

1928 ROLLS ROYCE 20HP BINDER OWNER DRIVER SPORTS SALOON

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20HP BINDER
OWNER DRIVER
SPORTS SALOON

Year: 1928

Chassis no: GKM30

Registration:

DS9341

Price: £75,000

VEHICLE DETAILS

ADDITIONAL INFORMATION / SERVICE HISTORY

1928 Rolls Royce 20hp Binder Owner Driver Sports Saloon

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A car by which to judge other 20hp's by. This is a car in simply impeccable condition where everything one might imagine needing doing has been done. The car was owned from 1992 though 2018 by the well known marine engineer David Else who nut & bolt restored the car whilst keeping simply meticulous records of the work undertaken. After winning assorted awards the car has been toured extensively including two big continental tours.

A massive history file comes with the car minutely detailing all journeys done in it by Mr Else & what the corresponding mileages were. He also kept fuel consumption records running to some 21 pages & showing consumption to be a modest 18MPG on average. 9 photo book albums also come with the car picturing the installation of the new interior & headlining which are done to a very high standard indeed.

Pleasingly the Lizard skin inserts in the door tops have been preserved.

The car's coachwork is produced by Henry Binder, one of the most notable Parisian

coachbuilders of the time. Binder designs are regarded as some of the most attractive and elegant, with only twenty bodies being fitted to a Rolls-Royce 20. GKM30 is a stunning example of their work. As a 4-door, 4-light saloon it is distinguished by its elegant proportions. The car was first supplied to ARRF in Paris & was the Paris show car in 1928 when brand new. It was then purchased by one Helen Donnelly of Lake Forrest Illinois who married one Pardee Erdman & moved with the car to Folly Ranch in Big Horn, Wyoming. They owned the car until 1941 when it transferred to Charles S. Shoup, later to become the President of the Rolls-Royce Owners' Club.

Mechanically the car is as good as any one might find having been fully rebuilt with photographic records of the mechanics disassembled. It drives beautifully & has a strong powerful engine. The head was taken off in 1941 in order to grind the valves & it was noted that at some time prior a 3 1/4" cylinder diameter 20/25 head had been fitted to the car accounting for its lively performance today. Apparently this was done by RR Paris as the chassis cards note a re-bore being done early on in the cars life for reasons unknown.

The car is finished in a very dark maroon along with black wings & roof. The paint is superb with a deep lustre to it. To the rear is a capacious period motoring trunk containing assorted spares for continental touring. Everything about the car reeks of Binders quality from the beautiful exposed door hinges to exquisite Steven Grebel headlamps up front. The dash board has a full set of original instruments with the AT speedometer being in both KM's & Miles.

Being an owner driver non-division car it is both comfortable & spacious with plenty of room for the taller driver. The seats are in perfect order & beautifully upholstered in beige leather. The headlining is also brand new wool cloth. The engine bay is detailed to show standards with the original under trays being in situ.

Simply put this is as good a 20hp as one might find condition wise. Moreover it benefits from having particularly elegant four light coachwork by one of Paris' finest builders. The car is simply a delight to drive. It is always a pleasure to sell a car for which no excuses whatsoever are needed.

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