

**Rolls Royce Phantom II
1932 Drop Head Sedanca Coupé
1:8 Scale Pocher K72**

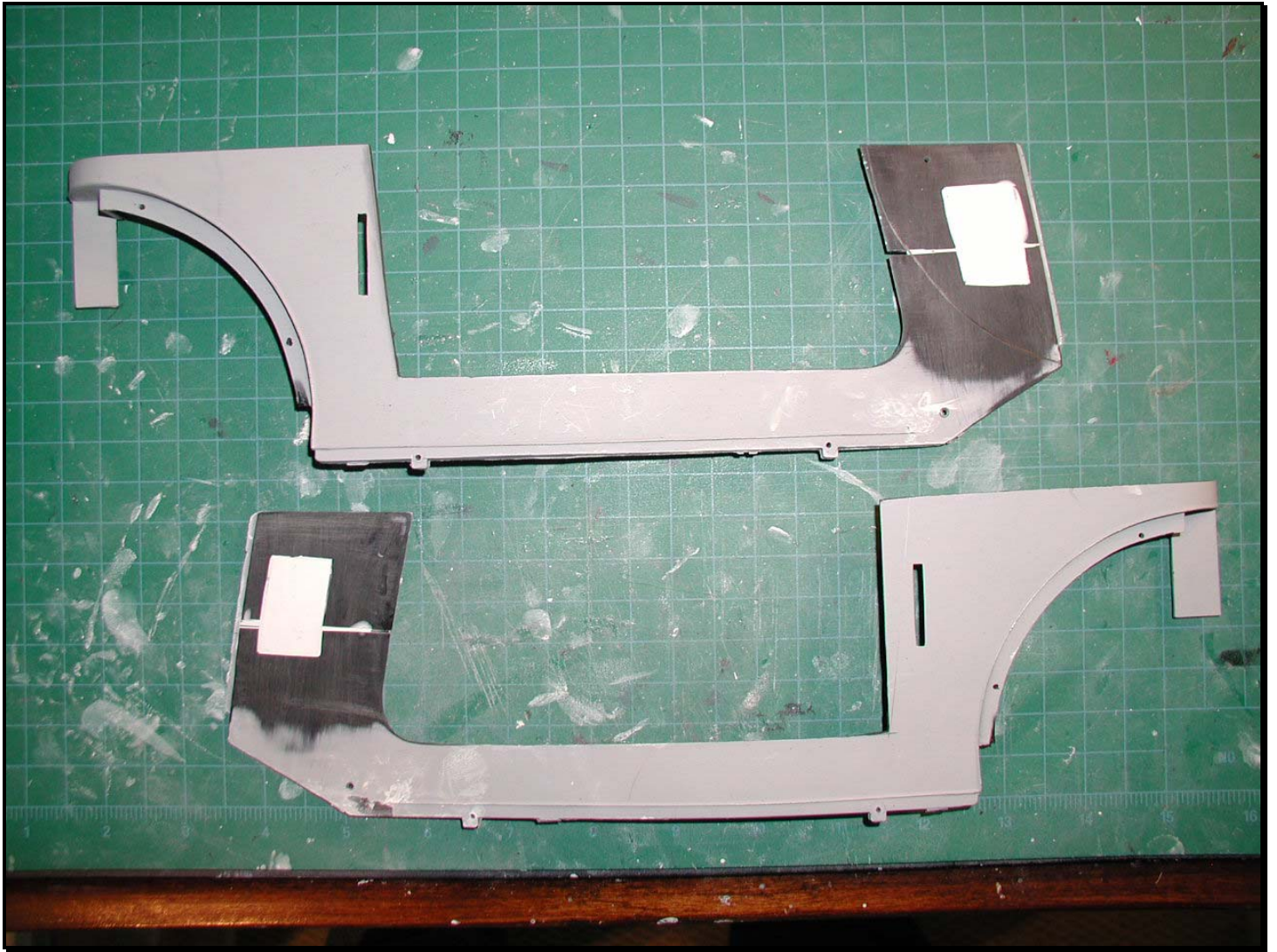


September 2, 2003

After working with the doors and side panels for nearly two weeks, I finally gave up hope that I'd ever been able to achieve nice, clean and even panel fits. With that in mind, the decision was made to fabricate new doors. I also figures that as long as I was going to the trouble of making new doors, I'd take a few extra steps and make them look good.

By making the new doors (top) lower and wider, the entire coachwork will have a longer, sportier appearance. Also, the cut lines on the trailing edge of the doors have been re-shaped to echo the rearward angle of the front windscreen and leading door edge.

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September 4, 2003

With the new doors shaped and ready for priming, the side panels of the passenger compartment have been reshaped. Notice the trailing (rear) edge of the door lines. The panel at the top shows the modification to draw the seam between the rear quarter panel and the door back at an angle equal to that of the front edge of the door. The panel on the bottom shows the perfectly vertical cut line between the door and rear of the coachwork as it came out of the box.

The new design results in a wider, shorter door, when, when combined with the lowered hood line, gives the entire car a much more aggressive stance.

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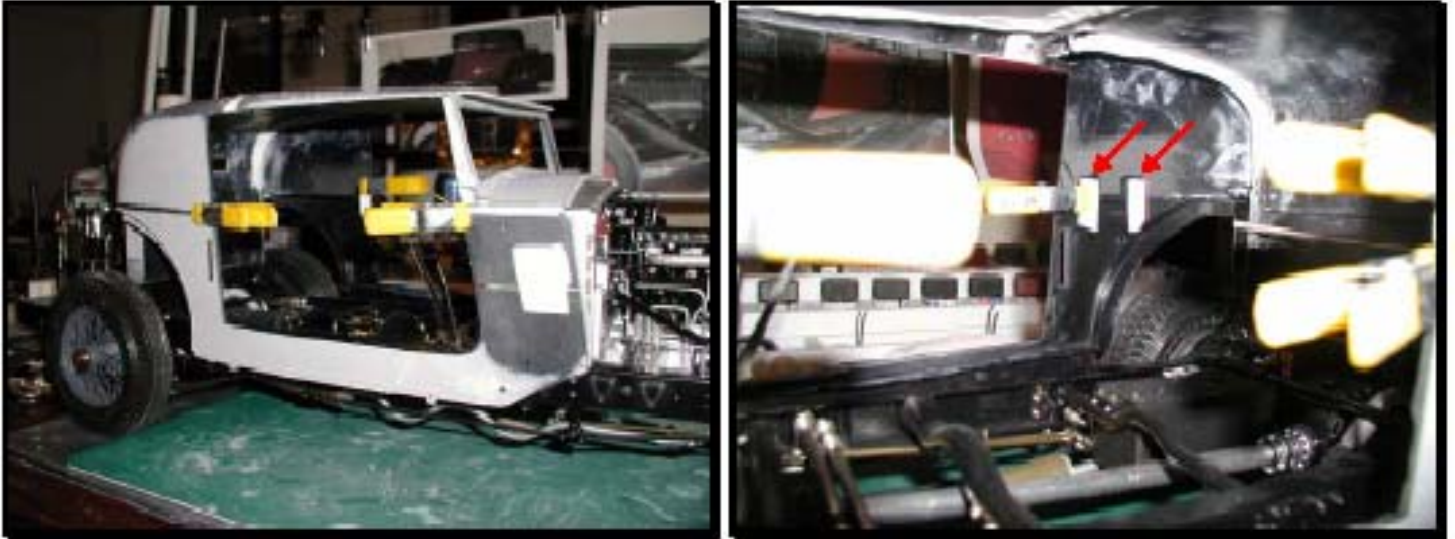


September 6, 2003

As the side panels and doors have now been reshaped, the hood line also needs to be modified. In this picture, one can see the cut line that will be used to take the (currently) forward leaning edge of the hood and reverse it to a rearward facing angle equal to that of the front windscreen.

This angle has been calculated to create a single style line from the top of the hood to the bottom of the running board once the entire body is assembled.

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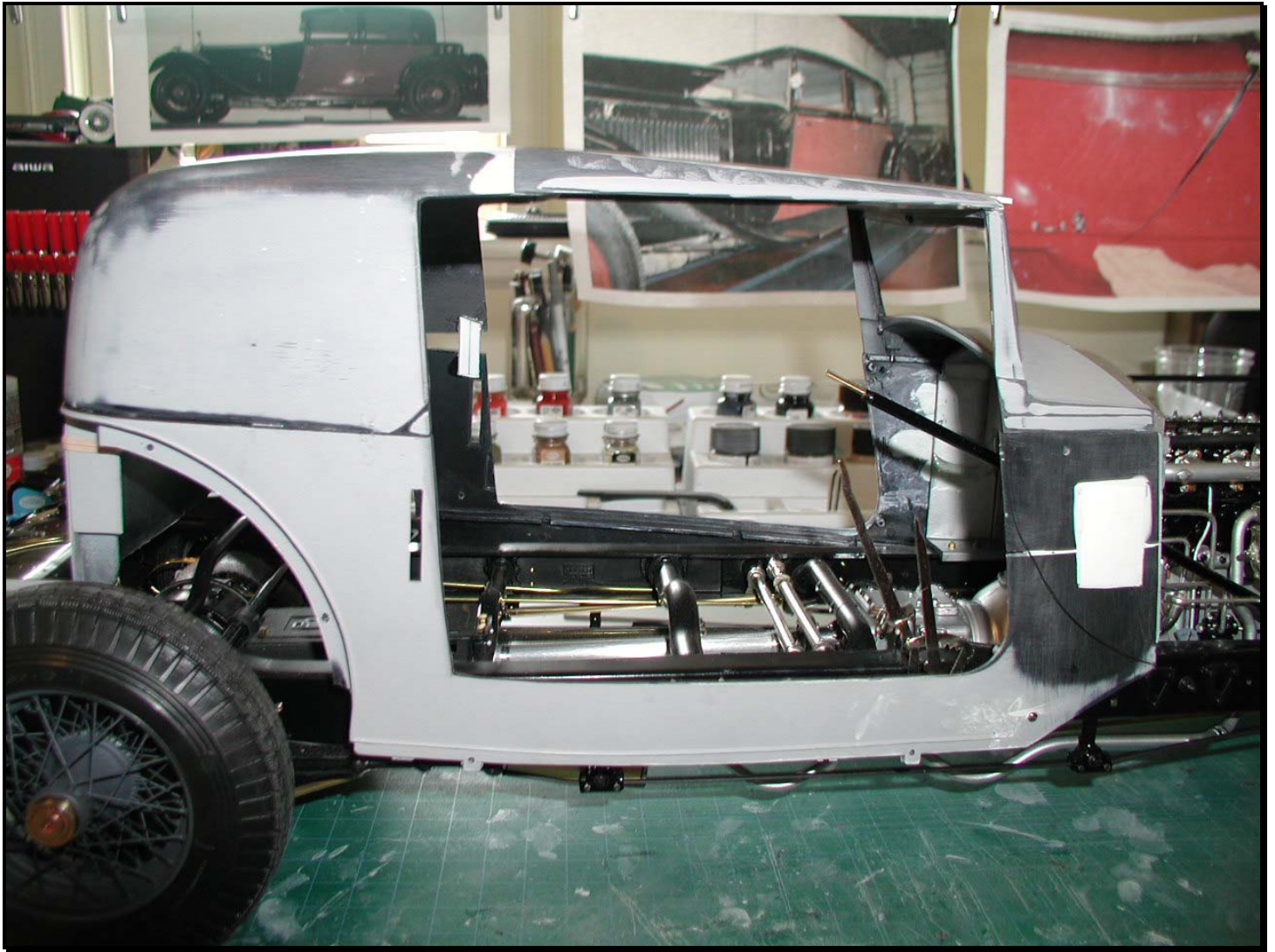
September 8, 2003

Assembly of the body has now begun. Using shims cut out of 2mm styrene board, the body panels, hood, front cowl and windscreen surround are all being joined together to form a single unit that will be mounted over the rolling chassis.

The process begins by securing each panel to its neighbor by gluing the shims in place and securing the entire assembly with spring clips (left picture).

The picture on the right shows the shims (red arrows) that are being used to hold the hood and side body panel together until the Milliput can be applied. The Milliput will not only hide the seam between the two panels, but it will add the structural rigidity necessary to stabilize the carriage work as it is mounted on the chassis.

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September 9, 2003

Now that the glue has dried and the shims are holding the panels together, the clips can be removed. Note the clean rearward angled line from the bottom of the door to the top of the hood. By cutting this seam at the same angle as the line that runs at the front of the doors, from the bottom of the door to the top of the windscreen, the entire profile gains an improved symmetry.

The next phase of the project is to cut down the vertical panel on the back of the hood so that the body does not sit too high at the rear (as it is in this picture). Once that is completed, all the seams will be filled with Milliput. After curing for twenty-four hours, the entire assembly will be ready for sanding and primer.

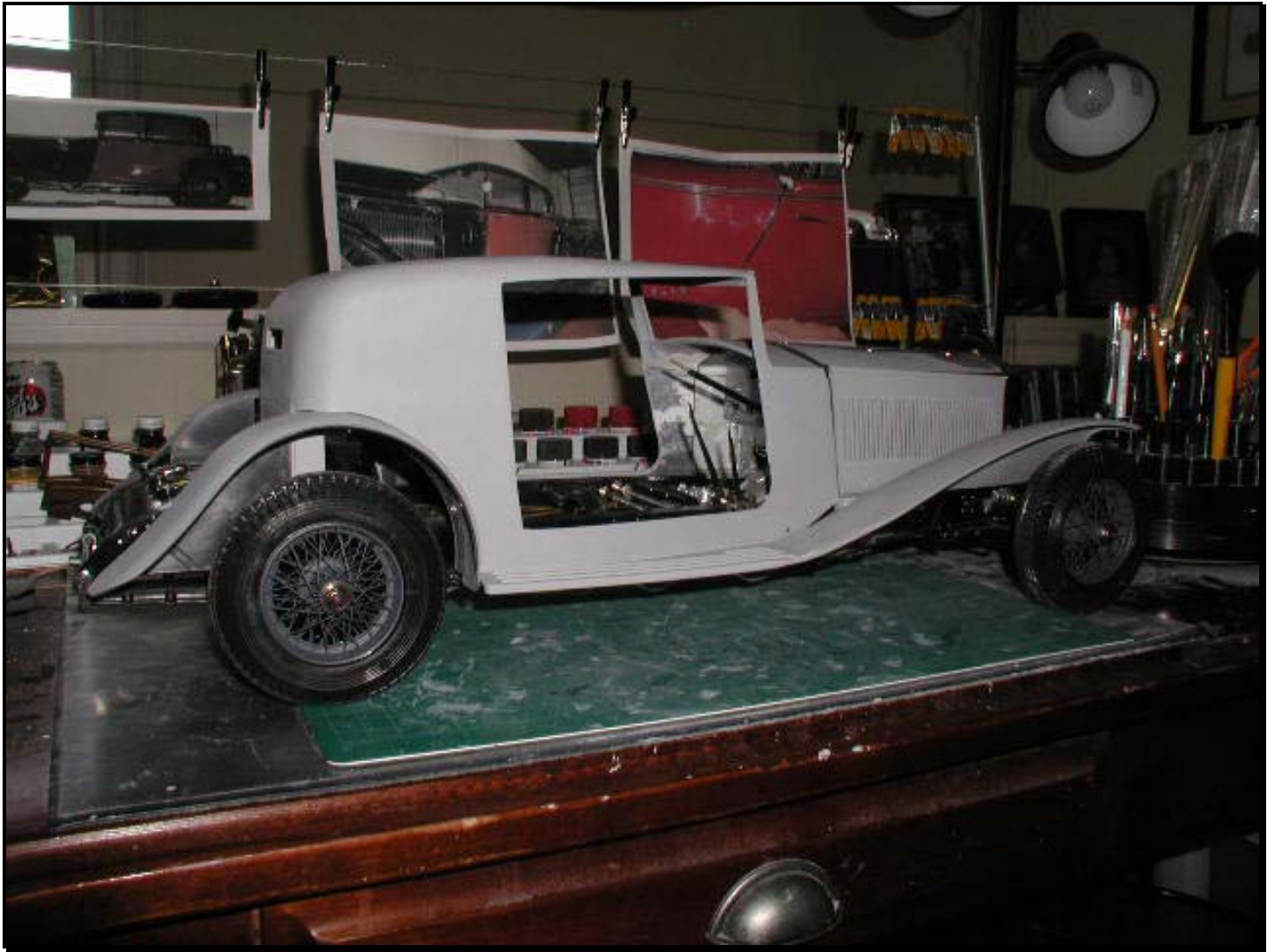
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September 16, 2003

The bonnet panels have been set in place just to see how the whole thing is going to look. At this point, the last major body issue left is the custom doors. These will have to be curved slightly, fit with piano hinges and prepared for painting. All of this work, hopefully, will be completed by the middle of November. At that point, the interior design and construction work will begin

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September 16, 2003

After the first application of Milliput was sanded down, a second, thinner layer was applied on the outside while an additional application was installed on the interior to strengthen the joints where each of the panels join together. A fresh coat of primer has been applied to highlight any surface imperfections that will require sanding and treatment prior to painting. Considering the fact that every panel in this picture, except the rear wings, has been modified in a major way, things fit together pretty well.

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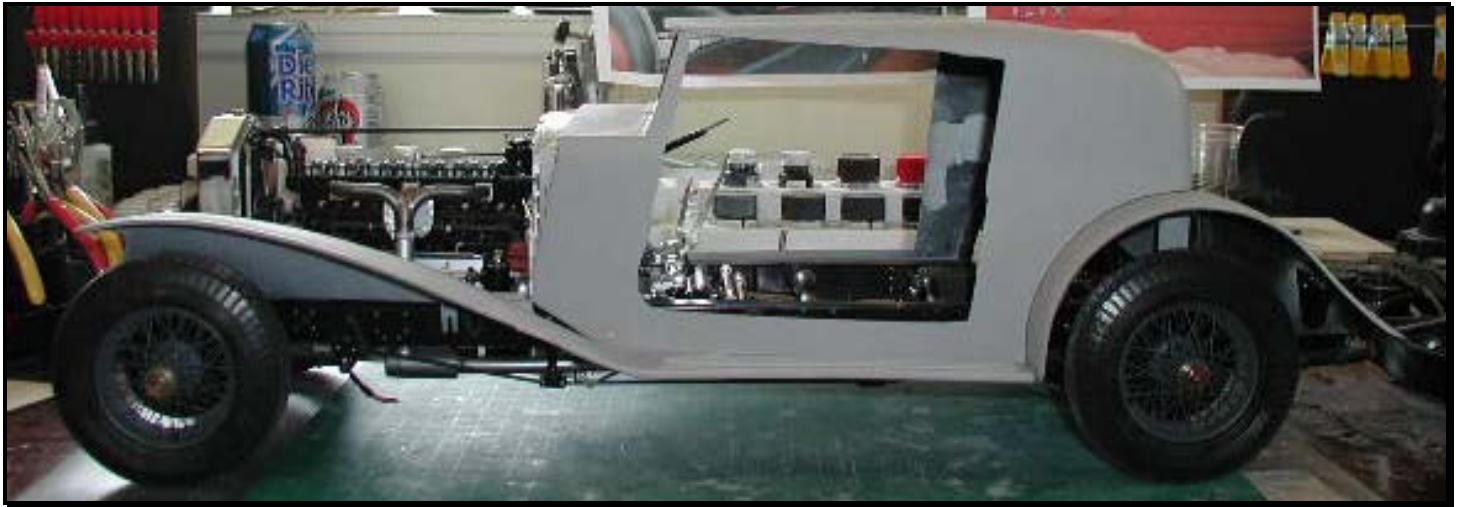


September 17, 2003

These two shots show how nicely the six individual pieces that form the hood have come together to create the fixed head section of this PII Continental. While there is still much work to be done, it's comforting to see that after all the cutting and bending, K72 still resembles a motorcar.

This picture on the left also shows that the a-pillars in the windshield surround have been thinned significantly. Out of the box, these pillars were far too thick. By sanding them down from the inside, the frontal view of this car will be less "heavy".

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September 17, 2003

One of the most important design cues throughout the entire body project has been to create a hood line that is parallel to the ground in the area over the driver but with a slight rear-ward slope in the area over the rear passengers. This shot demonstrates that this has been accomplished. This hood design, combined with the rearward angle of the door cut-lines should all work very nicely to create a look of speed and sportiness – two of the featured characteristics of the Continental.

Another design element incorporated into this custom body is the overhand of the hood over the top of the front windscreen. This was a common visual element of the Phantom II Continental. As the center section of the hood was custom fabricated, it was not problem to add 1.5 centimeters to the leading edge in order to add this character feature.

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October 20, 2003

While the primer on the new doors dries, work begins on the running board strips. The originals that had to be trimmed back when the running boards were joined with the front wings have finally been removed using the belt sander on my bench. A new set of accent strips will be fabricated out of 2mm half-round styrene rod.

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October 20, 2003

The wing on the left has had the new running board strips installed. The wing on the right is a work-in-process. While plain old “invisible” tape was used to hold the accents in place while they dried, the yellow clips are used to make sure that the strips are well seated in the curved joint that connects the running boards to the front wings. Upon completion, these accents will be chromed using Bare Metal foil.

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October 20, 2003

In order to apply the new running board strips, liberal amounts of slow-drying Testors Liquid Cement was applied to the flat underside of the half-round. A glass fiber rod was used to turn the individual droplets of cement into a thin, even coat that ran the entire length of each piece. Slow-dry was used to allow enough time to position each strip correctly on the running board and up the wing.

After applying and preparing the sticky stuff, each strip was placed by hand and taped down until dry. During this phase of the body work, a little extra glue won't hurt anything as it can be sanded away before the next coat of primer is applied. It is important to use enough cement to make sure that the entire strip stays put, but not so much as to cause the thin styrene strips to deteriorate before the adhesive dries.

The running board accents are fanned out as they rise up the wing, taking a page out of the French Carrossiers of the early 1930's.

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November 3, 2003

Installation of the new running board strips has been completed. Once the cement has dried, both wings will be primed in order to highlight the surface imperfections. After dry-sanding with 400 and 600 grit paper, the wings will be primed once more and prepared for painting.
