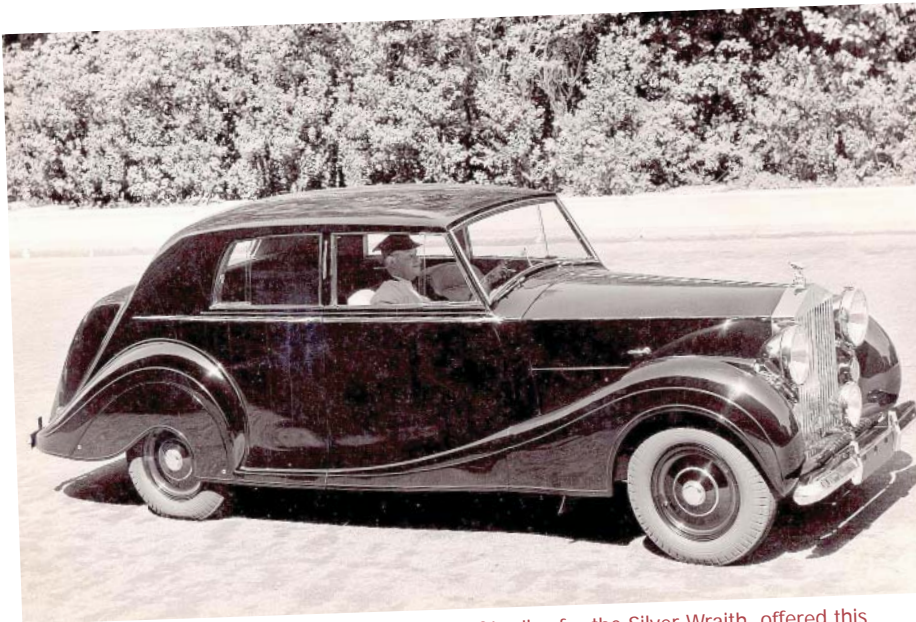


From the Sir Henry Royce The Rolls-Royce Gilbert M Ralph



above: James Young, the fourth largest creator of bodies for the Silver Wraith, offered this four-light Sports Saloon.



above: A Silver Wraith four-light Touring Limousine by H J Mulliner & Co of Creswick.

below: Hooper produced this six-light Sports Saloon on a Silver Wraith chassis.



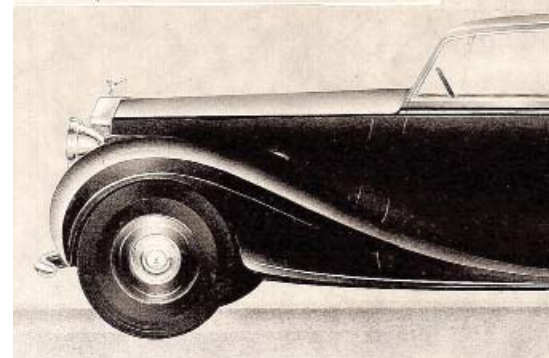
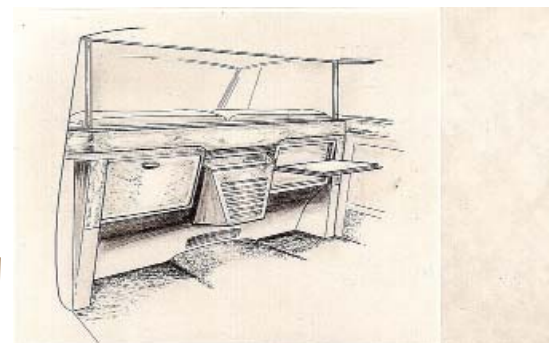
In the April 2016 edition of *Præclarvm* I presented and illustrated some of the first post-War cars available.

In 1947 Rolls-Royce released the Silver Wraith, a pre-war Wraith but a markedly improved chassis. It had a 10 feet 7 inch wheelbase until 1952 when the 11 feet 6 inch wheelbase was introduced. The striking features of the Silver Wraith were that the headlights were most often used. The basic price of the models ranged from £5,270 to £5,570 plus tax.

The photographs on these pages illustrate some of the coach-building firms. There were 1244 Silver Wraiths built by one of the 30 known companies to have built bodies for the model. The majority were built by H J Mulliner (later bought by Rolls-Royce): 517, Rolls-Royce owned Park Ward: 120, Hooper & Co: 469, James Young: 210, Freestone & Webb: 120.

This set of photographs are included in a volume titled "Rolls-Royce - Derby" (shown right), which was part of a large collection of company publications donated to the Rolls-Royce Foundation from the estate of the well-known VROCA member Patrick Kane-White. It appears that these would have been distributed to Agents prior to the publication of the book (there are no references to Silver Dawns (which was produced in 1949).

As a teenager about to buy my first motor car, such cars were well beyond my meagre budget, but it didn't stop me from visiting the Motors Ltd showroom in Adelaide to look at what was on offer. I recall saying to myself, "I'm going to own one of those Rolls-Royce cars one day" and my dream came true.



below: The spacious interior of this Silver Wraith by H J Mulliner is

ce Foundation Archives
the Silver Wraith

Hon. Archivist SHRF

and a spread of photographs of MKVI Bentleys which
 were made from Rolls-Royce Ltd in 1946.

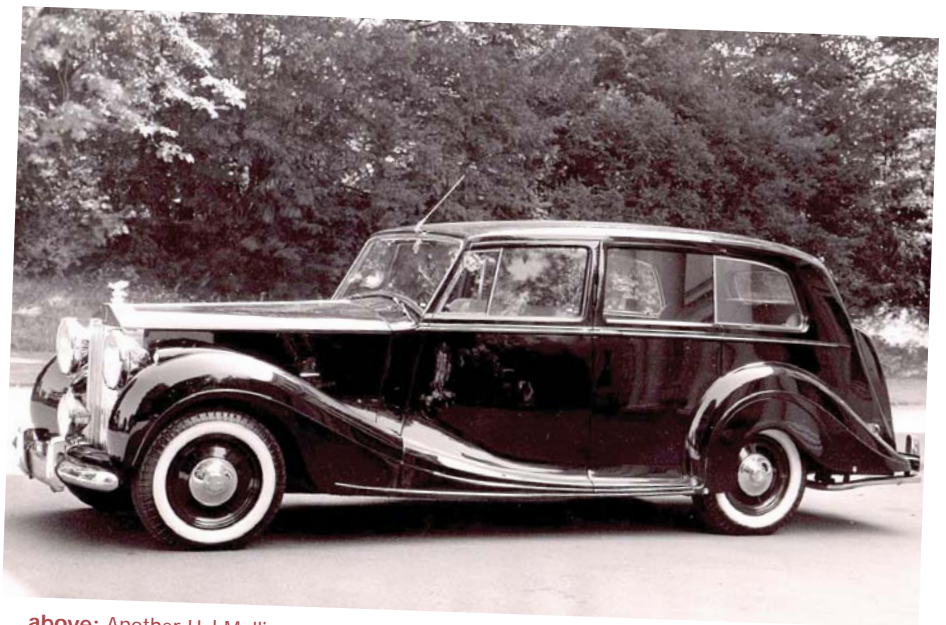
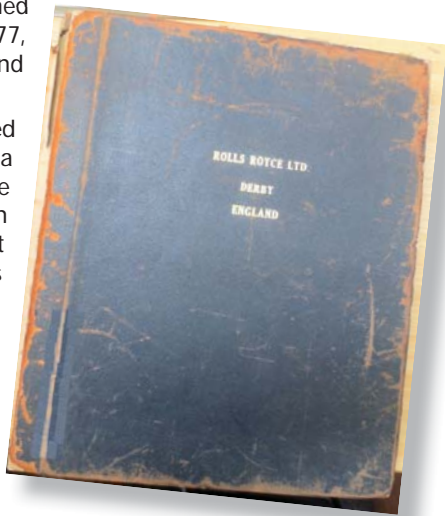
which had the well-tried 4¼ litre engine from the
 The Silver Wraith was only available in a standard
 wheelbase of 119 inches. The 120 inch LWB was became an option. The most
 notable feature of the large radiator was well-forward and Lucas P100
 headlights for a chassis in 1948 was £2,695 and coach-built

one of the Silver Wraiths offered in 1947 by various
 coachbuilders produced, all of which had coach-built bodies by
 Mulliner for this

later owned
 Rolls-Royce Ltd: 477,
 1905, and

one titled
 part of a
 sold to the
 Victorian
 that it
 in 1949 as
 which were

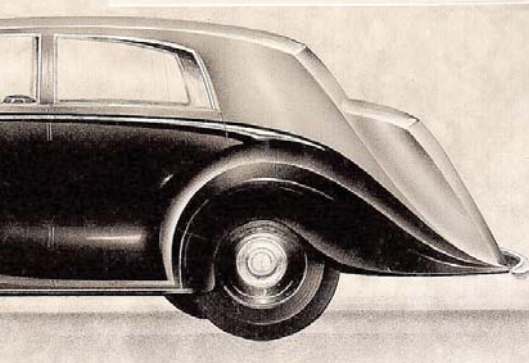
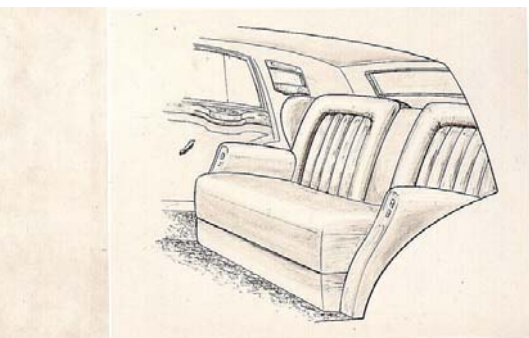
such cars
 that deter
 aside to
 'I am
 today' -



above: Another H J Mulliner seven-passenger Limousine on the short wheelbase Silver Wraith.



above: This six-light Touring Limousine by Hooper, with its distinctive cut to the rear quarter light, was known as the "Teviot" design.



four-light Silver Wraith Limousine by
 Mulliner is illustrated here.

below: This example is among the first razor-edged saloons which became popular with
 purchasers of Silver Wraiths.

