

DR HAROLD ROBERT DACRE SPITTA MVO (1888-92)

He was born in November 1877 in Clapham, London. After leaving the College he went to Durham University and then qualified as a doctor in 1902.

From an early time he specialised in Bacteriology and held many hospital posts including Consultant Bacteriologist at St George's Hospital, London.

During WW1 he served in the Royal Army Medial Corps, rising to the rank of Captain.

He also had a long association with the Royal Family. He was Bacteriologist to the Household of King Edward VII, Queen Alexandra, King George V and Princess Beatrice. He was present at the funeral of Queen Alexandra in Westminster Abbey on 27 November 1925. He was awarded the Member of the Royal Victorian Order, presumably for services to the Royal Family.

He was the author of a number of papers on professional subject, one of which was "An account of some experiments in connection with Dr. Marmorek's method for the early diagnosis of tuberculosis". This paper was written while he was at St. George's Hospital Medical School.

The Churchill Archives include a letter from him to Mabbett & Edge, Estate Agents, on his willingness to buy the lease of 12 Bolton Street from Winston Churchill. This purchase did go through.

I also found the following fascinating details on a 1931 Rolls Royce currently up for sale, that was apparently once owned by Harold Spitta.

Lot Information

1931 ROLLS-ROYCE 20/25 LIMOUSINE

FROM A PRIVATE COLLECTION, MAYTHORN BODY

Lot	45	Photograph unavailable at present
Estimate	£14000 - 16000	
Mileage	N/A	
Colour	RED	
Trim Colour	RED	
Chassis No	GPS 23	
Engine No	H9B	
Registration No	GP 6797	
CC	3669	
M.O.T	NONE	

Launched in 1929, the 20/25 followed established 'small' Rolls-Royce practice in that it was conceived and built to the same exacting standards as its larger Phantom II stablemate. Developed more or less side-by-side the two models shared improvements introduced during their respective series including thermostatically controlled radiator shutters and pedal operated chassis lubrication. Although, based around the same leaf-sprung, drum braked chassis design as its 20hp predecessor, the 20/25 enjoyed notably sharper acceleration, a higher top speed and better fuel economy thanks to its enlarged 3,669cc, straight six, ohv engine. Available with synchromesh on third and fourth gear from 1932 onwards, the 20/25 quickly drew praise from the contemporary press, Autocar noting that it had "great refinement of power, and a gentleness and quietness in doing its work, which makes results deceptive".

Finished in red over black with red leather upholstery, this particular example is variously described by the vendor as being in "serviceable" (electrical equipment), "fair" (chassis, engine) or "good" (four-speed manual gearbox, interior trim, bodywork, paintwork, wheels / tyres) condition. According to accompanying Rolls-Royce

Enthusiast Club literature, chassis GPS 23 was tested by the factory on June 25th 1931. Subsequently despatched to coachbuilders Maythorn & Son of Biggleswade (Bedfordshire), it was bodied as an elegant if somewhat formal six-light limousine. Equipped with a sliding-glass division and fold-out occasional rear seats, its impressive specification also included a luggage grid, scuttle vents, wheel discs, an eight-day clock and horn inlay to the door / window-winder handles. First registered to **Dr Harold Spitta** of Bolton Street, London W1 in August 1931, chassis GPS 23 was last on the road some sixty-three years later (or so its 1994 tax disc would imply). Dry stored ever since, it will require re-commissioning prior to road use. One of comparatively few Rolls-Royces to receive Maythorn coachwork, this handsome car is offered for sale with aforementioned RREC paperwork, buff log book and flying lady mascot.

PLEASE NOTE: We have not had this vehicle running.