

1933 Rolls Royce

Phantom II

4 door Saloon

Body by Crosbie & Dunn

40/50 hp, 7.7 L, 467.9 cubic inch, 4 speed, 2 carburetors (1 start and 1 primary), one main exhaust and one hot spot exhaust running through primary carburetor. Runs on mag and/or distributor.



A major restoration recently completed by Pistorius Collectible Autos, Odessa, Florida

A Classic Car Club of America **Full Classic**. This car was meticulously brought back to her former elegance after a few bumps in her journey from 1933 to 2016.

Drivetrain: The Phantom II has a pushrod-OHV straight-6 engine with a crossflow cylinder head. The engine is bolted directly to the 4-speed manual transmission. Synchronesh on gears 3 and 4 in 1932 and on gear 2 in 1935. Power is transmitted to the rear wheels using an open driveshaft, a hypoid bevel final drive, and Hotchkiss drive.

The chassis of the Phantom II was completely new. The front axle was mounted on semi-elliptical leaf springs as on earlier 40/50 hp models, but the rear axle was now also mounted on semi-elliptical springs instead of cantilever springs. This, along with the drivetrain changes, allowed the frame to be lower than before, improving the handling. The 4-wheel servo-assisted brakes, and the Bijur centralized lubrication system from the Springfield-built Phantom I was included on all Phantom II chassis.

The standard wheelbase of the Phantom II was 150 inches (3,800 mm). A 144 inches (3,700 mm) short-wheelbase chassis was also available. A total of 1,281 Phantom II chassis of all types were built.

All Phantom II rolling chassis were built at Rolls-Royce's factory in Derby. The factory in Springfield, Massachusetts was closed upon ending production of the US-market Phantom I in 1931. Two US-market series, AJS and AMS, were built at Derby.

Asking **\$175,000** obo

Pistorius Collectible Autos

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