

## 1930 ROLLS ROYCE PHANTOM 2 THREE POSITION DROPHEAD

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PHANTOM 2 THREE  
POSITION  
DROPHEAD BY  
WILKINSON

Year: 1930

Chassis no: 92GY

Registration:  
DD1411

Price: £140,000

### VEHICLE DETAILS

#### ADDITIONAL INFORMATION / SERVICE HISTORY

1930 Rolls Royce Phantom 2 Three Position Drophead

Chassis number: 92GY

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Ordered new in April 1930 & delivered to Coachbuilders Barker & Co in August of that year: A one off sports torpedo body was erected on the chassis with slight ungainly enormous rear wings which concealed the spare wheels on either side.

The car was then delivered to the first owner a Mrs J. James residing at 140 Picadilly in London W1 facing Hyde Park corner where the Intercontinental Hotel now stands; A prestigious address indeed. The Rolls Royce records record that a special sports speedometer was fitted which is in place today.

The original slightly ungainly body has now been replaced at vast expense with a brand new aluminium body in the style of a Barker or J. Gurney Nutting three position drophead making it very versatile for modern use.

The car is finished in Brand new two tone green paintwork with the paint being pristine & brand new. Like wise to the interior we find brand new green hides along with dark green carpets. A nicely figured walnut dashboard completes the ensemble along with a high quality mohair roof.

The windscreen is of the fold open variety allowing for a pleasant breeze to flow under the bottom lip when in the open position. The rear boot is of a good size & allowing for several suitcases to be carried inside. The car comes with its large tools including a C spanner & a wheel spanner. The spare wheel is rear mounted in the continental style.

Very few miles have so far been put on the car. A brand new clutch was fitted by Kenworthy engineering. Final fettling of the engine is being undertaken by Marque specialist Stuart Parkes. The chassis has been thoroughly gone through with all items being replaced or rebuilt as required.

This is a very striking car with huge presence on the road. The rake steering is very comfortable with the wheel falling easily to hand unlike some of the limousine based cars with far more upright steering columns. Brakes are very sharp & the car steers beautifully with no play in the steering wheel at all.

A spotlight is mounted to the front in addition to the twin headlamps & trumpet horns. The car sits on four colour coded wire wheels shod with brand new tyres. Ingress & egress to the back is very easy & is a cosy place to be with the roof in the sedanca position.

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