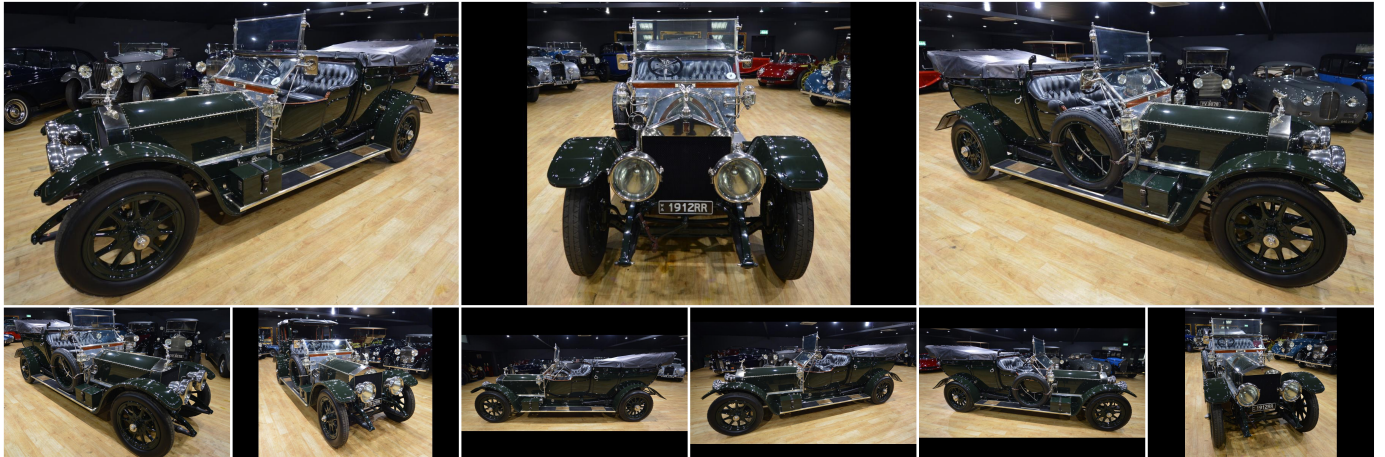


1912 ROLLS ROYCE 40/50 SILVER GHOST PARALLEL BONNET CABRIOLET

ROLLS ROYCE SILVER GHOST PARALLEL BONNET



ROLLS ROYCE

SILVER GHOST
PARALLEL BONNET

Year: 1912

Chassis no: 2145

Registration: BF8058

Price: £780,000

VEHICLE DETAILS

ADDITIONAL INFORMATION / SERVICE HISTORY

1912 ROLLS-ROYCE 40/50 SILVER GHOST CABRIOLET

Chassis Number: 2145

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"Every now and then a restoration comes along that stands out in terms of quality and detail, and the 1912 40/50 HP Silver Ghost Cabriolet, chassis 2145, did exactly that at this year's 47th Annual Federal Rally in Canberra." David Berthon writing in Praeclarum, the journal of the Rolls-Royce Club of Australia.

Rolls-Royce Silver Ghost, chassis number 2145, was nickel finished and completed with a Barker cabriolet body and tested on 4 October 1912. It was delivered new to one E. F. Miller in London, who subsequently moved to Melbourne, Australia, taking the car with him. In 1916, the car was reported by the Kellow Motor Co. to be in that city in Miller's ownership. In 1929, the Ghost passed into the ownership of George Russell of St. Georges Road in Toorak, Melbourne, a local businessman. The car was owned by an E. J. Simpson of Melbourne in the 1930s and was probably rebodied pre-war before being recovered in 1959 as a barn find by Laurie Vinall of Adelaide. At that time, the body had been removed and the

chassis was complete, as the car has been barn stored. 2145 remained in the Vinall family's possession as an un-restored chassis until it was acquired by a recent owner in 2000.

A four-year total restoration was then embarked upon, the faithful re-creation of the Barker cabriolet body being entrusted to master craftsman Roger Fry of Perth, Western Australia. To ensure authenticity, Roger visited the UK and Ireland to study two original Barker cabriolets, with particular attention being paid to the design of the folding hood mechanism. Chassis 1861 was used as the template, being an original Barker cabriolet; a car we sold previously.

<https://vandpcars.smugmug.com/XH7396-1912-Rolls-Royce-Silver/> The front body tub is an original Barker component from chassis 1905E, donated by a fellow Ghost owner. Tasmanian Oak was used for the body framework, which is panelled in aluminium, while all the body mouldings are alloy castings. The body is finished in Brewster Green with black coachlines, while the interior is trimmed in black Connolly leather to the front compartment and mushroom West of England cloth to the rear.

A carriage maker established as far back as 1710, Barker & Co. of London was one of the finest of all British coachbuilders and a firm associated with Rolls-Royce from the latter's earliest days. Indeed, in 1905 Charles Rolls is said to have announced that "all Rolls-Royce cars will be fitted with Barker bodies" and the London firm was regarded as its "official" coachbuilder until Rolls-Royce acquired Park Ward in 1933. The Barker cabriolet as recreated on chassis 2145 is a particularly versatile design, enabling it to be fully raised to cover both driver and passengers, part retracted in sedanca de ville style or fully lowered and with the windscreen folded down if so desired. With the central division and side windows raised, the rear passengers enjoy the ultimate in comfort and protection.

After its completion, 2145 received the coveted concours award mentioned above, having gained this outright win against an impressive field of Rolls-Royce and Bentley cars of all ages. In his Praeclarum article, David Berthon commented: "...in the eyes of many the high standard set by this restoration will surely form a benchmark for many years to come."

In 2012, the engine was refurbished with new bearings, a new rear block and new oversize high-compression pistons, since when only some 6,000 miles have been covered, including the completion of the 2013 20-Ghost Club Centenary Alpine Trial & the same again in 2018. The electrics were rewired and there are new bearings throughout the transmission. Other noteworthy features include hardened valve seats, a starter motor, turn indicators, safety glass and quartz halogen headlamps. 2145 has a 17x52 high ratio rear axle which allows good speeds to be maintained with low engine revs. A complete original tool kit and full complement of weather equipment are included in the sale.

Presented in concours condition, this beautifully restored Silver Ghost possesses all the qualities of refinement, reliability and performance that established Rolls-Royce as the pre-eminent British motor manufacturer as long ago as the Edwardian era. Indeed it represents the Epitome & be all & end all of Edwardian motoring being a sought after parrlell bonnet model.

I have personally driven this car many hundreds of miles & can attest to its build quality & the excellence of the manner in which it proceeds. The car is booked for the 2023 June 20 Ghost club run though the alps & is not available for collection prior to that although a sale may be agreed in advance. A purchaser would be welcome to join the current owners who have 3 silver ghosts for a couple of days on the upcoming run to experience the car at its finest.

TELEPHONE / ONLINE

+44 (0) 7967 260 673

Richard@vandp.net

vandp.net

SHOWROOM ADDRESS

Vintage & Prestige of Northampton Ltd

EM Rogers Building

2 Ryehill Close

Lodge Farm Industrial Estate

Northampton

NN5 7UA

VINTAGE AND PRESTIGE OF NORTHAMPTON LTD

Company reg. no: 1257 3400