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1925 ROLLS ROYCE PHANTOM 1 HOOPER ALL WEATHER CABRIOLET

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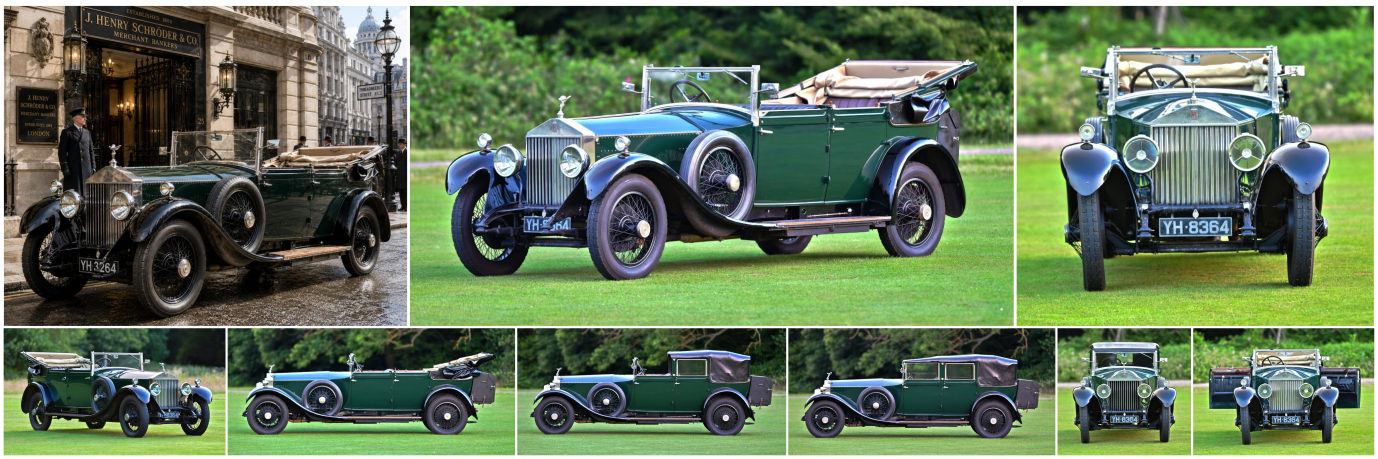

ROLLS ROYCE

PHANTOM 1 HOOPER ALL WEATHER CABRIOLET

Year: 1925

Chassis no: 7SC

Registration: YH8364

Price: SOLD

VEHICLE DETAILS

ADDITIONAL INFORMATION / SERVICE HISTORY

1925 Rolls Royce Phantom 1 Hooper all weather cabriolet

A very early Phantom 1 with a 2" taller then usual Radiator as used on late silver Ghosts whom's production overlapped this car.

Coachwork takes the form of a very versatile Salamanca, or All Weather Cabriolet body by Hooper known in period as "The King of Coachbuilders". When new the car was specified unusually with black leather to the front & brown leather to the rear seats which is original to the car as fitted when new. It is delightfully patinated & in fully useable order. Interior woodwork is typical Hooper in quarter matched Macassar Ebony. The car was originally ordered for "the Baron" Schroeders merchant bank in London

Exterior paint is green over black in good order throughout despite clearly being of some considerable age. The fully folding convertible top is of Japanned leather & likewise appears original to the car. The body is configured such that it may be used fully closed with wind up windows, half open in the sedanca postion or as a full convertible with eveything folded down.

The car was pucheased from Messer P & A wood decades ago & had an engine rebuild by them just prior to purchase. Since then it has covered less then 2000 miles spending most of its life residing in a small private collection. The engine

starts instantly even after a long lay up & runs in uncanny silence. On the road it is smooth, powerful & eveything a Phantom should be.

A large motoring trunk is fitted to the rear & contains a complete set of suitcases. Twin spare wheels adorn the running boards. A pair of occasional seats fold out of the bulkhead allowing for carriage of 7 people at one time. Unusually the car has three conventional door handles & one carriage door handle as specified on the build sheet. The original Ivory door pulls are also extant front & rear.

This is clearly a low mileage chassis with a tight taut feel to the controls & little wear to the pedals. The rear door retaining straps are of spring steel & fold out of the pillar as the door opens; a feature I have never seen before. This magnificent machine really needs to be driven to be appreciated for its time warp original condition.

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