

My Car: 1934 Rolls-Royce Phantom II (98SK) H.J.Mulliner 6-light Limousine

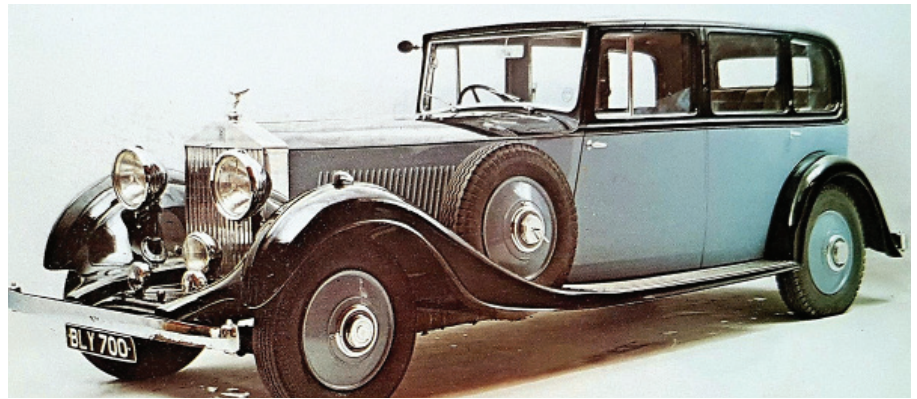
By: Jess Iannone (SA)

The car was originally built for A Sims Esquire from Kensington UK who ordered it through Car Mart in 1934. I am yet to discover the full history of the car but in 1975 it was owned by a Paul Harris who bought it from the Clarendon Carriage Co. in London.

Dr Jennings imported the car in 1975. It was originally registered in the UK as BLY 700. I have scoured the internet for information and found a couple of photos of the vehicle. We believe the original colour to be a pale blue and black but it was painted yellow and black shortly after being imported. In Australia it was registered as SRR-000. It was driven regularly but not as an everyday vehicle. It was driven on outings to Quorn, Kingston, Renmark, Yorketown and Port Augusta to name a few places. In 1988 it was parked in the shed where it remained until late 2015 when Dr. Jennings, Alf Russo and I decided to resurrect it.

We engaged Lyndon Modra from Adelaide to assess the engine, the prognosis was that it needed a total rebuild and we then decided to go ahead with a full rebuild of the 7.7 litre engine. No bolt has been left untouched. The 2 blocks were rebored, the crankshaft was reground, the bearings were white metalled, a new cylinder head complete with valves was purchased from Fiennes Restoration in the U.K. New pistons, rings, valve springs, new radiator and all the visible components under the bonnet were fully detailed. The interior and exterior have only been cleaned and polished for now. We have fitted slightly larger tyres to fill the guards more, steering is surprisingly light.

I contacted the Rolls-Royce Enthusiasts Club for any information on the car and was sent the full build history. This included the work/test reports compiled during construction at the factory by



the mechanics and engineers. It also included the original owner's details, all the options that were ordered and the details of the supplier (Car Mart). Options included bonnet with louvres, 2 spare wheel carriers, Lucas lighting set and a Cobra wind horn.

When we tried to register the car we found that the registration number SRR-000 had been taken due to the time elapsed so we were stuck with trying to find a registration number. As luck would have it, BLY 700 was available, so we decided to register it with it's 1934 number plate. When we removed the front plastic SRR-000 plate, the original BLY-700 plate was still behind it so we have left it on the car and had the rear plate custom made.

It has taken approximately 2 years to complete the engine rebuild and we are now in the process of taking it for a few short to medium distance drives.



above top: A colour picture found on the Internet of the car.

above centre & above: Images of the car the day it was taken out of the shed.

below left: An image of the car now with its engine rebuilt and having had a good clean.

below: The engine as now assembled with the under bonnet area fully repaired and detailed.

