

Other 20hp RR's built at a similar time in 1929

GEN 33 NB series was ordered in late 1928 by the Hon. Mrs Harmsworth. Chassis testing was on Friday, 15th Feb 1929, with the car finally invoiced to her on 3rd April 1929 and with the chassis being delivered to Barker for bodywork on 5th May 1929. Final delivery to her ladyship on 12th July 1929 and guarantee sent on 18th July 1929.

Production of 2,941 cars of this 20 hp series between 13th July 1922 – Oct 1929. RREC have 1,034 listed, but some may have been lost in time. During this research, I found several cars and owners of cars (courtesy of RREC membership and John M Fasal's excellent book, The Rolls Royce Twenty) that would have been trundling down in parallel to the production line alongside the Silver Ghost production lines. John personally identified and listed 1,040 by 1979. With 48 known 20hp owners in RREC UK, happily, this list grows annually

GEN 1: This Mulliner car was in California as the HK ambassador's car, before being shipped to Scotland for a full rebuild in 2005, Reg PN 3895

GEN 2: No information on this car, but Mulliner body when supplied to W.A. Mackinlay

GEN 3: Barker body 6315, at 1993, was in Massachusetts, probably in USA, Reg UU 8603

GEN 4: A true barn find. Left rotting in a barn from the 1950's and being carefully restored on the Isle of White, Reg OD 9816

GEN 5: Sold by Flewit of Birmingham with Weymann saloon body to Mr W.J. Charles, possibly now in Denmark Reg C6089

GEN 6: Owned by Sir Albert Bingham, delivered on 2nd March 1929, Hooper 7178 body, Reg V08

GEN 7: No information on this car, but Wm Arnold fitted when supplied to Dr Doherty

GEN 8: Park Ward 3225 body, sold to J. Robertson. The chassis plate was sold on eBay for £44.77 in 2006, so scrapped some time before then

GEN 9: Weymann of Addlestone body, supplied in 11th May 1929, sold by German Dr. Jan Miller in 2016 to Czech driver Karel Stelc Reg JN 589

GEN 10: Hooper body 7193 till 1967, then dicky 2 door body, golf door on near side, probably in Norway, Reg IY 1919

GEN 11: Park Ward body 3186, on DVLA database and Taxed till 2021. Leicestershire owner tried to sell on eBay in 2005, reserve not achieved. Reg MT 8036

GEN 12: Sold by Paddon Bros. of London on 19th March 1929 Reg UV 2787

GEN 13: No information on this car

GEN 14: Beautiful dark blue Landaulette by Connaught, with 20/25 engine in 1998, in Dorset, Reg UU 6737

GEN 15: Mulliner 2 door, was displayed in the Michael Dezer museum, moved to Orlando Auto Museum, then resold privately, Reg GU 3066

GEN 16: Barker tourer residing in Hampshire, 100 yards away, in the same village I lived when first married, 30+ years ago! Reg TM 6019

GEN 17: No information on this car, registered as RD753, Park ward 3189 body, then in 1937 Reg On UK database and taxed till March 2020 GRP49

GEN 18: Windover Cabriolet owned by a gentleman in the North East UK, Reg UU 7871

GEN 19: Possibly owned by the Mayor of London in 2003, engine and gearbox removed 2002, N6Q engine fitted to GEN 30. John Drake, Reg AXU 40

GEN 20: No information on this car, Mulliner body, sold to C.H. Walter

GEN 21: No information on this car, Park Ward body 3284

GEN 22: Hooper 7205 body, in Ireland till 1961, sold to Italian family, rebuild under way by Fiennes for the same Italian owner, Reg UV 3984

GEN 23: Sedan body, owned by E.L. Malsbury in LA, converted to a van but written off by fire 1953, Reg DY 0992

GEN 24: Recent West Sussex member of the 10,000 + RREC, James T. and being rebuild from a recent wreck, Reg UW 1464

GEN 25: Harold Radford Shooting brake, brought back from the US in 2002, but currently stored in a chicken shed, awaiting time for restoration, Reg CV 154

GEN 26: Owned by a total enthusiast, housed in Essex, beautifully restored Park Ward 3291 bodied car, Reg DS 9299

GEN 27: Park Ward 3223, first owned by George Hepworth (Hepworth pistons) in 13th March 1929, last owned by Andre Friedman's father. Reg KW 6855

GEN 28: Gradual restoration in Devon, Blue black Barker Sedanca De Ville was in USA 1929 – 2007, Reg BF 4618

GEN 29: Weymann salon, purchased on 25th Feb 1929 first owned by Edward Montesole, a Director of Mulliner Birmingham

GEN 30: Windover salon, with engine from GEN 19. Owner refused to share a modern picture for others to see, Reg UV 3594

GEN 31: Park Ward 3265 body. Part of an impressive collection of 6 vintage cars in Hampshire, owned her for 30 years, Reg UU 4834

GEN 32: Park Ward 3278 body, owner Miss Hanne Lovring, Denmark, housed in Jysk Automobilmuseum, Gjern, Jutland, Denmark. Reg UW 5525

GEN 33: Owned by the author, Neil Fraser, home restoration since Jan 2017, was NAF 935 in the 1950's. Reg UU 8608

GEN 34: Painstakingly restored at a suggested £80k, by Stefan Surowinski and kept in Devon for overseas owner, Reg UV 3354

GEN 35: Park Ward 3279 body car, currently being restored by Matt Strauss in Vermont.

GEN 36: Weymann- re-bodied to shooting brake, is owned by J.B. Carey in the USA who has done a full personal restoration, Reg VP 9823

GEN 37: No information on this car

GEN 38: No information on this car

GEN 39: Hooper 7165 body, ambulance in WW, coal van till 1970, renovated by James Black in 1990's, exported in 2011 to New Zealand, Reg WM 4068

GEN 40: Weymann body, louvres in all windows, supplied in 11 July 1929, Reg Possibly S – 2136

GEN 41: No information on this car

GEN 42: Owner by Fritz Spiegl, spotted rotting away in Yorkshire in 2002, with £70 asking price and duly purchased Reg VR 7755

GEN 43 7th May 1929, owned by T.S. Short, Sunderland, resold in 1949 by Paddon Brothers, London Reg BR 8238

GEN 44: Park Ward 3283 body, limousine, sold in 2006 by Tony Reg UU 7167

GEN 45: Stunning 4 door James Young Weymann saloon near London, now Black and Yellow, Reg UU 4905

GEN 46: Sold in 22nd March 1929 to S Philips, with Park Ward 3183 body

GEN 47: H. J. Mulliner drop head coupe supplied to Her Highness the Maharani of Cooch Behar, by his mother, as he was 14 when made Maharani.

GEN 48: Barker 5442 body with spotlight on A post, last spotted in France June 2016. Reg UV 6220

GEN 49: Beautiful Krolite Fabric saloon in the South of England, now owned by someone on the South Coast of England. Reg AV 3131

GEN 50: Registered to T Carter, was in the USA IN 1979, last owner K. Heiser. Reg FL 930

GEN 51: At RREC head office and used as a training car, windscreen heightened by 6", Reg UV 8794

GEN 52: Barker Limousine, sold to J. Paxon in 19th March 1929. Reg CAX 983

GEN 53: Windover Cabriolet De Ville 5640 in the UK, Reg UV 6601

GEN 54: Lawton-Goodman, sold at auction in Wales to Mr A.W. Jones in 2017 for £32,000 believed still in Wales, DVLA taxed till July 2020 Reg RF 6376

GEN 55: Converted to a hearse, then was being restored in Germany by Rupert Stuhlemmer Berlin, who died, family unhelpful, no info now Reg KP 9505

GEN 56: Dickey seat, 1971 recorded R. Harrison and Sons Euston, Reg PN 6169

GEN 57: Mulliner body with tourer boat tail, with orange wheels, Reg TY 6355

GEN 58: Weymann body 575, delivered in 4th June 1929. Owner by Thomas in Denmark, Reg UU 5606

GEN 59: Park Ward 3221 body, carried the Prince of Wales in Yarmouth 1929, Reg VF 6215

GEN 60: Replacement 1931 Hooper body with Grebel wing lamps, found after 1966 barn storage in Suffolk, sold June 2020 Reg UU 6264

GEN 61: Hooper 7216 body, recorded delivery June 1929, instruction book for this car sold on eBay Nov 2008 for £49.50

GEN 62: Weymann 572 body, 2 doors in 2006, Pedro Filipe owned the car

GEN 63: No information on this car, sold to Mrs Ownslow

GEN 64: No information on this car, Barker 6303 body, sold to A.A. Bendon

GEN 65: Mulliner saloon, horn in wing, black ebonized woodwork, pewter inlay, gold plated mascot, Reg UV 7427

GEN 66: Elite Motors works, Anderson of Adelaide, for sale in Melbourne April 2000

GEN 67: 4 door Weymann Addlestone 576 in a lovely green and white, 1939 Wraith engine, residing in Switzerland, Reg LU - 91001 – U

GEN 68: Sir Malcolm McAlpine bought this new in 1929, in 1992 Owned by R.J. Clevely, London. Reg UV180

GEN 69: Mulliner body. Sold to J.H. Abelson Reg UW 581

GEN 70: Thrupp & Maberly, then Southern Motor bodied in 1937, exported to US 1968, same owner Orrie for 43 years, for sale 125k, Reg MG 509

GEN 71: Sold on 4th April 1929, Reg TP 8080

GEN 72: Hooper 7221, rebuild 16 years ago by Ashton Keynes for £100k, sold recently for £80k and exported to Winter Garden Florida, Reg DGJ324

GEN 73: Body by Caffyns of Eastbourne, no information but probably scrapped as car reg transferred to Green Mazda Reg JK 55

GEN 74: Weymann, later converted to an ambulance, then breakdown truck, finally into a boat tail by Griffin, sold in 2013, last taxed 2013 Reg UV20

GEN 75: Original paint and fabric roof Weymann coupe, original throughout and won 3rd place in 1967 Blenheim Palace show, Reg UV 8557

GEN 76: Horse head mascot, for Miss Violet Putnam horse owner who had Navy and Maroon stripes, Reg DV 2196, some time in Alicante UU 7166

GEN 77: Mulliner Weymann body, then cut into a tourer, believed to be in USA, after valuation in Pennsylvania several years ago, Reg UV 2583

GEN 78: Park Ward 3290 body, 2 door, in 1979 owned by Juan Inigo in Eastern Spain. Reg UU 7166

GEN 79: Owned by Emile Mond, later converted to a hearse in 1979. Reg UV 5614

GEN 80: 2 door dicky Barker, was totally original in 1988, Grebel headlights, Reg 7270 – RF1

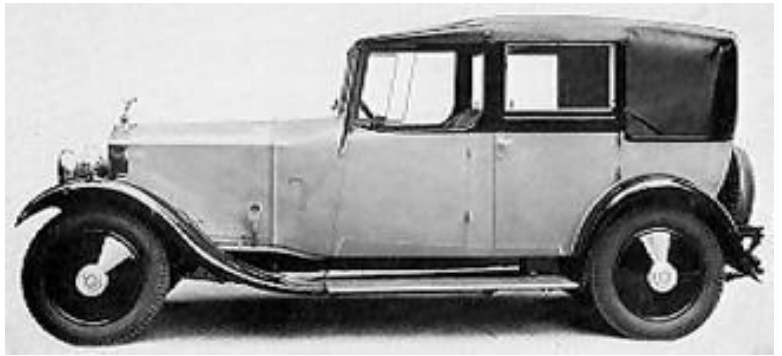
GEN 81: 4-seater Weymann coupe, purchased in 1968 by a gentleman in Nottingham, later started in 1997 and driven it 300 miles since then! Reg UU 20

GEN 82X: This was a rebodied Hooper Cabriolet 6693, earlier car from earlier chassis 10G111, which was rebadged, Reg GC 2341

Other Similar 1929 20 HP's to my GEN 33 Chassis – 8 were build each week



GEN 1



GEN 3



GEN 4



GEN 5



GEN 9



GEN 10



GEN 11



GEN 14



GEN 15



GEN 16



GEN 18



GEN 22



GEN 23



GEN 24



GEN 25



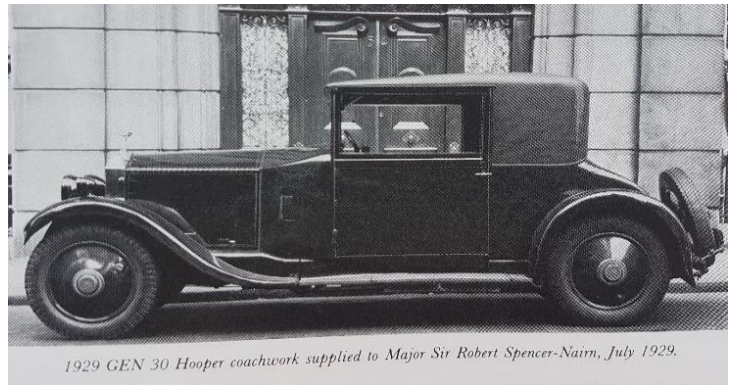
GEN 26



GEN 27



GEN 28



GEN 30, courtesy of John Fasal (owner refused to share his picture)



GEN 31



GEN 32



GEN 33



GEN 34



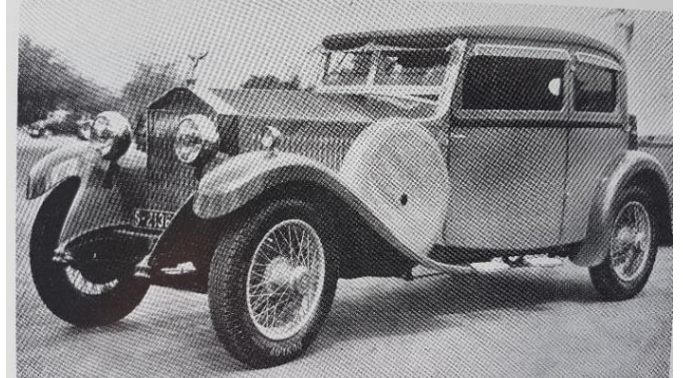
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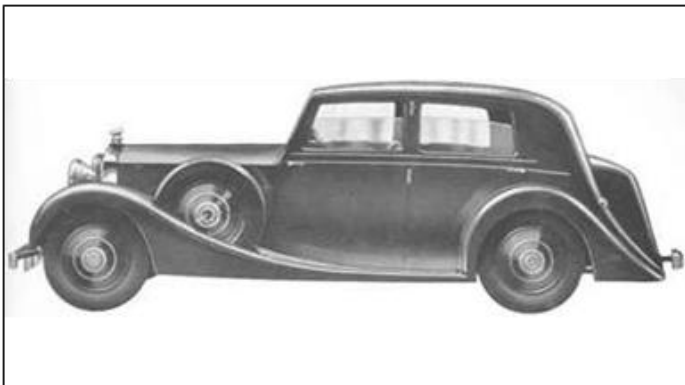
GEN 36



GEN 39



GEN 40, courtesy of John Fasal



GEN 44



GEN 45



GEN 48



GEN 49



GEN 51



GEN 53



GEN 54



GEN 55



GEN 56



GEN 57



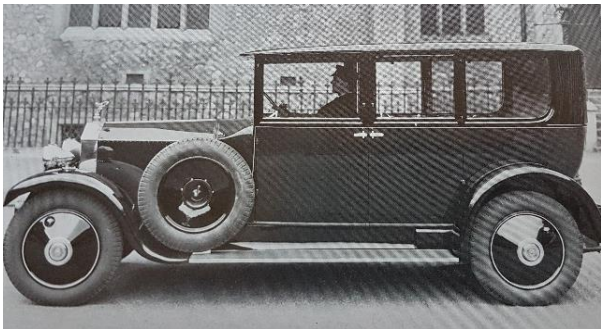
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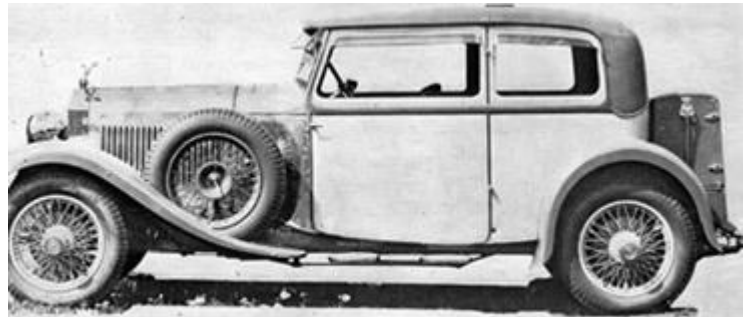
GEN 59



GEN 60



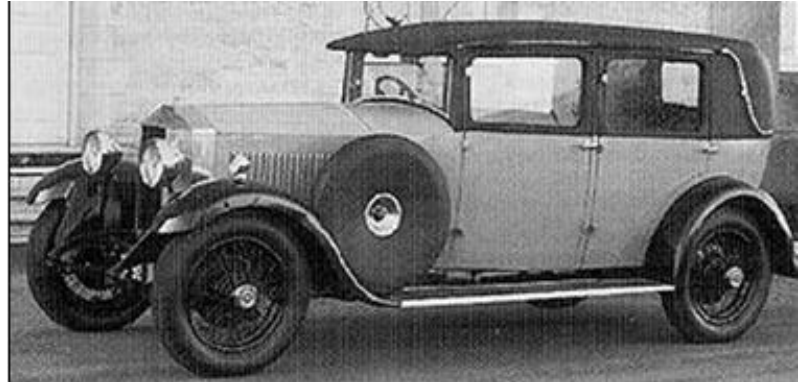
GEN 61, courtesy of John Fasal



GEN 62



GEN 65



GEN 66



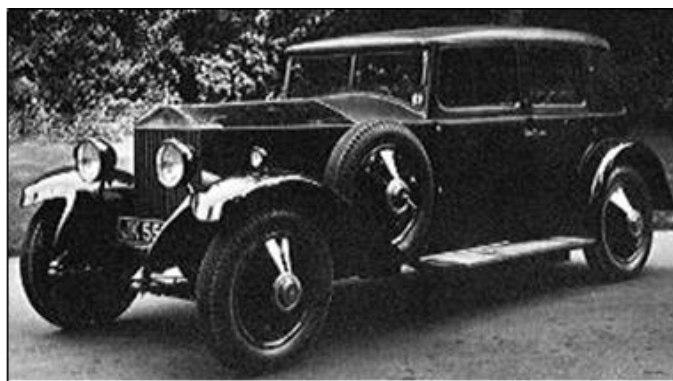
GEN 67



GEN 70



GEN 72



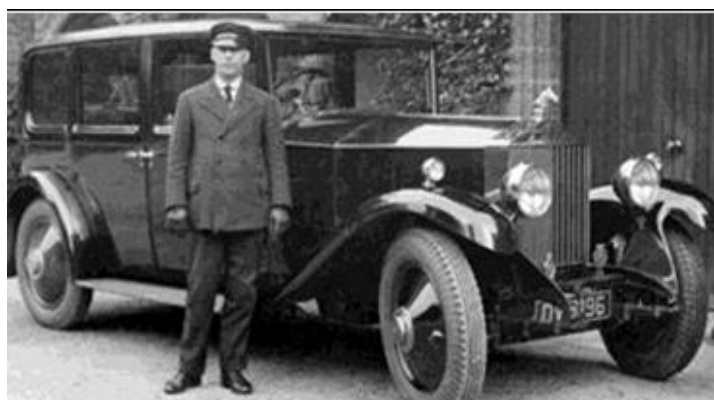
GEN 73



GEN 74



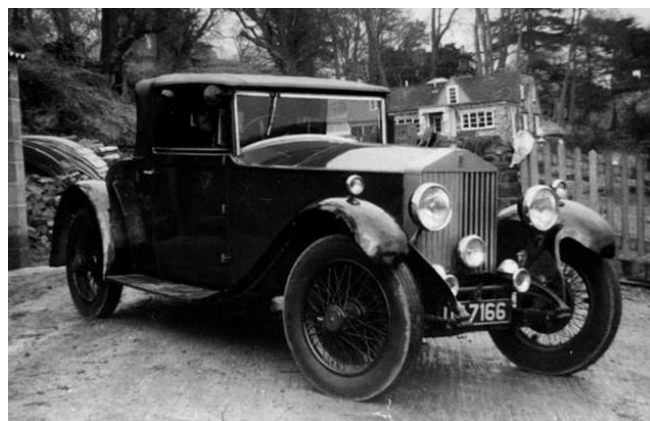
GEN 75



GEN 76



GEN 77



GEN 78



GEN 80



GEN 81



GEN 82X, courtesy of John Fasal (10G111 then rebodied)