

April 25, 2010



1937 Rolls-Royce James Young 4 door Sports Saloon (GGM24)

We purchased this vehicle from a dealer in San Diego who had it on consignment. The car was imported from England in the late 1960s and owned by a doctor in Southern California who exhibited the car fairly regularly. It was then owned by Irv Kaufman of New Jersey from about 1973 until sometime in the 1990s when it returned to California.

We were looking for some sort of prewar automobile that we could go touring in but still would be in such a presentable state that we could also enter some concours d'elegances. The dealer had placed an ad in Hemming's and was posted at 11:30 A.M. on a Friday morning. I saw the ad, downloaded the pictures and talked to the dealer at lunchtime. That evening my wife and I started our drive to San Diego, saw the car the next day (also my birthday) around 11:00 in the morning and purchased the car during lunchtime. The one thing we did not do was get mechanical evaluation - something that everyone tells you to be sure you get one. Our luck gave us a car that has been quite trouble free and totally reliable for touring.

When we purchased the car in May, 2004 then mileage was shown as just under 24,000 miles (which, when compared to the various service slips and the registered mileage from the Rolls-Royce Owners' Club National Meets, seems to be the correct original mileage). Since then we have driven the car more than 16,000 miles - including two trips up the Northern California and Oregon Coasts (the first to a RROC Fall Tour of Washington and British Columbia, the second to the National RROC meet on the Columbia Gorge), a trip to/from Utah for the RROC Fall Tour of Zion, Bryce and Grand Canyon National Parks (including a two day stay in Death Valley), numerous trips into the Sierra foothills, the Monterey Peninsula area and Big Sur.

Our 25/30 is very unusual in the fact that during the coachbuilding the car was returned to the Rolls-Royce factory to have the gear shift lever moved to the center (the only one actually done by the factory). The coach builder was James Young. The chassis was completed in late November 1936 (just about the same time that King Edward VIII abdicated the throne of England) and the entire car was finished in February 1937.

Because of the timing with Prince of Wales' abdication and the fact that its light color paint makes it look right at home touring the countryside and at an elegant country club, we have given the car the nickname "Edward".

David Clover