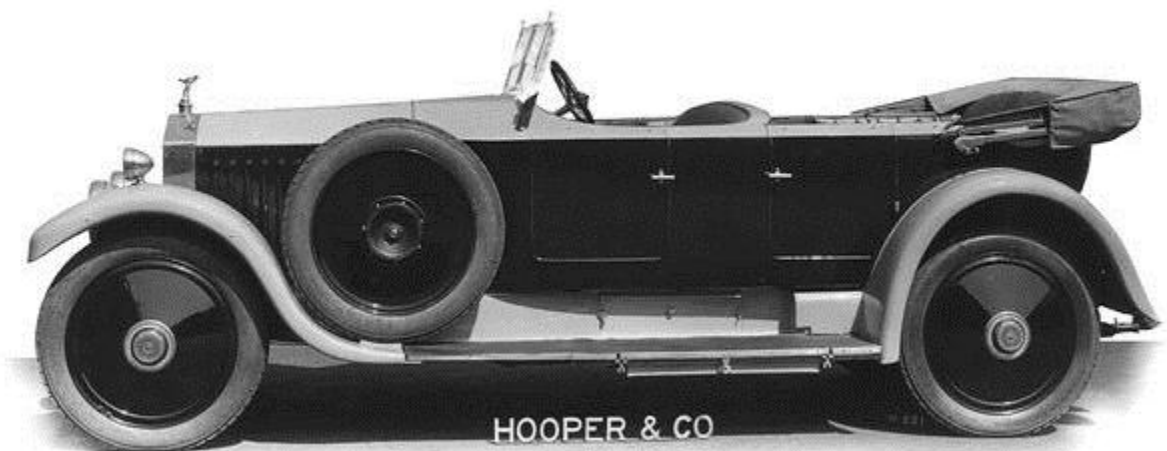


Bonhams

1925 Rolls-Royce 20hp Sports Tourer Coachwork by Hooper & Co. Coachbuilders



Lot 241

Originally supplied to Capt. Chung Thye Phin of Penang, formerly the property of H.A. Stonor, offered from the Sharpe Family Collection ,1925 Rolls-Royce 20hp Sports Tourer

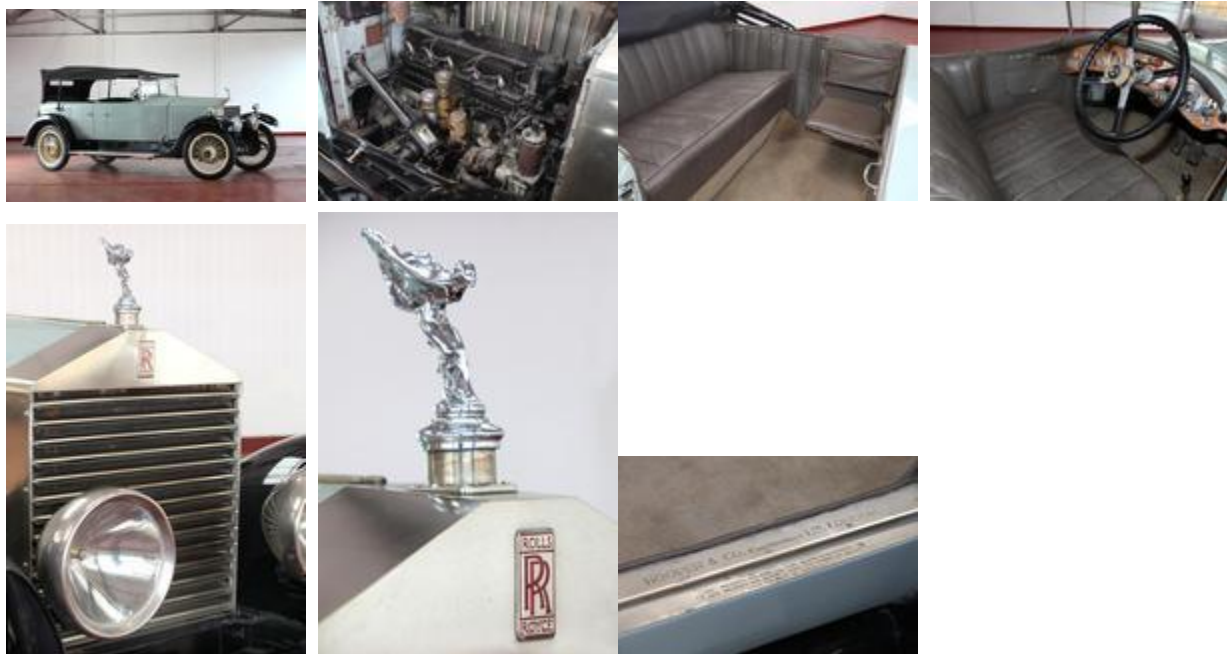
Chassis no. GCK 32 Engine no. G 1495

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AUCTION DETAILS

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LOT DETAILS

**Originally supplied to Capt. Chung Thye Phin of Penang,
formerly the property of H.A. Stonor, offered from the
Sharpe Family Collection**

1925 Rolls-Royce 20hp Sports Tourer
Coachwork by Hooper & Co. Coachbuilders
Chassis no. GCK 32
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FOOTNOTES

This handsome Rolls-Royce has an interesting and fully documented history from new, much of which revolves around the Far Eastern country of Malaya and almost reads like that of the car in the film 'The Yellow Rolls-Royce'. It was there that the car was delivered when new to Capt. Chung Thye Phin of Penang in May 1926. As illustrated on these pages, the car looked incredibly snappy in two tone, white over black livery with black wheel discs, and a 'Colonial' louvred bonnet.

It is said that within its first few years of ownership the car was loaned to the Duke of Gloucester when he toured this region, which is recorded as being in April 1929 although there is no visual evidence of this. In 1942, the car suffered the indignity of being captured by the Japanese when they overran Malaya. It is known to have lost its original side screens in this period, but save for this aspect, the car was intact at the end of the war when it was returned to its rightful owner.

When it was discovered by British ex-patriot Mr. Henry Stonor in October 1949, the Rolls had been repainted in a more subdued scheme of dark blue and black, and its wheel discs had long since been removed,. Initially Mr. Stonor had some

refurbishment undertaken locally, the car being returned to its ivory and black colour scheme, new upholstery and a new hood. Perhaps local engineers were not able to handle the mechanical aspect though as it is known that he subsequently shipped the car back to his home in the UK and it was overhauled by Bob Owen in Anglesey. Throughout 1952, it received much mechanical attention in the UK, it was even tested at the Rolls factory in Crewe and when this appears to have been perfected the car was returned to Malaya.

At this point Mr. Stonor forced his noble Rolls-Royce into some local competition activity, including the Singapore Gap Hill Climb and the Vintage Car trials of Malacca in 1953, where it is reported that the car diced with a Speed Six Bentley. The following year the car was used in the Rally of Malaya, and took first place with a 320 mile distance covered, ahead of 1937 Lagonda, 1938 SS100 and even a 1912 Rolls-Royce! On one occasion at a Hillclimb the car was pitched against the well-known 'Gibbs Pancheri' Bentley. On New Year's Day 1955, Mr. Stonor had the misfortune to invert the car on a local estate road, this incident damaged its original windscreen and steering column, resulting in a spare being sent from the UK while the rest could be straightened out locally. By April the car was off and running and was campaigned in the Seremban Rally. And so through the rest of the '50s the car continued to be actively used in local Hillclimbs and touring events, and when necessary maintenance was similarly carried out locally and when required parts were requested from the UK. A couple of highlights beyond its competition use were its appearance in

a documentary film 'The Oil That Grows on Trees' and in 1963 when HRH Prince Richard of Gloucester was chauffeured in the car. By January 1964, the incorrect windscreen was replaced with a more accurate copy of the original.

On file are copies of much correspondence with the Rolls-Royce Works in this period. This and bills for the local work together with letters of research in the mid 1950s and press cuttings from sporting events all make for fascinating reading.

The Twenty left Singapore and returned to the UK in September 1968, shortly after which it passed into the present family ownership. After some years of inactivity the Rolls was mechanically checked over and put back into service in the mid-2000s, but having again relapsed into only limited use its owners have made the decision to part with the car.

As viewed today, the car is very much complete and intact but could benefit from some attention. It is arguable that a return to its original livery would be the most logical next step.

In any regard, this is a very interesting automobile. It must be one of very few of its breed to have ever been originally supplied to Chinese ownership and is unquestionably one of the best looking designs constructed on this chassis.