**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

1905 Isle of Man TT cars

04 26350B 1906 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 1200-1399 1910

02 1400-1499 1910/11 Wheelbase 143.5” only

02 1500-1699 1911 Vibration damper

02 1700-1799 1911 Torque tube axle

02 1800-1999 1912

02 2000-2099 1912

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 |

* II ENGINE NUMBERS: All PII engines also have a ‘5’ in the number
* II CONTINENTALS. The following were built as PII Continental chassis. Only four of these were long wheelbase - 89RY, 128SK, 190SK, 97TA.

|  |  |  |
| --- | --- | --- |
| EX GY GX | 26 (prototype)  82, 104  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 | 1. 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 | 1. 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 |

* III 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 |  |

20/25 HP (continued)

*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

SPRINGFIELD SILVER GHOST

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,

1. 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,

1. 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.