

NEWSLETTER

SPRING 2015

INTRODUCING 1930 ROLLS-ROYCE PHANTOM II 4GY

How can it be that a rare example of “the world’s best car” which was delivered to one of the most influential men on the Continent in the 1920s/30s from the Rolls-Royce Parisian agent, registered in London within months of purchase, sold exactly at the end of the guarantee period, immediately acquired by one of Britain’s leading shipping magnates has no record of what it looked like in its grand days of the 1930s and 1940s?

The Rolls-Royce Phantom II was released in September 1929 at the Olympia Motor Show as the product of the finest developments Sir Henry Royce had put into place, in accordance with his staunch belief in “evolution over revolution”. The Phantom II was the last Rolls-Royce model which Sir Henry Royce developed and controlled all elements of the production.

In late 1930 4GY left Rolls-Royce Derby with its engine ZJ25, as it is still together today. As was usual, the rolling chassis was delivered to its customer’s chosen coachbuilder, Hibbard & Darrin, Paris to be fitted with their latest body structure consisting of aluminium castings, called Sylentlyte – concocted from the words “silent” and

“Light”. To date no drawings or pictures of 4GY in its livery have been found.

In April/May 1932 Rolls-Royce Limited issue Mr Max Ausnit, the influential Romanian industrialist with 4GY’s official statement of guarantee, delivery address of the car being noted as Hotel Ritz, Paris. The car was swiftly registered in London during May-June of that year and issued with its UK registration plates GX 3478 At the end of the guarantee period, May 1935 the car was then immediately acquired by Mr and Mrs Bruce Ismay. The Ismay’s London residence ran off Barclay Square. The car remained in the family until August 1946. Based upon research 4GY remained with the Ismay family for more than a quarter of its working life. The car has endured extended periods of non-use.

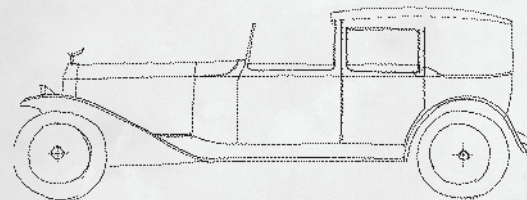
When Paul Lukes was presented with the opportunity to return 4GY back to how it left the Rolls-Royce factory he relished the chance to dignify this very important car. The car was mechanically complete - it had good bones. One could not ignore the weight of the responsibility to honour the original workmanship of the de-sign and craftsmanship. Commitment, attention to

detail and originality and patience were the order of the day. For 4GY what has followed is over 3000 man hours of intensive thought and work to make good what should be.

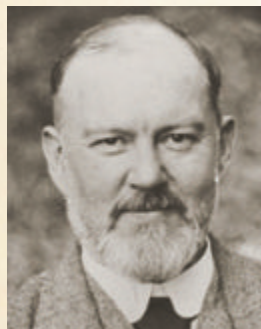
The August 2015 All British Display day is 4GY’s first big day out as a pristine example of a Rolls-Royce rolling chassis, 85 years after her first journey across the English Channel. Every part of her chassis has been stripped down, cleaned, preened, painted, plated. Every nut and bolt checked, rethreaded, reworked to be just as they were when first placed in situ. The engine, steering, transmission and exhaust have been totally serviced and worked over. The original instruments have been overhauled. The clock has been cleaned and serviced. The wiring renewed. Every part of 4GY has been reinvigorated.

She is still a work in progress with some jewellery, bright work and lighting to be fitted – that will be done in time for her next outing.

And what about the coach building you may ask... well right now its time to cherish her just as she left the Rolls-Royce Derby factory in June 1930, seems a shame to rush to cover that up.



Could 4GY's Sylentlyte Imperial Cabriolet look like this? Artists impression created by Peter Rae UK.



SIR FREDRICK HENRY ROYCE

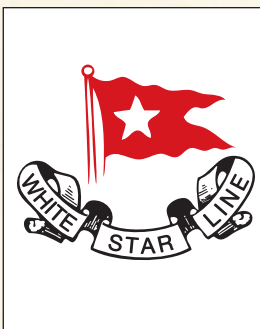
1st Baronet, OBE 1863-1933

English Engineer, Inventor and car designer Co-founder Rolls-Royce Limited Founder of Royce Limited



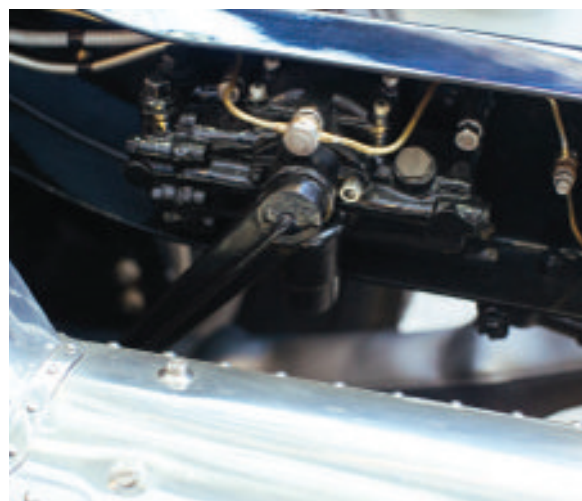
J. BRUCE ISMAY

1862-1937 Chairman, White Star Line
Chairman Asiatic Steamship Company
Chairman Liverpool & London
Steamship Protection Association



WHITE STAR LINE

845 -1950 British Shipping Company
Operator of Olympic Class ocean liners including RMS Titanic



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TO OWN, OR CREATE
A UNIQUE VEHICLE

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The Paradise Garage Heritage restoration team lead by Paul Lukes brings together the skills, knowledge and passion of the very best auto-motive craftsmen.

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CONTACT PAUL ON 02 9313 7866
OR PAULLUKES@PARADISEGARAGE.COM.AU

1952 DAIMLER DE36 CEREMONIAL LIMOUSINE



THE TASK: This car has been part of the family for more than five decades following its retirement from official state duties by the New South Wales Government. The car had not been actively used for more than twenty years prior to the commencement of the undertaking.

WORK CARRIED OUT: Extensive and comprehensive refurbishment included re-timbering of body frame and all panel areas. All Interior, electrical and mechanical areas were refurbished to ensure maximum reliability.

1965 ROLLS-ROYCE CLOUD III



THE TASK: : To restore this magnificent Rolls-Royce saloon from "sound" to a "like new" condition over an 18 month period.

WORK CARRIED OUT: The challenge over an 18 month period was to put this car to "like new" condition was one that our refurbishment staff enjoyed immensely.

The car benefited from a very good, "low use" owner history and was in sound condition prior to the commencement of the restoration process.

The amount of fine high level detail put into this car saw the end result awarded with state and national concours prizes.

1963 BENTLEY S3 CONTINENTAL FLYING SPUR



THE TASK: Take a good example of the marque to being a concours winning example, ensuring that the car is able to be used regularly over significant distances.

WORK CARRIED OUT: Maintenance work and refurbishment as required to various mechanical, fuel system, cooling system, suspension and exhaust system to ensure reliable motoring.

1972 JAGUAR E-TYPE V12 5.3L LITRE SERIES III



THE TASK: Take a very good example of the marque and tailor it to the driver.

WORK CARRIED OUT: Refine and enhance performance of engine, gearbox and suspension.



1968 JAGUAR MARK II



THE TASK: To create the most exciting Mark II Jaguar possible, but with modern driver comforts and performance

WORK CARRIED OUT: This project was one of great delight to create. The car started as a "bare shell" and grew into the best Mark II Jaguar we have built to date.



1968 ASTON MARTIN DB6



THE TASK: Return solid example of the series to excellent condition for regular use.

WORK CARRIED OUT: Comprehensive mechanical refurbishment including engine, brakes, suspension, bright work, under bonnet refurbishment.

Did you know...

ASTON MARTIN DB6 - the story goes that one day in 1968, Paul McCartney was driving his Aston Martin DB6 to visit John Lennon's son Julian, when a song came into his head. McCartney had had a reel-to-reel tape recorder fitted in to the car's dashboard. "Hey, Jude" was originally intended to be "Hey Jules" to help Julian with the divorce of his parents. Cool song composed in a cool car.

JAGUAR'S E-TYPE was unveiled at the Geneva Motor Show March 1961, remaining in production for 14 years, selling more than 70,000 units, making it Europe's first mass-produced sports car.

THE JAGUAR MARK 2 has a great racing and rally history. Bob Jane won the 1962 Australian Touring Car Championship driving a 3.8 Litre Mark 2. Roy Salvadori and Denny Hulme won the 1963 Brands Hatch 6 Hours driving a 3.8 Litre Mark 2.

DAIMLER DE36 CEREMONIAL LIMOUSINES, Australian Prime Minister Ben Chifley ordered a fleet of six Daimler DE36hp vehicles in 1948 for the proposed 1949 Royal Tour of Australia by King George VI. Due to ill health the tour was cancelled, however the factory had completed the order and were ready to ship. The Australian Government sold off two to the Maharajah of Mysore in India and the remaining four were shipped over. Used sparingly it was not until 1954 when a young Queen Elizabeth arrived to Australia that the Daimler DE36 Ceremonial Limousines were able to carry out the duties they were intended for.

DENNIS FIRE TRUCKS, during the war years, New South Wales Fire Brigade was the biggest user of the Dennis Bros Pty Ltd of Guildford, England Dennis Fire appliances outside of the UK. Between 1934-1939 almost exclusively all appliances were acquired from Dennis motors.

MORRIS J-VANS over 48,600 were manufactured from 1949-1961. This small commercial van was used as an ice-cream van, milk float, tipper truck, pick up and delivery van. Well known in across Australia - used in Sydney by Garterell White as "Tip-Top" bread vans for example.

“small things make perfection, but perfection is no small thing”

- SIR FREDRICK HENRY ROYCE

1945-1953 MORRIS J-VAN



THE TASK: To source and refurbish three Morris J-Van Commercials coinciding with the celebration of the centenary year of the family business.

WORK CARRIED OUT: Complete mechanical, electrical and panel work was undertaken.

1947 DENNIS FIRE TRUCK



THE TASK: To restore and recommission a classic original 1947 vintage Dennis Fire Engine to its former glory, making it suitable to be paraded, used and displayed at public events and fully NSW registered. The Dennis must be mechanically reliable aesthetically accurate, and safe for children and enthusiasts to climb over it and explore.

WORK CARRIED OUT: This Dennis Fire truck was complete but just a little tired. Body and timber work required extensive refurbishment. Paintwork and sign writing was renewed. All mechanicals and electrics were restored to full working order. All brass ware and NSW Fire Department livery was refurbished and returned to as new condition.

1929 ROLLS-ROYCE PHANTOM II



THE TASK: To take a very sound, previously well refurbished Australian delivered 1929 Rolls-Royce Phantom II of historical significance to an international level of excellence.

WORK CARRIED OUT: A program was commenced to make this car as complete and correct as possible, with a view that the car should be at international rally standard for reliability. Mechanically the car was sound, however all undercarriage, suspension and braking systems were completely serviced. Exhaustive measures were taken to make complete the original full tool and spares compliment with suitable stowage compartments for all items. Enhanced lighting was added to the car as was additional brightwork and fittings such as the boa horn.



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