

## **1919 Rolls-Royce 40/50 Alpine Eagle 26CW**

Originally ordered by New York importer R.W. Schuette, 26CW was built as a “High Speed” Alpine Eagle chassis. The Schuette order was cancelled and the car was subsequently purchased by Alexander Symington of Glasgow, Scotland.

Symington made several changes to the order as he intended to use it on the continent. He specified a large capacity radiator and different springs. It was fitted with engine (J.126) and an unusual transmission (SN A337) that was shot-blasted and varnished prior to installation per the owner’s request. The car was “out on test” on 30 December 1919.

In January 1920, the chassis was sent to Barker & Company coach-builders, who fitted a 2-seater roadster body with a large boot and “dipping headlights”. It was painted “China Green” with a red coach-line. The car was delivered to Symington on 21 January 1920 with registration number R3702. The car spent its early years hauling samples of cork and port from Portugal back to England for his firm, “Symington & Co.” of Glasgow and Lisbon.

Symington was quite an entrepreneur whose fortunes fluctuated widely. Apart from two Rolls Royces (his other being 33PE, a Barker’s Torpedo), he also owned a steam yacht. According to family lore, Symington was tipped off before World War I that the British Army would require a great number of horses and mules for transport services. When the official call went out for animals, he had already cornered the market in Spain, Portugal and North Africa making a substantial fortune supplying them to the army.

Symington sold 26CW in the early 1930s to Paddon Bros., a London dealer, who then sold it to Mrs. P. Hussey of London. Mister C.W.E. Hasse bought and used the car in Kuwait and Saudi Arabia while working the Kuwait Oil Co. as an oil exploration car. The car was repainted a light yellow during this time.

Charles L. Graves, an American petroleum engineer, bought the car and shipped it to New Orleans circa 1962. In September 1965, Joseph M. Levin, a medical student at the time, bought the car and shipped it to Cincinnati, Ohio. Levin disassembled the car, intending to restore it, but never began the work. Mr. Crawford X. López bought the car from Mr Levin’s estate circa 1984, but he too did not commence restoration. Mr. James Stejskal acquired the disassembled car in June 2015.

The original chassis and power train have been restored to factory specifications. Until the original Barker body is restored, however, this car has been temporarily fitted out as a World War I British Army “Tender” - replicating the military vehicles used by T.E. Lawrence (*Lawrence of Arabia*) during the 1916-1918 Arab Revolt.

From 1914-1918, *Rolls-Royce Motor Cars* supplied several hundred cars to the British War Office for VIP transport, ambulances, and general purpose vehicles. Among these, were around 60 Admiralty Pattern Armoured Cars many of which were sent to the Middle East. The *Rolls-Royces* were among the most effective fighting vehicles of the war. In the desert, they deployed behind enemy lines sabotaging railways and attacking Ottoman-Turkish fortifications. Because the cars were so far from friendly lines, they needed a vehicle to carry additional supplies. To meet the need, the *Rolls-Royce* Tender was born. Several armoured cars were stripped of their heavy steel plate to create ‘Tenders’ - naval speak for a support vehicle. Because of their speed, agility, and reliability they were employed alongside the armoured cars in attacks and often mounted Vickers Machine Guns. This car is a tribute to the Centenary of the Great War.

**Owner: James Stejskal**