

From the Sir Henry Royce  
**James Young Bentley**  
 the John Bull  
 Gilbert M Ralph

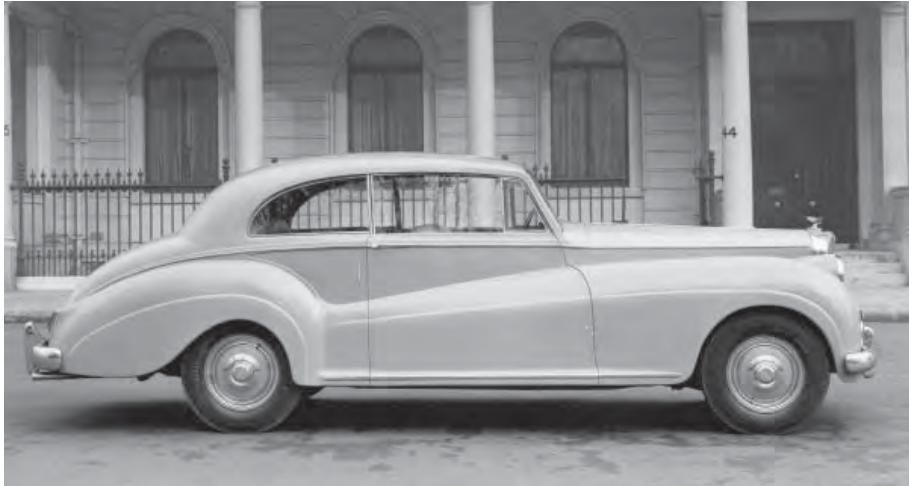


above: A James Young Bentley Mk VI 2 door Sedance Coupe, design C.15, 1947 -1950, 12 bodies built.

In the last edition of *Præclarvm* the centre spread featured a collection of photographs of coachwork for post-War Bentley & Co. In this edition we offer some photographs and

James Young Ltd was formed in 1863 as a coach and body was created in 1908 for a Wolseley chassis and a Rolls-Royce. Over subsequent years James Young produced cars at the London Motor Show for the first time and in the 1930s a parallel opening door which featured on several Phantom III's by the prominent car dealer, Jack Barclay Ltd, in 1933. The work until the factory was destroyed during the London Blitz. The company resumed coach building for Rolls-Royce and Bentley after the introduction of the chassis-less models in 1965. The Rolls-Royce Silver Shadows and Bentley T type Phantom later became the Corniche. Coach building ceased in 1968. Farshaw group which company carries out repairs and

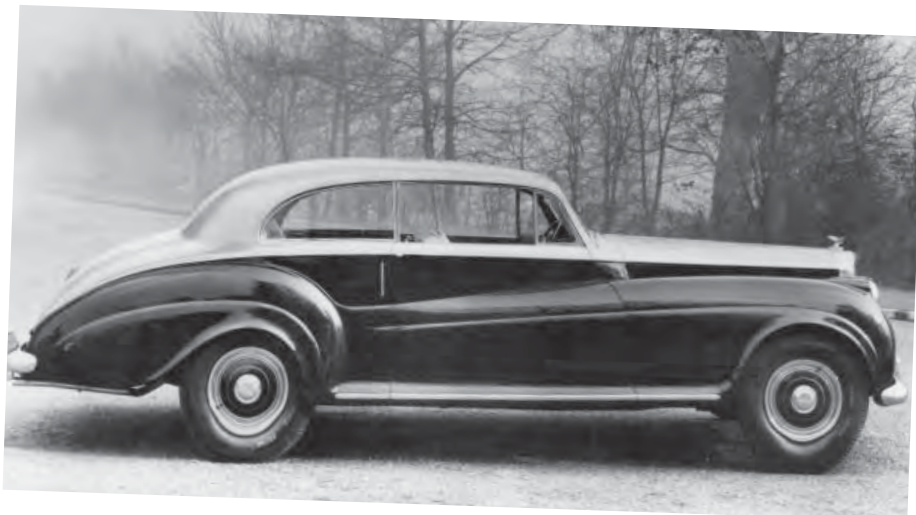
Here is a selection of photographs of James Young



above:A James Young Bentley MK VI 2 door Sports Saloon, design C.17, 1951 - 1952, 12 bodies built.



above: James Young Bentley Mk VI 4 door Saloon, design C.16, 1950-1952, 34 bodies built, noted by the company, Jack Barclay Ltd.



above: James Young Bentley Mk VI, 2 door Sports Saloon, design C.18, Built 1953, 5 bodies built.

below: James Young Bentley MkVI, 4 door Saloon, design C.16, 1950-1952, 34 bodies built, noted by the company, Jack Barclay Ltd.



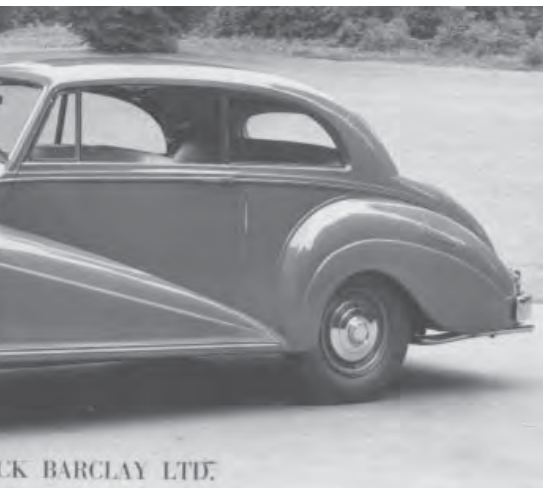
Force Foundation Archives  
 Body Photos from  
 II Collection

Hon. Archivist SHRF

Featured a selection of photographs from the John Bull  
 War Rolls-Royce and Bentley cars produced by Hooper  
 drawings of coachwork by James Young Ltd.

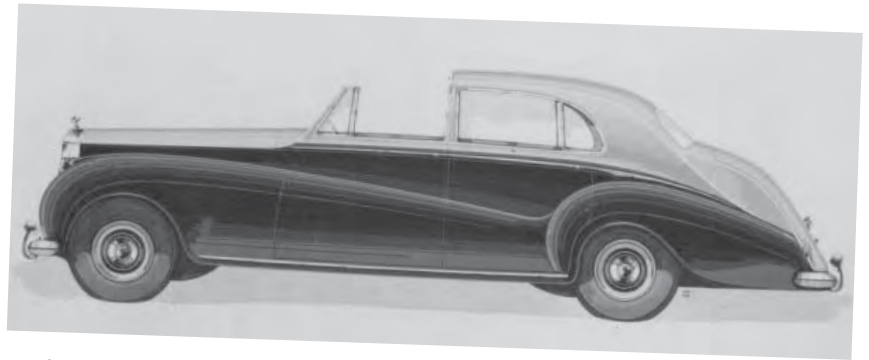
and carriage builder in Bromley, Kent. Their first motor  
 very soon after they began building bodies for Rolls-  
 ed some very striking designs. In 1925 they exhibited  
 the latter half of the 1930s introduced and patented a  
 ntom III and Wraith motor cars. The firm was bought  
 7 and at the outbreak of World War II switched to war  
 on Blitz in 1941. It was rebuilt and after the War the  
 id Bentley at a rate of about sixty cars annually. With  
 James Young concentrated their efforts on modifying  
 standard steel saloons into two-door saloons which  
 n 1967 when James Young became a part of Dutton  
 nd maintenance on coach work.

g coach built cars from John Bull's collection.



l, 2 door Coupé, Design C.10 B.M.  
 e the photo's reference to owner  
 k Barclay Ltd.

loon, Design C.14F, Built 1953, 8 bodies built.



above: A James Young body designed for a Rolls-Royce Silver Wraith as a Sedanca de  
 Ville, design W.R.M.27 in 1952 and 1953. One made to this design with 3 others of  
 similar design.



above: A James Young design for a Bentley S Continental sports saloon,  
 design C.T.29 from 1955.



above: A James Young 4-door sports saloon body design for the Rolls-Royce  
 Silver Dawn, design C.20 of 1953 and 1954.



above: the last James Young body design for the Rolls-Royce Silver Shadow,  
 design S.Y.150, 2-door saloon of 1965.