent front suspension, a 'modernized' 25/30. This car is very attractive and nice to look at—and is an excellent tour car with comfort, reliability, good handling and Rolls-Royce quality. It cruises wonderfully at 60 mph."

1938 Rolls-Royce Phantom III Henley Roadster, Brewster

Owner: Andrew D. Darling of Edina, Minnesota





1937 Rolls-Royce Phantom III Sport Saloon, H. J. Mulliner

Owner: William M. Lester of Livingston, New Jersey





1939 Rolls-Royce Phantom III Saloon, Gurney Nutting

Owner: Ken Karger of Exton, Pennsylvania

The Karger P-III is a twice-told tale, as Ken explains: "The Rolls-Royce you see here is actually the result of combining two Phantom III's. It happened this way. The chassis (3DL122) was sold new in October 1940 to tractor magnate Harry Ferguson, the Ferguson in Massey-Ferguson. Its original body was a Barker swept-tail limousine. The coachwork fitted now is a Gurney Nutting owner-driver saloon and was originally mounted on a slightly earlier chassis (December 1937), 3CP142. The latter's first owner was Hubert Scott-Paine, the inventor of the PT boat. During his entire life, Scott-Paine only owned four cars, all Rolls-Royce. The first three he purchased as used cars. The Phantom III he bought new and brought to the U.S. in 1939. Unfortunately, it turned out to be a bad car and could not be made right even by Jack Inskip. Accordingly, it was sent back to England in 1952 where it was bought by the London retailer Jack Barclay. In 1953, the Earl of Shrewsbury, wishing a fine car for the coronation of Queen Elizabeth II and not caring for the then-current Silver Wraith, went into Barclay's, selected the Phantom III with the handsome coachwork, and bought it. But it

proved still to be a bad car, so the Earl took it back to Barclay's, part-exchanged it for 3DL122, retaining the Gurney Nutting body from 3CP142 (for only £100!), had 3DL122 overhauled at the factory car repair depot with only 28,000 miles from new, then had his chauffeur-handyman remove the Barker body and fit the Gurney Nutting. Mermie and I have owned the car since 1968 when we drove it across the country from California (where we acquired it) to Pennsylvania. The forty-gallon (U.S.) fuel tank has led to a number of interesting adventures. When we bought the car, we took advantage of truck rates for fuel, so traveled at .29⁹ per gallon, modest even then. Phantom III performance is staggering even with the weight (nearly three tons) carried. New, zero to 60 figures were under seventeen seconds. The gear change lever is well back, so does not intrude at all. Of course, it is on the right on this right-hand-drive car. Brakes, steering, suspension are all a delight, light and easy. Sometimes we feel that taking this car on an old car tour is cheating because everything it does is so effortless. Because of the metamorphosis of this Rolls-Royce, we have named it Ovid."





1937 Rolls-Royce 25/30 H.P. Sports Coupe, Kellow-Falkiner

Owner: Robert K. Rostecki of Winnipeg, Manitoba





Mort Bullock's Phantom III is a much traveled car, although only in the destination sense, as he explains: "Three cars in this body style were to be built by Hooper. One went as a display car to the New York World's Fair. Mine went to the Amsterdam and Geneva international automobile shows. The fate of the third car is unknown; possibly it was never completed because of the war. The history of my car is obscure following the Geneva show. It ended up in the Philippines, where it belonged to a Manila sugar plantation owner. He gave the car to the Catholic church to be used by the Cardinal. A vice president of the American President Line brought the car to the West Coast. It was then sold to Herb Schoenfeld; I bought it from him twelve years ago with only 44,000 original miles. It represents an interesting body style for a formal car—big, luxurious, yet streamlined. As one of the last P-III's, it has some unique features such as solid lifters (replacing the former hydraulic tappets) and overdrive, making it an excellent road car. There is a disappearing steel sliding roof over the driver's compartment; the rear roof lifts up and the front roof slips underneath it, as the accompanying photograph indicates. The rear compartment has indirect lighting in the ceiling and a bar with crystal decanter and four crystal wine glasses. An electric division window and pull-out swivel jump seats were also fitted."



1939 Rolls-Royce Phantom III Limousine de Ville, Hooper
 Owner: Morton Bullock of Baltimore, Maryland Photos: K. Karger



*1939 Rolls-Royce Phantom III
Touring Limousine, James Young
(tool set page opposite)*

*Owner: Charles W. Curtin
of New London, Connecticut*

Charles Curtin is the second owner of his P-III Touring Limousine by the British coachbuilding house of James Young. The first was Dr. R. J. Campbell of New York City from whom he purchased the car in 1962.



The Silver Wraith was the first Rolls-Royce to appear after the Second World War and the only Rolls-Royce model through the end of the Classic Era. The Phantom III was too expensive to return to production in this austere period. The engine shared the former Wraith's 4257 cc but was a new inlet-over-exhaust design allowing the use of larger valves. Two chassis lengths (127 and 133 inches) were offered, and it was only as a chassis that the car was available from Rolls-Royce.

"One of the most impressive Rolls ever in appearance and performance," says Jack Royston of his Hooper Touring Limousine. "The engine is excellent and smooth and, with only 76,000 original miles, everything works as new, even the radio and lighters."



1948 Rolls-Royce Silver Wraith Touring Limousine, Hooper
Owner: Jack Royston of Scottsdale, Arizona



"The graceful flowing lines of the coachwork can best be described as sheer elegance," comments Gordon Fairbanks. "There are many interesting details on our Hooper Touring Saloon. Each door opening has its own running board, for example, which is exposed when the door is open and covered when the door is closed. The sun visors are curtains that pull down, and there is also a curtain at the rear window operated electrically by a switch on the dash. A drawer in the dashboard contains a compartmented tool tray. The tools are the originals and look as if they have never been used. The window opener (on the driver's side only) is a larger lever which with one motion can raise or lower the window. The rear compartment contains such luxuries as a small bar and foot rests that fold out of the



*1939 Rolls-Royce Wraith Sports Saloon, Park Ward
Owners: Barbara & Stanley Evans of Rochester Hills, Michigan*



The Wraith was one of the lowest production cars ever built by Rolls-Royce: just 491 had left the factory when World War II brought a halt to manufacture. Engineering refinements over the predecessor 25/30 included a welded rather than riveted frame and independent front suspension. The engine remained the 4257 cc six; the wheelbase was a bit longer at 136 inches.

"Our Rolls was built for what the English call 'town work,'" comment Barbara & Stan Evans. "It therefore is not very fast as far as top speed is concerned. For what it was designed (elegant travel), it is unsurpassed. Four months were required to build our Wraith. The chassis was completed in March of 1939; the car was delivered to first owner F. P. Williams that July. Rolls-Royce keeps very meticulous records, and we are very fortunate to have photocopies of all the 'build cards' involving this Wraith. These are the handwritten record of the details of construction including such gems as 'owner must try seats' and 'owner to provide his own Phillips radio.' There is also a reference to the owner not desiring a Flying Lady mascot when the car was originally ordered and specifying only a radiator cap. He later changed his mind and requested a 'kneeling Flying Lady.' Rolls-Royce used spectre-like designations in naming its cars from the Ghost through the Phantoms. Interestingly, according to Webster's, a wraith is 'the supposed ghost of a person in his exact likeness seen immediately before or after his death'."



*1948 Rolls-Royce Silver Wraith Touring Saloon, Hooper
 Owners: Mr. & Mrs. Gordon J. Fairbanks of Indianapolis, Indiana Photos: Cordy Purdy*



*1948 Rolls-Royce Silver Wraith Sport Convertible, J. S. Inskip
 Owner: Andrew D. Darling of Edina, Minnesota*

back of the front seats. The Hooper body sill plates contain the following inscription—'Motor Body Builders and Coach Builders to His Majesty the King, Her Majesty Queen Mary, H.R.H. the Princess Royal'."

Jack Inskip built just two sport convertibles on the Silver Wraith chassis. The second was modernized several decades ago, so Andrew Darling's remains the only original. He is its second owner. "The body style is very distinctive and shows that Inskip must have been an admirer of Saoutchik," comments Andy. "The cut-down door is very rakish for a Rolls-Royce. This car is absolutely a show stopper. In the nearly four decades of my ownership, it's been driven around 20,000 miles, including four trips from Minneapolis to Fort Lauderdale, and three years ago a trek to Toronto. The car has 100% reliability. You can tune it once every two or three years, and it will run like a charm. That's a Rolls-Royce!"