

Rolls-Royce pre-1940 Chassis Series

EARLY CARS

Number produced: 106

Ref Chassis Series	Year	Comments
01 Royce cars	1904	3 cars, each 2 cylinders
02 20150-20163	1904/5	2 cylinder 10 hp
03 23924	1905	3 cylinder 15 hp
03 24272/3	1905	3 cylinder 15 hp
03 26330-26332	1905/6	3 cylinder 15 hp
04 26350	1905	4 cylinder Light 20 hp
04 26357/8	1905	4 cylinder Light 20 hp
04 26350B	1906	1905 Isle of Man TT cars 4 cylinder Light 20 hp Rolls 1906 Isle of Man TT car
04 40519-40533	1906/7	4 cylinder Light 20 hp
05 23926	1906	4 cylinder Heavy 20 hp
05 26351-26354	1905	4 cylinder Heavy 20 hp
05 26356,26359	1905/6	4 cylinder Heavy 20 hp
06 23927,26355	1905	6 cylinder Short 30 hp
06 26370,26372/3	1905/6	6 cylinder Long 30 hp
06 26371,26374	1905	6 cylinder Short 30 hp
06 60500-60511	1906/7	6 cylinder Long 30 hp
06 60524-60538	1906/7	6 cylinder Short 30 hp
07 40518, 80500	1905/6	V8 cars

SILVER GHOST

Number produced: 6173

Original Specification: 6 cylinders (2 blocks of 3), side valves, 4.5x 4.5, 7036cc (40/50hp), cone clutch, 4 speeds (direct drive third), dual ignition with magneto and trembler coil, foot brake external contracting on propellor shaft, hand brake internal expanding on rear wheels, suspension semi-elliptic front and platform rear, wheelbase 135.5" or 143.5", chassis weight 2050lbs or 2200lbs, tyres 875 x105 front and 880x120 rear for some early cars, 895x135 all wheels standard by 1909. Price around £980.

Ref Chassis Series	Year	Comments
01 60539-60592	1907	Semi-elliptic rear suspension from 60581
01 60700-60799	1907/8	Wheelbase 134.5" or 142.5"
02 919-1015	1908/9	Friction shock absorbers
02 1100-1199	1909/10	3 speeds, 4.5x4.75 (7428 cc) mechanical air pump
02 1 2 0 0 - 1 3 9 9	1 9 1 0	
02 1400-1499	1910/11	Wheelbase 143.5" only
02 1500-1699	1911	Vibration damper
02 1700-1799	1911	Torque tube axle
02 1 8 0 0 - 1 9 9 9	1 9 1 2	
02 2 0 0 0 - 2 0 9 9	1 9 1 2	
02 2100-2399	1912/13	Cantilever springs
02 2400-2699	1913	4 speeds (direct drive fourth)
03 1-20 CA	1913	Double rear wheel brakes, chassis tie rods
04 1-58 NA	1913/14	
05 1-56 MA	1914	
06 1-67 AB	1914	
07 1-60 EB	1914	3 speeds discontinued
08 1-68 RB	1914	
09 1-65 PB	1914	Large carburetter standard
10 1-66 YB	1914	
11 1-67 UB	1914	
12 1-68 LB	1914	
13 1-49 GB	1914	
14 1-37 & 55 TB	1914/15	
15 1-32 BD	1915	
16 1-32 AD	1915	
17 1-34 ED	1915	
18 1-35 RD	1915/16	
19 1-37 CB	1915	
20 18-33 PD	1915/17	Included some armoured cars
21 1-28 AC	1915/17	Admiralty modified chassis
22 1-36 PP	1919	Non-trembler coil, priming carburetter, electric starter 144" or 150.5" wheelbase
23 1-48 LW	1919	
24 1-16 X	1919/20/21	Show models only
25 1-81 TW	1920	
26 1-102 CW	1920	
27 1-121 FW	1920	
28 1-165 BW	1920	
29 1-141 AE	1920	
30 1-141 EE	1920	
31 1-81 RE	1920	
32 1-81 PE	1920	
33 1-81 YE	1920	
34 1-279 WO	1920/27	Armoured car chassis
35 1-81 UE	1921	
36 1-81 LE	1920/21	
37 1-81 GE	1920/21	
38 1-81 TE	1921	

SILVER GHOST (continued)

Ref Chassis Series	Year	Comments
39 1-101 CE	1921	Springfield used 102CE-107CE
40 1-111 NE	1921	Springfield used 112NE-123NE
41 1-182 AG	1921/22	Springfield used some numbers
42 1-198 LG	1921	Springfield used some numbers
43 1-213 MG	1921/22	Springfield used some numbers
44 1- 76 JG	1921	Springfield used some numbers also some from 78JG-155JG
45 1-97 UG	1921/22	Springfield used some numbers
46 1-91 SG	1921	Springfield used some numbers also some from 94SG-140SG
47 1-94 TG	1922	Springfield used some numbers also some from 95TG-133TG
48 BG	1922	Used by Springfield only
49 1-43 KG	1922	Springfield used 276KG-400KG
50 1-44 PG	1922	
51 1-43 RG	1922	
52 1-81 YG	1922	
53 1-81 ZG	1922/23	Starting carburetter
54 1-102 HG	1922/23	
55 1-100 LK	1923	51LK-100LK duplicated by Springfield with 'S' prefix
56 1-100 NK	1923	
57 1- 63 PK	1923	Springfield used 201PK-300PK with 'S' prefix
58 1-135 EM	1923/24	Front wheel brakes
59 1- 71 LM	1924	
60 1-103 RM	1924	33x5 tyres and Autovac
61 1-103 TM	1924	
62 1-141 AU	1924	
63 1-129 EU	1924/25	

SILVER GHOST ENGINE NUMBERS. No separate engine number was shown for early cars. By late 1909 an engine number appeared on the engine build sheet. Initially this was a two or three digit number which was frequently duplicated. From 1911 onwards, the number was stamped on the engine mountings on each side of the motor and a letter was often added to this number but no particular sequence was used. From 1913 when the lettered chassis series were introduced, the engines were also produced in series starting with A (1913), B, C, D, E (1914), F, G (1915), to H (1916). These engine series were not shown on the actual engines. Improvements to the cars from then on were mainly linked to a change in the engine series which usually did not coincide with a change in the chassis series. In 1919, the chassis number letters appeared in some engine numbers but soon a definite system emerged which was stamped on the engine - a one, two or three digit number followed by a letter which represented the Derby series from J (1919), K, L, M and N (1920), O (1921), P (1922), R (1923), S (1924), T (1924) to U series at the end of Derby Silver Ghost production in 1925.

PHANTOM I

Number produced: 2258

Original Specification: 6 cylinders, overhead valves, 4.25x5.5, 7668cc (43.3hp), single plate clutch, 4 speeds, dual ignition with magneto and coil, 4 wheel brakes with servo plus independent hand brake, suspension semi-elliptic front and cantilever rear, wheelbase 144" or 150.5", chassis weight without spare wheel or lamps 3996lbs., tyres 33x5 straight sided, price £1850 or £1900 for long chassis.

Ref Chassis Series	Year	Comments
00 46 PK	1923	Experimental car built as Silver Ghost
00 10-12 UMC	1925	3 chassis built as Silver Ghosts 77AU, 59PK, 46PK respectively
01 1-125 MC	1925	
02 1-125 RC	1925	
03 1-122 HC	1925	
04 1-132 LC	1925/26	
05 1-121 SC	1925/26	
06 1-121 DC	1926	
07 1-121 TC	1926	
08 1-123 YC	1926	
09 1-131 NC	1926/27	Front hydraulic shock absorbers
10 1-101 EF	1927	Well base 7.00x21 tyres.
11 1-102 LF	1927	
12 1-101 RF	1927	Rear hydraulic shock absorbers
13 1-101 UF	1927	
14 1-102 EH	1928	
15 1-101 FH	1928	
16 1-101 AL	1928	Stiffer crankshaft
17 1-103 CL	1928/29	Aluminium cylinder head
18 1-132 WR	1928/29	Flexible engine suspension
19 1-132 KR	1929	Side by side rear brakes
20 1- 91 OR	1929	

PI ENGINE NUMBERS: All British PI engines have a '5' in the number

PHANTOM II

Number produced: 1545

Original Specification: 6 cylinders, overhead valves, 4.25x5.5, 7668cc (43.3hp), single plate clutch, 4 speeds, dual ignition with magneto and coil, 4 wheel brakes with servo plus independent hand brake, suspension semi-elliptic front and cantilever rear, wheelbase 144" or 150.5", chassis weight without spare wheel or lamps 3996lbs, tyres 33x5 straight sided, price £1850 short or £1900 for long chassis.

Ref	Chassis Series	Year	Comments
01	1-133 WJ	1929/30	
02	1-204 XJ	1929/30	
03	1-202 GN	1930	20x7 tyres from 169GN
04	1-207 GY	1930	
05	1-68 GX	1930/31	
06	1-86 JS	1931/32	Thermostatic shutters, remote control reserve fuel tank
07	201-276 AJS	1931	All AJS left hand drive
07	277-288 AJS	1932	
07	289-303 AJS	1933	
08	201,207/9 AMS	1932	All AMS left hand drive
08	223,224 AMS	1932	
08	202-206 AMS	1933	
08	210-220 AMS	1933	
08	221,222 AMS	1934	
09	2-170 MS	1932	Synchromesh third and fourth gears from 46MS
10	2-190 MY	1933	19x7 tyres
11	3-115 MW	1933	New shock dampers from 65MW
12	2-206 PY	1933/34	Controllable dampers from 160PY
13	3-211 RY	1934	Constant voltage dynamo from 157RY
14	2-196 SK	1934	
15	1-203 TA	1934/35	Synchromesh second gear from 101TA
16	2-82 UK	1935	
17	18-29 EX	1928/34	Experimental chassis

PII ENGINE NUMBERS: All PII engines also have a '5' in the number

PII CONTINENTALS. The following were built as PII Continental chassis.

Only four of these were long wheelbase - 89RY, 128SK, 190SK, 97TA.

EX 26 (prototype)

GY 82, 104

GX 6, 28, 31, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 67, 68

JS 1, 4, 8, 11, 12, 20, 24, 33, 34, 35, 39, 60, 63, 64, 65, 72, 73, 74, 80, 81, 82, 83, 84, 85

AJS 256, 286

AMS 207, 208, 209

MS 2, 4, 20, 24, 28, 32, 36, 48, 50, 54, 58, 60, 64, 66, 70, 72, 74, 76, 80, 86, 88, 90, 98, 100, 104, 106, 114, 116, 118, 122, 124, 132, 148, 150, 158

MY 2, 8, 10, 14, 16, 20, 24, 26, 32, 56, 58, 62, 64, 72, 74, 80, 82, 90, 92, 94, 106, 116, 118, 124, 126, 128, 130, 134, 140, 142, 156, 166, 170, 172, 176, 182, 186

MW 3, 7, 15, 19, 25, 31, 33, 39, 41, 45, 47, 55, 57, 69, 71, 73, 99, 101, 103

PY 2, 4, 8, 22, 24, 30, 32, 36, 42, 44, 52, 54, 62, 64, 66, 70, 72, 74, 82, 84, 86, 90, 92, 94, 98, 104, 106, 118, 136, 142, 144, 154, 156, 158, 160, 162, 164, 180, 204

RY 7, 9, 15, 23, 37, 47, 49, 55, 57, 59, 71, 77, 79, 83, 85, 89, 97, 99, 101, 109, 117, 119, 121, 125, 127, 139, 143, 147, 149, 153, 155, 157, 159, 165, 169, 175, 185, 189, 191, 197, 201, 203

SK 2, 4, 6, 8, 14, 18, 24, 60, 68, 70, 86, 88, 90, 92, 94, 96, 99, 101, 103, 109, 119, 120, 128, 138, 154, 170, 188, 190

TA 17, 21, 25, 27, 29, 45, 53, 97, 103, 109, 123, 131, 149, 161, 179, 187

UK 5, 42, 62

PHANTOM III

Number produced: 719

Original Specification: 12 cylinders (V-12), overhead valves, 82.5x 114.3mm, 7338cc (50.7hp), servo-plate clutch, 4 speeds, dual coil ignition, 4 wheel brakes with servo plus independent hand brake, independent front suspension with enclosed coil spring and semi-elliptic rear suspension, wheelbase 142", chassis weight without spare wheel or lamps 4050lbs, tyres 7.00x18, chassis price £1850.

Ref	Chassis Series	Year	Comments
01	3 AZ 20-238	1936	Even numbers only
02	3 AX 1-203	1936	Odd numbers only
03	3 BU 2-200	1936/37	Even numbers only
04	3 BT 1-203	1937	Odd numbers only
05	3 CP 2-200	1937	Even numbers only
06	3 CM 1-203	1937/38	Petrol pump in frame from 3CM35
07	3 DL 2-200	1938/39	18x5 tyres from 3DL78
08	3 DH 1-11	1939	Overdrive gearbox from 3DL172

PIII ENGINE NUMBERS: All PIII engines have a '4' or '8' in the number

20 HP

Number produced: 2940

Original Specification: 6 cylinders, overhead valves, 3x4.5, 3150cc (21.6hp), single plate clutch, 3 speeds, coil ignition, horizontal radiator shutters, independent foot and hand brakes acting on rear wheels, suspension semi-elliptic front and rear, wheelbase 129", chassis weight 2200lbs, tyres 32x4.5, chassis price £1100.

Ref	Chassis Series	Year	Comments
01	40-G-1 - 50-G-0	1922/23	
02	50-S-1 - 60-S-0	1923	
03	60-H-1 - 70-H-0	1923	
04	70-A-1 - 80-A-0	1923	
05	80-K-1 - 90-K-0	1923	
06	GA 1-81	1923	
07	GF 1-81	1923/24	
08	GH 1-81	1924	
09	GAK 1-81	1924	
10	GMK 1-81	1924	
11	GRK 1-84	1924	
12	GDK 1-81	1925	
13	GLK 1-81	1925	
14	GNK 1-94	1925	
15	GPK 1-81	1925	Front wheel brakes, 4 speeds
16	GSK 1-81	1925/26	
17	GCK 1-81	1926	
18	GOK 1-81	1926	
19	GZK 1-41	1926	
20	GUK 1-81	1926	
21	GYK 1-92	1926	
22	GMJ 1-81	1926/27	Front hydraulic shock dampers, well base wheels 5.25x21 tyres
23	GHJ 1-81	1927	
24	GAJ 1-41	1927	
25	GRJ 1-81	1927	
26	GUJ 1-81	1927	
27	GXL 1-82	1927/29	
28	GYL 1-82	1928	Rear hydraulic shock dampers
29	GWL 1-41	1928	
30	GBM 1-82	1928	
31	GKM 1-82	1928	
32	GTM 1-41	1928	
33	GFN 1-82	1928/29	Vertical radiator shutters 6.00x21 tyres
34	GLN 1-87	1929	
35	GEN 1-82	1929	
36	GVO 1-81	1929	
37	GXO 1-10	1929	

20/25 HP

Number produced: 3827

Original specifications: 6 cylinders, overhead valves, 82.6x114.3mm, 3860cc (25.3hp), single plate clutch, 4 speeds, coil ignition with standby magneto, 4 wheel brakes with servo plus independent hand brake, suspension semi-elliptic front and rear, wheelbase 129", chassis weight 2650lbs, tyres 6.00x19, centralised chassis lubrication, chassis price £1185.

Ref	Chassis Series	Year	Comments
01	GXO 11-111	1929/30	
02	GGP 1-81	1930	
03	GDP 1-81	1930	
04	GWP 1-41	1930	
05	GLR 1-82	1930	3 inch longer chassis
06	GSR 1-81	1930	
07	GTR 1-41	1930	
08	GNS 1-81	1930/31	
09	GOS 1-81	1931	
10	GPS 1-41	1931	
11	GFT 1-81	1931	
12	GBT 1-82	1931/32	Thermostatic shutters from GBT22
13	GKT 1-41	1932	Synchromesh gearbox from GKT22
14	GAU 1-81	1932	Electric petrol guage
15	GMU 1-81	1932	
16	GZU 1-41	1932	
17	GHW 1-81	1932	
18	GRW 1-81	1932/33	
19	GAW 1-41	1933	
20	GEX 1-81	1933	
21	GWX 1-81	1933	
22	GDX 1-41	1933	
23	GSY 1-101	1933	
24	GLZ 1-81	1933	
25	GTZ 1-81	1933	
26	GYZ 1-41	1933	

Ref Chassis Series	Year	Comments
27 GBA 1-81	1933	
28 GGA 1-81	1933	
29 GHA 1-41	1933	
30 GXB 1-81	1933/34	
31 GUB 1-81	1934	
32 GLB 1-41	1934	
33 GNC 1-81	1934	
34 GRC 1-81	1934	
35 GKC 1-41	1934	
36 GED 1-81	1934	
37 GMD 1-81	1934	
38 GYD 1-69	1934	Controllable dampers from GYD25
39 GAE 1-81	1934	
40 GWE 1-83	1934	
41 GFE 1-41	1934	
42 GAF 1-81	1934	
43 GSF 1-81	1934/35	
44 GRF 1-41	1935	
45 GLG 1-81	1935	
46 GPG 1-81	1935	
47 GHG 1-41	1935	
48 GYH 1-81	1935	
49 GOH 1-81	1935	
50 GEH 1-41	1935	
51 GBJ 1-81	1935	
52 GLJ 1-81	1935	
53 GCJ 1-41	1935	
54 GXK 1-81	1935/36	
55 GBK 1-81	1936	
56 GTK 1-63	1936/37	

25/30 HP

Number produced: 1201

Original Specification: 6 cylinders, overhead valves, 89x114mm, 4257cc (29.4hp), single plate clutch, 4 speeds, coil ignition with standby coil, Stromberg carburetter, SU petrol pumps, 4 wheel brakes with servo plus independent hand brake, suspension semi-elliptic front and rear, wheelbase 132", chassis weight 2900lbs, tyres 6.00x19, chassis price £1100.

Ref Chassis Series	Year	Comments
01 GUL 1-82	1936/37	
02 GTL 1-81	1936/37	
03 GHL 1-81	1936/37	
04 GRM 1-81	1936/37	
05 GXM 1-81	1936/37	
06 GGM 1-41	1936/37	
07 GAN 1-81	1936/37	New type steering controls
08 GWN 1-81	1936/37	
09 GUN 1-41	1937	
10 GRO 1-81	1937	
11 GHO 1-81	1937	
12 GMO 1-41	1937	
13 GRP 1-81	1937	De-Turbulated Head from GRP 1
14 GMP 1-81	1937	
15 GLP 1-41	1937	
16 GAR 1-81	1937/38	
17 GGR 1-81	1938	
18 GZR 1-41	1938	

WRAITH

Number produced: 492

Original Specification: 6 cylinders, overhead valves, 89x114mm, 4257cc (29.4hp), single plate clutch, 4 speeds, coil ignition with standby coil, 4 wheel brakes with servo, independent front suspension with enclosed coil spring and semi-elliptic rear suspension, wheelbase 136", chassis weight 3040lbs, tyres 6.50x17, chassis price £1100.

Ref Chassis Series	Year	Comments
01 WXA 1-109	1938/39	
02 WRB 1-81	1938/39	
03 WMB 1-81	1939	
04 WLB 1-41	1939	
05 WHC 1-81	1939	
06 WEC 1-81	1939	
07 WKC 1-25	1939	

Number produced: 1703

Ref Chassis Series	Year	Comments
01 102-107 CE	1921	Derby used numbers 1-101
02 112-123 NE	1921	Derby used numbers 1-111
03 7-69 AG	1921	Different numbers from Derby
04 4-123 LG	1921	Different numbers from Derby
05 5-143 MG	1921	Different numbers from Derby
06 4-155 JG	1921	Different numbers from Derby
07 2-96 UG	1921/22	Different numbers from Derby
08 5-140 SG	1922	Different numbers from Derby
09 4-133 TG	1922	Different numbers from Derby
10 5-275 BG	1922	BG numbers not used by Derby
11 276-400 KG	1922/23	Higher numbers than Derby
12 301-425 XH	1923	
13 326-450 HH	1923	
14 51-175 JH	1923	
15 176-300 KF	1924	Six volt electrics from 201KF
16 301-400 LF	1924	
17 401-450 MF	1924	
18 S 51-100 LK	1925	Derby used 1LK-100LK but without the 'S' prefix
19 S 101-200 MK	1925	Left hand drive, 3 speeds, double battery ignition
20 S 201-300 PK	1925	
21 S 301-400 RK	1925	
22 S 401-408 FK	1925	
23 S 109-225 ML	1925/26	
24 S 226-325 PL	1926	
25 S 326-403 RL	1926	R-R tubular bumpers vertical radiator shutters

SPRINGFIELD SILVER GHOST CHASSIS LETTERS. During the initial production, Springfield used the same chassis letters as Derby. The actual numbers used within each letters series were never duplicated. The following numbers were assigned to Springfield built chassis.

CE	102-107
NE	112-123
AG	7, 11, 15, 19, 22, 26, 30, 33, 36, 39, 42, 45, 51, 53, 57, 60, 63, 66, 69
LG	4, 7, 14, 16, 19, 22, 27, 30, 35, 39, 43, 46, 50, 53, 58, 63, 67, 72, 75, 79, 83, 87, 90, 94, 97, 100, 105, 108, 111, 114, 119, 123
MG	5, 9, 14, 19, 24, 28, 33, 39, 42, 46, 50, 55, 59, 63, 68, 73, 77, 82, 85, 89, 95, 99, 103, 108, 112, 117, 120, 125, 131, 136, 140, 143
JG	4, 9, 15, 21, 26, 30, 35, 39, 44, 49, 55, 58, 59, 63, 69, 74, 78, 82, 87, 93, 96, 98, 103, 107, 112, 116, 122, 128, 133, 142, 147, 151, 155
UG	2, 5, 8, 12, 15, 18, 21, 24, 27, 30, 33, 36, 39, 42, 45, 48, 51, 53, 56, 59, 62, 65, 66, 68, 70, 73, 76, 80, 83, 86, 90, 93, 96
SG	5, 9, 14, 19, 23, 28, 34, 39, 43, 47, 51, 55, 59, 63, 68, 74, 78, 82, 85, 89, 94, 99, 103, 108, 112, 116, 120, 124, 128, 132, 136, 140
TG	4, 7, 10, 18, 22, 26, 30, 34, 36, 40, 45, 49, 53, 58, 63, 67, 71, 75, 79, 83, 87, 91, 95, 99, 105, 109, 114, 119, 124, 128, 133
BG	5, 11, 16, 17, 21, 22, 25, 30, 35, 39, 43, 44, 49, 55, 60, 64, 68, 74, 80, 85, 89, 95, 101, 106, 111, 115, 121, 126, 132, 139, 145, 150, 154, 159, 164, 254, 263-275
KG	276-400

SPRINGFIELD PHANTOM I

Number produced: 1241

Ref Chassis Series	Year	Comments
01 S 102-107 FL	1926	Centralised chassis lubrication
02 S 66-200 PM	1927	
03 S 201-300 RM	1927	
04 S 301-400 FM	1927	de Jon ignition from S336FM
05 S 101-200 RP	1928	
06 S 301-400 KP	1928	20x7 tires, external valances
07 S 101-200 FR	1929	Aluminium cylinder head, chromium plating
08 S 201-300 KR	1929	Conical lamps, flat bar bumpers, swinging trunk rack, automatic shutters,
09 S 301-400 LR	1929	
10 S 401-500 MR	1930	
11 S 101-241 PR	1930/31	

SPRINGFIELD ENGINE NUMBERS. Until 1923, engine numbers were coded to show year of production followed by sequence within year. For example, 22-76 is engine 76, made in 1922. Starting during 1923, engine numbers were coded to show year of production and chassis number. The first and last digit combined to indicate the year, thus 21105 was built in 1925. The second digit was a serial digit and the third and fourth digits were matched to the last two figures in the chassis number; engine 21105 was fitted to chassis S210ML.

