

KNOWN OWNERSHIP HISTORY of ROLLS ROYCE 43TA

Acquired	Sold	Price Paid	Owner	Comments	Address
28/9/2012		£95,000	John Tulloch	via Real Car Company, Wales	10603 Royal Porthcawl Dr. Naperville, IL. 60564 USA
25/3/1991		£89,164	Sir James Cayzer	5th Baronet, Baronetcy of Gartmore, co. Perth	2 North Street, Newtyle, Blairgowrie, PH12 8TT
3/8/1990			John Sangster	via Gilbert, Gurney Nutting	Bix House, Windsor Road, Maidenhead, SL6 2EW
1973	1986	£45,000	Mahmood Mirkhani	1986 advert. In Hennings	413 Squire Hill Rd, Cheshire, CT 06410, USA
1959	1973		F.E. Mueller, Esq.		Jamaica Plain, Mass.
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30/3/1951			Maxwell Christie Esq.		The Rheumatism Clinic, 3 Windsor Place, Cardiff
04/10/1947			Mr. A.B. Fielding		269, Hunslet Road, Leeds. 10
15/5/1946			O.R. Guard, Esq.		Hollybank House, Emsworth, Hants.
14/10/1935			Gold Coast Colony Mining		20, Copthall Avenue, London Wall, E.G.
23/3/1935		£2,685	Robert Sweeney, Jnr. (Sweeny)		Grosvenor House, London, W.1.
21/2/1935				Finally tested at H.J. Mulliners	
19/1/1935				Chassis Delivered to H.J. Mulliner	
29/11/1934				Chassis on Test	
12/10/34			Jack Barclay Ltd	Rolls Royce Retailer	George St. Hanover Square. W.1.

1935 Rolls Royce Phantom II Summary of History

Appreciated as the final and most refined example of the large six-cylinder cars upon which the Rolls-Royce legend was founded, the Phantom II was favored by all the fashionable coachbuilders of the era. This car is a late model from the 1,767 Phantom II chassis series produced between 1929 and 1935. Rolls Royce produced the chassis and custom coachbuilders individually bodied each car, in this case an H.J. Mulliner Sports Limousine body fitted to the buyer's unique specifications. 43TA is featured in Lawrence Dalton's "Those Elegant Rolls Royce" published in 1997. The Rolls Royce Phantom II is powered by a 7,665cc in line six-cylinder engine generating 120 hp but lots of torque.

Chassis no. 43TA, was delivered new to 24 year old American Robert Sweeny at his residence at the Grosvenor House Hotel, Park Lane, London on March 23, 1935. Robert Sweeny was a businessman, man about town and Oxford graduate. He went on to win the 1937 British Amateur Golf Championship, and with his brother was a co-founder and member of the Eagle Fighter Squadron of the RAF and a distinguished bomber pilot in WW2. After the war he continued his successful business and golfing careers, seemingly undistracted by the steady parade of socialite companions on his arm. He was beaten by Arnold Palmer on the last hole of the US Amateur Golf Championship in 1954, the match that launched Palmer's golfing stardom.

After Sweeny's ownership 43TA enjoyed a documented series of owners in the UK and by the 1960s was on the East Coast of the USA. It eventually came into the ownership of Dr. Mirkhani of Connecticut. Following a thorough restoration under his ownership in the early 1980s it was returned to the UK in the ownership of classic car enthusiast and avid rally participant John Sangster. In 1991 43TA was sought out and acquired by Sir James Cayzer, flamboyant scion of a shipping empire, friend of the Queen Mother and collector of early Rolls Royce cars. Although he never drove himself, he had a collection of 17 early Rolls Royce cars driven and maintained by two chauffeurs on his staff. Sir James had known 43TA during the Sweeny ownership and returned the car to its original paint and interior specifications. During Sir James ownership the car was fitted with power steering and an overdrive which materially improved the driveability of the car. Also under his ownership, in 2005 the car had a complete and documented engine rebuild by Milford Engineering. When Sir James died in early 2012 his collection was sold off, at which time the current owner bought the car. The car still bears Sir James' family crest on the rear doors.

The current owner purchased the car for touring in the USA, including the successful completion of the 26th Annual Arizona Copperstate Rally in 2016, a trip of 1,000 miles in four days.

The files accompanying the car include interesting information about prior keepers of 43TA and documentation of work done on the car.