



ROLLS-ROYCE 'SILVER CLOUD'



*BENTLEY* 'S' SERIES



ROLLS - ROYCE  
'SILVER CLOUD'

The 'Silver Cloud' and the 'S' Series are completely new motor cars built, checked and rechecked in the manner traditionally associated with the Rolls Royce and Bentley companies. Produced after a long period of development, they are silent, luxurious and powerful, designed to corner surely and to hold a high average speed without fatigue to driver or passenger.

Some of the changes in the design are obvious at a glance, for the new cars look, and are, faster while that comfort and safety for which they have been famous for so long has been improved upon. Embodied in the specification is a completely new chassis frame and suspension, an engine of increased power, steering which is light and certain and brakes which are more sensitive and powerful.

The centralised lubrication system is retained, chassis bearings being lubricated by pressing a pedal under the instrument panel : a two position switch on the steering column sets the rear suspension to suit all conditions : double dipping headlamps give a longer, better view at night and are easily altered to comply with Continental regulations, while the beam can be



adjusted simply, to suit the load carried in the car. Special door locks give greater security and access to the engine and the fuel filler cap is controlled from the driver's seat.

Interior fittings have the mark of craftsmanship. Each half of the backrest of the full width front seat is adjustable independently for rake, to suit driver and passenger. The new and comprehensive ventilation system allows all occupants to ignore the outside weather, and will keep screen and rear window clear. There is a wider view not only ahead, but astern, and this is achieved without the glass carriage feeling to which many object. Seats are wider, and there is ample leg room with no sense of crowding when five passengers are carried. The luggage compartment is not only larger but of more convenient shape than before.

The real test of the new cars is to drive them, for the characteristic which will appeal at once is that they will glide silently through traffic and yet maintain a high average speed with safety on the open road, with no sense of mechanism working. The automatic gear change increases the pleasure of driving, for skill and experience can so handle the controls that the car achieves wonders of acceleration and performance, in a manner which is unique.



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The coachwork of the Rolls-Royce 'Silver Cloud' does not slavishly follow the dictates of fashion; a five-seater saloon with room for six when required, it is a luxurious yet practical motor car. The gently sloping bonnet, curved windscreen, and large rear window mean improved visibility, while the new car is lower with no reduction of head room.

The independent heating and demisting systems provide complete control over the temperature and speed of entry of fresh air into the car, so obviating the necessity of opening windows which causes wind roar when travelling fast.



The new chassis frame of the 'S' Series Bentley is extremely rigid and together with the redesigned suspension and steering, contributes to the improved manoeuvrability and road holding which go with the increased performance of the 4887 c.c. engine. The brakes are powerful and sensitive through the mechanical servo, the shoes running at zero clearance. Avoiding the extremes of modern flexibility, the suspension and "ride control" deal effectively with all road conditions.

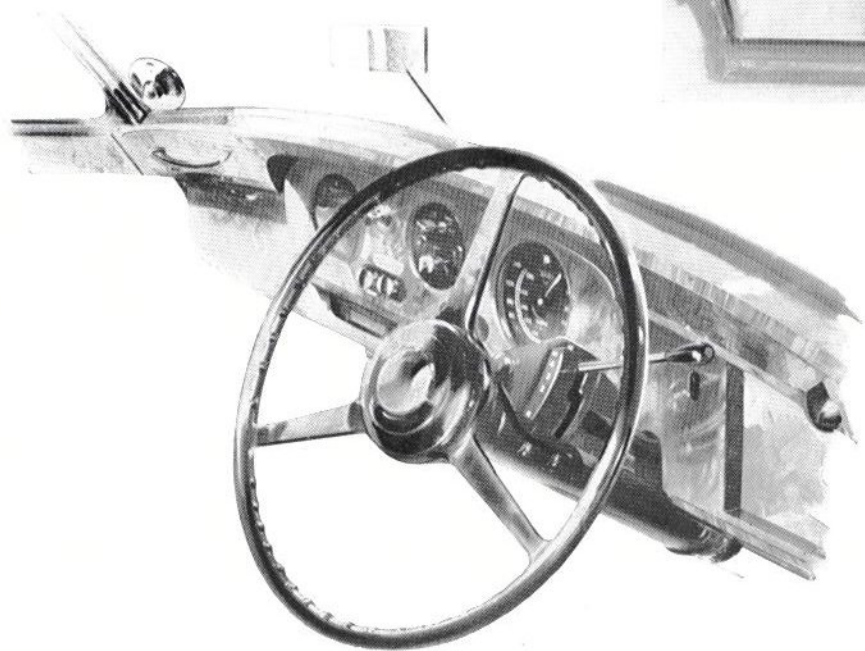
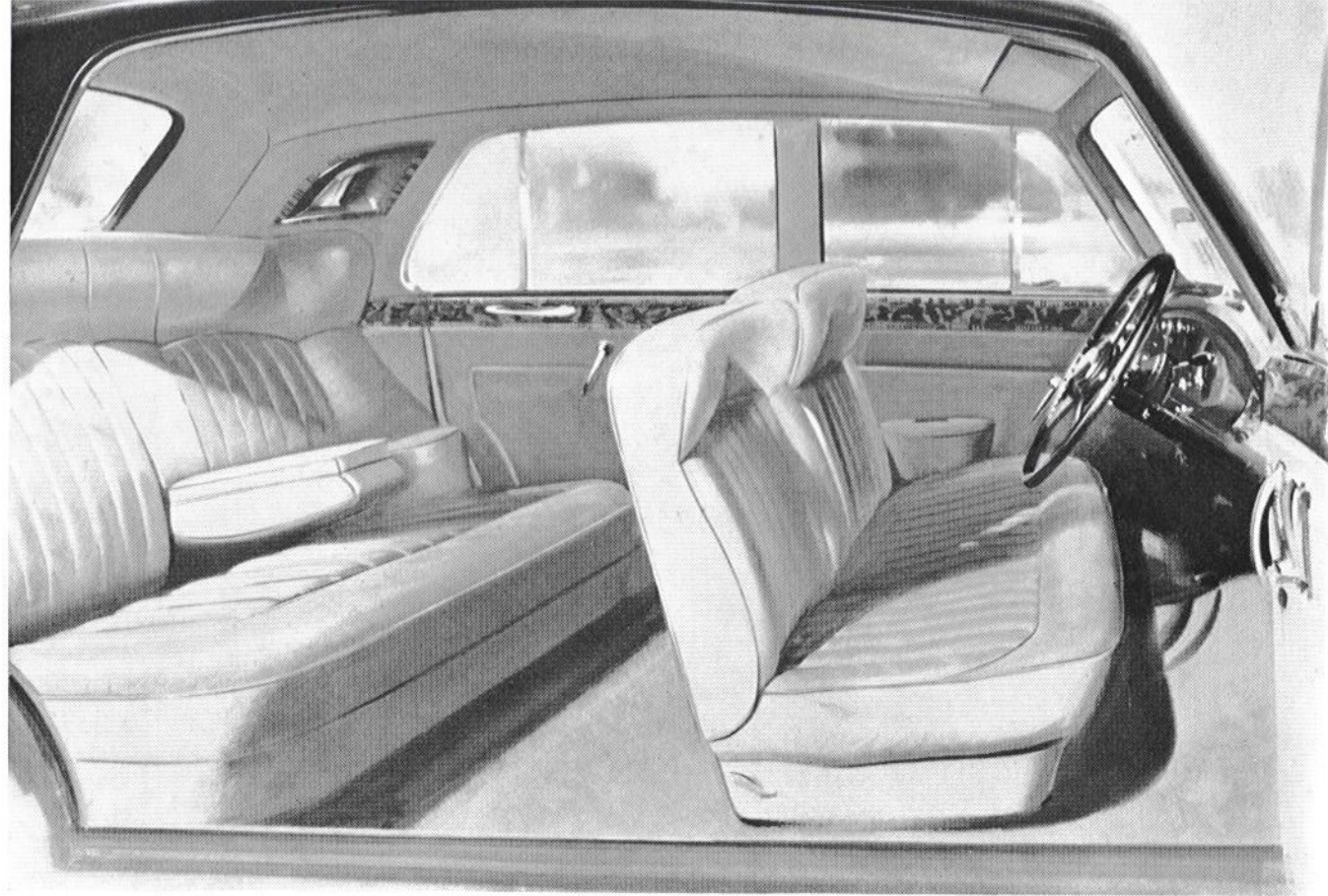
The quadrant and gear shift lever on the steering column provide that degree of manual control over the automatic gearbox which is appreciated by the enthusiastic motorist to whom the exercise of judgement and skill is a pleasure.



W. D. DUYTON

*On either side of the recessed instrument panel is a locker and a shelf. Both the ignition and starter are operated by the ignition key. When it is turned to the left or "picnic" position, the radio, wipers and cigar-lighters will operate but not the ignition or horn.*

*The lighting switch turns through three positions, the third operating the side, tail and twin fog lamps. When the ignition key is withdrawn this switch cannot be shifted except from the head position to the side and tail position where it becomes locked.*



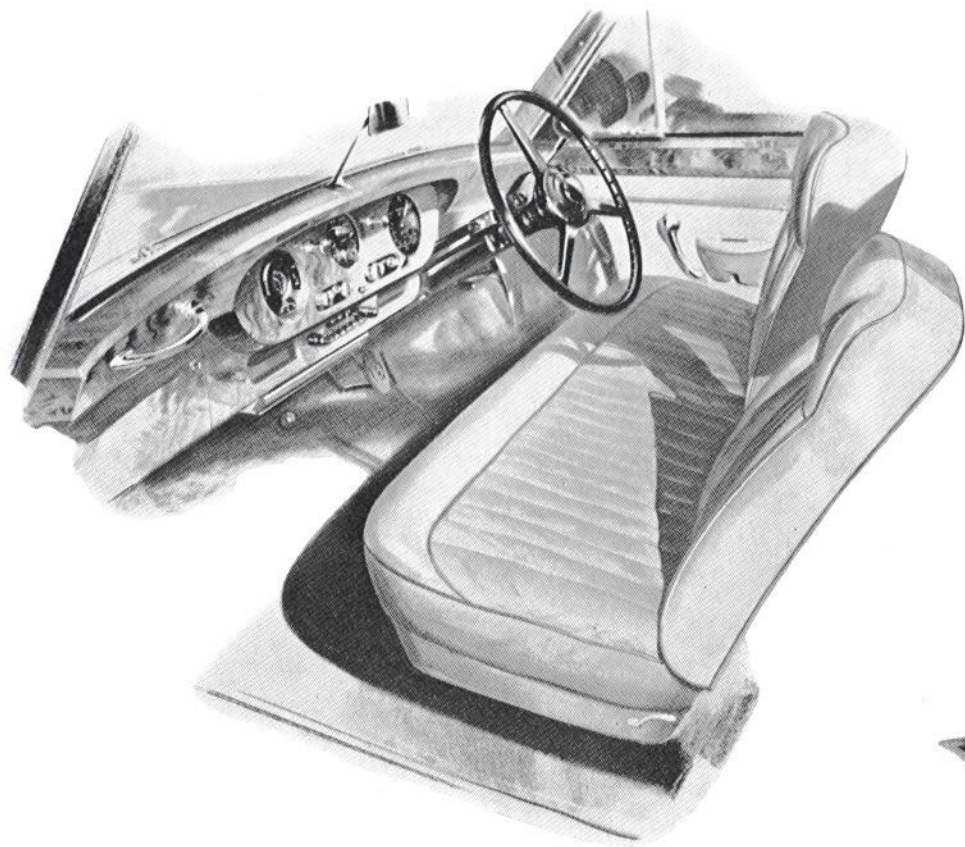
A similar layout has been adopted for the interior of the Rolls-Royce "Silver Cloud" and the Bentley "S" Series. The rear seat accommodates three adults in comfort and the centre armrest folds out of sight.

Excellent rearward visibility for the driver has been obtained without destroying the privacy of the passengers. Vanity mirrors, each with independent lighting, cigar-lighters and twin picnic tables fitted into the back of the front seat, add to the air of luxury created by soft leather and fine woodwork.

The complete colour range for interior and exterior finishes which is listed on a later page, includes a number of new shades which are primarily intended to combine in two-tone colour schemes, but which may be used singly if required.

In the case of a two-tone scheme, the upper half of the motor car will normally be finished in the lighter of the two colours.

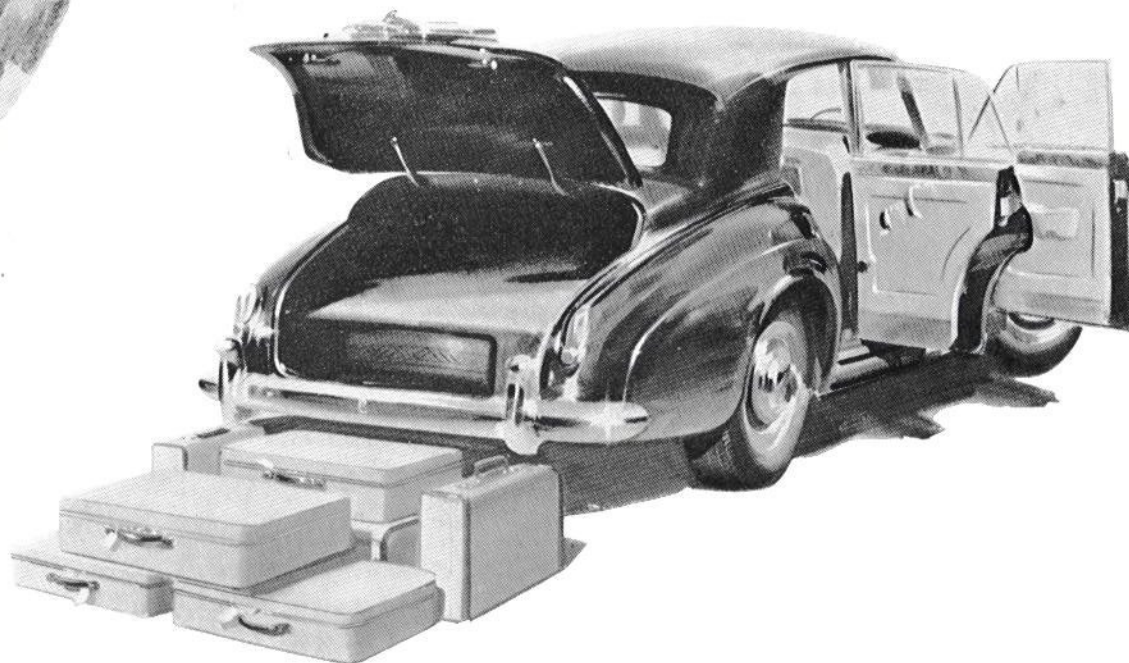




The full width front seat retains the comfort of separate bucket seats. Each half is adjustable independently for rake and provides maximum lateral support to the body. Armrests fitted on the front doors are fully adjustable.

A picnic table pulls forward from under the radio controls while a map reading light is conveniently placed for the passenger. One switch operates both two-speed wipers and the washers and another opens the flap covering the petrol filler, so securing it from unwanted attention. The two-way ride control switch on the steering column varies the action of the rear shock absorbers. A pedal under the instrument board operates the centralised lubrication system.

*Luggage space is not only large and undistorted by spare wheel or fuel tank but is of a sensible shape. The lid will remain open without support and a light fitted on the inside is useful when loading or unloading at night. Lights grouped in the rear wings include flashing direction indicators, while the reversing light is fitted under the number plate on the boot lid. The wide doors open on forward hinges while robust bumpers protect you from the mistakes of others.*



## COLOUR RANGE

The Rolls-Royce 'Silver Cloud' and the Bentley 'S' Series are available in single colours or in two-tone schemes.



### TWO-TONE SCHEMES

Shell Grey and Tudor Grey

Sage Green and Smoke Green

Sand and Sable    Shell Grey and Black Pearl

### SINGLE COLOURS

Black    Velvet Green    Black Pearl

Maroon    Midnight Blue    Cellon Blue

### UPHOLSTERY

Tan    Brown    Red    Beige

Blue    Grey    Green

## ENGINE

Six cylinders Bore and Stroke  $3\frac{1}{4} \times 4\frac{1}{2}$  in. ( $95 \times 114$  mm.) 4887 cc. Overhead inlet valves through push rods and rockers. Side exhaust valves. Compression ratio 6.6 : 1. Firing order 142635. Piston area 66.26 sq. in. Crankshaft nitrided, with integral balance weights. Seven main bearings. Aluminium pistons. 3 compression and 1 scraper ring. Top ring chromium plated. Two S.U. carburetors of new diaphragm type.

## TRANSMISSION

Four-speed automatic transmission in unit with engine. Divided propeller shaft. Hypoid bevel final drive with four-star differential and semi-floating half shafts.

Rear axle 3.42 to 1.

Overall transmission ratios—

1st 13.06 to 1, 2nd 9.00 to 1, 3rd 4.96 to 1, 4th 3.42 to 1, Reverse 14.72 to 1.

## CHASSIS

Closed box section frame of welded steel construction with cruciform centre bracing pierced for propeller shaft and forming a very stiff structure. Steel front pan carrying the suspension and steering.

## SUSPENSION

Independent front suspension by wishbones of unequal length, with coil springs. Rolls-Royce opposed piston hydraulic dampers and torsional anti-roll bar. Rear suspension by half-elliptic springs with rubber-bushed shackles and electrically controlled piston-type dampers. "Z"-type anti-roll bar.

## STEERING

Cam and roller connected by transverse link to a three-piece track linkage.

## WHEELS AND TYRES

15 in. steel disc wheels on five studs, carrying 8.20 in. broad base tyres.

## BRAKES

Servo unit assisted brakes, with hydraulic operation at the front. Combined hydraulic and mechanical operation at the rear. Pull and twist handbrake operating on rear wheels. Cast-iron drums with peripheral cooling fins 11 in. diameter, 3 in. wide.

## BODYWORK

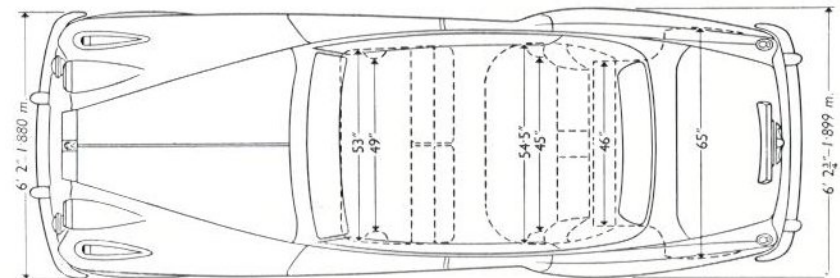
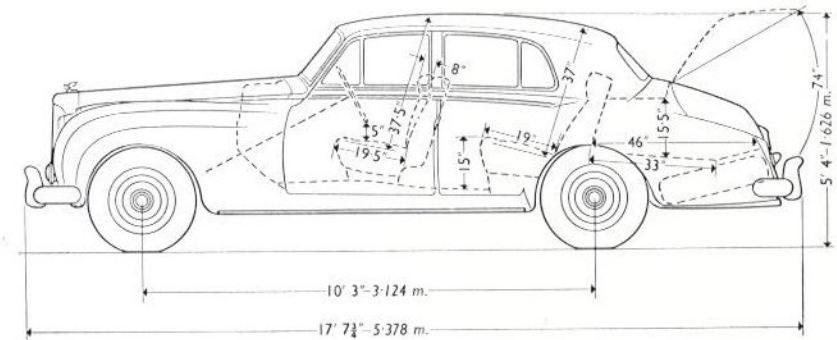
Five/six seater, four-door saloon body of pressed steel stressed skin construction, with aluminium doors, bonnet and boot lid.

## ELECTRICAL SYSTEM

12-volt negative earth. Automatic regulation of dynamo current and voltage. Starter motor with planetary reduction gear. 55-ampere hour battery. Twin electric fuel pumps at rear of chassis. Double dipping headlamps operated by foot switch. Twin fog lamps which also incorporate flashing filaments for direction indicators. Combined stop and tail lamps, with amber stop light lenses also functioning as flashing direction indicators.

## DIMENSIONS

Wheelbase 10 ft. 3 in., Track front 4 ft. 10 in., rear 5 ft. 0 in., Length 17 ft. 7 $\frac{1}{4}$  in., Width 6 ft. 2 $\frac{1}{4}$  in., Height (unladen) 5 ft. 4 in., Turning circle 41 ft. 8 in.,



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