

Rolls-Royce
Phantom
Drophead Coupé



Strive for perfection in everything you do.
Take the best that exists and make it better.
When it does not exist, design it

Sir Henry Royce, 1863–1933





Nothing above but clear blue sky, nothing ahead but the open road. Whenever you wish to leave the stresses of the day behind you, the Phantom Drophead Coupé provides the **perfect means of escape**

Seductively smooth at urban speeds, the Phantom Drophead Coupé is also capable of surging seamlessly from rest to 60 mph in 5.7 sec, and powering on to an electronically limited top speed of 149 mph*

The **warm caress** of a summer's evening. The soft beat of rain on the **tailored cloth** roof. The crisp, clear bite of a frosty winter's morning. The Phantom Drophead Coupé **redefines** the age-old **romance** of motoring

Riding on air suspension and powered by a supremely potent 6.75-litre V12 engine developing 453 bhp and 720 Nm of torque, the Phantom Drophead Coupé delivers effortless progress and seductive pleasure



The **rich warmth** of teak, the cool sheen of brushed steel. Employing the **finest materials** in their natural state, the Phantom Drophead Coupé is a car of elemental **beauty**, inspired contrasts and **sensuous** tactility

The Phantom Drophead Coupé features two present day industry firsts: the use of teak for the surface of the rear deck, and brushed steel for the bonnet, radiator grille surround and brightwork



Phantom Drophead Coupé



Uncompromising design, inspired **style**, supreme **durability**. The Phantom Drophead Coupé's **striking** fusion of **form and function** creates a car of **enduring beauty**, unmistakable purpose and complete usability





Perfection. So hard to achieve yet so easy to recognise. Let your eyes **linger** on the Phantom Drophead Coupé's **intricate** veneers, **supple** leather and **lustrous** chrome detail.

Hand-welded and featuring an incredibly strong windscreen A-frame, the Phantom Drophead Coupé's aluminium spaceframe combines tremendous rigidity with exceptional roll-over protection.

Indulge your emotions, **fulfil your dreams**. The Phantom Drophead Coupé's **spectacular** coach doors are portals to pleasure for you and your friends. No other car possesses such an **engaging character** or majestic sense of occasion

Uniquely dramatic and a major engineering achievement, the Phantom Drophead Coupé's coach doors provide excellent access for all passengers, while electronic safety locks ensure they can't be opened while moving



Phantom Drophead Coupé





Effortless delivery, immediate response, **enthralling performance**. With a muscular V12 engine, and a chassis honed for **comfort** and **agility**, the Phantom Drophead Coupé delivers an **unforgettable** driving experience



Phantom Drophead Coupé



With air suspension tuned for agility and comfort, the Phantom Drophead Coupé continues Rolls-Royce Motor Cars' modern tradition of combining a silken ride with truly spirited dynamics



Embrace the elements, **revive your senses.**
The Phantom Drophead Coupé is an **inspiring and enticing** four-seat convertible: a **spirit-lifting** motor car dedicated to delivering the essentials of **pleasure**

Designed without compromise and built using the pioneering technology and peerless craftsmanship first seen in the acclaimed Phantom, the Phantom Drophead Coupé is the latest breathtaking addition to the acclaimed Rolls-Royce Phantom family

Created expressly for those times when no other car will do, the Phantom Drophead Coupé's **unique design** and **thoughtful features** make every journey an event worth sharing, every mile **a moment to cherish**

The 'picnic' boot is a uniquely versatile and informal feature, making the Phantom Drophead Coupé the perfect means to attend any great sporting event or relaxed social occasion



Phantom Drophead Coupé



A dynamic new face, the same **unmistakable identity**.
The Phantom Drophead Coupé's **sleek, streamlined** form
suggests **effortless performance**, while its clean simplicity
retains the composure so typical of Rolls-Royce

The rakish new radiator grille provides a bold clue to the Phantom Drophead Coupé's stirring character
and capabilities. It also features a specially designed pivot mount to absorb low-speed parking impacts
and provides a safe haven for the retractable Spirit of Ecstasy



Phantom Drophead Coupé



Your journey starts here...

Commissioning a Rolls-Royce is one of life's unforgettable moments.

That's why, wherever you are in the world, or whichever authorised Rolls-Royce Motor Cars dealership you choose to visit, you'll be extended the warmest possible welcome.

All our dealerships around the world are an extension of our headquarters here at Goodwood. Staffed by friendly, knowledgeable experts, you'll learn about every facet of the Phantom Drophead Coupé in detail. You'll also be able to discuss your requirements for the car, including paint, leather and wood veneer options, with the help of an extensive array of samples and swatches.

Appetite whetted and head brimming with possible combinations of paint colour, upholstery options and veneers, you will then be invited to create your perfect Phantom Drophead Coupé using our sophisticated 'configurator'.

Displaying a detailed model of the car on a large plasma screen, the 'configurator' enables you to apply any available paint colour to a lifelike rendering of the Phantom Drophead Coupé's bodywork, and then view it from any angle and in a range of simulated light conditions.

With the help of our experienced showroom staff, you will also be able to experiment with cloth colours for the convertible roof, the colour and texture of interior leather, and even the combinations of wood veneer fitted in your 'virtual' car.

After channelling your imagination through this impressive piece of high technology, you will leave your Rolls-Royce Motor Cars dealership with an inspiring and reassuringly detailed impression of how your real Phantom Drophead Coupé will look.

Having made such a significant emotional investment in your car, it's only natural to want to visit Goodwood, both to see your car being assembled and to meet the craftspeople responsible for creating it. A fitting end to the commissioning process, a visit to Goodwood also marks the start of a far more exciting journey: your life as a Rolls-Royce owner.





Phantom Drophead Coupé

Goodwood The visionary home of Rolls-Royce Motor Cars

To build truly special cars requires a truly special production facility. In its fabulous Goodwood headquarters, Rolls-Royce Motor Cars has just that.

Designed by inspirational architects, Sir Nicholas Grimshaw and Partners, and located in the heart of the exceptionally beautiful Sussex Downs, the award-winning manufacturing plant and head office was commissioned shortly after Rolls-Royce Motor Cars became part of the BMW Group in 1998. The home of Rolls-Royce Motor Cars since 2002, Goodwood has played a vital role in the resurgence of one of the most prestigious marques in motoring.

Constructed predominantly from natural materials and kept low-rise to minimise its visual impact on the surrounding countryside, the facility satisfies the practical requirements of a world-class production and administrative headquarters, and the aesthetic demands of a company committed to creating cars of unmatched quality and unmistakable style.

As you'd expect, bold features abound. Perhaps the most impressive example is the 'living roof' – one of the largest in Europe – which has been planted with many thousands of sedum plants. Not only do they change colour with the seasons, in turn helping the building merge seamlessly with its surroundings, but they also provide a valuable and undisturbed habitat for rare birds and insects.

Designed and built with great consideration for the surrounding environment and local residents, much attention was also paid to those who work within the facility. Vast expanses of glass allow natural light to flood into the spacious assembly line and administrative offices, while an award-winning system of cedar louvres protects workers from the glare of the sun by monitoring ambient light levels and adjusting automatically. Whatever the weather, it's the perfect environment in which to achieve exceptional things.

While the Phantom and Phantom Drophead Coupé are among the most technologically advanced cars in the world, Rolls-Royce Motor Cars never forgets that it's the people who create them that make them so special. That's why at Goodwood you'll find traditional wood and leather workshops alongside the state-of-the-art paint and assembly facilities. It's here that the best craftspeople in the industry lavish their formidable skills on the veneers and upholstery, and create the soul of every single car.

Advanced and beautiful, welcoming and functional, it's no wonder Goodwood has become as much a part of Rolls-Royce Motor Cars as the Spirit of Ecstasy herself.





Hand-crafted alongside the Phantom and Phantom Extended Wheelbase on Goodwood's state-of-the-art assembly line, the Phantom Drophead Coupé is an exciting new addition to the Rolls-Royce Phantom family

Design studio

When you cast your eyes over the Phantom Drophead Coupé, how do you react, and what do you see?

Are you captivated by its clean, streamlined curves and seduced by its jewel-like details? Or are you enthralled by the audacity of its endlessly long, rear-hinged coach doors? Are you struck by how unusual, and yet how appropriate, it is for the rear deck to be clad in natural, weatherproof teak? Or do you wonder why other manufacturers are so obsessed with folding metal roofs, when the unequivocal honesty of a beautifully tailored cloth soft-top evokes such a feeling of warmth and romance?

Ask those working in the Rolls-Royce design studio and they fervently hope you answer 'yes' to all of the above. Dedicated and passionate, the whole design team is completely absorbed by the challenge of creating bold, forward-thinking designs for a confident and revitalised Rolls-Royce, and charged with satisfaction when their efforts are admired.

Having developed and refined their concept of a modern convertible Rolls-Royce with the spectacular 100EX experimental car of 2004, the team were tasked with transferring the most powerful elements and striking nautical themes to the Phantom Drophead Coupé.

Some areas, such as the new streamlined nose and bold headlight treatment are significant departures from Phantom, but the design team felt it was essential to emphasise the Phantom Drophead Coupé's character:

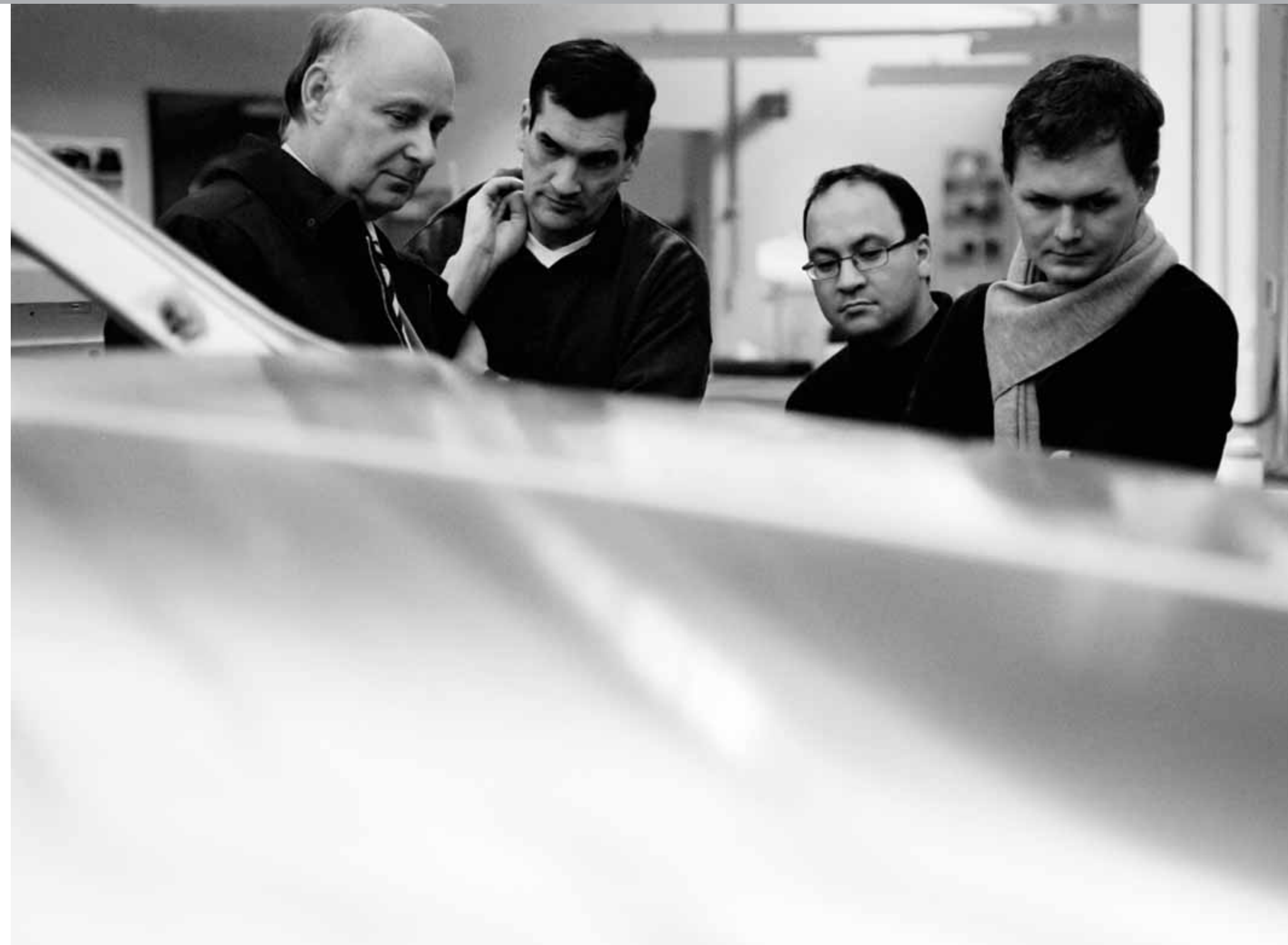
Likewise the rear-hinged coach doors were must-have features, even though they were deemed so radical they had to be subjected to stringent homologation tests before being approved for production. Not only do they continue the coach door theme pioneered by the Phantom, but they also create an unmatched sense of occasion, and their length facilitates elegant ingress and egress for front and rear passengers.

Another unique design highlight is the charming 'picnic' boot, which folds down to create an ideal platform on which to sit or spread the contents of a hamper. A sociable feature that encourages casual use, it places the car at the centre of friendly gatherings, enhancing the Phantom Drophead Coupé's inclusive, approachable character.

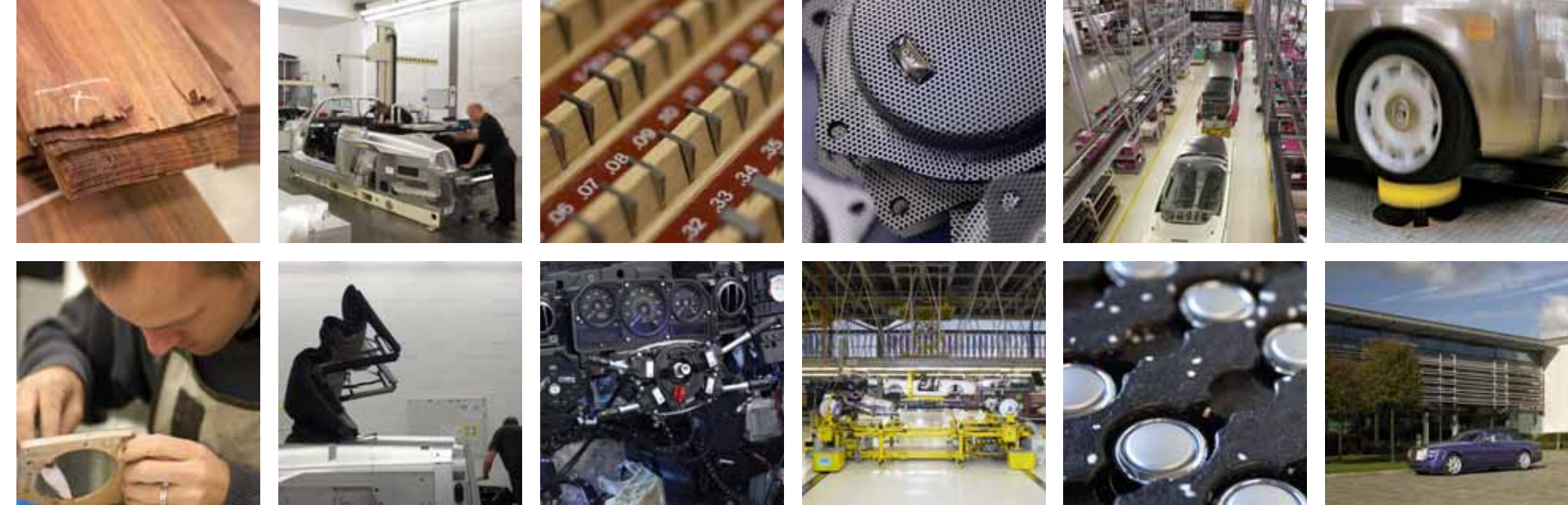
The use of natural materials was vital to the integrity of the design, both to cement the nautical theme and to inspire the sense of immediacy and exposure you experience when looking at a yacht. Of course, the teak decking, brushed steel bonnet and windscreen A-frame are visually appealing and wonderfully tactile, but they are also perfectly suited to their application.

Such authenticity isn't an accident. On the contrary, it forms the very core of Rolls-Royce's design ethos. For, while it's true to say that every designer wishes to create something beautiful, only Rolls-Royce's design team puts so much effort into creating cars of beauty, purity and uncompromised purpose. Indeed, cars like the Phantom Drophead Coupé.

Right The Rolls-Royce design team, led by Ian Cameron (second from left), in deep discussion during the critical formative stages of the Phantom Drophead Coupé's design



It's the combination of **technology**, traditional time-honoured **craft skills** and a **dedication** to quality that makes what we do here at Goodwood **unique**. Anything less than the pursuit of total **perfection** is simply unacceptable



Surface finishing

At Rolls-Royce Motor Cars we pride ourselves on achieving a flawless paint finish. It's a meticulous process that employs the highest technology and the finest attention to detail. Robots are used both for efficiency and consistency – but some areas of the body can only be reached by our craftspeople. After the careful application of primer, base coat and high-gloss clear coat, the freshly painted Phantom Drophead Coupé bodyshell is painstakingly inspected and repeatedly hand-polished to a mirror-like finish.

Assembly line

As the immaculately polished Phantom Drophead Coupé bodyshells travel along the assembly line, they are lovingly transformed into finished cars in a methodical and mesmerising process. A team of approximately 86 people work in this hushed, industrious area, divided between 22 work stations. The most emotive of these is the 'marriage' station, where each Phantom Drophead Coupé bodyshell is united with its drivetrain. It's a momentous point in each car's journey towards completion.

Wood workshop

Wood is a defining feature of the Phantom Drophead Coupé, both throughout its interior and on key areas of its exterior. Our craftspeople – many of whom were fine cabinet-makers before coming to Goodwood – spend up to a month preparing, matching, shaping and finishing each set of high-gloss interior veneers, and the wooden carriers to which they are bonded. Of course, they also lavish their time on the beautiful rear deck, crafted from teak it is a present day industry first.

Leather workshop

Our highly-skilled craftspeople work with the softest leather in the motor industry. Thanks to a special dyeing process, the colour permeates the entire hide, which ensures better durability, while its softness ensures there's none of the creaking associated with traditional leather upholstery. It can take up to 18 hides, cut into 250 individual pieces, to complete a Phantom Drophead Coupé interior. The result: a uniquely opulent, aromatic and supremely luxurious interior.

Quality testing

Once assembled, each Phantom Drophead Coupé is put through a series of exacting tests. A shaker rig is employed to settle the suspension before final precision alignment, while a rolling road is used to conduct a thorough systems check and to bring both engine and transmission up to full working temperature. A 'monsoon' test simulates intense rainfall to ensure that the car and soft-top are watertight. This is followed by a road test and final visual and electrical checks. Only then is the car passed for delivery.

Elegant
engineering
solutions

Having firmly re-established Rolls-Royce Motor Cars as a world leader in automotive design, engineering and construction with the extraordinary Phantom and Phantom Extended Wheelbase, the Phantom Drophead Coupé was embarked upon with the certain knowledge that creating anything less than the finest convertible car in the world was unacceptable. Taking the Phantom's advanced, hand-welded, aluminium spaceframe as a starting point, our engineers focused on ways of preserving the structure's exceptional strength, rigidity and safety once the roof section was removed, while keeping weight gain to an absolute minimum.

To achieve this was an exacting process requiring many hundreds of detail changes to the spaceframe. Of course, the vast majority of these are hidden in the finished car. However it's possible to appreciate some of the changes, the most visible being the A-frame windscreen surround. Though wrapped in brushed steel or painted finishing trim, the triangulated structure's form is clear to see. Mounted directly to the spaceframe, not only does it preserve the chassis's unrivalled rigidity, allowing our vehicle dynamics engineers to enhance the Phantom Drophead Coupé's agility and sporting character without harming the ride quality, but it also offers exceptional roll-over protection.



Changes were required at the rear of the spaceframe to accommodate the soft-top when folded and stowed, but thanks to some exceptional design and engineering work, the roof – the largest soft-top currently in production – fits into a very small area, with no loss of space in the luggage compartment.

The Phantom Drophead Coupé's spaceframe retains the double-skinned floor pioneered in the Phantom, which isolates passengers from road noise and enables us to run all the car's many arterial systems through the void space. We've also used this hidden space to install a pair of underfloor acoustic chambers, which house two of the Lexicon LOGIC7™ audio system's 15 speakers. Optimised for use in a convertible car, this remains the ultimate in-car audio experience.

Incorporating also a Bluetooth-enabled* hands-free phone, multi-zone climate control and satellite navigation, the Phantom Drophead Coupé bristles with technology. Yet thanks to our designers' focus on functionality, it's simplicity itself to operate, allowing you more time to concentrate on enjoying the essential pleasures of travelling in this unique Rolls-Royce.

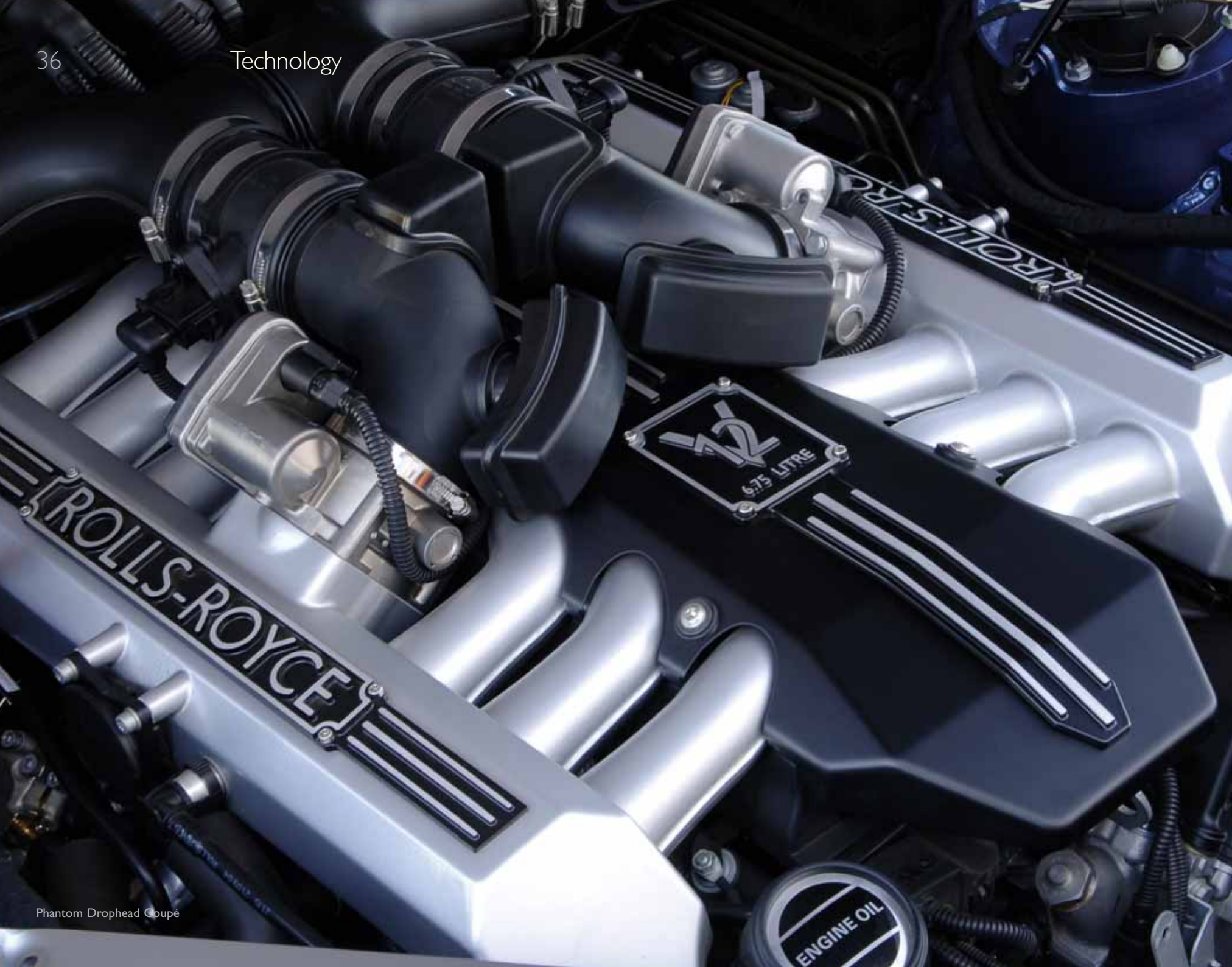
Right Quality is paramount at Rolls-Royce Motor Cars, which is why each car is subjected to a rigorous regime of tests, such as here, in Goodwood's acoustic chamber

Below left The Phantom Drophead Coupé's aluminium spaceframe is a hand-welded masterpiece. Rigidity is preserved thanks to strategically positioned bracing tubes and the exceptionally engineered windscreen frame

* Replaced with DoCoMo in Japan

LOGIC7 and the LOGIC7 logo are registered trademarks of Lexicon Inc., a Harman International Company





Silken power, seamless progress

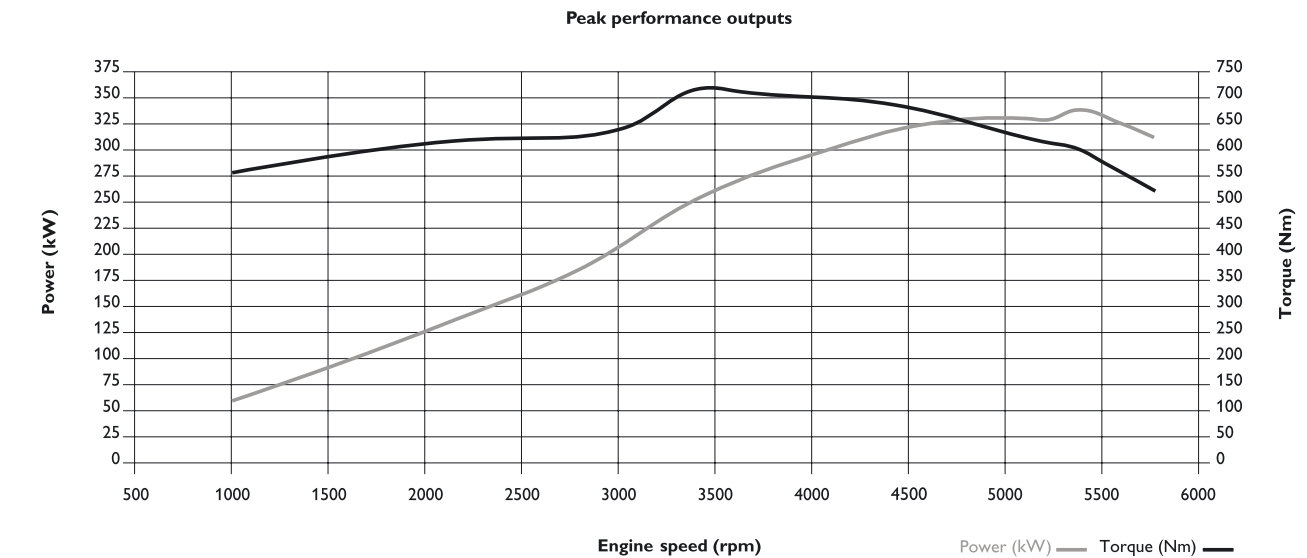
The heart of the Phantom Drophead Coupé is its remarkable all-aluminium, 6.75-litre, 48-valve, V12, direct-injection petrol engine. Conceived to deliver copious, effortless power, it's a source of infinite pleasure, and an essential element of the unforgettable Rolls-Royce driving experience.

Developed specifically by Rolls-Royce Motor Cars, and expertly hand-assembled by dedicated Rolls-Royce technicians, this refined and potent engine is a showcase for world-leading engineering. Pioneering the use of direct petrol injection, it also incorporates variable camshaft timing and variable valve lift systems, which maximise fuel efficiency and minimise emissions of the naturally-aspirated V12, while preserving the immediate and unstinting performance unique to the marque.

Developing a maximum of 453 bhp and 720 Nm of torque, the Phantom Drophead Coupé's V12 is magnificently muscular. Just how muscular becomes clear only when you discover that 75 % of that torque figure is available from just 1000 rpm. Or when you depress the throttle. A 'Power Reserve' dial on the dashboard further emphasises the Phantom Drophead Coupé's supremely potent performance: while cruising at 70 mph, its needle indicates that some 93 % of its power remains untapped.

Harnessing this extraordinary tractability is a six-speed, electronically-controlled automatic transmission. Equipped with a broad spread of ratios and specially programmed for very early upshifting and late downshifting, this transmission strategy maximises the Phantom Drophead Coupé's sense of magical, seamless progress. In normal use, starts are tackled in second gear, again to accentuate the feeling of seamless acceleration, while a kickdown switch on the electronic throttle activates first gear for the swiftest possible getaway. For complete control on steep inclines, first gear can also be selected via a button located on the steering wheel.

Uninterrupted progress of a different kind comes courtesy of the Phantom Drophead Coupé's run-flat tyre system. Thanks to the standard fitment of Michelin's PAX™ run-flat tyre system – which combines a special locating bead in the wheel, to prevent the deflated wheel rolling off the rim in the event of a puncture, with a sturdy supporting band around the internal circumference of the wheel – the Phantom Drophead Coupé is able to continue with a puncture, in complete safety, for at least 100 miles at speeds of up to 50 mph before the tyre needs to be replaced. Such ingenuity also eliminates the need for a spare wheel, reducing weight and increasing luggage capacity in the Phantom Drophead Coupé's 'picnic' boot.





Life is about making **the right choices**. With its power-operated cloth roof, the Phantom Drophead Coupé enables you to do just that, whether you wish to enjoy the sun, gaze at the stars or shelter from the rain



In a Rolls-Royce, such informality and flexibility come without compromise. Precisely crafted from a highly durable cloth, the Phantom Drophead Coupé's tailored soft-top fits to perfection when raised. When lowered, it is automatically stowed beneath the teak deck, to enhance the Phantom Drophead Coupé's sleek, flowing lines.

The soft-top is comprised of five layers, including special sound-proofing material and a lining of the finest cashmere. As a result, the Phantom Drophead Coupé is not only one of the quietest and most refined convertible cars in the world, but also the most luxurious.

For unrivalled safety and total peace of mind, the Phantom Drophead Coupé also features a unique and incredibly strong A-frame windscreen structure. Mounted directly to the car's immensely rigid, hand-welded aluminium spaceframe, this impressive and beautiful structure works in conjunction with a concealed protection system mounted behind the rear seats, which is deployed in the unlikely event of an accident.

Together these engineering features ensure that the Phantom Drophead Coupé offers segment-defining levels of roll-over protection.

A century
of pleasure

Glamour and style. Unbridled pleasure. Even pomp and ceremony for one very special client. The inspirational appeal of a convertible Rolls-Royce is, and always has been, universal and irresistible.

Drophead Coupés have long held a special place in the illustrious history of Rolls-Royce. And no wonder, for the effortless way in which they combine the roof-down informality of a full convertible with the roof-up intimacy of a two-door coupé is a truly memorable recipe.

In the past, Rolls-Royce Motor Cars often sold cars as rolling chassis, which were then sent to the finest coachbuilders of the day to be dressed in flowing bodywork. Firms such as Barker, Park Ward and Gurney Nutting, to name but a select few, brought their own sense of style and proportion, often incorporating the specific wishes of the commissioning client into the design in the quest for further personalisation.

From the early Phantom I, II and III series cars, the last of which was powered by a V12 engine, to the later Silver Wraith and Silver Cloud models, all successfully shed their stately formality and adopted a warmer, more sociable persona when built as Drophead Coupés. Half a century or more after they first lowered their soft-tops and drove through the sunshine, those examples that survive continue to rank amongst the most precious and desirable cars in the world.

The new Phantom Drophead Coupé re-invents that appealing and enduring sense of informality for the 21st century. Engaging on an emotional level, it acts as a graphic reminder that in addition to quality of design, engineering, materials and assembly, a modern Rolls-Royce is also about enhancing the quality of your life.

Right From heads of State to queens of music, the appeal of a Rolls-Royce Drophead Coupé has long been universal. Here, sixties icon Eartha Kitt is seduced by the charms of a Silver Cloud II Drophead Coupé by HJ Mulliner

Below left Inspiration from the past: parked from left to right, the 1921 Silver Ghost by Cunard, the 1929 Phantom II by Barker and the 1925 Phantom I by Hooper



Phantom Drophead Coupé



A vision of tomorrow, today

When your goal is to build the world's finest cars, the ability to explore adventurous concepts and to perfect bold engineering solutions is essential. It's something of which Rolls-Royce Motor Cars has always been aware, and is why the company built its first experimental car back in 1909.

1EX, built in 1919, was based on a then-current production model, and used as a rolling test-bed to develop and refine engineering ideas that could be incorporated into future production Rolls-Royce cars. It proved a great success, and a long line of EX cars followed over the next 40 years, culminating in the 45EX of 1958.

After a long hiatus, it was a rejuvenated Rolls-Royce that revived the experimental programme in 2004, with the sensational 100EX. Built to celebrate the company's centenary, and also to show the world that Rolls-Royce had rediscovered its pioneering, visionary spirit, 100EX made a suitably emphatic statement. True to the ethos of experimental cars, 100EX was based upon a shortened version of the lightweight aluminium spaceframe that forms the core of the Phantom and Phantom Extended Wheelbase. Clothed in spectacular convertible bodywork 100EX was a dynamic means of exploring how the company might approach open-top motoring.

Beneath the bonnet sat a one-off, 9-litre V16, 64-valve, direct-injection petrol engine, developed as a fully-functioning showcase for what Rolls-Royce's engineering team were capable of achieving when given complete creative freedom. Similarly the design team were also able to indulge their imaginations, perfecting a strong nautical theme with the use of the finest natural materials, including teak, as well as brushed aluminium.

A more rakish style was adopted, with the famous grille reclining at a more streamlined angle, and flowing into a bold, brushed aluminium bonnet and windscreen A-pillar, both of which were machined from solid billets of aluminium.

Not only did these striking elements make a hint towards greater performance, but they also retained the impressive integrity and strength of the car's structure.

If all this sounds familiar, it should. In the finest tradition of EX, the fully-formed engineering solutions and immaculate design ideas generated in the painstakingly thorough completion of 100EX were inspirational in the making of the Phantom Drophead Coupé. There can be no finer validation for the value and importance of Rolls-Royce Motor Cars' experimental programme.

Enticingly, the EX story doesn't stop there. Emboldened by the success of 100EX, the design and engineering teams have created 101EX to take Rolls-Royce Motor Cars in another stimulating conceptual direction: that of the classic Grand Touring Coupé.

Once again the Phantom's hand-welded aluminium spaceframe has been utilised, together with the 6.75-litre, 48-valve, direct-injection V12 petrol engine found in the Phantom and Phantom Drophead Coupé. With a shorter wheelbase and lower roofline, 101EX features sleek, lightweight, carbon-fibre composite panels – a first for Rolls-Royce Motor Cars.

Inside, 101EX explores the idea of a less formal, more cocoon-like interior. A high waistline and four supportively sculpted seats accentuate the feeling of intimacy, while the frameless, rear-hinged coach doors and pillarless body afford superb access and excellent visibility. An extraordinary 'Starlight' headliner, which uses fibre-optics to create the illusion of a star-filled night sky, is a uniquely beautiful detail.

There are no plans to put it into production, but true to the illustrious tradition of experimental cars, 101EX is a powerful and thought-provoking illustration of Rolls-Royce Motor Cars' abilities and ambition.

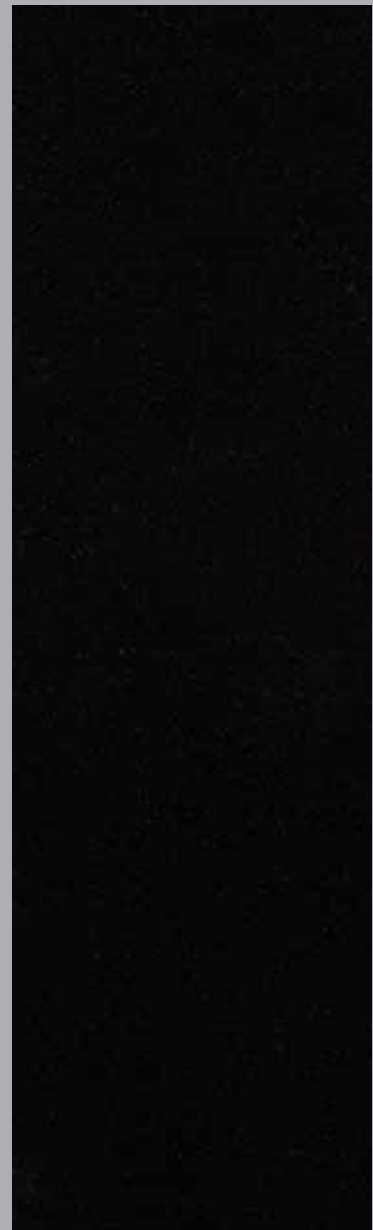


A limitless palette of colours...

We have an incredible 44,000 catalogued hues for you to consider when choosing a colour for the body of your Phantom Drophead Coupé. Add the choice of a brushed steel bonnet, and the option of contrasting Jubilee Silver for the sills and lower bumpers, and the variety of colour and trim combinations is virtually endless.

In the quest for the ultimate finish, we have also created our own high-tech paint. Called '**Xyallic**', the paint contains special particles to create a more vibrant, complex sparkle than conventional metallic paints. Finally, painstaking surface-finishing processes, two layers of high-gloss clear coat and many hours of hand-polishing create a finish of endless depth and a flawless, mirror-like sheen.





Diamond Black



Ensign Red



Metropolitan Blue



Jubilee Silver



English White



Woodland Green (Available from 2008)



Admiral Blue (Available from 2008)



Duck Egg Blue (Available from 2008)



Semaphore Yellow (Available from 2008)

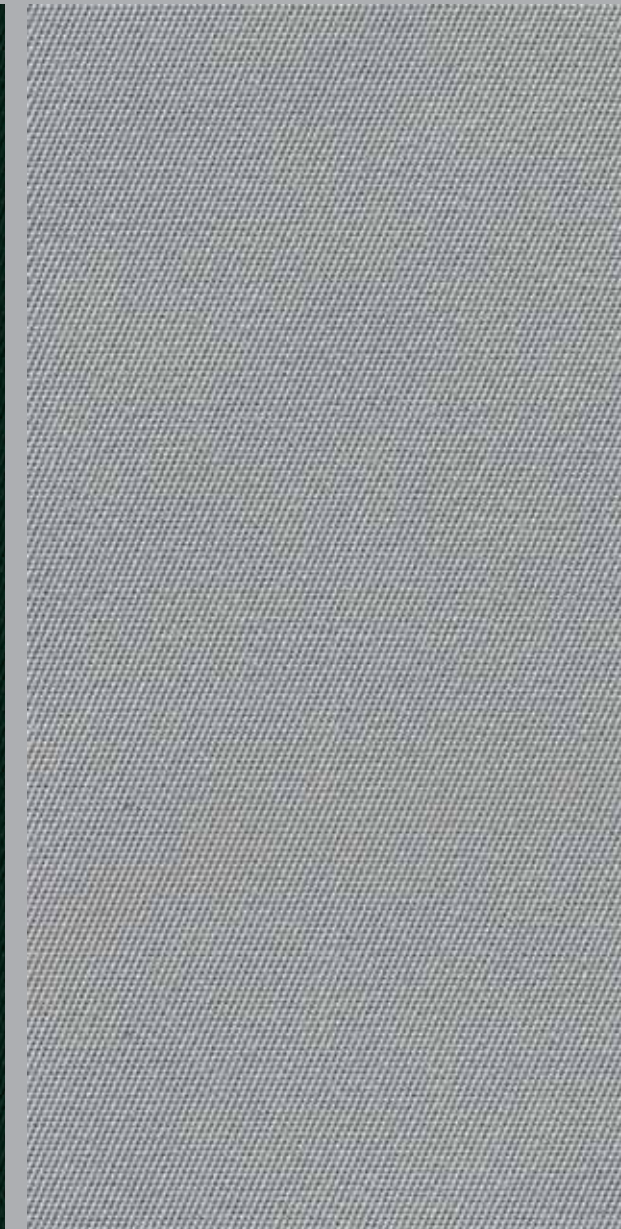
Tailored like a Savile Row suit...

Perfectly taut and fitted to perfection, the Phantom Drophead Coupé's soft-top is, by definition, this magnificent convertible car's signature feature.

The soft-top is available in a range of six colours, all of which have been chosen to compliment the extensive range of paint colours for the bodywork.

Despite the fact that we fully expect you to spend as much time as possible enjoying the exhilaration of open-top motoring, the inner surface of the soft-top is lined with a sumptuous cashmere blend. Extravagant? Perhaps. But what else would you expect from the world's finest convertible?





Black

Navy Blue

Deep Red

Beige

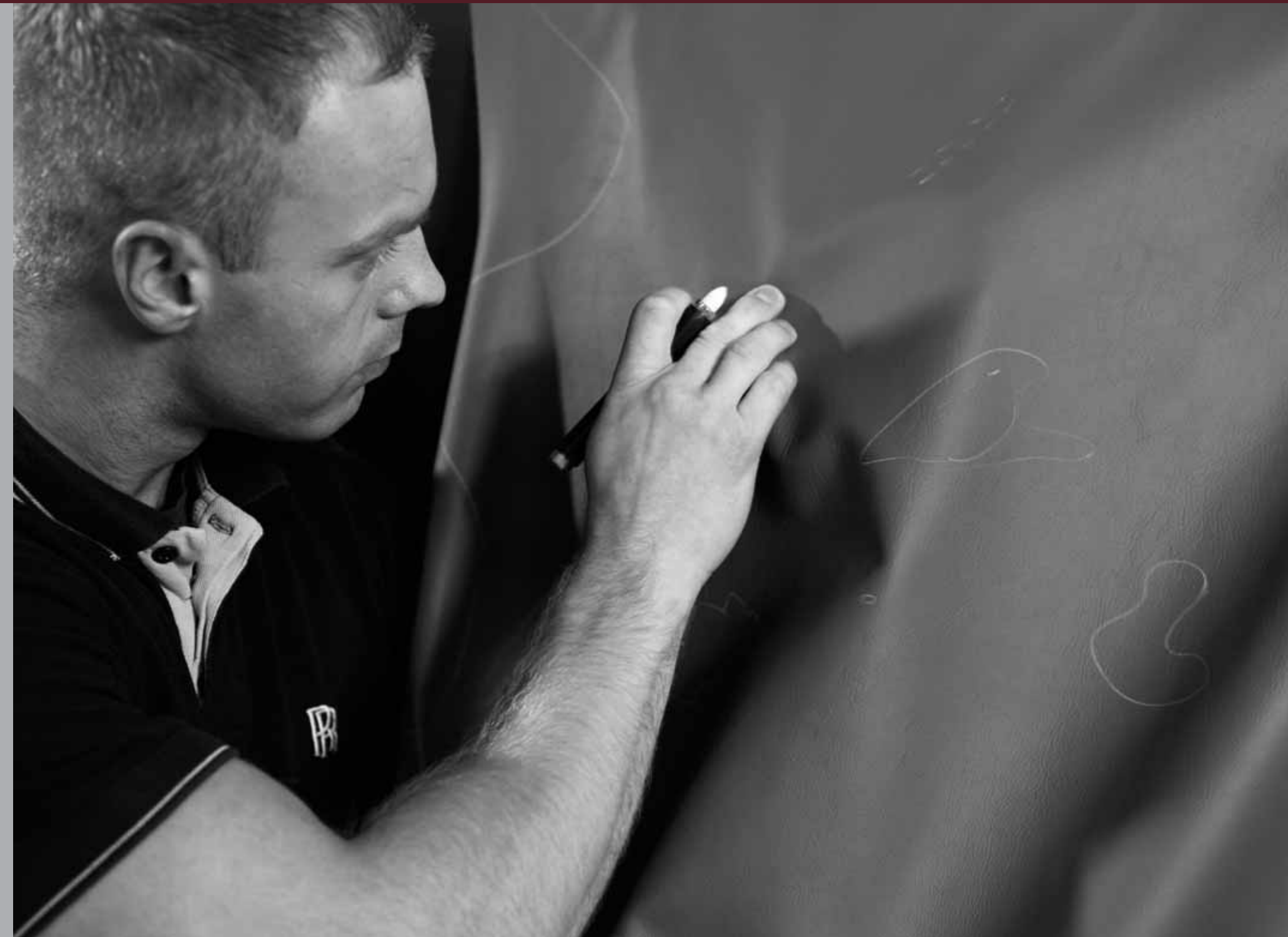
Deep Green (Available from 2008)

Silver (Available from 2008)

Quality you
can feel...

Rolls-Royce Motor Cars uses the very softest leather to swathe the interior of the Phantom Drophead Coupé. Incredibly soft to the touch, so supple it doesn't squeak, and so thoroughly permeated with richly coloured dye that it will never crack with age, it's unlike any leather upholstery you've ever experienced.

Inspected for the smallest imperfections by the finest optical instrument available – the human eye – precisely trimmed by laser-guided cutter and perfectly stitched by our expert machinists, the leatherwork in the Phantom Drophead Coupé is a masterpiece that takes more than two weeks to complete.



Interior leather

Available from 2008 onwards*

*Interiors can be trimmed with a combination of these leathers. Not all colours are available from launch. Please consult with your local dealer for availability.



Black



Crème Light



Fleet Blue (Available from 2008)



Roseleaf (Available from 2008)



Pine Green (Available from 2008)



Consort Red (Available from 2008)



Fawn Brown (Available from 2008)



Signal Red (Available from 2008)



Moccasin (Available from 2008)



Navy & Dark Spice contrast colours only

Navy Blue



Dark Spice (Available from 2008)

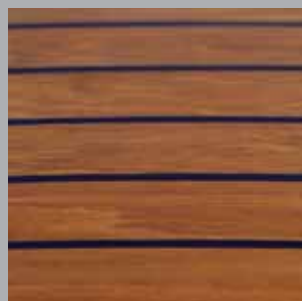
The finest natural materials...

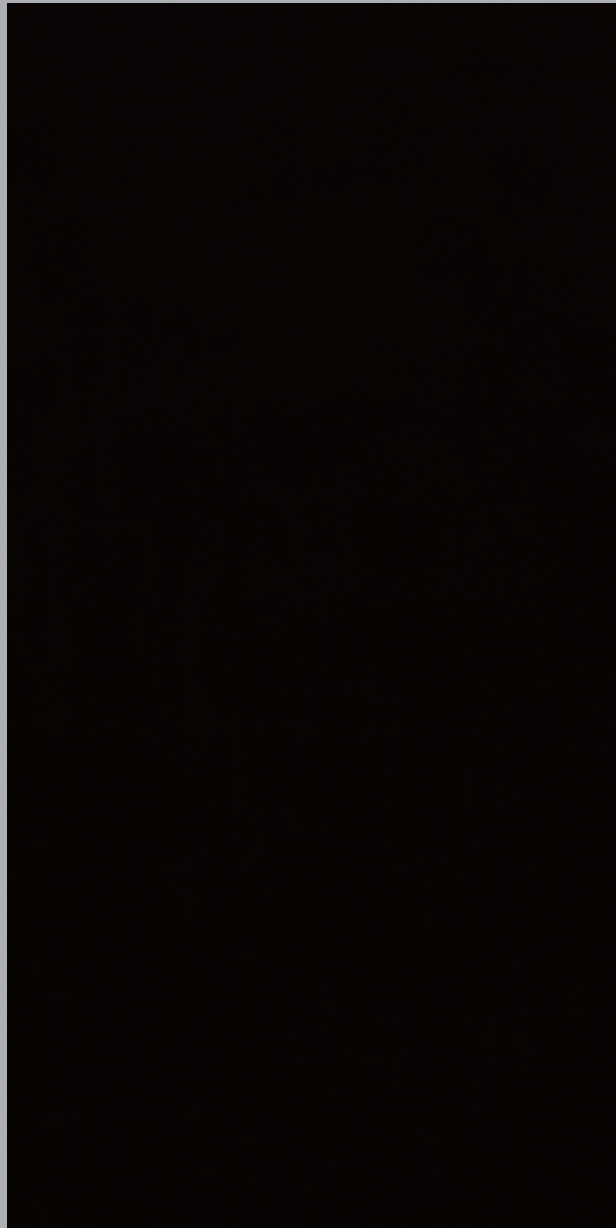
The use of wood is a highlight in any Rolls-Royce, but in the Phantom Drophead Coupé it is a truly defining feature.

Sourced from sustainable, managed forests throughout the world, it's a mark of our respect for this precious natural material that we employ only the finest craftspeople to lovingly work it into the many eye-catching elements that complete each car.

Inspired by the style and functionality of classic racing yachts, the Phantom Drophead Coupé's rear deck is clad in the highest quality teak. Beautiful and exceptionally durable, not only is this a present-day industry first, but it also masterfully satisfies both aesthetic and practical demands.

Inside, a richly complex wood veneer of your choice is used, both to complement the machined metal dashboard, and as a contrasting surround to the teak rear deck.





Piano Black

Mahogany Flare

Rosewood

Brown Oak (Available from 2008)

Elm Cluster (Available from 2008)

Ash Burr (Available from 2008)

Options

Our extensive range of options include:

21" alloy wheels including chrome wheel centres with Goodyear EMT run-flat performance tyres
 21" chrome-finish alloy wheels including chrome wheel centres with Goodyear EMT run-flat performance tyres
 Chrome-finish PAX alloy wheels including chrome wheels centres with standard Michelin PAX run-flat performance tyres
 Painted wheel centres for standard PAX wheel

Double coachlines
 Single coachline

Brushed steel package (Bonnet and A-Frame)
 Exterior contrast colour in Jubilee Silver
 Teak decking (Tonneau cover and door cappings)

Camera system – front & rear (not available in Germany)
 Colour-keyed boot trim
 Embroidered RR emblem on front headrests
 Glovebox with insert preparation
 Machined metal steering wheel spokes
 Veneered steering wheel spokes (not available with Piano Black veneer)
 Veneered fascia & rear air vent surround

Mono colour interior
 Linear colour interior



From left to right
 Standard PAX alloy wheel (silver finish)
 21" alloy wheel (chrome finish)
 21" alloy wheel (silver finish)



Technical specification

World version

| | |
|-----------------------------------|---|
| Dimensions | |
| Number of doors / seats | 2 / 4 |
| Vehicle length | 5609 mm / 220.8 in |
| Vehicle width | 1987 mm / 78.2 in |
| Vehicle height (unladen) | 1581 mm / 62.2 in |
| Wheelbase | 3320 mm / 130.7 in |
| Turning circle | 13.1 m / 43.0 ft |
| Track, front | 1687 mm / 66.4 in |
| Track, rear | 1671 mm / 65.8 in |
| Width at shoulder height, front | 1491mm / 58.7 in |
| Width at shoulder height, rear | 1298 mm / 51.1 in |
| Elbow room, front | 1562 mm / 61.5 in |
| Elbow room, rear | 1266 mm / 49.8 in |
| Head room, front | 980 mm / 38.6 in |
| Head room, rear | 943 mm / 37.1 in |
| Boot volume (DIN) | 315 ltr / 11.1 cu ft |
| Fuel tank capacity | 80 ltr / 17.6 Imp gal |
| | |
| Weight | |
| Unladen weight (DIN) | 2620 kg / 5776 lb |
| Axle load ratio, rear (unladen) | 51.4 % |
| Gross vehicle weight | 3050 kg / 6724 lb |
| Payload | 430 kg / 948 lb |
| Axle load limit, front | 1425 kg / 3142 lb |
| Axle load limit, rear | 1800 kg / 3968 lb |
| | |
| Engine | |
| Engine / cylinders / valves | V / 12 / 48 |
| Fuel management | Direct injection |
| Displacement | 6749 cc / 411.8 cu in |
| Stroke | 84.6 mm / 3.33 in |
| Bore | 92.0 mm / 3.62 in |
| Power output @ engine speed | 453 bhp / 460 PS (DIN) / 338 kW @ 5350 rpm |
| Max torque @ engine speed | 720 Nm / 531 lb ft @ 3500 rpm |
| Compression ratio / fuel type | 11:1 / premium unleaded ¹ |
| | |
| Transmission | |
| Transmission type | ZF 6HP32 |
| | |
| Transmission ratios | |
| 1st / 2nd / 3rd / 4th / 5th / 6th | 4.171 / 2.340 / 1.521 / 1.143 / 0.867 / 0.691 |
| Reverse | 3.403 |
| Final-drive ratio | 3.460 |

| | |
|--|---|
| Steering & brakes | |
| Steering type | Rack & pinion, speed-sensitive variable-rate power assistance |
| | |
| Brakes front / diameter | Ventilated disc / 374 mm / 14.7 in |
| Brakes rear / diameter | Ventilated disc / 370 mm / 14.6 in |
| | |
| Aerodynamics | |
| Drag Cd | 0.37 |
| Drag Cd x A | 1.004 m ² / 10.8 ft ² |
| | |
| Performance² | |
| Top speed | 149 mph / 240 km/h (governed) |
| Acceleration 0-100 km/h | 5.9 sec |
| | |
| Fuel consumption² | |
| Urban | To be confirmed |
| Extra urban | To be confirmed |
| Combined / range | To be confirmed |
| CO ₂ emissions | To be confirmed |
| | |
| Wheels (standard PAX alloy) | |
| Tyre, front & rear | Michelin PAX 265/790 R540 A 111W |
| Wheel rim, front & rear | PAX 265 x 540 A ALU |
| | |
| Wheels (21" alloy)⁴⁵ | |
| Tyre, front | Goodyear EMT 255/50 R21 106W |
| Wheel size, front | 8" x 21" |
| Tyre, rear | Goodyear EMT 285/45 R21 109W |
| Wheel size, rear | 9.5" x 21" |
| | |
| Filling capacities | |
| Radiator incl. heater / engine oil | 14 ltr / 8.5 ltr |
| Transmission fluid / final-drive fluid | Lifetime filling |
| | |
| Electric system | |
| Battery capacity / installed position | 90 + 70 Ah / boot |
| Alternator output rating | 2 x 180 A / 2520 W |

1.The engine is designed for octane grade 98 fuel; however, it may be run on fuel with a minimum octane grade of 91.

2. Subject to final verification.

USA version

| | |
|-----------------------------------|---|
| Dimensions | |
| Number of doors / seats | 2 / 4 |
| Vehicle length | 5609 mm / 220.8 in |
| Vehicle width | 1987 mm / 78.2 in |
| Vehicle height (unladen) | 1581 mm / 62.2 in |
| Wheelbase | 3320 mm / 130.7 in |
| Turning circle | 13.1 m / 43.0 ft |
| Track, front | 1687 mm / 66.4 in |
| Track, rear | 1671 mm / 65.8 in |
| Width at shoulder height, front | 1491 mm / 58.7 in |
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| Elbow room, front | 1562 mm / 61.5 in |
| Elbow room, rear | 1266 mm / 49.8 in |
| Head room, front | 980 mm / 38.6 in |
| Head room, rear | 943 mm / 37.1 in |
| Trunk volume (SAE) | To be confirmed |
| Fuel tank capacity | 80 ltr / 21.1 US gal |
| | |
| Weight | |
| Curb weight | 2620 kg / 5776 lb |
| Axle load ratio, rear (unladen) | 51.4 % |
| Gross vehicle weight | 3050 kg / 6724 lb |
| Payload | 430 kg / 948 lb |
| Axle load limit, front | 1425 kg / 3142 lb |
| Axle load limit, rear | 1800 kg / 3968 lb |
| | |
| Engine | |
| Engine / cylinders / valves | V / 12 / 48 |
| Fuel management | Direct injection |
| Displacement | 6749 cc / 411.8 cu in |
| Stroke | 84.6 mm / 3.33 in |
| Bore | 92.0 mm / 3.62 in |
| Engine power @ engine speed | 453 hp (SAE) @ 5350 rpm |
| Max torque @ engine speed | 720 Nm / 531 lb ft @ 3500 rpm |
| Compression ratio / fuel type | 11:1 / premium unleaded ¹ |
| | |
| Transmission | |
| Transmission type | ZF 6HP32 |
| | |
| Transmission ratios | |
| 1st / 2nd / 3rd / 4th / 5th / 6th | 4.171 / 2.340 / 1.521 / 1.143 / 0.867 / 0.691 |
| Reverse | 3.403 |
| Final-drive ratio | 3.460 |

| | |
|---|---|
| Steering & brakes | |
| Steering type | Rack and pinion, speed-sensitive variable-rate power assistance |
| | |
| Brakes, front / diameter | Ventilated discs / 374 mm / 14.7 in |
| Brakes, rear / diameter | Ventilated discs / 370 mm / 14.6 in |
| | |
| Aerodynamics | |
| Drag Cd | 0.37 |
| Drag Cd x A | 1.004 m ² / 10.8 ft ² |
| | |
| Performance² | |
| Top speed | 149 mph / 240 km/h (governed) |
| Acceleration 0-60 mph | 5.7 sec |
| | |
| Fuel consumption² | |
| City | To be confirmed |
| Highway | To be confirmed |
| Combined / range | To be confirmed |
| CO ₂ emissions | To be confirmed |
| | |
| Wheels (standard PAX alloy)³⁴ | |
| Tire, front & rear | Michelin PAX 265/790 R540 A 111W |
| Wheel rim, front & rear | PAX 265 x 540 A ALU |
| | |
| Wheels (21" alloy)⁴⁵ | |
| Tire, front | Goodyear EMT 255/50 R21 106W |
| Wheel size, front | 8" x 21" |
| Tire, rear | Goodyear EMT 285/45 R21 109W |
| Wheel size, rear | 9.5" x 21" |
| | |
| Filling capacities | |
| Radiator incl. heater / engine oil | 14.8 quarts / 9 quarts |
| Transmission fluid / final-drive fluid | Lifetime filling |
| | |
| Electric system | |
| Battery capacity / installed position | 90 + 70 Ah / trunk |
| Alternator output rating | 2 x 180 A / 2520 W |

1. The engine is designed for octane grade 98 fuel; however, it may be run on fuel with a minimum octane grade of 91.

2. Subject to final verification.

3. The Michelin PAX tire system has run-flat capabilities. Michelin PAX is a registered trademark of Michelin.

4. With run-flat tires, you can continue for a distance of at least 100 miles at speeds up to 50 mph; however, when notified you should check your tire condition at the next available opportunity.

5. The Goodyear Extended Mobility Tire system (EMT) has run-flat capabilities.

World version

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USA version

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