

1934 ROLLS-ROYCE PHANTOM II CONTINENTAL SPORTS SALOON BY THRUPP & MABERLY

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PHANTOM II
CONTINENTAL
SPORTS SALOON BY
THRUPP & MABERLY

Year: 1934

Chassis no: 29TA

Registration:

334XUS

Price: £110,000

VEHICLE DETAILS

ADDITIONAL INFORMATION / SERVICE HISTORY

1934 Rolls-Royce Phantom II Continental Sports Saloon by Thrupp & Maberly

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Sold by us previously in 2008 to an Italian Gentleman. This car has just arrived back with us from UK storage & has had a full service & set up done by noted marque specialists Kenworthy & Co Vintage Motor works. In addition to a full service & set up a brand new clutch has been fitted so the car is in perfect condition ready for extended use. The recent bill comes to over £9,000 pounds & has resulted in a car that is running beautifully. We have put 50 high speed miles on it since & can report that it runs with aplomb at an effortless 70MPH cruising gait.

Chassis 29TA still wears its original & rakish Thrupp & Maberly sports saloon body and is trimmed in blue-grey hides with an exquisite burlled walnut interior. This is one of only three Phantom 2 Continentals bodied by Thrupp & Maberly. The leather is in really good order throughout. Carpets are again in good condition & are powder blue. Its two-toned mid blue over pale blue exterior still features special-order components from new, dual side-mounted spare wheels, a retractable rear luggage rack, a full-size sliding sunshine roof, Ace deluxe wheel discs, a centre

driving light, and dual "Wind tone" trumpet horns.

Records validate this Rolls-Royce's participation in numerous concours events, meets, and tours since it was first delivered to its original owner, F. Parkinson, Esq. 29 TA changed hands for the first time, to Hans Barnard Hankley, of Old Bond Street, London, who kept the car for the following 10 years, selling to John Trent Ltd in March 1947 who passed ownership to C.A Tanner Esq. of Shepherds Bush in April 1948. The remarkably well-preserved condition of this car is undoubtedly aided by the fact that in February 1953, it was sold to Frank B. Cox, who lived in the forgiving climate of San Rafael, California. 29 TA next changed hands to L. Ross Sine, of Los Altos, California in May 1954. The recorded keeper in Raymond Gentile's records was Herb Wuesthoff of Richmond, California, in 1980. When Re-imported to the United Kingdom the last title document recorded the then owner as Mr. Nelson William Schmedth, of Langlois, Oregon, carrying the registration KE 25, this being dated September 5th, 2002.

A documented history of the car with a good assortment of bills validates its significant life, with many decades spent in the forgiving climate of California. Photographs of the car appeared in the esteemed Rolls-Royce Owners' Club publication The Flying Lady, as well as on page 241 of the definitive publication The Rolls-Royce Phantom II Continental by Raymond Gentile. The front quarterlights are interesting in that when the winder is turned one way the quarterlight pivots open & when turned the other it slides down in to the door; the only time I have ever seen such an arrangement.

This is a big grand car with particularly stylish & rakish coachwork with real presence on the road. It is fast & powerful with a strong engine & is very comfortable at speed. The car runs cool never exceeding 70 degrees even whilst sat stationary for long periods. Oil pressure when hot at speed is a healthy 25Lbs.

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