

Hi Larry,

Here are the details on my Rolls.

1936 Rolls Royce 25/30 Limousine





Engine

L25Q

Rating

29.4 (6 x 3.5)

Seating 7

History of Ownership



1. 1936 - 1950
Date of original registration is August 17, 1936 in London, England
I do not know who was the owner previous to 1950 (don't have documents before 1950) but suspect it is the same as number 2 below
2. 1950 - 1955
John Godley
3. 1955 - 1961
W.G. Dixon Ltd,
4. 1961-71
T. Howe & Co Ltd.
5. 1971
Dr. Anthony Russell
6. 1971 – present
Rob Sieniuc

Chassis Type

GTL 1

Hooper Coach Serial 8605 - confirm this serial number it is either on engine or below drivers seat on pull out drawer

UK Licence Plate Number

GYP 300

Old numbers (low in series) in Europe are very valuable and resell for a lot of cash. Do not know if still have rights to this plate or if it has been reassigned.

Alberta Licence Plate Number (Antique Vehicle Registration)

715

Sites on the Internet

Rolls Royce Body Numbers See link below for all old Rolls made

<http://www.roc.org/page.asp?SID=1&Page=47>

25/30 H.P.

Number produced: 1,201

GTL 1 – 81 1936/37 - mine

Original Specification: 6 cylinders, 4-speed overhead valves, 89 mm. X 114 mm. (4257 CC), single plate clutch, 4-speed, coil ignition with standby coil, 4-wheel brakes with servo plus independent hand brake, suspension semi-elliptic front and rear, wheelbase 132", chassis weight 2900 lbs., 6.00 X 19 tires, price (chassis) **f1,100 for chassis only. In today's money that is approx 330,000 UK or \$580,000 CDN Stromberg carburetter, S.U. petrol pumps.**

Chassis Series Year Comments

GUL 1 – 81 1936/37

GTL 1 – 81 1936/37 - 81 cars in this series were built

GHL 1 – 41 1936/37

GRM 1 – 81 1936/37

GXM 1 – 81 1936/37

GGM 1 – 41 1936/37

GAN 1 – 81 1936/37 New type steering controls

GWN 1 – 81 1936/37

GUN 1 – 41 1936/37

GRO 1 – 81 1937

GHO 1 – 81 1937

GMO 1 – 41 1937

GRP 1 – 81 1937 Deturbolated cylinder head

GMP 1 – 81 1937

GLP 1 – 41 1937

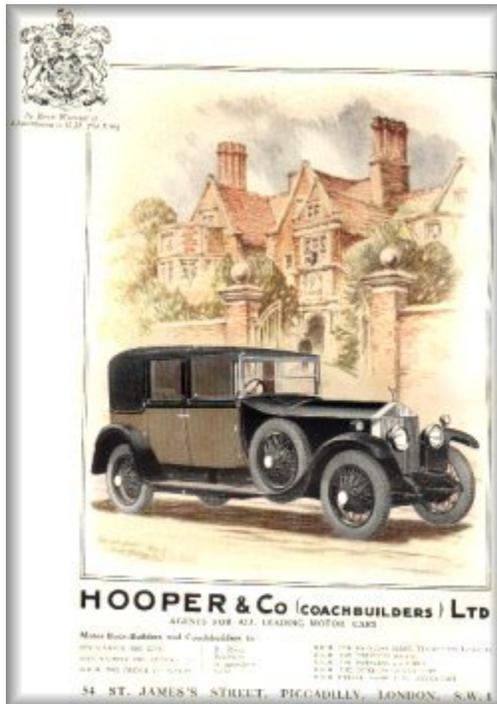
GAR 1 – 81 1937/38

GGR 1 – 81 1938

GZR 1 – 41 1938

Interesting Facts

- The first 10 hp Rolls-Royce was sold for £395... Today it is worth over £250,000
- More than **six out of ten** of all Rolls-Royce Motor cars built are still roadworthy
- At the Rolls-Royce factories in Crewe and London the cars are always referred to as Royces. They are never called Rollers
- The Rolls-Royce radiator grille is made entirely by hand and eye - no measuring instruments are used
- It takes one man one day to make a Rolls-Royce radiator, and then five hours are spent polishing it

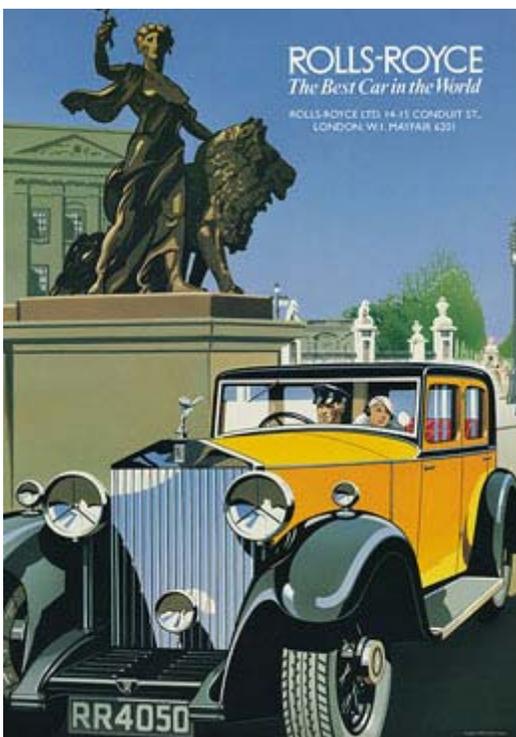


Hooper Coaches *Hooper & Co (Coachbuilders) Ltd*

All Rolls Royce cars produced between 1904 and 1939 were supplied as chassis only and therefore all models of the era had bodies which were individually designed and built by independent specialist coachbuilders.

Messrs Hooper & Co were originally established in 1807 and associated with the Rolls Royce car company from 1909. The company built its strong reputation on Royal Patronage, supplying bespoke vehicles to the British monarchy. These cars were usually based on Rolls Royce or Bentley chassis although an early vehicle was commissioned by King Edward VII in 1903 based on a Daimler chassis.

By 1904 Hoopers & Co (Coachbuilders) Ltd, had established showrooms in St James Street in Londons West End and their coach building factory at Chelsea was the biggest of its kind in London



Their clients included The Emperor of Japan, The King of Egypt and the Shah of Persia

They exhibited 3 models at the 1959 Motor Show, but these were in the nature of a swan song. The models were never repeated, and that year Hoopers ceased finally to make coachwork for "royal and distinguished patrons"

1936 Rolls-Royce

25/30 HP Sedan De Ville

In an era when things were built to last, Rolls-Royce were the epitome of style, excellence and longevity. The Sedan De Ville is a piece of living history, representing uncompromising engineering, luxury, comfort and good taste—a testament to the quality forever associated with the name Rolls-Royce.



Rolls-Royce cars were always reserved for the well-to-do and the wealthy and this model with a separate-opening driver cockpit and enclosed rear passenger section was reserved for those too important to be seen driving themselves.

In 1936 this Sedan De Ville was purchased by Mr H.R. Owen of Berkley Square for just **under £2,000—approximately £600,000 (1.06 mil CDN) in today's money.**