



808
1999 ROLLS-ROYCE SILVER SPUR II
TOURING LIMOUSINE
VIN: SAJAP02094CK1227

The Silver Spur II debuted in 1999. The last was produced from 1998 to 2001, during which time 1,608 units were manufactured by hand in Crewe, England. The Silver Spur is the longest wheelbase counterpart to the Silver Spur. These are the first Rolls-Royces with standard ABS braking system and fuel injection. The engine is a 6.75 liter V-12 with a 4-speed automatic transmission. This was also the first year that Rolls-Royce used an aluminum alloy wheel. It is equipped with all the amenities that are expected from Rolls-Royce, including Connolly leather and custom interior that was an overpriced commodity.



801
1999 ROLLS-ROYCE SILVER
SERAPH LIMOUSINE
VIN: SAJAP02094CK1227

Rolls-Royce is the epitome of luxury and glamour. Each and every Rolls-Royce (RR) is hand built in Crewe, England. This car was especially built for the bank. The designer that created it with 24K gold embellishments added to the already magnificent interior of Connolly leather and silk walling. The car is often a 5.8 liter V-12 aluminum alloy engine capable of speeds up to 140 mph, who is was developed for RR by BMW. This was RR's first V-12 engine was the Phantom III in 1928. It is also equipped with a 5-speed automatic transmission and independent suspension with adjustable ride control, along with almost every amenity imaginable. RR produced only 1,270 Silver Seraphs from 1998-2002. \$140,000 - \$160,000



1999 Rolls-Royce Silver Seraph Limousine

This is the real deal, packing a big V12 capable of propelling the barge to a claimed 140 mph. Things get a little questionable on the interior where it looks like Michael really took the decorating into his own hands, channelling all the gilding Louis the XIV's spirit offered up. But if you've got the \$140k to spend, you can probably make a few changes. Or just buy a different car in the first place.