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FACTS & STORY

Rolls Royce Phantom II Continental Binder (Great Britain/France, 1930)

SPECIAL EDITIONS

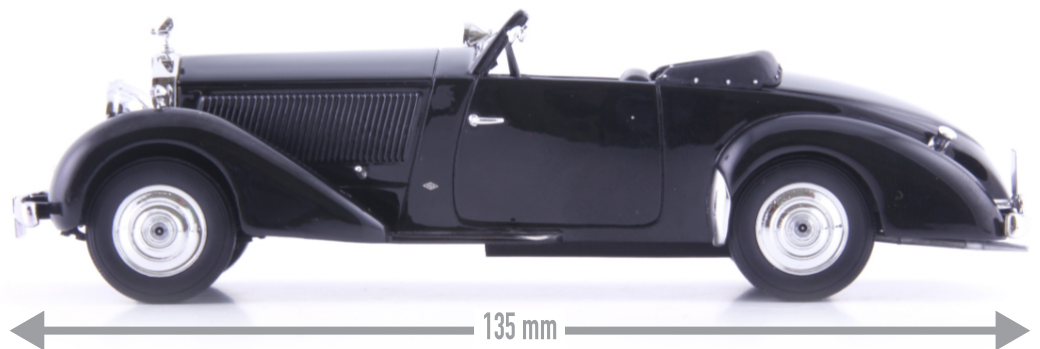
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limited edition 333 Stk.



Luxury in its own League

Even in the highest automobile class, the worldwide clientele demanded constant innovations for their luxury cars. At the end of the 1920s, this demand led the British manufacturer Rolls Royce to improve the until then produced type 'Phantom I' and to launch the improvement as the 'Phantom II'. First and foremost, it was probably also in this range of cars the increase of the engine power to 120 hp, which was gladly taken note of by the well-heeled clientele.

For a slight sportier clientele, the plant offered the 'Continental' version – only available for the 'Phantom II'. The name suffix was chosen in view of the fact that the management assumed that these cars would preferably be delivered to the European mainland. The 'Continental' offshoots were recognizable by a shortened wheelbase of 3.6 meters. In the end, the number of chassis produced remained at the number 281 – in comparison, Rolls Royce was able to sell a total of 1,681 chassis of the 'Phantom II' by 1936.

In order to underline the sportiness of the 'Continental', lighter car bodies were ordered, which usually also had a discreetly sporty

appearance. As usual with this illustrious clientele, only selected companies were eligible for the production of the body. In Great Britain, for example, 'Trupp & Maberly' or 'Park Ward' preferred to dress the noble chassis. On the continent, in particular, French body makers established themselves in these circles, such as 'Kellner' or 'Binder' in Paris.

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