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1926 ROLLS-ROYCE 20HP HOOPER STYLE TOURER CN7876

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20HP HOOPER STYLE TOURER

Year: 1926

Chassis no: GMJ44

Registration: CN7876

Price: £58,000

VEHICLE DETAILS

ADDITIONAL INFORMATION / SERVICE HISTORY

1926 Rolls-Royce 20hp Hooper Style Tourer CN7876

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The car was originally fitted with a 3/4 (Doctor's) coupé body by Maythorns of Biggleswade to the order of a Dr. Soutar of Queen Anne Street, London W1. Unfortunately, the record of the original registration number has not survived.

Re-bodied in the 1960's by Edmund Metal Works of Plymouth. This is a very close copy of Hooper tourer Chassis number GHJ8 which was used as a template to fabricate the body on JMJ44. Edmunds were primarily builders of van bodies but their highly skilled team of carpenters and panel makers did a very nice line in re-bodying pre-war chassis to various designs - mainly on early large horsepower Rolls-Royce and Cricklewood Bentleys. The quality of their workmanship was of a very high order - every bit as good as the best of the carly coachbuilders and indeed, rather better than some of them.

This car has been extensively maintained over the years by noted marque specialists West Hoathly Garage, Priory Vintage Car Co & most recently by defacto

expert Carl Ford at CJ Ford engineering. The car was preioulsy sold by West Horthley Garage for the princely sum of £72,000 pounds since which tens of thousands of pounds have been spent upon it. Included in the massive history file are simply masses of bills & a full set of photographs detailing a full engine rebuild including 6 new pistons & the crank shaft out of the car for grinding/ line boring etc. In November 2022 £7,292.33 was spent upon the car for a massive service, with no less then three road tests performend in order to get the car "right". Few miles have been covered since.

The car runs beautifully with 30 PSI oil pressure, cool running & a silent engine that starts instantly either on the electric starter or on the handle. Exterior paintwork is Hooper Prussian blue over black being in very good order. To the interior is pale grey leather again in very good condition. An Auster style screen is mounted to the rear scuttle to afford protection to the rear passengers. Inset in the rear door is a sterling silver hallmarked clock. This was fitted to a relatives Jersey based Rolls Royce & had been removed from the Jersey car for repair just prior to the german invasion. Out teutonic brothers swiftly requisitioned the car never to be seen again, but the clock was collected by the owners & sent to the UK mainland & incorporated into this car.

The car has a newish full length hood & also a full set of side screens stowed in the back of the front seats in a fold open alcove. A capacious motoring trunk is fitted to the rear of the car. No tonneau cover comes with the car but there are turn buckles in place around the edges of the door tops so one could easily be fabricated to fit.

The current owner well into his 80's with failing sight now wishes to reluctantly relinquish the car to the next owner. An original handbook comes with the car as does its buff log book. The engine bay sports its original undertrays & also an original bakelite mushroom style coil holder in addition to a large & sonorous nickel Klaxon.

This is a 20hp in exceptional mechanical condition with a very very pretty open touring body. It wants for nothing & is ready for immediate extended use.

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