

Health.

(F.W.B.)

Twenty.

CHASSIS No. **GBM-H.**

BODY.

CHASSIS. **GBM-H.**

Works No. **20.** H.P. **20.**
Engine No. **Z.3.D** Type **MA. 2800.**
Off Test. **1-6-28** D.I. Issued **1-6-28**
Axle Ratio. **11x50** Despatched **7-6-28**
EXIDE BATTERY.

Providing sun
Drawing No. **Coachwork**
Make **Coachwork**
Order No. _____ Date _____
Inst. S.P. _____
Inst. K.N. _____

Sale Price **£1185--**
Less 5%
Date of Sale **12th May 1928**
Sold **George Heath Limited**
10th Knight Street
Birmingham
for **H. Peary Esq.**
Eastwood Lane
Eastwood Road
Donnerdale
For delivery **As soon as possible.**

TYRES **Dunlop**
medium pressure
Front **5 1/2 for 21 Pairs**
Back _____
Date of Order No. **R 3050**

TRIMMING & PAINTING.

Colours **1 3 2 7 & 8**

REBATE

Upholstery **31 10 1928**
Cr./No. _____
Coachbuilders Instructed **24**

CAR ORDER FORM No. _____ DRAWING BOOK No. _____
DEPOSIT PAID _____ DATE _____
BALANCE OF CHASSIS PRICE PAID **£1042 17 11** DATE **5-6-28**
BALANCE OF CAR PRICE PAID _____ DATE _____
CHASSIS DELIVERED ON **7-6-28** TO **Representative** BY **H. Peary Esq.**
CAR DELIVERED ON _____ TO _____ BY _____
INVOICE No. **2894** DATE **2-6-28** TOTAL **£1042s. 17d. 11**

ERECTION PARTICULARS DATED **15-5-28** FROM **Postes Limited** ERECTION SHEET **7481**
COACHBUILDER'S DRAWING SENT _____ ON **17-5-28**
INSTRUCTION BOOK SENT **Rakes** ON **16-6-28**
STEERING COLUMN **Messrs. Geo. Heath Limited** LEVERS **Standard** FITTINGS **Nidel**

	Order No.	£	s.	d.	Invoice Folio.
WHEELBASE Standard	E.S.	-	-	-	
RADIATOR SHUTTERS Matt finish white metal.	E.S.	-	-	-	
Springs for a Weymann Saloon - 7 cut.	E.S.	-	-	-	
Setting 4/5 - Usually 4.					
Luggage 1 1/2 cut - Usually Nil.					
Car for use in the United Kingdom.					
25% R.R. Luggage laid to rear and spare wheel	T. 3402	10	10	-	2894
Carbide to rear axle.					
Body brackets to be fitted in positions shown on	E.S.	9	9	-	2894
Print No. F55337 to suit Weymann body.					
25% Standard A.T. Speedometer with trip recorder.	T. 3402	9	9	-	2894
10% R.R. Mallet and cap to radiator.		3	10	-	2894
25% Wheel 8 day clock.	HST 564	5	5	-	2894
25% Smith Wire screen Wiper		3	5	-	2894
25% Lucas lighting set - black with nickel Pairs. No wiring.	T 94091	13	-	-	2894
25% 25% 25% 25% 25%	7715164	1	17	6	2894

Order ref: **Letter LJO/HL of 12-5-28.**
R.19.

(P.T.O.)

ADVISED "W" OF DELIVERY

Coachwork by:-

Messrs Mulliners, Limited
Birmingham.

GBM 41 Z 3 D

Weymann Saloon Mulliners (B'ham)

OG 6763

H. A. Crane

S. P. Darger

D. H. Coupé Southern U.S.A



ROLLS-ROYCE BAZAAR

1138

ADS GO TO D. W. PRICE, BOX 7668, Rochester, N.Y. 14622. USE POSTCARDS.
PICS \$ 7.50. Personal ads free. Business ads \$ 1.50/line. Next deadline 1/22.

CARS FOR SALE

20 HP (GBM41) 1926, with 1936 drophead body, elegant lines, generally good.
\$ 2,250. Harper, 121 Palatine Rd., Didsbury, Manchester 20, England.

is not certain that Livesey was still with the firm in 1938 so it is possible Josel was derived in a similar way from the two first names of Ranalāh's designer C.J. Peck. Only Ranalāh designed and made Compton's bodies. Southern, meanwhile, had entered one of their "Dorchester" Deluxe dropheads in the 1938 Ramsgate Concours d'Élégance and won the first prize in the £1,000–£1,500 class even though their car was really £500! Touché.

During 1938 a larger range of cars was designed for Southern by Coachcraft although the drophead and one saloon were really handed on Ranalāh designs. Alan May promoted Southern's range by showing at the Glasgow Exhibition of 1938 and entering the Scottish Rally in GBM41 a "Dorchester." For the 1939 season a fine brochure was issued showing that two of the designs were still Ranalāh as they bore that name. Most of the

cars now had distinctive names redolent of the high life! Southern also cast their net wider for customers and in November 1938 established an agent in the Potteries area, Hanford's Garage at Trentham, Stoke on Trent, Staffordshire. The wealthy county of Cheshire was close by. (After the war this appeared as J.P. Gallimore of Ayshford Street, Longton, Stoke on Trent who is likely to have been the garage owner.)



Southern's 1939 catalog.



The Deluxe Foursome Coupe on 1926 20hp GSK70 by Coachcraft delivered on January 1, 1938 to a Mr. Shaw. The new model name "Dorchester" was only adopted towards the end of 1938. Louvers were fitted to this example, perhaps the first made. Interestingly, the photography was done for or by Southern in the street near Ranalāh. Another view taken on the same day is in RREC Bulletin 243, p. 75. Southern's photograph no. 76 showed the same design but without hood louvers.

Courtesy of David Candhi



This Ranalāh development of the previous "Foursome Drophead Coupe," with side moldings now deleted but still at Southern's old £400 price, was being overshadowed by the three-position "Dorchester" by Coachcraft (bottom of page). The doors were now wider than the 1936 Vehicle Developments type.



The final version of the Standard Saloon by Ranalāh, now more upright and on the way towards the razor-edge style.

Courtesy of Peter Brockles



The "Dorchester" three-position coupe by Coachcraft was perhaps the most desirable of all Southern's offerings. The top cant rails, however, were detachable rather than hinged and thus not as advanced as other systems. The top was not powered. The hood sides no longer had louvers in most cases and the car looked much smoother all round.

SPECIFICATION

THIS APPLIES TO ALL MODELS - Additional items are optionally available.

Construction: The bodies are built throughout in finest quality stainless steel, the framework being reinforced with steel joints as necessary and all joints glued and screwed. The outer frame is treated with a weather resisting solution. All glass-panels are set out on the glass manufacturers' blue print and are carefully checked.

Doors: These are hung on heavy brass coach hinges and fitted with the latest type dovetailed locks and rubber buffers, with special mechanical rubber mounted door stops. The lid on the rear door is secured by two Budget Locks.

Head: With Coachcraft, the head is built up with hand forged forgings and when folded down gives a semi-convertible head. When erected the head is kept in position by outside jacks. The covering is heavy waterproof material selected from John A. Wainwright and is guaranteed for waterproofness, freedom of colour and resistance to shrinking. The head is arranged to give three positions, 1. fully closed, 2. half open or the Wind position, and 3. fully open.

With Saloons, a thoroughly reliable sunshade roof is incorporated. (This item is optional).

Finishing: The body is finished throughout in 18G aluminium by hand. All the joints are welded and the edges turned to obviate the use of external facing pins. The wheel arch panels and spoolie dash panels are formed in 20G silver finished steel and the paneling throughout is designed to give the best possible foundation for upholstery. A lining of "Seersucker" sun-drying material is incorporated.

Windows: All window glasses are finished with polished edges and rounded corners and are wound up and down with mechanical regulators. Special devices are provided to render all windows theft proof. Best quality Safety Glass throughout.

Windscreen: A single panel windscreen is fitted formed in heavy gauge brass, extruded sections operated with side push-rods. The screen and all fittings are finished chromium plate. Finest quality safety plate glass is fitted and a remote driven double windscreen wiper operates on the bottom screen rail. The blades park below the screen when out of use.

SPECIFICATION

Seating: Two bucket seats in the front mounted on L-shaped slide fittings, the driver's seat also being fitted with a special device which enables the whole seat to be tilted in the required angle. The rear seat is formed in one piece and is fitted with side pillows and remote disappearing arm rest.

Upholstery: Is carried out in best selected Venetian laces or cloth or cheviot. The floorboards, bottoms of doors and lower portions of the bucket seats are covered with heavy gilt crepe to match the leather. Carpets are bound with leather and underlined with shock resistant felt mat.

Banner: A special banner is supplied, formed in 18G aluminium.

Wings: Are formed in 20G silver finished steel, the front wings are long swept to form the running boards and are fitted with specially rubber tread. The wings are secured to the chassis with steel "U" section steel brackets.

Fittings: All body hardware is heavily chromium plated and interior and exterior fittings are of modern design and suitable for their purpose.

Notes: "Dorchester" "D.M. Coupe," "Denham" and "Park Lane" Saloons are fitted with stone guards beneath all wings.

"Dorchester" "D.M. Coupe" is fitted with "No Draught" ventilators.

"Denham" and "Park Lane" Saloons are fitted with Companion Seats to rear quarters and other similar refinements.

Nearing The End

During the "replica" period some early chassis were rebodied for Southern that were not recognizable as normal "replicas" and must be considered as either bespoke or trial examples. The effect of the modernization was the same but the styles were not standardized. In addition, Ranalah and Coachcraft independently built bodies on new chassis, and new bodies on old chassis, for customers unconnected to Southern and Compton.

"Replica mania" might be too strong but there in *The Motor* for March 14, 1939 are the three advertisements lined up next to each other, Southern with their foursome coupe from £400, and Compton with his "Josel" coupe from £395, but what's this? — a Jack Barclay "replica" on a Phantom I! Not one to miss an opportunity, Barclay rebodied a car he had probably had difficulty in selling with its dated body. For years dealers like Southern and Compton had been buying from Barclay the older part-exchange cars that he wished to clear. Now here was his own "replica." Many old 40/50s passed through Barclay's hands at this time but it is unlikely that enough were bodied as "replicas" to become a threat to Southern. Phantom I 18NC was rebodied by Barclay as a superb sedanca coupe ca. 1935, possibly by Ranalah (although oddly it has carried Knibbs & Parkyn coach-plates for many years). And 20hp GYL40 was also a "replica" in Barclay records, whether his own or Southern is not clear. In 1934 James Young Ltd. had rebodied and modernized 20hp GTM28 with an interpretation of Gurney Nutting's "Owen" sedanca coupe style and there is some evidence that they continued to produce a variety of "replicas," possibly even after being absorbed into the Jack Barclay empire in 1937. One such is the drophead body on 20hp GFN59 which is sometimes attributed to Southern but has James Young stylistic features. It was superior to a Southern in both the radiator and hood conversions.

There was an echo in New York in the late 1930s when Rolls-Royce dealer J.S. Inskip fitted coupe bodies, taken from Packards, on a few old 20hp chassis but more in desperation



1929 Phantom II 32WJ delivered in December 1937 via Southern with this Coachcraft "Special" saloon body. It has the replacement hood for the original narrow riveted type. A most impressive car. Phantom I 80OR was similarly bodied for Malcolm Campbell Ltd.

Courtesy of Peter Brockes

A: COACHCRAFT "REPLICA" PRODUCTION FOR SOUTHERN

(In chassis number order and not by the coachbuilder's production; arranged by Coachcraft names)

SALOONS

20hp:

"Special" - GOK58, GUK58, GRJ30, GYL50, GYL51, GBM11, GKM65, GTM29, GFN18, GFN26, GLN52, GVO4

"Standard" - GUK28, GUJ80, GWL2

"Park Lane" - GAJ68, GYL31, GFN2, GFN62, GVO73, and a car reg'd EFM-629

"Denham" - GUJ31, GUJ35, GXL59, GEN44

20/25hp:

"Special" - GXO45, GXO84, GGP29, GDP23, GLR2, GLR26, GNS62

"Park Lane" - GLR38, GXO11, GNS28, GXO62

Phantom II:

"Special" - 32WJ, 21GN

LIMOUSINES

20/25hp:

"Special 6-light" - GLR49

"Limousine" - GLR68

Phantom I:

"Special" - 64UF, 19EH

"Limousine" - 76FH

DROPHEAD COUPES

20hp:

"Special" - GSK70, GAJ21, GUJ19, GUJ65, GYL33, GYL77, GBM5, GBM41, GKM53

"Dorchester" - GAJ39, GYL78, GKM43, GFN9, GFN46

20/25hp:

"Special" - GLR76, GXO105, GTR40, GMU48

"Dorchester" - GXO103

2-SEATERS

20hp:

"Special" - GBM19

OTHER

Southern dealt in Wraith WXA46 when new, ordered with Coachcraft body no. 1287 Jan. 1939, a 6-light saloon akin to the "Denham" in style

UTAH

DARGER, STANFORD P., 818 - 17th Ave.,

Salt Lake City 84103

20 H.P. '28 Southern drophead coupe, GBM41, eng. G612

Weissman, David -

PO Box 9199, Salt Lake City 84109

2014

Twenty H.P.	1928	Southern	drophead coupe	GBM41
20/25	1930	Park Ward	limousine	GTR10
Phantom II	1934	H.J. Mulliner	sedanca coupe	4SK
25/30	1937	Croall	landaulet	GUN2
Phantom V	1961	MPW	saloon	5BV81

GBM 41

1928 20

G 612

Southern drophead coupe

Stanford P. Darger, 818 - 17th Ave.,
Salt Lake City, Utah (2/16/70)