

Order Ref. SF.6427. This cancels previous specification.

Serial No. 688.

## Car or Chassis Specification—Works Instruction

To:  
MS/Mr. Hollows.  
MS/Mr. Parker.  
MS/Mr. Atchison.  
Car.  
Prog.  
SY/Str.  
DL.  
RM/CD.  
RM/LB.  
JS/Mr.  
HJ.

Car Type SILVER WRAITH.

Chassis No. H.I. 7.27.

Engine No. H-26-E.

Body No. .....

Series E.

Works O/N 1040

Rear Road Springs, L.H. RF-3416

R.H. RF-3411.

Steering Position R.

Switch and Door Lock No. NDA-97.

Battery Type Dugnite. 6-H2D-93.

Body Style 6-light Saloon.

Coachbuilder Park Ward.

External Body Finish .....

Upholster .....

### SPECIAL FEATURES

Step lams required.

Roof Aerial.

Silver Dawn type handlamps.

Standard bonnet NOT required.

Delivered to Jack Barclay for  
Customer Stock.

Delivery promised .....

SF 6.7.50.

WLB2)

6181	Hydraulic Master Cylinder	
7043	Front Brakes	
7044	Front Sabs	
7000	Frame & Fittings (Makers assembly)	
7000	Frame & Fittings (General assembly)	
7008	Front & Rear Bumpers	
7030	Rear Springs & Fittings	REL 459, REL 298
7040	Yoke & Cross-Steering Pivots	
7041	Cross-Steering Tubes	
7042	Spring Suspension Mechanism	
7050	Steering Column & Box	D 201
7070	Side Steering Tube	
7080	Petrol Tank	
7100	Pedals	
7130	Dashboard & Fittings	REL 761
7131	Floorboards & Fittings	
7140	Pipes & Fittings	REL 298
7141	Oil Pump on Dash	
7150	Rear Shock Damper	D899 D899
7160	Front Shock Damper	A4941 A4933
7166	Front Stabilizer	
7400	Spare & Tools. Standard Kit	
7400	Spare & Tools. Extra Kit	
7430	Side Spare Wheel Carrier	
7190	Instrument Board	
7360	Wiring & Fittings	
8000/8010	Starter Motor	D176
8040	Starter Drive	
8070	Dynamo Regulator & Cut-Out	S107
8120	Ignition Distributor	4627A
8140	Ignition Coil	
8160	Switchbox	
8170	Distributor Board	
8230	Stop & Reverse Lamp Switch	
8270	Car Heater	
8280	Lamps & Body Electrical Fittings	
8300	Petrol Pump	FR 137405
8410	Radio & Fittings	
8430	Deuster & Dryer	
8440	Body Shell	REL 761
2030	Doors. Front	
2040	Doors. Rear	
2050	Doors. Trunk	
2060	Door Spare Wheel Compartment	
2080	Floors & Fittings	
2090	Mouldings Applied	

2100	Paint & Panel Treatment	
2110	Roof. Fixed	
2110	Roof. Sliding Head	
2130	Scuttle & Screen	
2150	Seats	
2170	Tonneau	
2180	Body Trim	
2190	Wings & Front Apron	
2200	Body Mounting	
Body No. - Door Key - Boot Key - Switch Key 42A97		
Weight at front - at rear -		
Standing height at nearside - at offside -		
Toe-in 216 Castor - Camber -		
Cylinder Bores Crank Journals Crank Pins		
Standard Standard Standard		
Road Spring Near Off Near Off Serial Nos.		
Poundsge 1570 1570 1240 1240 Near 2503060		
Washers fitted 9 9 off 8504660		
Washers permitted		
Depot instructions actioned		
Dispatched J/E 7.10.50		
Remarks		
ENGINE SERIAL - N° D.26 E. CADEN° D.E.27		
Wheel W° B.228, C537 C470, C520, C499		
P.D.S. 54 incorporated		
RE 9980 spec. short Piston fitted		
Shovages. Reverser Inlet, Duster Scorp. Battery		



N. Rev. 20.1.54 Dept No. 133.

HISTORY CARD for Chassis <u>W.L.E.27</u> Type <u>S.W.4000</u> Series <u>12</u>	
Built to conform to instruction <u>20.655</u>	
Chassis specification <u>Pl 6479</u> Body specification <u>1</u>	
Except alterations shown in Sections <u>Partial 11.5.30</u>	
	LOP alterations Less/Plus Serial No.
5000 Crankcase & Cylinders	<u>12.671</u> <u>3.4.28 L.C.087</u>
5010 Crankshaft	<u>29.5206.0880</u>
5020 Spring Drive	<u>A.2691</u>
5030 Connecting Rods	
5040 Piston	
5050 Cylinder Head	<u>3.4.741</u>
5060 Valves & Fittings	
5070 Induction Pipe	
5080 Carburettor	<u>1499.4A</u>
5082 Carburettor Air Silencer	
5090 Camshaft	
5160 Water Pump & Fan	<u>41.508</u>
5170 Oil Pump	<u>4388</u>
5180 Wheelcase & Fittings	
5190 Water Connections	
5200 Oil & Petrol Fittings	
5205 Relief Valve	<u>182.561</u> <u>M.357</u>
5210 Wire Fittings	
5230 Exhaust Fittings	
5240 Controls	
5250 Radiator & Fittings	<u>P112.42</u>
5260 Bonnet & Valance Plates	
5270 Starting Handle	
5290 Undersheets	
6000 Flywheel & Clutch	<u>0.880</u>
6010 Clutch Gearing	<u>4129</u>
6030 Gearbox	<u>85.46104</u>
6035 Speedo Drive & Dampen Pump	<u>4610</u>
6040 1st & 3rd Motion Shafts	
6045 Servo Drive	<u>4167</u>
6050 2nd Motion Shaft	
6070 Revers Shaft	
6080 Side Gear Mechanism	<u>0.1027</u>
6081 Hand Brake Mechanism	
6091 Rear Brake Intermediate Shaft	
6110 Propeller Shaft	<u>REP 3591. R2.849</u>
6120 Rear Axle	<u>0.880</u>
6130 Rear Brakes	
6150 Rear Brake Equalising Gear	
6170 Rear Hubs	
6180 Servo Motor	<u>4254</u>

WLE 27

1951 SW

Freestone & Webb Conv. Sedan

(BODY #1577)

W 26 E

Patrick I. Murlowski, 1901 Sioux Blvd.,  
New Brighton, Minn. 55112 67R



C	1949-1950	WGC1 to WGC101	All, less WGC13; closer fitting tappets at WGC6; graded pistons, 3/8" diameter rear axle bolts and revised brake linkage all at WGC11; internal oil feed to distributor at WGC44; standardised dashboard layout at WGC50; modified read S.D. plates at WGC87.	100
D	1950	WHD1 to WHD101	All, less WHD13; Trico windscreen washer at WHD1; modified S.S. tube socket at WHD3; modified X.S. tube sockets at WHD8; revised linkage and rubber grommet in column gear change from LWHD12; one piece shackle bracket from WHD31; reduced speed fan at WHD77; keyhole sockets on gear control at LWHD78; one piece rear brake equaliser lever from WHD82; modified starter solenoid switch from WHD86; aluminium cam wheel from WHD87; three bush rear brake equaliser support from WHD88 and longer boss for the rear spring plate LWHD97.	100
E	1950-1951	WLE1 to WLE35	All, less WLE13; low rate oil feed to clutch at WLE1; modified flywheel clutch bearing at WLE6; tighter fitting gearbox bushes at WLE7; thicker R.S.D. plates and interim revised de-mister scheme (RHD cars only) from WLE26; rear shackle bijur pipes revised at WLE27.	34
E	1950-1951	WME1 to WME96	All, less WME13; revised steering geometry, anti-rumble front brakes and thicker lipped brake drums from WME1; WME30 later became long wheelbase experimental car 42EX; final version of triple pass de-mister from WME34; modified water pump gland ring from WME35; new type ignition condenser from WME47; steel oil caps on crankshaft from WME51; oil feed adaptor air bottle from WME61; lower bush R.S.D. link deleted at WME68.	95
F	1951	WOF1 to WOF76	All, less WOF13; engine bored-out to 4566cc; a full-flow oil filter replaced the by-pass unit; thickened crankshaft webs; 7.50 X 16 tyres optionally available for export cars from WOF37; insulated dynamo from WOF54; twin condensers from WOF72.	75
G	1951-1952	WSG1 to WSG76	All, less WSG13; single choke Zenith DBVC42 carburetter and short dwell detent on 1st gear selector from WSG7; repositioned oil gauge connection on crankcase from WSG16; stiffened clutch casing from WSG41; 3-position heater and de-mister switches from WSG45; change-over switch in headlamps from WSG48; reversion to old type front wheel studs.	75
H	1952	WVH1 to WVH116	All, less WVH13 and WVH111 which was completed as a LWB chassis; 2-speed windscreen wipers, hot and cold de-mister, reduced friction on steering connections, castor angle wedges, deletion of hand control throttle on LHD chassis, separately housed	114



Chassis	Eng	Deliv'd	Coachbldr	Coachwork	Body	Design	Owner
WHD79	W78D	03.51	PARK WARD	4d6l saloon	L.434	146	Thos. Firth & John Brown Ltd.
LWHD80	W79D	07.50	PARK WARD	4d6l saloon	N.104	144	N. M. Paterson
WHD81	W80D	10.50	FRANAY	Sedanca de ville			Prince Talal al Saoud
WHD82	W81D	11.50	JAMES YOUNG	4d4l saloon	1761	WR25	F. S. Cook
WHD83	W82D	01.51	HOOVER	4d4l saloon	9629	8303	James Ives & Co. Ltd.
LWHD84	W83D	09.50	PARK WARD	4d6l saloon	N.122	144	W. S. Kickley
WHD85	W84D	10.50	JAMES YOUNG	4d4l saloon	1760	WR25	Dr. Fernando Rubio
WHD86	W85D	11.50	FREESTONE & WEBB	4d4l saloon with division	1543	3070/A	Mrs M. Sacher
WHD87	W86D	03.51	RIPPON	Estate car			E. R. Yates
WHD88	W87D	10.50	H. J. MULLINER	Sedanca de ville	5192	7120	A. C. Rose
WHD89	W88D	11.50	H. J. MULLINER	Touring limousine	5200	7249	B. M. Mavroleon
WHD90	W89D	12.50	H. J. MULLINER	Limousine	5159	7171	Platt Bros. Ltd.
WHD91	W90D	12.50	HOOVER	Limousine "Teviot III"	9623	8283	Sir George Kenning
WHD92	W91D	12.50	PARK WARD	4d6l saloon	N.137	144	Mrs E. L. Niarchos
WHD93	W92D	10.50	H. J. MULLINER	Sedanca de ville	5190	7055	Penfold Wines Pty. Ltd.
WHD94	W93D	12.50	JAMES YOUNG	4d4l saloon	1752	WR18	Sir James Farmer
LWHD95	W94D	09.50	HOOVER	4d4l saloon	9643	8122	Gen. R. W. Johnson
WHD96	W95D	11.50	JAMES YOUNG	4d4l saloon with division	1762	WR25A	Rolls Razor Ltd.
LWHD97	W96D	03.51	H. J. MULLINER	Sedanca de ville	5191	7120	C. A. Pippy
WHD98	W97D	01.51	H. J. MULLINER	Sedanca de ville	5193	7120	Stanley Brooks
WHD99	W98D	11.50	JAMES YOUNG	4d4l saloon with division	1763	WR25A	W. G. Riley
WHD100	W99D	10.50	H. J. MULLINER	4d4l saloon with division	5173	7118	Sir William Fraser
WHD101	W100D	11.50	H. J. MULLINER	4d4l saloon with division	5174	7118	Edward Carroll Pty. Ltd.
WLE1	W1E	01.51	JAMES YOUNG	4d4l saloon	1754	WR18	G. G. Wade
WLE2	W2E	01.51	H. J. MULLINER	4d4l saloon	5179	7118	Mrs J. E. Sergeant
WLE3	W3E	02.52	PARK WARD	4d6l saloon	N.154	144	Maj. G. W. Meats
WLE4	W4E	12.50	H. J. MULLINER	Touring limousine	5201	7249	H. S. Simon
WLE5	W5E	11.50	PARK WARD	Limousine	L.441	146	County Borough of Wallasey
WLE6	W6E	01.51	JAMES YOUNG	4d4l saloon with division	1755	WR18A	E. Morse & Son Ltd.
WLE7	W7E	11.50	H. J. MULLINER	4d4l saloon with division	5171	7118	W. G. West Ltd.
WLE8	W8E	05.51	H. J. MULLINER	4d6l touring saloon	5260	7249	Donald F. S. Henderson
WLE9	W9E	11.50	H. J. MULLINER	Limousine	5157	7171	Courtaulds Ltd.
LWLE10	W10E	11.50	H. J. MULLINER	Limousine	5160	7171	Mrs A. M. Bell
WLE11	W11E	12.50	H. J. MULLINER	Sedanca de ville	5080	7153	Mrs D. Vincent
WLE12	W12E	03.51	H. J. MULLINER	Touring limousine	4939	7249	A. Freedman
WLE14	W13E	02.51	HOOVER	Limousine "Teviot III"	9624	8283	Dr. R. A. Noble
LWLE15	W14E	11.50	PARK WARD	4d6l saloon	N.150	144	Abdul Hamid Bey Chawarby
LWLE16	W15E	12.50	H. J. MULLINER	Sedanca de ville	5194	7120	Dr. A. Pujol
LWLE17	W16E	12.50	PARK WARD	4d6l saloon	N.161	144	J. A. Nash
LWLE18	W17E	01.51	H. J. MULLINER	Sedanca de ville	5195	7120	F. H. Haggerson
WLE19	W18E	06.51	HOOVER	Limousine "Teviot III"	9625	8283	Rush & Tomkins Ltd.
WLE20	W19E	12.50	FREESTONE & WEBB	4d4l saloon	1567	3070/A	Saltburn Motor Services Ltd.
WLE21	W20E	02.51	H. J. MULLINER	4d6l touring saloon	5253	7249	T. J. Dowd/Fitzroy & Healesville
LWLE22	W21E	12.50	HOOVER	Limousine "Teviot"	9285	8098	C. H. Offerman
WLE23	W22E	05.51	PARK WARD	Limousine	L.444	146	H. M. Ambassador in Cairo
WLE24	W23E	02.51	H. J. MULLINER	Sedanca de ville	5196	7120	National Provincial Bank Ltd.
WLE25	W24E	03.51	H. J. MULLINER	4d4l saloon with division	5177	7118	House of Dalton Ltd.
WLE26	W25E	05.51	HOOVER	Limousine "Teviot III"	9647	8283	E. J. C. Neep
WLE27	W26E	04.51	FREESTONE & WEBB	4d4l saloon with division	1577	3081	A. Webber
LWLE28	W27E	01.51	H. J. MULLINER	Sedanca de ville	5197	7120	E. Taylor
WLE29	W28E	02.51	FREESTONE & WEBB	4d4l saloon	1549	3070	E. S. Fox
WLE30	W29E	02.51	H. J. MULLINER	Touring limousine	5252	7249	P. Benoist
WLE31	W30E	04.51	H. J. MULLINER	Landauette	5254	7254	Paul Sacher
WLE32	W31E	01.51	H. J. MULLINER	4d4l saloon with division	5175	7118	R. Turley



Reg'n	Cty	Now in	Owner now	Picture/Notes	Cha-No
FCK735	GBR				WHD79
-	CAN	USA.74	Saidman		LWHD80
-	FRA				WHD81
LXB286	GBR	GBR		Bacon/44; 1950 Earls Court/James Young stand; Cook also owned WDC18	WHD82
LLP841	GBR	USA.74	Thier	1950 Earls Court; Ives also owned similar WSG36	WHD83
-	CAN	CAN.97	Johnston		LWHD84
-	FRA				WHD85
LXC439	GBR	USA.85	Egan	FL/2428; 1950 Earls Court/Freestone & Webb stand	WHD86
FCX774	GBR	USA.98	Kellner	TCE/27, FU5228; 1950 Earls Court; Rippon recs state "Continental Touring Saloon"	WHD87
LLP199	GBR	USA.77	Pope	FL/922-1091; 1950 Earls Court/H.J. Mulliner stand.	WHD88
LXC500	GBR	USA.97	Obershaw	TCE/51, TCY/497; 1950 Earls Court/H.J. Mulliner stand. Mavroleon earlier owned WTA65; also 500HYP	WHD89
LXE33	GBR	GER.80	Jesse		WHD90
PNU870	GBR	USA.97	Williams	1950 Earls Court/H.J. Mulliner stand; Kenning also owned WZB8/BLW23; now eng RE9421	WHD91
LLH237	GBR	GBR.64	Stutely Abb.		WHD92
-	AUS	AUS.62	McLaughlin Gar.		WHD93
LXF541	GBR				WHD94
-	USA	USA.87	Ramberg		LWHD95
JNJ18	GBR	GBR.96	Young	TCY/54?	WHD96
-	CAN	SWE.98	Billock	Poss owner now Rohdin	LWHD97
LXH891	GBR	GBR.80	Osmond	A8/20, A99/6; Mayoral car, Kidderminster, Worcs 1960-1974	WHD98
LXB290	GBR	GBR.95			WHD99
LLH5	GBR				LWHD100
-	AUS	AUS.97	McDermott	Prae/2551-2684-2685-2740; reg'd IJD-367/AUS	LWHD101
LXF539	GBR	USA.85	Summer		WLE1
JOY150	GBR	USA.77	Harshbargar	Also 4649PE	WLE2
MDV1	GBR	USA.89	Doerr		WLE3
BDC626	GBR	USA.97	Hecker	Simon also owned WZB37/WFC40	WLE4
BHF1	GBR	USA.97	Carter	Mayoral duty	WLE5
ECL400	GBR	USA.77	Watson		WLE6
EDB792	GBR	GBR.98	Cowley	TCE/36, B55/13, B200/77, B222/10	WLE7
	GBR	USA.83	Martelli	Henderson also owned WTA6/WFC16	WLE8
LXE801	GBR	USA.83	Miller	Courtaulds also owned WZB51/WVH65	WLE9
-	USA	USA.97	Higgins		LWLE10
-	FRA	USA.83	Paegge		WLE11
LXH4	GBR	NEW.98	Balcombe-Langrid ge	NZB85-1/10, TCY/50	WLE12
LXR186	GBR				WLE14
-	EGY				LWLE15
-	CUB	USA.97	Kuipers		LWLE16
-	CAN	CAN.91	Clarke		LWLE17
-	USA				LWLE18
NKT1	GBR	USA.89	Funk		WLE19
LLN106	GBR	USA.77	Bruce		WLE20
-	AUS	AUS.98	Bristow	Prae/754-1056-1072; 1951 Melbourne Show; reg'd TJ-777/AUS	WLE21
-	USA	USA.97	Webb	Body transferred from chassis number WZB5	LWLE22
-	EGY	GBR.98	Thomas	Later as TLR171 when in GBR	WLE23
PRA275	GBR	USA.87	Brown		WLE24
KWT746	GBR	USA.74	Doolittle	FL/1218-1394, Sch/143	WLE25
LYU709	GBR	USA.98	Dansby	FL/1904-2631-3977-4197-4673-5312	WLE26
WHX199	GBR	GBR.71	Stockwell	TEC/49, FL/958-1173; 1. Freestone & Webb body moved to chassis WVH110, 2. Freestone & Webb 1745 all-weather 3160 transferred from LCLW9 in 1955; also YYT264	WLE27
-	USA				LWLE28
WMF10	GBR	SWZ.92	Epper		WLE29
-	SWZ	HKG.90	Chan	1951 Geneva Show; reg'd 3068/HKG	WLE30
-	SWZ				WLE31
ANE1	GBR	USA.85	Iwanaga		WLE32



five R type Continentals and their last body on the marques, that on S1 Continental, chassis number BC17LAF. In recent times, perhaps the most famous Franay bodied car, is the Bentley Mk.VI (B20BH) owned by Californian Gary Wales and winner of more than thirty of the most prestigious awards for Concours d'Elegance during the mid nineties.

## Silver Wraith (10)

### Freestone and Webb Ltd.

Works: Unity Works, 101-103 Brentfield Road, Stonebridge Park,  
Willesden, London NW.10

Unlike the majority of its competitors who had been building horse drawn carriages for decades, Freestone and Webb was formed in 1923, when the motor-car was already well established. V. E. Freestone, formerly of Crossley Motors and A. J. Webb who came from a French coachbuilder, concentrated on building coachwork for Rolls-Royce and Bentley chassis and they averaged twenty bodies per year. Between the wars, eight late model 20 h.p. received Freestone & Webb coachwork, eighty-six 20/25s, twenty-six 25/30s, nine New Phantoms, twenty Phantom IIs and fifteen Phantom IIIs. Using the name Brougham for their famed razor-edged saloons although they did not feature the distinctive rear door curvature at the toe, the cars were popularly referred to as "Top Hat saloons", Freestone and Webb annually exhibited at the London Motor Shows, winning the gold medal in the private coachbuilders competition nine times consecutively. Following the production of Spitfire fighter wing tips during the war years, Freestone and Webb recommenced coachbuilding, their first on a Silver Wraith WTA37 in April 1947 and the second, a drop head coupé body on Bentley MkV1 B76AK a month later. Joint founder A. J. Webb died in 1955 and the company was taken over by luxury car dealer H. R. Owen Ltd. A few more bodies were produced, with the last, number 1833 on Silver Cloud I SGE270.

## Silver Dawn (6)

4d6l saloon design 3163 (5)

SNF107/SOG48/SOG50/STH53/STH55

4d6l saloon design 3165 (1)

SOG46

## Silver Wraith (122 + 1 rebody)

4d4l saloon design 3004 (26)

Suffixes denote modifications to the basic design, WZB55/WCB7/WCB11/WDC72 were in 4d6l configuration!

All-weather design 3005 (1)

WTA44

Fixed head coupé design 3014 (1)

WVA74

Saloon design 3047 (7)

Limousine design 3050 (11)

Drop head coupé design 3056 (1)

WFC69

Estate car design 3068 (1)

LWHD73; 3 rows of seats, exported to Uruguay

Saloon design 3070 (8+1)

An additional body to this design was built in 1951 to replace a Park Ward saloon on WVA70.

Limousine design 3074 (2)

WME15/WME40

4d6l saloon with division design 3081 (1)

Body transferred from WLE27 to WVH110

Fixed head coupé design 3087 (2)

WOF54/WVH42

Saloon limousine design 3090 (1)

WVH5

Saloon limousine design 3091 (7)

4d6l saloon design 3092 (9)

As design 3070 but 4d6l

Fixed head coupé design 3107 (2)

WVH6/WVH22

Limousine design 3110 (3)

ALW33/ALW39/BLW58

Touring limousine design 3131 (12)

CLW37 specified without division as 3131/L

All-weather design 3160 (1)

Originally on chassis LCLW9 but transferred to WLE27 in '55-new H. J. Mulliner body fitted

1962. During the mid-sixties, Glen Pray of Oklahoma was planning series production of replica 1935 Auburn 851 boat tail speedster bodies in fibreglass. One found its way on to WDC20 and a more detailed history and pictures may be found in FL/5318 and seq.

Other replacement bodies, coachbuilders unknown, have been reported on the following chassis in recent years:- WYA23 (drop head coupé), WYA47 (drop head coupé), WCB49 (hearse), WGC87 (hearse), WHD56 (drop head coupé), WLE27 (all-weather tourer), WSG69 (hearse) and WWH49 (estate car). As always, we would be glad to learn of further information on these cars for a possible second edition of this volume.

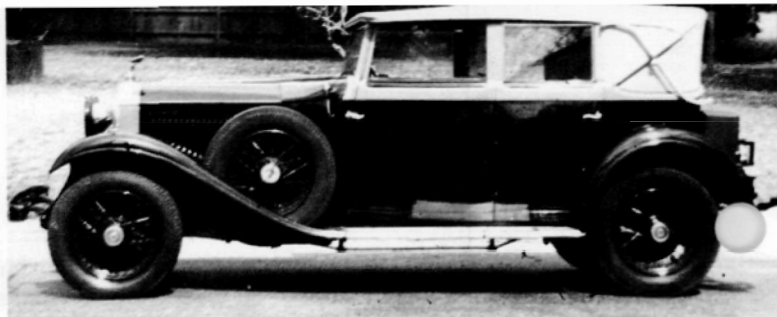
Rolls-Royce Silver Dawn & Silver Wraith by Bernard King



✓	Reg'n	Chassis
	VPL545	WVH54
	VSV569	WOF74
	VVW639?	WGC98
	VWA494	FLW76
	VXA287	HLW1
	VXA299	FLW33
	VXY2	DLW124
	VYN674	HLW34
	VYP899	WOF20
	WBR9	DLW137
	WGN401	LFLW92
	WGN411	LHLW22
	WGT356	LHLW43
	WHM100	HLW38
	WHX199	WLE27
	WJJ356	see 43
	WJJ532	WDC74
	WKX969E	GLW12
	WLK982	DLW27
	WME290	WFC69
	WMF10	WLE29
	WNJ521	WSG24
	WPL367	DLW114
	WRF570	WOF53
	WRR9	FLW62
	WSU818	WME76
	WWJ2	BLW23
	WXL48	WVA41
	WYX434	FLW24
	XFO840	DLW25
	XHX900	WME88
	XJF444	ALW35
	XKO612A	ELW32
	XKO645A	ELW96
	XKO745A	BLW42
	XKR145A	WFC6
	XKT717	FLW4
	XLG1	ELW51
	XMD27A	BLW40
	XMY66	WSG15
	XMY979	WOF74

✓	Reg'n	Chassis
	XPC540	DLW149
	XPB2	FLW3
	XSU136	DLW50
	XSX428	LHLW27
	XVS942	WCB25
	XVS989	LWGC95
	XXL7	see 44
	XYH854	WCB47
	YAC1	WDC6
	YFV139	see 45
	YLG17	FLW16
	YMB563	FLW31
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	ZE4564	WDC33
	ZE9283	WME73
	ZJ5000	WGC1





20/25 GGP73 4-door "Landau de Ville" by Hibbard and Darrin, first delivered in Egypt Feb. 1930. Brought to U.S. in 1957. Upholstery is original, of a finely woven washable fabric. Owned by J. H. Duncan, Tex.

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Be sure to have the radiator mascot removed before leaving the car with the S.S. line, and have it mailed, surface mail, insured.

On the other side, they will try to talk you into having the undercarriage steam-cleaned before shipment and will insist that this is necessary. The British Government couldn't care about this, but our own Department of Agriculture is trying to avoid possible importation of pests or parasites imbedded in the under-fender dirt. The steam-cleaning charge is from \$20 to \$40, but the catch is that 30% of the time it just isn't done, even though paid for, and one has to do it at the U.S. port anyhow. Furthermore, if the cleaning is done, much of the paint comes off with the grime, leaving the bare metal to rust very quickly in the salt air. This rust is much harder to remove than the grease and dirt. So if cleaning can't be followed immediately with proper painting, I recommend not having it done until the car arrives here.

Down in the ship's dark holds, covered with dirt from standing in docks, and especially if it already has a few dents, an unrestored old R-R does not look impressive to a gang of stevedores. Not appreciating its value, they are apt to allow it to bang against the sides of the hatches or other cargo as they hoist it in its slings, or damage it with a fork-lift while pushing it about the dock. This is why it is important to be on hand at unloading time. The promise of a few dollars to the gang leader on the ship and the ground crew seems a good way to make them appreciate that this shabby old monster is loved and cherished by someone.

No grease is ordinarily applied to brightwork unless requested. I recommend against this, because grease collects dirt, and a radiator or lights, though perfect under the grease, looks bad, and makes the whole car look worse. The handlers will then be more likely to be careless with the car. The possible gain, protection against the corrosive salt air, is negligible. Any plating that is still good before shipment will probably still be good after 10 days at sea.

**1951 Silver Wraith WLE27 Freestone and Webb 4-door convertible, with a fold-away dual cowl, owned by Patrick Murlowski, Minn.**



The ship will leave within a day or two after the car has been accepted, and an expected time of arrival should be sent you by the shipping line, but sometimes this does not arrive until the ship is almost in. It is desirable to go there in advance, so that you can observe the unloading. If this can't be done, you are allowed from 3 to 5 days free storage; usually this is interpreted liberally. Saturdays and Sundays are not counted, and you can have a few more days without charge. Pilferage is slight; I've only had a couple of ignition coils stolen, in 13 shipments.

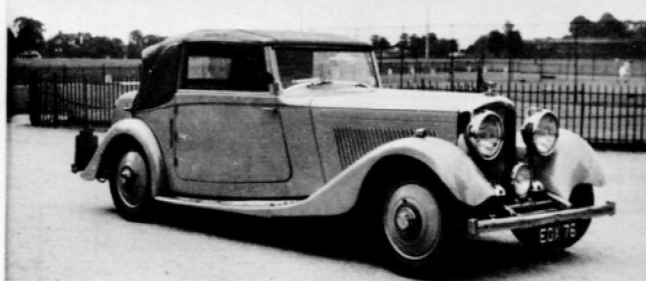
Time of arrival is often delayed. The steamship office may have only the original E.T.A. On one occasion I used the Long Distance Telephone Mobile and Marine operators. By phoning the various stations along the Lakes and asking them to call the ship's radio, I was able to talk directly with the ship's captain and confirm his late arrival at Detroit. A Saturday docking meant Monday unloading--a full week after the original E.T.A.

A customs broker is not necessary as long as the consignee can pick up the car himself. If he can't be there, a friend or employee can clear the shipment through customs. They have proven very cooperative with me. Note however, that they require proof of purchase price. From that price it is only fair, and allowable, to deduct the costs of any damages borne en route, before applying the 6 1/2% import duty. Customs will not volunteer this information--you have to ask for this allowance. Some Customs offices will accept only cash; others, only checks. (Bruce Fagan, who has imported several cars, agrees about the customs broker. Ed.)

Along the east coast, so many vintage cars are now coming in that these customs men have a pretty good pattern of values. Prices, of course, vary widely depending on whether the car was bought from a dealer, a collector, or from some, now rare, individual who is not aware of how values are rising on these cars. There is no Excise Tax charged on used cars.







BENTLEY 3 1/2 (B49BN) Park Ward drophead. 11,000 miles since major engine overhaul, new top in England. Painted and chromed in U.S. Needs clean-up for show. R. W. Tiller, 10 Colgate Drive, Camp Hill, Pa. 17011.

## ROLLS-ROYCE BAZAAR

Send all ads to J. Utz — McF. plugs radiator leaks with them. Deadline for next issue, July 22. Pics \$7.50. Commercial ads \$1.50/line. Private ads free.

### CARS FOR SALE

SILVER GHOST (261KF) 1924 Pickwick (Springfield) limo. Mint restoration including new gold plating in rear compartment and all new interior. \$6500. L. W. Jodar, 833 Lakeshore Road, Grosse Pointe, Michigan 48236.

SILVER GHOST (20PD) chassis only (London-Edinburgh type) complete. \$6350 or best offer. R. E. Tyson, 869 San Antonio Pl., San Diego, California 92106.

20 HP (GYK65) 1926 Hooper Limo. Relacquered royal blue and black. Everything renickel. Good original interior. Excellent mechanically. \$4250. Gordon T. Kay, 11207 Cashmere St., Los Angeles, California 90049.

BENTLEY 3 litre (HT1650) Duff & Adlington 4-dr. tourer. Finish stripped to bare metal and refinished British Racing Green. New matching upholstery and rugs. New black top. Body excellent, mechanically good. George C. Seybolt, 699 High St., Dedham, Massachusetts 02026.

PHANTOM I (74RF) 1926 Mann Egerton convertible with dickey. Yellow, black fenders and trim. Headlamp dippers restored. \$4800. E. A. Grede, 1650 Shady Lane, Elm Grove, Wisconsin 53122.

PHANTOM I (S185PM) 1928 Brewster Regent convertible (pic. p. 942). Extensive restoration. \$7800. L. Avey 325 1/2 S.W. 20th Ave., Ft. Lauderdale, Florida.

PHANTOM I (S180RP) 1928 Brewster Kenilworth sedan (5-pass. with division). Close coupled. Complete, original, unrestored. Third owner. \$4500. Wm. Gillies, 714 Devonshire St., Pittsburgh, Pa. 15213. Tel (412) MA1-1463.

PHANTOM II (211AJS) 1931 Brewster 2-pass. convertible. Paint exc., re-upholstered in naugahyde. Rebuilt engine, good tires. \$7800. Charles Hedstrom, 8114 No. Kolmar Ave., Skokie, Illinois 60076.

20/25 (GLZ67) 1933 Hooper sports saloon. Recent complete overhaul New paint, shocks. \$3350 fob. Prof. Dr. P. Gless, Kreuzberggring 36, 34 Göttingen, Germany.

20/25 (GTZ20) 1933 Shooting brake. Mechanically excellent. New paint, upholstery, carpet and wood. Wheel discs. \$3750. G. Hall, 11717 San Vicente Boulevard, Los Angeles, California 90049.

25/30 (GLP2) Thrupp & Maberly limo. Body, interior, tires and engine in excellent condition. \$3650. E. S. Main, Apt. 4, 3044 Kentucky Ct., East Pt., Ga. 30044.

BENTLEY 4 1/4 (B111JY) 1937 Park Ward drophead. Mechanically excellent. Tires and battery also new. Grey, red leather. Tools, manual. \$2900. Lloyd R. Ely, M.D., 27. **SOLD** Katherine Dr., Pasadena, Calif. 91103. (213) 790-6924.

PHANTOM III (3CP144) Vesters & Neiricks pillarless sunroof coupe (ex-King Leopold) Brewster green, black fenders, tan leather. Restored inside and out. \$6500; consider classic part trade. H. C. Leighton, Box 303, Stuart, Fla. 33494.

PHANTOM III (3DL116) Mazzara & Meyer-Hooper 4-pass. convertible. New top, tires, paint, plating. Low mileage. Authentic mechanically; good condition. Stanley L. Harris, 401 N. Michigan Ave., Chicago, Illinois 60611.

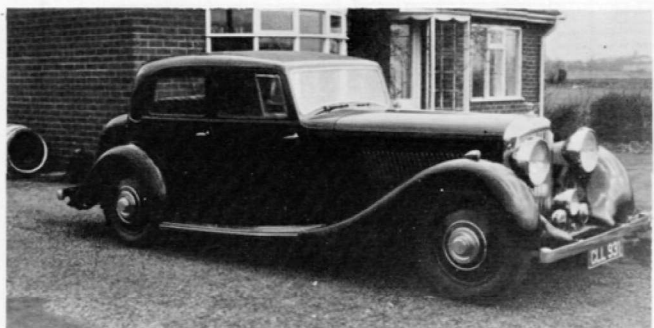
SILVER WRAITH (WTA45) 1947 Saoutchik coupe. Runs but needs mechanical and body work. 4 new tires. \$3500 or near offer. L. Congdon, 836 Tannahill Rd. S.E., Huntsville, Alabama (205) 883-2879.

SILVER WRAITH (WGC51) 1950 Park Ward sports saloon. 42,000 miles. Sun roof. Superb brown leather, carpet, wood, chrome. Exceptional throughout. \$4900 or near offer. W. Mandell, 5303 Paisley La., Houston, Tex. 77035 (713) PA3-6292.

**SILVER WRAITH (WLE27) 1954 Freestone & Webb dual cowl phaeton (pics p. 968).** Blue and black, blue leather. 60,000 mi. New tires. Electric windows. Picnic tables. \$12,500. P. Murlowski, 1901 Sioux Blvd., New Brighton, Minnesota 55112.

SILVER WRAITH (LELW84) 1957 Mulliner 4-dr. sedan. R-100 lamps. ALSO SILVER DAWN (LSPG19) std. saloon. Both perfect condition. Power steering, automatic, and all extras. Can be seen at 15 East 83 St. Garage, New York City any time. A. D. Leidesdorf, 125 Park Avenue, New York, New York 10017.

BENTLEY 3 1/2 (B27FC) 1936 Park Ward saloon. Body and chassis perfect. Leather excellent, original. Sunroof. Gerald M. Acquilano, 30 Lafayette Avenue, Geneva, New York 14456.



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SILVER GHOST (64EU) 1925 Windover tourer, 7-pass. Chassis, engine rest'd. professionally. Body needs att'n. ALSO 1925 chassis (S131MK) unrestored. Sy Morris 219-234-8215. 1208 Leeper, South Bend, Indiana.

BENTLEY Mk VI (B143BG) 1947 James Young (rare) saloon. Donald H. Newman, 30 Bethune St., New York, N.Y. 10014. (212) 989-4104 or (212) HA2-8570.

BENTLEY Mk VI (B176LEY) saloon. Recent 14-coat burn-off paint job, black. Beige leather reconditioned. \$2500. Haley, 242 E. Walton Pl., Chicago, Ill. 60611.

BENTLEY Mk VI (B327EW) 1949 std. saloon. Excellent mechanically; good interior. New tires. Marshall S. Yablon, 1108 Lawrence Road, No. Bellmore, N.Y.

BENTLEY Mk VI (B152LEY) 1950 std. saloon. Good interior, mechanical condition. Needs some body work. \$1800. H.C. Holly, Cricket Lane, East Granby, Ct.

SILVER DAWN (LSNF101) 1954 saloon. Original owner, 22,000 mi. \$2000 spent at 20,000 mi. checkup. \$11,500. R.B. Jones, Essex Fells, N.J. (201) 226-8020.

SILVER CLOUD I (LSYB216) 1956 Radford Countryman. \$5000 in extras. Best offer over \$6500. W. A. Anderson, 1900 Bagley Ave., Los Angeles, Calif. 90035.

BENTLEY S-1 (B103LCM) 1956 std. saloon. Good mechanically. New tires, paint and carpets. Woodwork and upholstery refinished. \$4500. D. A. Marshall, 45 Winthorpe Road, Toronto 13, Ontario.

### PARTS AND SERVICE

"The Rolls-Royce Motor Car" by Bird and Hallows, second edition, \$15. English Imports, 3844/Lf1 Thomas Avenue South, Minneapolis, Minnesota 55410.

Several lady mascots, excellent replicas. \$15. Charles Hedstrom, 8114 No. Kolmar Ave., Skokie, Illinois 60076.

For P-100 headlamps — pair sealed beam conversion kits. Brand new in Lucas box \$70. Elliot Jacoby, 1622 E. Roumfort Rd., Philadelphia, Pa. 19150.

For Springfield P-I: Set of double bar bumpers, excellent, new chrome. D. J. Asher, 414 Church St., Dunnville, Ontario, Canada.

For early Ghost: Pair Lucas "King of the Road" no. 724 side lamps. Recently renickel, fair condition. \$175 or exchange for pair large American brass sidelamps c. 1906. Fred W. Buess, 335-A West Doran St., Glendale, Calif. 91203.

For P-I: 1 set points, 1 rotor, 1 condenser. 4 manifold gaskets (used). 1 manifold stud. 2 heat indicator bushings for head. New 6.50/7.00-20 tube. New water jacket plate (rear of head) E-7601. \$50.00 for lot or sell separately. P. V. Campiglia 50-36 101 St., Corona, N.Y. 11368.

Tires: 5 Dunlop Fort black wall tires and tubes, 7.00-19, with good tread \$100.00. Milton E. Bacon, Gardnerville, Nevada 89410.

Lady mascot, small, suitable for 20/25. Good condition, \$50. D. J. Plender, 8 Albert Studios, Albert Bridge Road, London S.W. 11, England.

For Ghost: 2 cowl ventilator drain pipes with nuts, \$3.00. Set (both halves) aluminum ignition tube clamps, \$3.00. For P-II: battery box, \$5.00. Jaeger tonneau clock (needs cleaning), \$5.00. New Bosch 12-volt ignition coil, \$6.00. Douglas Rogers, 85 Love Lane, Weston, Massachusetts.

### WANTED

For 20/25 (1935) rear bumperettes and trunk with straps. Also need dash cigar lighter. Jay J. Shuer, 3566 Brookside Rd., Toledo, Ohio.

For Bentley S-1: Two wheels in excellent condition, also wheel covers if available. Capt. R. W. Orrell, "Sweetwater", Cardinal, Va. 23025.

For Springfield Ghost: Spokes for 23" Buffalo wheels, front muffler. Literature, photos of Brewster Riviera town car. C. Burke, Drawer AO, Apopka, Florida. For Phantom II: Mascot (will trade kneeling mascot, give boot); radiator badge (black); complete connection between carburetor and manifold. George Armitage, 3603 Hillcrest Drive, Boise, Idaho.

For early P-II: Mascot — can swap one suitable for Ghost. Also need set of 6 wheel discs. Philip Wichard, Box 146, Halesite, New York 11743.

For U.S. P-I: Manual, RROC edition. Mrs. William Callison, 1065 Gulf Shore Blvd., Naples, Florida 33940.

GHOST, P-I, or P-II. Prefer open car. M. E. Olson, Rt. 2, Anoka, Minn. 55303. SILVER DAWN or similar drophead or hardtop coupe. F. D. Mayer, Attorney, Lebanon, Oregon 97355.

For Bentley 4 1/4: Parking cap, 2 side mounting spotlights with hardware, "D" type number plate with hardware and lenses as on p. 871. Tools, bumper guards and brackets. Spare wheel cover. James L. Haines, 959 First National Bank Building, Decatur, Ga. 30030.

For Bentley 4 1/4: Horns, rear bumper, single contact headlamp bulbs (fit P-100's), Jack E. Jacoby, 1622 Roumfort Rd., Philadelphia, Pa. 19150.

For early 20/25: Cylinder head gasket set and fuel tank cap. Roger M. Crosby II, 1035 Kenbridge Court, Sunnyvale, California (408) 739-8886.

For P-II: Radiator, windshield wiper motor, carburetor linkages. For S.G.: carburetor, wheels, sidelights, instruments. Early SG chassis or parts. Damaged Cloud for parts or rebuild. Loecy's Coach and Motor Works, 221 Cherry St., Chardon, Ohio 44024. (216) 285-2274.



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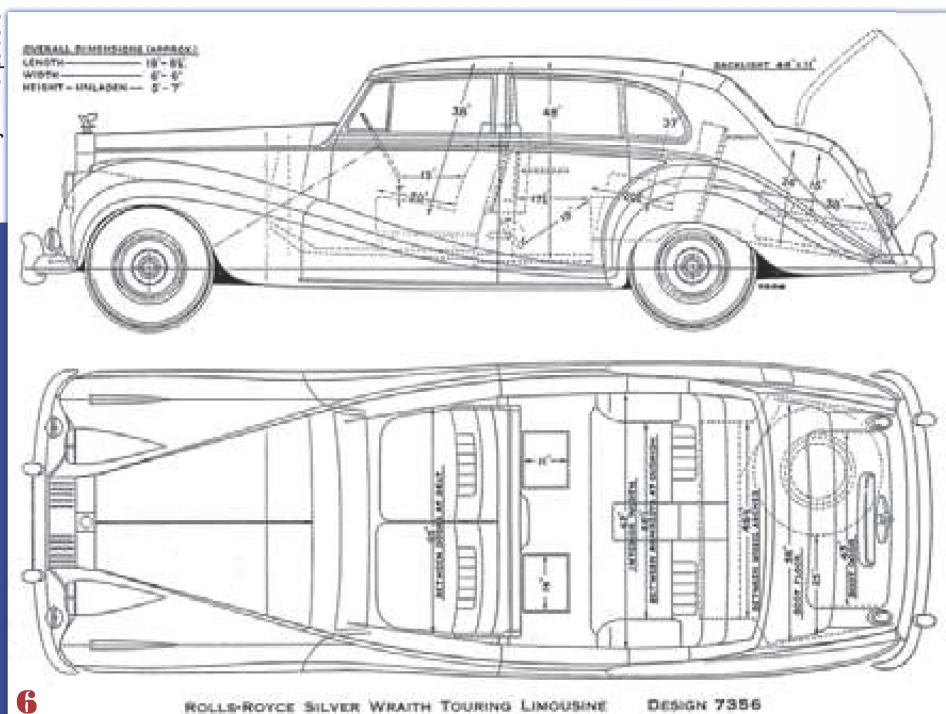
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Line drawing of design 7356.

No wonder that design 7356 was one of the most popular ones on the Silver Wraith chassis and is one of the most sought after today. Thévenet has created *forty-four* models of the Silver Wraith and you can see them all at <http://spedr.com/3iisr>.

H.J. Mulliner's design 7356 was produced between 1953 and 1959 on the long wheelbase chassis only. It was actually an adaptation of design 7249 that was modified to accommodate the extra 10 inches. **6** Seventy-seven examples were built, 33 lhd for the export markets and 44 rhd for the home market, South Africa, Australia, etc. On certain designs, integral headlamps were the rule after 1956 but this is not the case with design 7356 which featured R-100 or built-in headlamps indistinctly until 1958. Two types of bumpers were used, the "export" ones seen here on LGLW7 and the heavy-duty ones by Pyrene & C<sup>o</sup> Ltd. that were fitted to the rhd models.

**Here is an incomplete list of noteworthy aspects of design 7356:** BLW48 Earls Court show 1953, 21–31 Oct., Rolls-Royce stand 170, and Scottish show 1953. No occasional seats, picnic tables & footrests, driver's seat adjustable, price £4,785 + £1,994 17sh 6d purchase tax.\*

LCLW9 received a second body #5816 in 1955 when the Freestone & Webb cabriolet was moved to chassis WLE27.

LDLW28 invalid passenger front & rear seat (see *FL* p. 4060)

DLW31 now fitted with 6-cyl Chevrolet engine, disc brakes, modified o/s hood panel to take air grilles, white painted bumpers.

LDLW40, exhibited at the 41<sup>st</sup> Paris Salon 7–14 Oct. 1954.

DLW46, Earls Court show 1954, 20–30 Oct., Rolls-Royce stand 172. Driver's seat adjustable, picnic tables, footrests, £4,965 + £2,069 17sh 6d.\*

DLW172 shipped on SS *Benavon* 05/08/1955 to military dictator Field Marshall Luang Phibul Songram (1887–1964) of Thailand. Synchromesh gearbox, standard English headlamps, teak woodwork all around, picnic tables & cocktail cabinet. Chassis £2,295 (–20% discount) + body £2,350 (–15% discount).

ELW10, Earls Court show 1955, 19–29 Oct., Rolls-Royce stand 168. No occasional seats, electric division, picnic tables & footrests, £5,265 + £2,633 17sh purchase tax.\*

ELW14, Earls Court show 1955, 19–29 Oct., H.J. Mulliner stand 108. Adjustable driving seat, no occasional seats, £5,265 + £2,633 17sh purchase tax.\*

ELW50 was donated to charity in 1981 by RROC member Barry G. Hon with only 17,000 miles on the clock.

LELW84 has blocked-out rear quarter windows and no division.

LELW92 was used in 1981 film *Arthur* with Dudley Moore & Liza Minelli.

FLW18, Earls Court show 1956, 17–27 Oct., Rolls-Royce stand 169. No occasional seats, additional radio set in rear, p.a.s., £5,448 6sh 4d + £2,716 0sh 2p.\*

LFLW22 was exhibited at the Paris salon in 1956.

FLW33 has Chrysler 440 cu engine & transmission, modern steering wheel.

FLW49 appeared in 1966–1967 TV series *The Baron*.

FLW100, Earls Court show 1957, 16–26 Oct., H.J. Mulliner stand 99. Picnic tables & cocktail cabinet, pas, £5,625 + £2,843 17sh purchase tax.\*

FLW101 was exhibited at the Paris salon in 1957.

GLW1, Earls Court show 1957, 16–26 Oct., Rolls-Royce stand 166. No occasional seats, electric division, 1 picnic table & cabinet, pas, £5,625 + £2,813 17sh purchase tax + £115 cocktail cabinet and its fittings.

LHLW18 has blocked-out rear quarter lights, electric division.

\*Data marked with an asterisk is also found in Bernard King's exhaustive book on the Rolls-Royce Silver Dawn & Silver Wraith (*Complete Classics* vol. 3) which is unfortunately sold out.

Of the 77 examples built, 8 are no longer accounted for: LCLW3 (Baron Empain), LDLW42 (Louis Marx), DLW63 (Boots), DLW165 (Jessie Donahue), DLW172 (Marshall Songram), ELW36 (de Trafford), FLW72 (Ghana Government), FLW101 (Dr. Watson-Jones). Any information leading to these cars is welcome.

