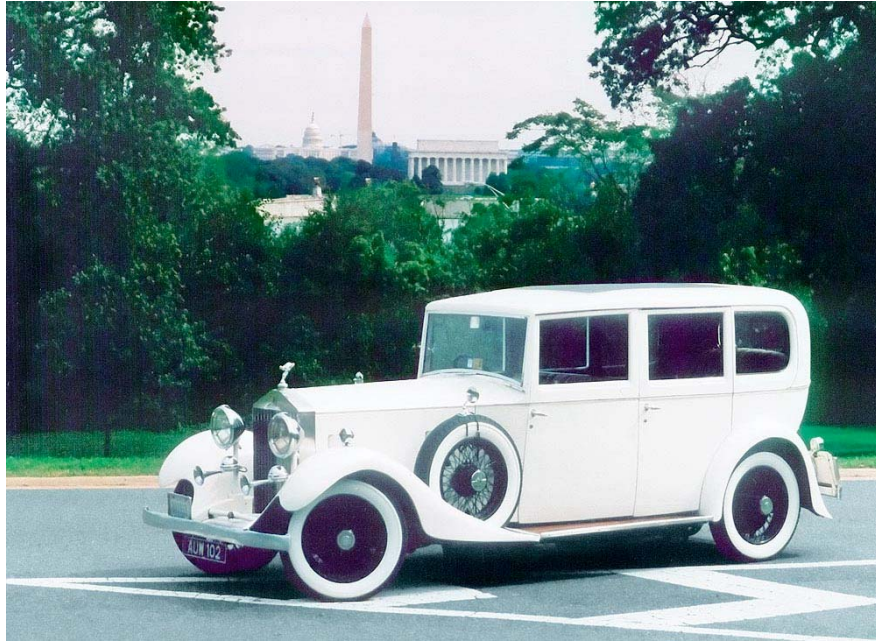


*The History of GGA33*  
***1933 Rolls Royce Park Ward Coachbuilt Enclosed Limousine***  
*The "20/25"*



Rolls Royce and Bentley have always stood above the pinnacle of the world's luxury market and Regal Limousine Service Inc. reflects this image.

**Lineage:**

1. 2-10-1933                      Mrs. E. C. Osborne  
4 Whitehall Ct. SW (a fashionable London address)
2. 1-24-1939                      Sir Hugh Lucas Tootlin (MP)  
Sold by All Weather Motor Bodies, Canterbury Rd. Kilburn (N. London) N W6
3. The trail is lost. During World War II, very few cars were built. Strategic raw materials were consumed in the struggle against the Nazis and the "*Yellow Peril*". Most used cars were stored, conscripted or scrapped. We're lucky this one survived.
4. 1968 - 1970                      Adolph C. Rosner  
2800 Woodley Rd., NW Washington DC 20008.
5. 1970-1974 "frame off " restoration. Stratford on Avon, England, by H. A. Boore (\$60,000)
6. 1974-1978                      Edmund Duvail Dukckett, Jr.                      Odometer 97,338  
413 Midway Island, Clearwater, Florida
7. 1978-1999                      Adolph C. Rosner
8. 10-21-1999                      John G. Bays    Odometer 99,367  
7828 Mulberry Bottom Lane, Springfield, VA 22153

During the era of coach built cars, Rolls Royce LTD (Crewe, England) made the frame and engine. The bodies were then fitted by custom coachbuilders — this one by the oldest (started with horse buggies) and the most famous; Park Ward & Co. LTD. (works: 473 High Rd., Willesden, London N. W. 10). It took 800 man-hours to construct the hand hammered aluminum body. Framing is ash. [We take the car to Jiffy Lube every 1,000 miles (There is no oil filter or dipstick) and Terminex every year].

We painted the car pure white with a gold stripe. It had been painted yellow and black, like the RR in the movie, "The Yellow Rolls Royce". We added modern heat and A/C.

An example of Rolls Royce quality: The original muffler was still on the car (1933-1999). It was 5 feet long and weighed ninety pounds. Unusual feature: The RR logo on the radiator shell is painted red. All cars produced after Sir Henry Frederick Royce's death had black letters.

## Quotes

**"The price is forgotten long after the quality is remembered."**

Sir Henry Royce's motto

**"What you are doing with your Rolls Royces and Bentleys is tantamount to the aristocrats of Europe opening up their castles for the common man."**

Regal Limousine Customer

## Original Features and Options

Spotlight	Foglamp	Pyrene fire extinguisher
Badge	Luggage grid and trunk	Private lock to cubbyhole
Italian walnut wood trim	Umbrella	Division window
Flying lady mascot and towne cap	Two Parson's non-skid chains	Tool kit under front seat
Custom door handles with concealed hinges	Large pockets in front and rear doors	Crystal bud base
Wilmot Breeden Bumpers	Vent at top of scuttle	Extra wheel kit
Two numbers plates	One License plate holder	Wind and dual Klaxon horns
Fuel shut-off valve	Turn signal right front window	Parcel net
Chauffeur's speaking tube	Front door arm rests	Instruction book
Front opening windscreen	Electric turn-signal devise	Stainless Steel - Not chrome plating
Two inside quarter lights and switches	Footrests w/extra seats and liquor cabinet between them	
Two sun visors	Lucas "monocle" head lamps ( <i>The original pair is worth \$5,000.00</i> )	
Additional tail lamp	Driving mirror and outside mirrors mounted on spare tires	
"Flip flap" bonnet shutters w/ripaults catches	Silk window shades and gold tassels for M'Lady in rear compartment	
Fish tail exhaust	Two side mounted spare wheels w/Dunlop "Fort" tyres	
Metal box in frame for chauffeur ( <i>Seat is non-adjustable. Lifetime driver was sent to the factory and seat was-fitted to his body.</i> )		
Blue and Black. Leather upholstery with mohair carpets to match		

All these options added significantly to the original price of the car

## Snippets, Facts and Figures

**Price** — 1,185 pounds sterling plus body — 1,560 pounds sterling plus options

20/25 Engines were used in the MarkII light tanks

4 speed gear box-synchromesh only in 3rd and 4th gears

Length: 15 feet, 3 inches

Width: 5 feet 10 inches

Weight: 2900 pounds

Horsepower: 25

0-60 MPH: 31 seconds

6 miles per gallon

6:50-600 19" tyres with wire wheels

5.75:1 compression 6 cylinder "china" engine

Turning circle: 48 feet, 3 inches

Thermostatically controlled radiator shutters

Engine noise was considered a "smothered commotion"

The **Rolls Royce chauffeur's handbook** states —

When driving for Royalty: "Remove your cap as the Royal personage appears and keep it off until you start driving."

**Department** — "Never drive with your arm on the window sill as it looks untidy".

The car requires specialized tools such as a wheel hub removal devise, oiling gun and a set of Whitworth wrenches.

The 20/25 was generally considered the most satisfying driving machine until modern times.

Current owners of Rolls Royce/Bentleys are considered "*Temporary caretakers of moveable pieces of art*".

## Famous Owners of 20/25s

*Princess Victoria* (1868-1935)

*Edith Hawkes/Lady Sylvia Ashley*. She also married Douglas Fairbanks and Clark Gable

*King George and Prince Paul* of Greece

*R. J. Mitchell* of Spitfire Fame

*Robert C. Sheriff*, Author of screen play, "Goodbye Mr. Chips"

*Vladimir Horowitz*, Russian pianist who married Toscanini's Daughter

*Lupino Lane*, performed in "Me and My Girl" 1937

*LiLi Damita*, Movie screen star who married Errol Flynn and J. Rudyard Kipling

## Credits

*Rolls Royce foundation. Alan Wolf, for his clarification of original owner's records;*

*Robert Armstrong, for his copy of "The Rolls Royce Chauffeurs Handbook";*

*Philip Middleton, for his truly remarkable mechanical genius in keeping this treasure running smoothly and reliably.*