

1927 ROLLS ROYCE 20HP 3 POSITION DROPHEAD BY SOUTHERN

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DROPHEAD BY
SOUTHERN

Year: 1927

Chassis no: GRJ19

Registration: YT5995

Price: SOLD

VEHICLE DETAILS

ADDITIONAL INFORMATION / SERVICE HISTORY

1927 Rolls Royce 20hp 3 position drophead by Southern

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Ordered new in 1927 by one Major Wybrants of 3 Stanhope St, London W1; the car went to H.J. Mulliner & was bodied as a Weyman pattern limousine. Dated in appearance when new, the car was quickly rebodied in 1933 by The Southern Motor Co of Clapham SW4 who rebodied many 20hp chassis in period making them look like more contemporary 1930's designs. GRJ19 has particularly pleasing & stylish coachwork as a practical 3 position drophead with sweeping lines to it.

Under the current ownership for around 3 decades, this car had a massive restoration performed upon it in the 1990's when first purchased & has seen sparing but regular use since then. The car is fitted with its original engine which has been fully rebuilt & starts instantly & runs in silence. A Tim Payne overdrive has been fitted configured to only work in top gear making the car fast & long legged for a 20hp. During the current tenure the car has won assorted prizes at car shows & has been as far afield as Ireland on a Rolls Royce tour.

Paintwork is a jaunty pillar box red over black & is in very good condition having

been polished regularly. The hood is of black double duck & has a beige West of England cloth lining. Versatile in nature the car may be driven closed, half open or fully open for alfresco motoring. The interior is beautiful red leather with matching carpets. The interior is spacious affording comfortable seating for four adults.

The wooden dash board appears to be the original Mulliner unit & is equipped with a full quotient of instruments including a continental speedometer in miles & KPH.

This is a car that has been maintained without regard to expense as evidenced by the thick history file with masses of bills that comes with the car.

GRJ19 Arrives with us in the first week of January at which time we will service it & do a full photographic shoot. Upon the day of our visit the car was started instantly by the cureent octogenarian owner & the short test drive evidenced a car in tip top mechanical condition driving as one might expect for a car that has been fully restored. It is light on the steering & delicate on the gear changes in a way that only 20hp Rolls Royce cars are. Simply a delight to drive. It is also as fast, if not faster then similar 20/25 cars given the light coachwork & overdrive.

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