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Using the Phantom's aluminium spaceframe as a starting point, 100EX was used as the perfect opportunity to explore how Rolls-Royce might approach open-top motoring. Shorter and lower than the Phantom, the 100EX was styled to express its performance potential more clearly, while retaining the effortless composure and maturity typical of the marque.

At the front, the famous grille reclines at a more rakish angle, the better to blend with a dramatic bonnet and immensely strong windscreen A-pillar, each milled from single blocks of aluminium, and brushed to a high sheen. Beneath the bonnet sits a mighty, one-off 9-litre, V16, 64-valve direct-injection petrol engine, developed to take Rolls-Royce's instant, seamless and perfectly smooth performance to an altogether different level.

When creating the exterior and interior theme for 100EX, the design team took inspiration from the elegant style and beautiful natural materials employed in maritime design. It's therefore no coincidence that the 100EX has the poised, graceful stance of a J class yacht. Teak decking cements the theme, and features extensively, both in the folded hood's tonneau cover, as an inlay in the polished aluminium door cappings, and as flooring for the luggage compartment. A seamless fusion of effortless power, flawless proportions and the finest materials, 100EX is a triumph.

What's more, thanks to an overwhelmingly positive public reaction to 100EX, Rolls-Royce is now putting a convertible based closely on the overall design of 100EX into production. Further proof that when it comes to shaping the future EX has no peers.

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