

1923 ROLLS ROYCE 20HP JOSEPH COCKSHOOT TOURER

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COCKSHOOT
TOURER

Year: 1923

Chassis no: 71A3

Registration: N116

(Separately.)

Price: £55,000

VEHICLE DETAILS

ADDITIONAL INFORMATION / SERVICE HISTORY

1923 Rolls Royce 20hp Joseph Cockshoot Tourer

Chassis Number: 71A3

Registration Number: N116 By Separate Negotiation

Very original & all the better for it. This car has been in the current ownership as part of a collection for two decades. It had previously been with the Real Car Co in 2004 at £42,500 pounds.

71A3 dates from the early production period and was the 324th Twenty built, the chassis being laid down in March 1923. Build sheets confirm the specification of twin side mounted spare wheels, together with the provision of a rear luggage/spare wheel carrier, and note the standard central position of gearbox and handbrake levers. The completed chassis forwarded to Joseph Cockshoot and Son at the behest of its first owner B.E. Shires.

One benefit of the central gearchange on these cars was that it enabled coachbuilders to provide bodywork with access by four doors, in preference to the 'blocked' drivers door on many a Silver Ghost. This aspect made for more balanced and practical touring coachwork, and it is along these principles that Cockshoot

provided the coachwork for this car, Mr Shires taking delivery in September that year. Subsequent ownership is recorded on the Rolls-Royce records, changing hands in 1935, 1948 and then twice more, all the time in the Derby area.

Depicted in John Fasal's excellent reference work on the model, an original drawing and coachbuilders' photograph confirm that the car has remained unchanged since supply, with the exception that it now carries a more rakish windscreen.

This is a car that exudes unmolested patina from the original leather seats & coach painted body in Prussian blue over Masons black. The interior leather is patinated with a few splits & abrasions but very serviceable. The exterior paint is slightly oily rag & matching the rest of the car. An unusual Auster screen comes with the car that opens in the centre allowing access by the rear passengers. A full newish split tonneau cover comes with the car as does a hood bag. The hood is also a newer item so in really fine condition. A full set of side screens stow in a cubby hole behind the front seats & a covered when not in use by a leather flap secured with fasteners.

The best bit about the car however is the way it drives. Huge money was spent on it previously to put the mechanics into perfect order. The suspension is soft & undulating with no clonks or rattles. The engine is silent & for a 20hp really powerful pulling smoothly away from idling pace in top gear. The steering is as taut & precise as the day it left the factory. All in all a simply wonderful thing to drive & way way above average.

Assorted paperwork comes with the car including a Cockshoot picture of the car when new & also Roy Bacon's book on Rolls Royce which features a prominent picture of the car. Under the current ownership of the car a full rewire has been done by Marque expert Ben Smith. New leather gaiters have been installed, the springs removed & retempered which accounts for the excellent ride.

New Hood/Tonneu/Hood bag. A correct undertray is fitted. The Radiator has been re-cored allowing the car to run very cool between 60 & 70 degrees as per factory spec. A discreet switch on a timer activates the sidelight indicators. Twin side mounted spare wheels are in situ & there is also provision for a rear mounted spare should the two front ones not be deemed to be sufficient. A rather nice period tool box affixes to the running board. The car comes with a battery charger, starting handle & wirking point allowing the charger to plug in without lifting the floor boards. A battery cut off switch is also in situ in the rear compartment.

The number plate on this car is a 1904 Item & belongs to the owner but might be available by separate negotiation. With the plethora of rebodied 20hp tourers out there it is always a pleasure to handle an original bodied car.

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