

1925 ROLLS ROYCE TOURING

1925 Rolls-Royce Touring, Model 20-25

Owner: Bernie and Janice Taulborg Collection

Number made: Production of Model 20's, 1922 – 1929: 2,885

Engine, etc.: Park Ward coach works; 6 cyl., inline; overhead valves; 20 hp; 190.8 cu. in., 3.1 liters; 4 speed manual transmission; 129 in. wheelbase; 2,650 lbs. (chassis only)

The Model 20 was aimed at middle-class owners and cost about 40% less than the Rolls-Royce Silver Ghost, yet was made to same exacting standards of design, materials, and workmanship. As stated by F. H. Royce, the object in producing the Twenty was "to spend as much money in the construction as can be done wisely, but not unnecessarily".

The model was first produced in 1922 and was about a foot shorter than the Rolls Royce Ghost. Production of the Model 20 lasted from 1922 – 1929. In the United States it was dubbed the "Baby Rolls".

Its light body was capable of high road speed according to Royce. In 1922, 40 mph was considered a fast cruising speed; the Twenty was capable of just over 60 mph.

With the Model 20, the gear selector and brake were moved inside the body where they were more convenient and didn't require reaching outside in the rain and wind.

The overhead valve engine was a first for Rolls-Royce and the Twenty had a three-speed transmission. The transmission was not well liked and was changed in 1925 to a four-speed gear box.

Rolls-Royce was founded by self-taught engineer Frederick Henry Royce and wealthy car dealer Charles Stewart Rolls in 1904. Their pursuit of quality automobile production earned Rolls-Royce the reputation of "the best car in

the world". Their efforts as far as possible were directed toward mechanical perfection at whatever cost.

Royce limited output of the cars in accord with the supply of workmen of his required standards, and he was ruthless in discharging all who proved inefficient, retaining only the most skilled and highly-trained. This policy added to the reputation for reliability acquired by this car.

In 1907, a standard chassis with touring coachwork (similar body-type as our 1925) was driven continuously for 15,000 miles on the road, with an average of 15.7 miles per Imperial gallon of fuel (Imperial gallon is 4.546 liters vs. the American gallon's 3.79 liters.) When the car was dismantled under RAC supervision, it showed little wear and needed only over ten dollars worth of parts to be returned to exactly "as new". (p.9)

Tragedy met the Rolls and Royce partnership in 1910 when Rolls was killed while landing a French-built Wright biplane. A few months later, Royce was stricken with an illness and, mentally and physically exhausted, moved to a villa in southern France. He continued to make design improvements and suggestions from France but returned to the factory only once after moving to France. (p. 10)

The hood ornament, "Spirit of Ecstasy" was designed by Charles Robinson Sytes and first used in 1911.

Sources:

Rolls-Royce Fact and Legend, C. S. Shoup, The Rolls-Royce Owners' Club, Inc., 1971. 46 p.

<http://www.conceptcarz.com/z22012/Rolls-Royce-20-HP.aspx>

http://uniquecarsandparts.com/heritage_rolls_royce.htm (History)

See also: <https://www.rolls-roycemotorcars.com/en-GB/the-spirit-of-ecstasy.html> (Story of how hood ornament, "Spirit of Ecstasy", originated.)