

S110MK

1925 SPRINGFIELD ROLLS-ROYCE SILVER GHOST MAYFAIR TOWN CAR

BY MIKE ADAMS



I am the current caretaker of S110MK, a Springfield Rolls-Royce Mayfair Town Car, and like its previous owners, I aim to maintain its originality as best I can. Addressing demand for Rolls-Royce automobiles in America, just over 1,700 Silver Ghosts chassis were produced at the Springfield, Massachusetts works from 1921 to 1926, followed by another 1,234 Phantom I chassis. >>>

In 2017, on the "Wholly Ghost" tour, we spent five days in Death Valley touring with the Silver Ghost Association.



S110MK

The MK series marked the switch to left-hand-drive chassis, beginning with number 101, making S110MK the tenth left-hand-drive chassis produced. It retains its original coachwork, body number M1028, the 'M' signifying Merrimac, one of the body builders carrying out production for Rolls-Royce Custom Coach Work. Rolls-Royce marketing literature described the Mayfair as a "Formal Town Car, full cabriolet type" or a "Permanent Full Cabriolet," priced at \$15,880, \$2,000 higher than the previous year, the increase related to the move to left-hand-drive production.

S110MK was delivered March 3 to 1926 to C.C. Julian of 4951 Los Feliz Blvd., Los Angeles, California. Courtney Chauncey Julian struck oil in Santa Fe Springs, California and formed the Julian Petroleum Corporation. A *Los Angeles Times* article described Julian this way:

"Julian lived the high life, soaking in a gold-lined bathtub, spending \$25,000 on a weekend spree and tipping a taxi driver \$1,500."

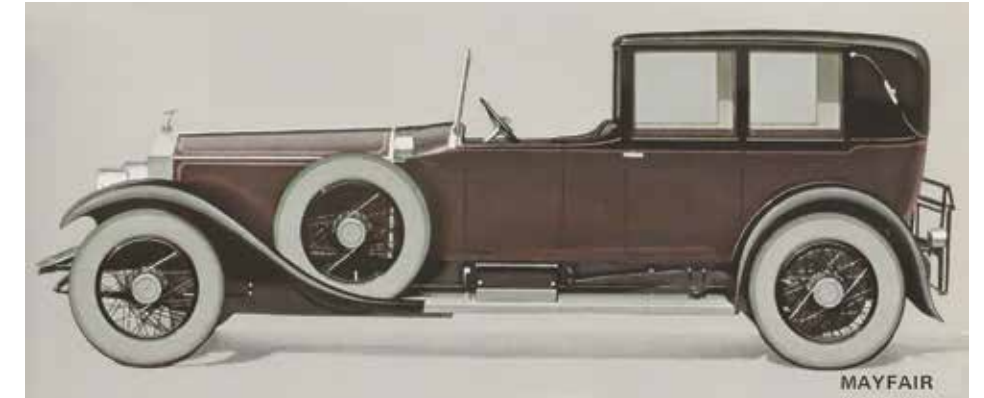
"By 1924, prosecutors suspected that he was cooking the books and watering his stock. The *Times* stopped printing his ads. Charlie Chaplin decked him at Café Petroushka. And Julian had to dodge three bullets fired into his Los Feliz mansion.

Following the sale of his company to Sheridan C. Lewis at the end of 1924, stock manipulation eventually led to the company's collapse in 1927, bilking 40,000 investors out of \$150 million dollars. The scandal rocked Los Angeles, with involvement stretching to Motley Flint, brother of U.S. Senator Frank Putnam Flint and motion picture notables Cecil B. DeMille and Jack and Sam Warner. Even Louis B. Mayer was indicted by the grand jury.

Warner Brothers Studios owned the car from 1932 to 1971, eventually selling the car as part of an auction. The odometer read just 2,186 miles at that time and it sold for \$9,000. It enjoyed careful ownership by Rolls-Royce Owners Club members Dr. C.L. Pressler of Canton, Ohio, Robert F. Waters of Greenboro, North Carolina and Edward C. Meyer, Jr., of Wood Ridge, New Jersey



PHOTO BY DEBEEK BROWN



MAYFAIR



PHOTO BY JIM GREENE

PHOTOS CLOCKWISE FROM TOP LEFT:

In the Prewar Preservation class at the 2019 Pebble Beach Concours d'Elegance > Illustration of the Mayfair > CCCA Senior first-place winner at the 2019 Annual Meeting in Scottsdale, Arizona > Delivered new in California > CCCA Primary first-place winner at the 2018 Rancho Santa Fe, California Grand Classic.



(later residing in Florida and Virginia). During Mr. Waters' ownership it received a third-place win at the national RROC meeting in Nashville and the Scher Trophy (best Silver Ghost at the annual meeting) at the 1988 national meet in Cincinnati, Ohio. Mr. Waters also toured in this car during the 1990 Southern Highlands Vintage Tour.

I acquired the car in 2015, returning it to California where it was originally delivered. As caretaker of this national historic treasure (having won the HVA award in 2016) my wife Patricia and I have had the most fun with S110MK touring with the Silver Ghost Association on its "Wholly Ghost" tours. The 2016 tour lasted 16 days as we traveled through New Mexico and in 2017 we spent five days in Death Valley. On tap for 2020, we are scheduled for a 12-day tour to Utah in May.

While S110MK is a great running car,

it shows well, too. At the 2018 RROC national meet in Squaw Valley, it won a first place award in the Concours division. Its CCCA wins include a Primary first-place win at the 2018 Grand Classic in Rancho Santa Fe, California scoring 97.5 points and a Senior first-place win earlier this year in Scottsdale, Arizona at the Annual Meeting, scoring 97.25 points. It is CCCA Senior Classic 3298S.

Keep in mind this car is largely original and was invited to the 2019 Pebble Beach Concours d'Elegance in the Prewar Preservation class. It was one of three cars in that class that completed with 70-mile Tour d'Elegance. When I acquired the car, the odometer read 20,495 miles and its now up to 23,000 miles. I plan to enter it in the Premier class at the March 2020 Grand Classic in Rancho Santa Fe and hope you will join me at that event. ●