

unstoppable

UNRIVALLED PEDIGREE

The magnificent Rolls-Royce Phantom sets the benchmark for unadulterated style and opulence. Let's walk through the history of one of the most respected lineages in the automobile world



RR PHANTOM (2003-PRESENT)

BMW resurrected the Phantom after the model was forgotten in 1991. It also marked the return of the V12 configuration to the fleet with a 6.5-litre 450PS engine at its heart. BMW have set a lifetime limit of only 10,000 units of this 5.7 meter model and so far 3,700 Phantoms have already been rolled out. Even under the ownership of BMW, the Phantom retains the traditional Rolls-Royce design cues and brand value.



Edition 25 of a special series by

APOLLO TYRES



APOLLO TYRES LTD.

unstoppable

Never wary of progress, never skeptical about success,
Never scared of challenges, never tired of trying,
Every step of the way we travel with our customers
On the "unstoppable" journey to success.

RR PHANTOM I (1925-1931)

A replacement for the Silver Ghost, the Phantom was a significant improvement over the previous model. It introduced a 7.7-litre pushrod-OHV straight-6 engine. In 1928, the cast iron cylinder heads were replaced with aluminum ones. The Phantom I was sold in the US and the UK with a 3-speed and 4-speed transmission, respectively.

RR PHANTOM II (1929-1936)

The Phantom II used the same engine as its predecessor, but with a 4-speed manual transmission. It adopted synchromesh between gears three and four. In 1932, semi-elliptical springs suspended the front and servo-assisted four-wheel brakes took the original Phantom design forward. 1402 Phantom IIs and 278 lighter Phantom II Continentals were produced, including 125 left hand vehicles.

RR PHANTOM III (1936-1939)

The Phantom III, the last Rolls-Royce before World War II, housed a 7.3-litre V12 engine. Early cars had hydraulic tappets, these being changed to solid adjustable tappets on later cars. Another major feature was the independent coil spring suspension on the front. This was the only V12 Rolls-Royce until 1998. 727 Phantom III chassis' were manufactured.

RR PHANTOM IV (1950-1956)

With only 18 models produced, the Phantom IV is the most exclusive Rolls-Royce ever. Built only for royalty and heads of state, the first production version was bought by Queen Elizabeth II (Princess Elizabeth then). The purchase marked a shift of the traditional royal preference for Daimler cars to Rolls-Royce. The Phantom IV featured a straight-eight cylinder engine with a 5.7-litre capacity.

RR PHANTOM V (1959-1968)

The Phantom V went back to the V-configuration on the engine front by housing a 6.2-litre 90-degree V-twin from the RR Silver Cloud II. The car featured a 4-speed automatic transmission based on the General Motors Hydramatic design. From 1963 onwards, the seven percent more powerful Silver Cloud III engine was fitted.

RR PHANTOM VI (1968-1991)

The Phantom VI stayed in production for one the longest periods in the history of the company. Featuring rear hinged rear doors this was the last Rolls-Royce produced with a separate chassis. The chassis used coil springing in front, but used leaf springs in the rear and all round drum brakes. The car featured a face-lifted body and offered a 6.7 litre engine option from 1979 onwards.



RR PHANTOM I (1925-1931)



RR PHANTOM IV (1950-1956)



RR PHANTOM II (1929-1936)



RR PHANTOM V (1959-1968)



RR PHANTOM III (1936-1939)



RR PHANTOM VI (1968-1991)