

# 1952 Rolls-Royce Silver Wraith Coachbuilt

4dr Sedan . 6-cyl. 4566cc/NA hp 1bbl

#1 Concours condition

**\$165,000**

0%

#2 Excellent condition

**\$69,000**

-29.8%

#3 Good condition

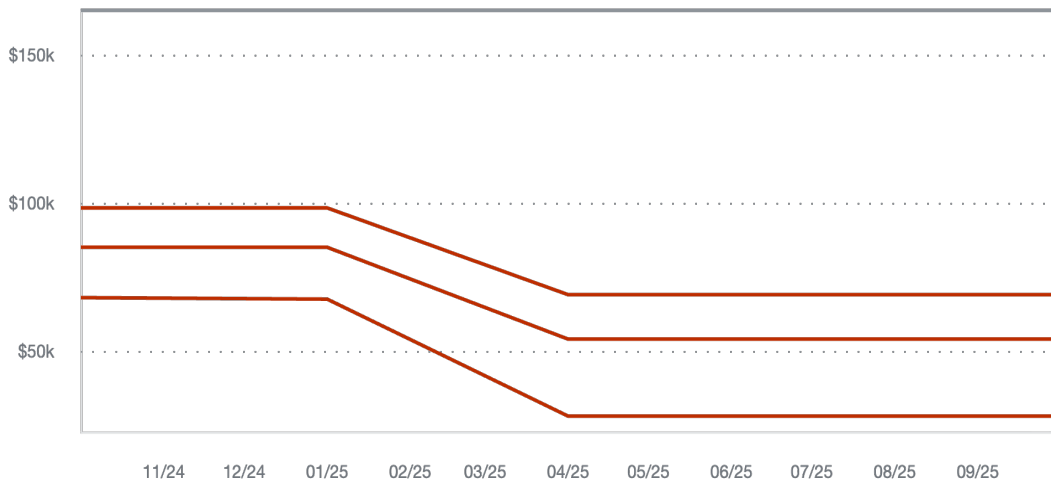
**\$54,000\***

-36.5%

#4 Fair condition

**\$28,000**

-58.8%



NOTE: The chart displays price changes for the last year.

## Value adjustments

**-40%**  
for RHD.

## Model description

The 1946 Rolls-Royce Silver Wraith was a direct continuation of the pre-war Wraith, and the model carried the most elegant custom bodies clear through 1959. Few cars of the immediate post-war period have such comfortable touring capability, and these large sedans and limousines remain favorites with Rolls-Royce enthusiasts who enjoy long-distance travel.

The Silver Wraith's six-cylinder engine was the same size as the pre-war car, with 125 hp from 4,257 cc, but the design was new. The engine block was now one-piece, with an F-head configuration. Overhead inlet and side exhaust valves permitted larger sizes, and eventually the displacement was increased. The chassis was new, too, but similar to the pre-war frame, and the Silver Wraith had independent front suspension by coil and wishbone, with leaf springs at the rear, and a live axle.

\*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)<sup>®</sup> on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

The four-wheel hydraulic jacks built into the pre-war Wraiths and Phantom IIIs were eliminated on the post-war Wraith, and the wire wheels (usually covered) were replaced by discs. Four-wheel adjustable shock absorbers were reduced to two, at the rear, and front shocks were now conventional. Early post-war cars had divided bonnet sides, which became one-piece in 1947. The cooling system used four gallons of water, and the Wraith and its Phantom stablemate were the only post-war cars to have thermostatically controlled radiator shutters, as used in pre-war years.

During its 13-year production run, the Silver Wraith was fitted with widely different coachwork styles. They varied from compact coupes and convertibles to enormous limousines and stately landaulettes. A bare rolling chassis cost approximately \$9,000, and bodies were built exclusively by such coachbuilders as Hooper, James Young, H.J. Mulliner, Park Ward, Gurney-Nuttinmg, and Freestone & Webb. However there were some daring one-offs by European coachbuilders like Pinin Farina, Chapron, Franay, Saoutchik, and Vignale. In all 1,783 Silver Wraiths were built between 1946 and 1959, with 1,144 short-wheelbase cars and 639 long-wheelbase models.

The Silver Wraith was modernized throughout its production, with an automatic transmission option in 1952, and power steering in 1956. The GM four-speed Hydra-Matic was standardized in 1954. The engine was bored out to 4,566 cc in 1951 and 4,887 cc in 1954, when it generated 178 hp, necessitated by the model's increase in weight.

The success of Rolls-Royce's "factory built" 1949 Silver Dawn and 1955 Silver Cloud increased the company's profit margins enormously, and when the Silver Wraith ceased production, it signaled the end of the coachbuilding industry. The surviving companies merged, but the unibody Silver Shadow of 1966 was really the final blow, and few coach-built cars were created after the 1970s.

Numerous large Silver Wraith touring sedans survive, and currently only the convertibles and exotic bodywork styles command six-figure prices. Expect full records and a clear ownership trail, as Rolls-Royce records are admirably complete. A pre-purchase inspection by a qualified mechanic is essential, as these cars, though durable, are expensive to repair. Try to buy a left-hand drive car which has spent its life in the hands of sympathetic, wealthy owners, and beware wedding service vehicles.

**Body styles**

4dr Sedan

**Engine types**

6-cyl. 4566cc/NA hp 1bbl

**1946-1959 Rolls-Royce Silver Wraith stats**

Highest sale	Lowest sale	Most recent sale	Sales
<b>\$561,000</b>	<b>\$1,650</b>	<b>\$109,185</b>	<b>208</b>

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## Vehicle's condition classification

### #1. Concours

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

### #3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

### #2. Excellent

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

### #4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.