

1930 ROLLS ROYCE PHANTOM 1 IMPERIAL SEDANCA FAUX CABRIOLET FOR SALE

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PHANTOM 1
IMPERIAL SEDANCA
FAUX CABRIOLET

Year: 1930

Chassis no: 79OR

Registration: DY86

Ohio USA

Price: £130,000

VEHICLE DETAILS

ADDITIONAL INFORMATION / SERVICE HISTORY

1930 Rolls Royce Phantom 1 Imperial Sedanca Faux Cabriolet For Sale

Chassis number: 79OR

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The chassis was completed in 1930 at the Derby, England Rolls-Royce plant. The chassis was then sent to Hibbard & Darrin who were located in Paris, France. Consequently the car bears a French export chassis plate to the bulkhead. The chassis cost \$16,650 while the body cost \$9,985 bringing the total to \$26,635. The completed car was then delivered to Italy where it resided with Princess Pageteli.

Hibbard & Darrin used the Syllentlyte technique, which formed vehicle body structures from cast aluminum rather than wood, and created the Phantom I Sedanca Imperial False Cabriolet styling for Rolls Phantom 1 chassis 79OR.

The car is resplendent in mid blue with a cream bonnet top & beige fabric roof covering all in excellent order. Being a sedanca the front roof setion

rolls up & furls into a storage compartment behind the drivers head. The wire wheels are similarly painted in cream giving the car a very striking appearance. A rear Beige luggage trunk keeps the proportions pleasing to the eye.

Stephen Grebel Headlamps are mounted up front & twin side mount spares are on the running boards. This car benefits from an extensively documented history including service records, manuals, and a build sheet of the car. The car was restored in 1970 in america by John Griffin, who "was responsible for the expert restoration of other fantastic and rare Roll-Royce vehicles and his expertise shows in this car as well."

As a whole the car is very very smart & presents nicely. The engine starts readily & runs in silence with good power in all gears. The slightly slipping clutch is due to be replaced prior to sale along with a service & set up being performed by a marque expert.

To the front is black leather in very good order along with a lovely timber dash adorned with the appropriate instrumentation. The rear seats are grey cloth that extends also to the roof.

All in all this is a very fine machine with desirable, striking & unusual coach work of a very fine quality. Lack of wear to the various controls would indicate a quite low mile chassis & it certainly drives like it. It makes a refreshing change to the more prosaic UK offerings of the period.

We will UK register the car for the next owner if it is to stay in the UK.

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