

1933 ROLLS ROYCE PHANTOM 2 DROPHEAD COUPÉ BY PARK WARD

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Year: 1933

Chassis no: 55MW

Registration:

BYV923

Price: £250,000

VEHICLE DETAILS

ADDITIONAL INFORMATION / SERVICE HISTORY

1933 Rolls-Royce Phantom II Continental Drophead Coupé

Coachwork by Park Ward

Registration: BYV 923

Chassis: 55MW

Engine: X025

Vintage & Prestige is proud to offer this spectacular and unusual example of Phantom II DropHead Coupé.

This 1933 Rolls Royce Phantom 2 was bodied by Park ward and features a rather unusual disappearing roof, making it an exceptional and stunning Drophead Coupé car.

This particular motor car was completed in August of 1933 to the order of W W Worthington of Lichfield in Staffordshire. The flamboyant and striking boat-tail drophead coupé coachwork is fitted with twin side-mounted spare wheels and a hinged rear portion. The rear part of the body, or boat tail, is divided into two pieces that are released with the coach key. Once they are released, the two sections open on hinges to allow the hood to retract and be housed discreetly

inside the body. According to early records, '55MW' was owned by W W Worthington for over 20 years, passing into the ownership of H F Gower of London in 1954. In May 1958, '55MW' left British shores when it was purchased by W B Fairclough of Ohio, USA.

In 1977 the car was restored while in the ownership of Raymond Jefferson, also of Ohio, USA. It is understood that '55MW' remained in the United States until around 15 years ago when it returned to England. It has been mechanically maintained and serviced at Frank Dale & Stepsons' workshops over the past few years, undergoing extensive preparation and improvements. These included, but were not limited to, new carpets; sympathetic restoration to the existing leather interior; coachwork preparation and restoration; restored wire wheels; new tyres; and new polished wheel discs to suit James Crickmay's taste.

Less than 300 Continental chassis were produced during the marketing of the Phantom II. This being one of them boasts all the features reserved for the continental chassis.

The Phantom II Continental was developed for high-speed and long-distance motoring; longer gear ratios were fitted, 2 spare tyres were present, and lower steering columns and floors were added.

The lower steering columns and floor allowed for more gawky bodies to be fitted to such cars.

Recently this car has been left with Frank Dale & Stepsons for extensive work to make the car sales-ready and to be enjoyed by the future owner, who will surely not stop smiling from the moment he steps inside to the moment he parks it up.

Viewing by appointment only.

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