

## **1926 Rolls Royce 20 Tourer**



**First Registered - 30.05.1927**

**Number Plate - YH4348**

**Chassis Number – GMJ73**

**Engine Number – 08J**

**Colour – Blue & Black**

**Mileage – 100,000+**

### **Specific History**

This vehicle so was sold new by Mr Levitt from Clyde Auto Co. and sent to Penman of Dumfries to have the touring body fitted. This was the only touring body that Penman fitted on a Rolls Royce 20.

The car remained in the ownership of Mr Levitt until 1948 when it was sold to Mascot Motors of London.

In 1950 the car was sold to Mr HB Twallin and later sold to Mr Stanley Corken of Belfast.

In the late 1970's it was acquired by Mr Eddy Andrews who restored it.

It was then sold to Tommy McWilliam who garaged the car in Sam Marsden's shed. Sam bought the car in 1988.

The car is fitted with an overdrive.

In addition, there is a travelling rug for the passenger made by Hilltop Scotland.

Full history and receipts & logbook

## **General History**

The Rolls-Royce Twenty built between 1922 and 1929 was Rolls-Royce's "small car" for the 1920s and was produced alongside the 40/50 Silver Ghost and the successor to the 40/50, the Phantom. It was intended to appeal to owner-drivers but many were sold to customers with chauffeurs. A new inline-6 cylinder overhead valve engine was designed for the car of 3127 cc with a bore of 76 mm and stroke of 114 mm. Unlike the Silver Ghost engine, the cylinders were cast in one block and the

cylinder head was detachable. Both coil and magneto ignition were fitted. The early cars had 3-speed manual gearboxes with the change lever in the centre of the car, but this changed in 1925 to a four-speed unit with traditional right-hand change. The power was transmitted to the rear axle via a standard propeller shaft with a universal joint at each end. The substantial chassis had rigid front and rear axles suspended by half-elliptic springs, with braking initially only on the rear wheels. Four-wheel brakes with mechanical servo were introduced in 1925. The famous Rolls-Royce radiator with triangular top was fitted, and early examples had enamel-finished horizontal slats, later changing to a nickel finish and finally becoming vertical. In 1920 a chassis cost £1100 with, typically, a complete tourer-bodied car costing around £1600. With coachwork to the factory recommended weight the car could reach 60 mph (97 km/h), but many owners had large limousine bodies fitted, with the inevitable detrimental effect on performance

Only the chassis and mechanical parts were made by Rolls-Royce. The body was made and fitted by a coachbuilder selected by the owner.