



The mascots, emblems, and ornaments on motorcars have a history almost as long as that of the car itself. Many early motorists personalised their cars with mascots, not all of which were appropriate. Some manufacturers forestalled this practice by selling cars with company-designed mascots already on the radiators whereas, from 1904 to 1910, Rolls-Royce cars were sold with a plain radiator cap (code-named 'Knead' in Rolls-Royce parts manuals, price 1/11d, rising to 2/6d). Then Charles Sykes came along.

#### CHARLES R SYKES, SCULPTOR

Sykes was born in Brotton, North Yorkshire on December 18, 1875 and died on June 6, 1950. He was educated at Rutherford College and won a scholarship to the Royal College of Art in South Kensington. Under the patronage of his close friend John, the Second Lord Montagu of Beaulieu, he painted and sculpted for a Cistercian Abbey, painted covers for Montagu's publication *The Car* and in 1908 had his bronze statuette of a bacchante accepted by the Royal Academy. He also used the pseudonyms Rilette, Jacques d'Or, Peroz and Psyche. Montagu introduced Sykes, by now a recognized sculptor, to Claude Johnson of Rolls-Royce, who commissioned him to illustrate the Company's 1910 catalog.

Wilton J. Oldham, R-R author, reported that, "Royce said the mascot ruined the bonnet line and he would never have one". But by 1911, company officials thought otherwise, and Claude Johnson asked Sykes to design a mascot

Charles Sykes as a relatively young man, in his artist's uniform of smock and cravat.



## The Spirit of Ecstasy

— Part One —

by

Barrie R D Gillings (NSW)



### Author's Note

This article is a revision of one I wrote nearly half a century ago. When my wife Margaret and I lived in Rochester, NY, USA from 1957 to 1961, we socialised with John McFarlane, then Editor of *The Flying Lady*, John Utz, Associate Editor and John de Campi. In 1960, John McFarlane, who with his puckish sense of humour used the pseudonym 'Geer Bochs von Axel Hausen', asked me to write an article on the Spirit of Ecstasy, which I did and it was published in *The Flying Lady*, No. 61-2, April, 1961, pages 502-6.

Much has come to light since then and we now feel that the body of knowledge can be advanced in a significant, perhaps even definitive, way. Over the years I have collected 27 distinctly different Spirit of Ecstasy mascots, studied them extensively, and now know a lot more about the subject than I did in 1961. Several others are currently researching the subject, and plan to publish their findings to add to our mascot knowledge. I offer here what I have gleaned and believe to be correct. Where I am unsure of my information, or make an assumption, I say so and would welcome any corrections or alternative opinions.



"that belonged to the [Rolls-Royce] car as much as a carved wooden figurehead belonged to a sailing vessel". Sykes' design greatly pleased Johnson, who said so, in very flowery words, in a letter to John Montagu.

Rolls-Royce then announced, in Montagu's magazine *The Car* and also in *The Automotor* that they had commissioned an appropriate mascot design. The extravagant writing style suggests that Johnson wrote the following announcement:

"The Directors of Rolls-Royce Limited have always taken pride in endeavouring to ensure that the outward appearance of the Rolls-Royce chassis shall be as beautiful as possible. Purity in outline and a general appearance of elegance have in this respect been their ideals. Naturally, therefore, the Directors of Rolls-Royce Limited were somewhat appalled in noticing that a few owners of Rolls-Royce cars had attached to the water caps of the radiators very grotesque forms of mascots, such as golliwogs, policemen and black cats, which are shown in the accompanying illustrations. It seemed to them that if a mascot were desired by an owner, it might be possible to provide one of some beauty and they therefore commissioned Mr. Charles Sykes to prepare a model of one which should convey the spirit of the Rolls-Royce, namely speed with silence, absence of vibration, the mysterious harnessing of great energy, a beautiful living organism of superb grace, like a sailing yacht. Such is the spirit of Rolls-Royce and such is the

These whimsical mascots of a frog and cat are fine on lesser cars, but undignified on a Rolls-Royce. Police were anathema to early motorists. This is a typical caricature mascot.

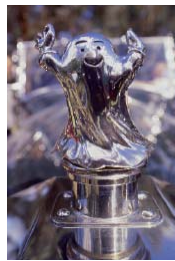




Left: Josephine (Jo) Sykes (married name Phillips) had a car mascot, 'Eos, Herald of Dawn', accepted by the Royal Academy at age 19, about the time she joined her father in mascot production in 1929. 'Eos' was later bought and presented to Mussolini.



Left: This Andean Condor is fearsome, and has no relevance to the Home of Rolls-Royce.



Right: Casper is relevant to the Silver Ghost, but evokes amusement rather than respect.

combination of virtues which Mr. Charles Sykes has expressed so admirably in the graceful little lady, who is designed as the figurehead of the Rolls-Royce.

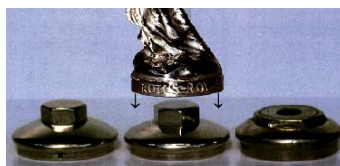
"The artist explains that, in designing this graceful little goddess, he has in mind the spirit of ecstasy, who has selected road travel as her supreme delight, and has alighted on the prow of a Rolls-Royce car to revel in the freshness of the air and the musical sound of her fluttering draperies. She is expressing her keen enjoyment, with arms outstretched, and her sight fixed on the distance. Arrangements are being made by which an owner of a Rolls-Royce can acquire one of these figureheads at the cost of a few pounds."

#### DESIGN REGISTRATION AND MASCOT INSCRIPTIONS

Rolls-Royce entered into an agreement with Sykes, dated 16 March 1911, in which he sold his copyright to the company, which then had the sole right of reproduction. Johnson registered the original mascot as a design under the name 'The Spirit Of Speed'. The name 'Spirit of Ecstasy' was adopted a little later, probably as a result of the Company's *The Car* and *Automotor* mascot sales promotion quoted above, and I think it probable that Johnson devised this iconic and evocative name.



Pictured below, the left and middle radiator caps (named "Knead" in the parts lists) were supplied before (and after) the advent of mascots. The very first mascots had hollow bases, pictured on the left, to fit over the hexagon boss. Later mascots were fitted against wider and flatter hexagons, pictured in the far right, and later octagons.



The mascot has many nicknames: Emily, Nell, Nellie, Phyllis, Flying Lady, Angel, Thorn, Thorny, etc., but on Rolls-Royce Ltd. Conduit Street Customer Order cards, the heading "Mascot" or "Mascot to be Fitted" is followed by a blank space or handwritten "no," or alternatively, "yes," according to the customer's wishes, plus any special request, such as "brass" or "silver plated." The Sykes mascot was available for purchase from Rolls-Royce from 1911 to 1939 and was always an optional extra. In a few cases, the customer supplied a mascot, either from a previously owned car or perhaps purchased directly from Sykes, and in fewer cases, a personal mascot.

It should be noted that ALL Sykes standing mascots (the order cards use the word "upright") from 1911 to 1939 carry the words "TRADE MARK REG." under the right wing and "REG. U.S. PAT. OFF." under the left wing. They ALL carry, on the base, on the right side of the lady, the inscriptions "R.R. Ltd.", "R-R Ltd." or "Rolls-Royce Ltd.", followed by the original date of manufacture, either in the form "Feb. 6<sup>th</sup>, 1911" or "6.2.11." ALL Sykes mascots are signed, either in full as Charles Sykes, or, after 1930, C. Sykes, on the base on the left side of the lady. However, the writing style varies, and this will be discussed later.

But, in keeping with my mantra about matters R-R of "never say never, and never say always", there are exceptions. The very first version of the mascot, which has a cylindrical, hollow base, reads "ROLLS-ROYCE LIMITED" and "FEB 6<sup>th</sup>, 1911" on the vertical surface of the base and has NO under-wing inscriptions. This likewise applies to an identical but somewhat larger version of this first mascot, which some authorities believe is a post-Sykes reproduction. Also, there are exceptions to the "before and after 1930" signature format.

The Sykes kneeling mascot has lettering similar to the base and wings of his standing mascot, but the date is written as "26.1.34" and the signature as "C. Sykes." The kneeling mascots made for post-WWII Silver Wraith and Silver Dawn cars are similar to the Sykes version, but not identical, the modelling being more mechanical and less artistic. These mascots have no date or signature but are stamped (not inscribed) under the wings "REG. U.S. PAT. OFF." and "TRADE MARK REG." Replacements supplied by R-R after 1972 have engraved on the front of the base "Rolls-Royce Motors Ltd."

#### SPRINGFIELD MASCOTS

There are two versions of the mascots fitted to cars built or supplied by Springfield. These omit the under-wing inscriptions, and DO NOT have a Sykes signature—for the very good reason that Sykes did not make them. They are easily identified by their very large wings. The commonest reads, in small letters on the narrow vertical surface of the cylindrical base, "ROLLS-ROYCE" and "REG. U.S. PAT. OFF." The rarer version has "Rolls-Royce" inscribed on the right hand upper surface of the base, instead of the vertical surface of the cylindrical base, and probably pre-dates the latter. It has notably flatter wings.



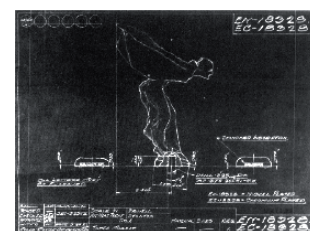
Above: Eleanor Thornton with Lord Montagu's 1910 Silver Ghost, 1404, believed to be the first Rolls-Royce to wear the Spirit of Ecstasy mascot. Centre: 'The Whisperer' by Charles Sykes. Right: John, the second Lord Montagu with a friend. The car is 1925 Phantom I, 145MC, a Hooper Tourer, and is wearing a Whisperer mascot.



Springfield mascots were made by the Gorham Company in Providence, Rhode Island, famous for their silver casting. They are described by John de Campi in *The New Phantom News*. Further research is needed to determine whether the R-R/Sykes licensing agreement extended to U.S. mascot production.

Owners of some cars wearing Springfield mascots will know that they do not have to turn the mascot sideways before opening the bonnet. This is not because the Springfield mascot wings are shorter than usual. It is because their mascot has had the modification recorded on page 161 of Arthur Soutter's *The American Rolls Royce*. The Rolls-Royce of America drawing No. 18328 dated 5. 20. 29 (May 20, 1929) shows how to chamfer the mascot's base so that it leans forward. The wings then project 2.4 inches back from the radiator cap centre and so clear the opening bonnet.

This General Arrangement Drawing shows how the Springfield mascot could be modified to allow the bonnet to be opened without the need for mascot rotation.



The drawing, incidentally, provides the additional information that Springfield mascots at this time (1929) were nickel- or chromium-plated.

#### THE VERY FIRST

The first R-R mascot was probably the one fitted to John Montagu's Silver Ghost 1404, a photograph of which appears in the Rolls-Royce Heritage Trust publication No. 6: *The Early Days of Rolls-Royce and the Montagu Family*. The car shown, Silver Ghost 1404, has a test date of 5 September 1910 and the mascot creation date is 6 February 1911, five months later. So this mascot could not have come with the car; Lord Montagu must have "retrofitted" it. This has significant implications for the pedants! It could be argued that if Lord Montagu, one of the persons responsible for its very introduction, fitted a mascot made later than his car was, so can anyone else. Silver Ghost 1404 still exists, in the hands of Ian Irwin, ACT Branch member, and is presently undergoing restoration. It has been viewed by Edward, the present (Third) Lord Montagu, in Ian's garage. Ian has an appropriate hollow-base Sykes mascot, ready to be fitted when restoration is completed.

Observant readers will note that the mascot shown in the RRHT publication extends almost to the edge of the radiator cap. These first mascots were made with hollow bases, probably to allow fitting over a standard radiator

cap whose hexagon boss has been cut down a little, and have a chamfered edge to fit against the curved surface of the cap. Later mascots have flat bases and fit against a flat hexagon- or octagon-shaped radiator cap top.

#### WHO WAS THE MODEL FOR THE MASCOT?

This is the subject of much discussion. Eleanor Velasco Thornton is often said to be the model. She was originally Claude Johnson's secretary at the RAC and he held her in high regard. When Johnson resigned his position at the Automobile Club, she became Lord Montagu's personal secretary and his constant companion. The present Lord Montagu, Edward, describes her as "a very capable and remarkable woman ... a career girl." She drowned, tragically, when the 'S.S. Persia' was torpedoed in the Mediterranean in 1915. Lord Montagu, with whom she was travelling, survived. A comprehensive article on Eleanor Thornton, written by Paul Tritton, appeared in the Rolls-Royce Motors Journal No. 15 and was reproduced in *The Flying Lady*, at pages 2271-5 and 2292-5, May and July, 1980.

Miss Thornton acted, in her spare time, as a model for Sykes' (and others') sketches, sculptures, and works of art. And while the Montagu family believed for many years that she was the model for The Spirit of Ecstasy, Jo Phillips (Charles Sykes' daughter and collaborator) has written that it would have been

difficult for one model to have provided all the input for the final sculpture. She states in notes written for a lecture she gave on the Spirit of Ecstasy on 1 December 1959 that her father always said that the sculpture represented no-one in particular, and that he used many, perhaps hundreds of drawings of many models before completing it.

#### THE WHISPERER

Sometimes shortened to “The Whisperer,” this is another mascot, which Edward Montagu says Sykes created sometime between 1908 and 1911. It was not an alternate design to

The Spirit of Ecstasy but was created especially for John Montagu to use on his personal cars and we have evidence of its use on 1910 Silver Ghost 1404, 1913 Silver Ghost 2499 and 1925 Phantom I 145MC.

Edward says that there were four made, and two of them are still with the Montagu family. Edward has made numerous certified copies available in aluminum. One of the several large versions (after the fashion of the large salesroom versions of the Spirit of Ecstasy) was used in the 1990s as a trophy for an important car rally.

On a technical note, the Whisperer is a unique design, the qualities of which would not be apparent to anyone unfamiliar with the manufacture of repetition copies of objects with undercuts. The design of the Whisperer permits the construction of a two-part mould, with neither part having undercuts, if the mould-maker identifies correctly the line of separation. This property greatly simplifies the manufacture of replicas, in metal or wax. In my view, the Whisperer does not have the same visual appeal or impact as the Spirit of Ecstasy.

#### SHOWROOM MASCOTS

Jo Phillips says that in the early days, there were five or six 22 inches-high Spirit of Ecstasy bronze sculptures made, mounted on marble bases and sent to Rolls-Royce showrooms in London, Paris, New York, Madrid, Berlin and, possibly, Buenos Aires. These have followed the biblical injunction to “be

fruitful and multiply” (Genesis 6). Copies of them now abound, some very good, some fair and some poor, in a range of sizes. The genuine article, if it came with provenance, would command a very high price. In later years, more were made and sent to various R-R showrooms around the world. Without naming names, there are manufacturers of reproductions of these in the UK, the USA, Thailand, Hong Kong, China, and probably other places. Some are solid polished brass, silver-plated or antique-bronzed, and very heavy. Some, usually the better-quality ones, are the more conventional hollow bronze castings. Most are 18–24 inches high, not including the marble base, which nearly all of them have. Some of the solid ones are made by soldering the various parts together, often not in very good alignment. Plastic replicas are also seen. Occasionally an example is offered with papers certifying that it is one of a limited series of reproductions. I hope that a reader who has one such can explain the circumstances of its production. I have also seen, in various places, almost life-size Spirits of Ecstasy, several of which have been advertised recently in various car and auction house magazines. The buyer should be aware that few, if any of them are likely to have been made by Charles Sykes, despite the Charles Sykes signature.

There must be many more than the five or six showroom mascots mentioned by Jo Phillips, and Mike Evans has suggested that some large models, numbered, were probably prepared around 1920 for display in R-R showrooms and main dealers, and there may have been considerably more than 25. Photographs show several large mascots, one in an R-R dealer’s premises with improbable-looking wings, another somewhere in Europe but signed “Charles WMF” and others purchased in New York in the 1990s, and in Australia.

Here in Australia, and no doubt others elsewhere, several auction houses import, probably from South East Asia, showroom-size Spirit of Ecstasy castings in batches. They are offered, one at a time, every few months or so, at various auctions. Bids of \$1,000 or more have been made by the unknowing. Caveat Emptor! If you can locate the warehouse and turn up with cash in hand, it is possible to acquire one for about \$450 or perhaps less. Trust me on this. I bought one, and I like it, even though it is not a genuine Sykes.



Above: This is a large showroom-type mascot, the centrepiece of a European Car Museum. It is all bronze, and appears to be signed ‘Chartes SWM’, see inset.



Above: Enthusiasts like showroom mascots. This is an excellent example, on display in the coach house of an owner of several R-R motor cars.

Below: This is the quintessential showroom mascot, in the R-R Conduit Street showrooms, London in 1972. The vertical stripes are etched into the window glass.



The medal awarded to Charles Sykes as the winner in the 1920 Paris competition for the world’s best motor car mascot.

#### THE MASCOT WINS A PRIZE

From 1911 to 1939 the mascot was an optional extra and at first few chose to order one with the car, as Jo Phillips remarked and the Conduit Street Sykiss Sales cards reveal. Without telling Sykes, export manager Arthur Sidgreaves entered a gold-plated 5 inches Spirit of Ecstasy in a competition, held in Paris in 1920 for the world’s best motorcar mascot, where it won first prize and a gold medal. Sykes was invited to the Conduit Street showrooms, where the medal was presented to him. It reads “L’Auto 1920” on the front and “A M<sup>r</sup> SYKES CONCOURS DES BOUCHONS de RADIATEURS, 1<sup>er</sup> PRIX” on the back. By this time the mascot was highly regarded and well known.

#### JO PHILLIPS (nee SYKES)

Based most of my 1961 article on what Jo Phillips said at her 1959 lecture. As she was Charles Sykes’ daughter and managed the mascot production from 1928 to 1939, I assumed that her statements would be correct. But we must remember that she was recalling her

activities 20 to 30 years earlier. Thus, when she said that “the first Spirit of Ecstasy model

measured 7 inches from base vertically to wing tip ... the second ... 5 ½ inches from base vertically to wingtip ... the third for (the) 20hp motor 4 1/8 inches base to wingtip ... miniature models 2 5/8 inches high for presentation purposes,” she must have been speaking very generally.

Several of the 20 standing mascots in my collection support her statements on the three sizes. But the remainder vary considerably in height within those measurements and vary greatly in shape of base, lettering and signature on the base, facial appearance, body shape, surface finish and detail,

and the casting alloy used. Perhaps she knew much of this but did not include details of the many variants in her lecture for the sake of brevity and simplicity. But I doubt this as her talk followed her written notes (which I have, in her handwriting) quite closely, and I gained the impression that her work was primarily packing and shipping the finished product to Rolls-Royce, and supervising operations. Although she said that she helped to detail the wax patterns, she probably had little involvement in the dirty and occasionally dangerous foundry work and thus had only a cursory knowledge of the techniques used.

In 1974 Jo Phillips left her home in Abingdon, sold her mascot collection, retaining only a set of five, and moved to Scotland. Around this time John Schroder viewed her collection and questioned her about her statement that, “there were only three sizes ever used.” This is part of her reply:

“a) The large Spirit of Ecstasy for the 40/50 always measures the same from top of head to toe. Any difference in general height is due to changes in depth and sometimes width of the actual round base from the figure’s toe to the edge of the base.

b) The Spirit of Ecstasy for 20/25 the same will apply for above (sic).  
c) The Kneeling Lady (Spirit of Ecstasy) should be measured in the same manner.”

“In all, wing measurements may vary slightly because of lost wax models reaction to extra hot weather prior to casting. I must add that not often there were rush orders for 20/25 hp size and the Kneeling Lady, we then employed a sand-casting firm to help us out (sic). These models may be a trifle bigger than cire perdu ones because there is less shrinkage ...”

Joe Fildes has written in great detail about his own mascot collection in the RREC’s *Alpine Compendium* compiled by Chris Leefe in 1973 and provided excellent detailed measurements for 11 different mascots. He also found that there were many more than three different mascot sizes, despite what Jo Phillips says.

#### SELL THE CAR, KEEP THE MASCOT

Have you kept any parts of Rolls-Royces you have sold? You might have kept a tool or two, or, perchance the whole toolkit, but if you are like

the rest of us it is highly likely that you kept the mascot. If so, you are in good company. Edward Montagu, says, in the RRHT book *The Early Days of Rolls-Royce and the Montagu Family*, “We still have several Spirit of Ecstasy mascots ... one is the same one that you saw earlier in the picture of my father’s 1910 Silver Ghost, and I understand my father handed this down from car to car every time he bought a new Rolls-Royce. When the Phantom had been restored, we were therefore very proud to reinstate that mascot on what Claude Johnson called the prow of the car.” So if you have ever kept a mascot when you sold your car, you are in aristocratic company.

A quick review of the of cars recorded in Clarke and Neely’s *Rolls-Royce and Bentley in the Sunburnt Country* shows that most of the cars they record have changed hands at least four to as many as ten or more times in their life. A very large number of mascots must have been kept and put on the mantelpiece or been fitted to later cars as a result. What this indicates is that the mascot on the car you purchased second-hand is unlikely to be the one that came with the car when new. For example, assume that the seller of a 1911 Silver Ghost says the car’s mascot was on it when he bought it in, say, 1956.

The mascot could be a 1911 version but it could also be a 1956 mascot or one from any date in between. And I can advise you with some certainty that, over that period, Sykes made at least thirteen different types of upright (standing) mascot. The mascots supplied to Rolls-Royce from 1911 to 1918 were big ones of perhaps two or three patterns, and from 1919 to, say, 1922 he made one or two more. If we add the Phantom I, Phantom II and Phantom III, you can add perhaps another three types. For the 20/25/30hp cars, he made smaller ones, in at least six different patterns. But he made only one type of kneeling mascot, an optional choice for the late 20/25, the 25/30, late Phantom II, the Phantom III and the Wraith.

If you purchase an early car and the seller is like most of us, he may keep the mascot and say, if he is a fibber, that the car never had one. If he keeps the original mascot, but is an honourable man, he might fit a replacement for the car, bought through the company. But that replacement is likely to be from Sykes’ current production, not the—by



now—probably discontinued earlier version. Note that this is conjecture on my part. His production team may have been able and willing to supply any of the earlier mascot types, but, when a mascot was ordered, I believe that one of the current pattern being supplied by Sykes to R-R was the one that came out of the R-R store and was fitted to the chassis.

The same reasoning would apply if you bought a car without a mascot and later ordered one from the company. You would probably have been supplied with the current one available. In 45 years of studying mascots, I have met only three people out of hundreds who can state, hand on heart, that the mascot on the car is the one that came with it on purchase, because “the car has been in the family since new”. Even then, who could be sure, because great-grandpa, the original purchaser, probably died years before and was never questioned closely about the car’s mascot. It was unlikely to have been considered important.

My own experience is typical. In 1954 my 20hp, GDK35 had a nice upright mascot, but it was stolen. The insurance replacement was provided by the Sydney R-R dealer, and was, as you may have guessed, a Silver Dawn kneeling mascot. We sold the car in 1956. It was purchased in 2006 by my son and still had a kneeling mascot, but, alas, it was a reproduction, not the one I sold with the car in 1956.

#### WHAT IS THE CORRECT MASCOT FOR MY CAR?

This is a frequently asked question, and, from the above, the reader can

This showroom-type reproduction is hollow bronze with a marble base, and was purchased in New York for circa \$800 USD in the 1990s.



see how difficult it is to provide a correct answer. My approach is to go by size. I am confident that the early Ghost mascot was very big, later ones a bit smaller, and New Phantom (Phantom I) likewise, but with a different base. The Phantom II mascot could have been a little bit smaller again, or not, according to the whim of the purchaser. I believe that the 20hp mascot started off small, got a little bit bigger, then bigger still, and reached a medium size for the 20/25hp and the 25/30hp, but these mascots were all smaller than those originally supplied for the Silver Ghost, Phantom I or Phantom II. The kneeling mascot for the late 20/25hp, 25/30hp, Phantom II, Phantom III and Wraith is no problem—there is only one type.

#### DOES IT, OR SHOULD IT MATTER?

Others may have varying views on this, but I believe that concours judges should not deduct points for what they think might be an incorrect mascot, provided that:

- a) the mascot is an appropriate size for the car, not far too big or far too small;
- b) is not a modern mascot on a pre-WWII car, or vice versa, has the correct finish, that is, silver-plated mascots for 1911 to perhaps 1919, nickel-plated for 1919–1930 or chromium-plated after 1930, with some exceptions, such as brass, if the original purchaser ordered it and this can be documented;
- c) mascots which have lost their plating through zealous polishing are treated sympathetically;
- d) the mascot, if a reproduction, has an appearance acceptable to the average owner; and,
- e) perhaps a British car should not wear a Springfield mascot and vice versa. Judges would need training to recognize the difference.

Thus judges would need the wisdom of Solomon to be definite about what is ‘correct’ and what is not. And in any event, the Company did not make the mascot, and only supplied it on request. You, the customer ordered it, because the Company thought it an appropriate adornment to the car. But your mascot was your choice, and you could, and occasionally did, ask for, or fit yourself, something different. Furthermore, from 1911 to about 1930, about half the customers didn’t order a mascot, and in these cases, having ANY mascot on the

car is NOT ORIGINAL, if you follow the original order card. But who does these days? Every bystander would then ask you why your car does not wear “the Angel” on the radiator.

For post-WWII cars, the situation is not the same. With these, Rolls-Royce adopted a different approach. The agreement with the Sykes family ceased in 1939. The imminent World War stopped car production. When it resumed, the company made their own mascots, and fitted them as an integral part of the finished product. But I have little doubt that if a customer did not want a mascot, the company would have complied. The health and safety regulations of some countries, Switzerland being one such, did not allow cars to have bonnet adornments which might injure pedestrians in accidents, so R-R customers in these countries were given their mascots in little boxes, which were, I understand from Michael Evans, velvet-lined.

Unless a post-WWII car was supplied originally with a special mascot or no mascot, and I believe there were such, we can say unequivocally that there were specific types of mascot for different models. Thus owners should not complain if judges deduct marks if, say, a Silver Dawn mascot adorns a Silver Cloud I, or a Silver Cloud I mascot is on a Shadow II. But whether the judges know these differences is another matter.

*For further details about references, sources and background information please contact the Editor or the Author.*

This showroom-type Asian reproduction is solid brass, in four parts, soldered together and plated. They are sold in silver, gold or bronze finish for \$450 AUD and higher.

