



ROLLS-ROYCE

SILVER CLOUD II



The Silver Cloud II

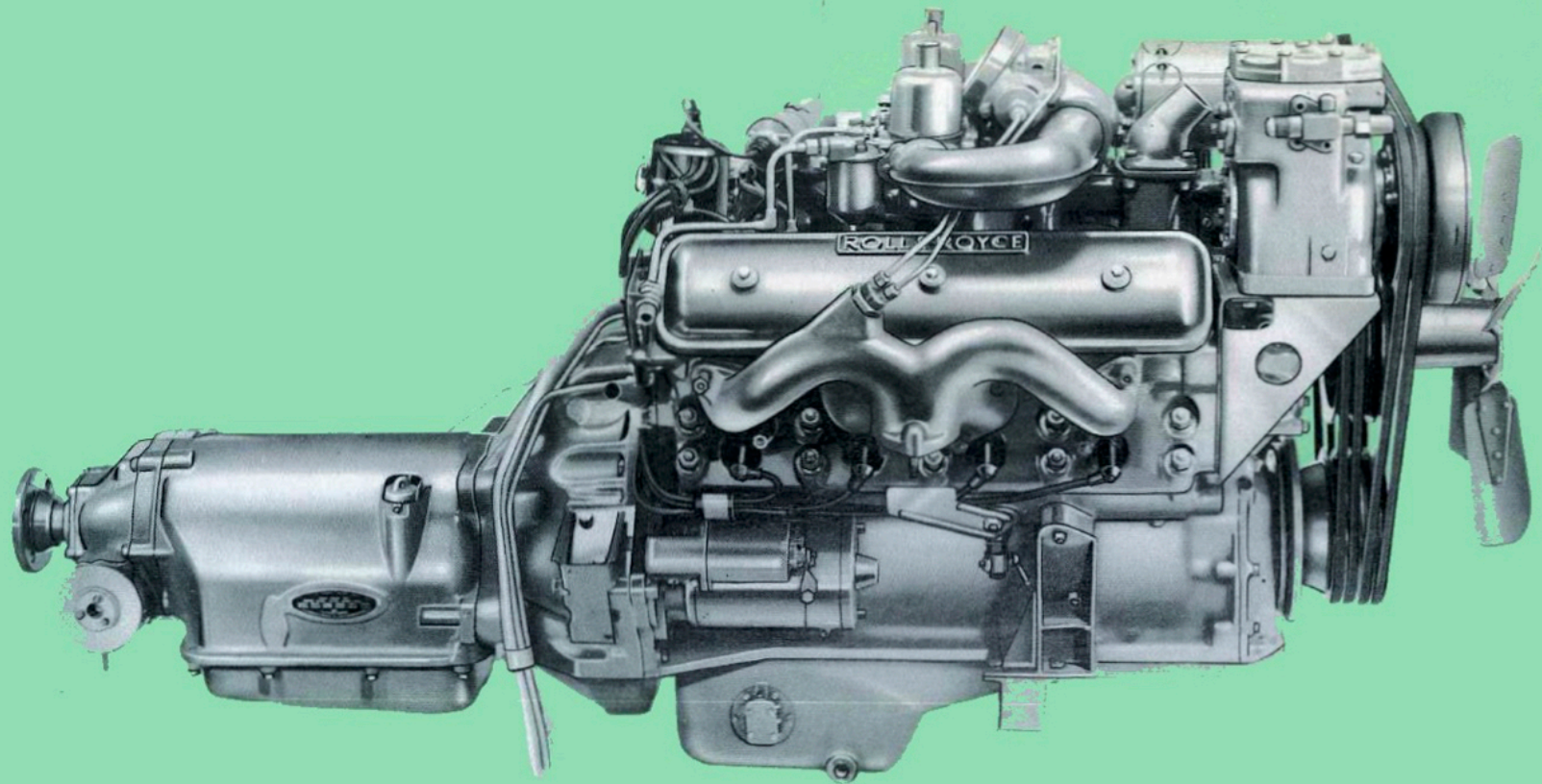
The Silver Cloud II, while unchanged in outward appearance, is powered by an 8 cylinder vee unit of 6230 c.c., with cast aluminium cylinder block and heads. This new engine is a compact unit which is no heavier than the straight 6 cylinder which preceded it, and the vee layout, overhead valves and twin carburettors result in great power being developed without stress over the entire speed range.

The specification includes automatic transmission, servo-assisted brakes, and grease lubrication with a life of 10,000 miles. Rolls-Royce power assisted steering lightens the load on the steering wheel without any loss of "feel". The heating and ventilation systems have increased capacity and flexibility of control, and an air cooling unit is available if required.

Every part of the Silver Cloud down to the smallest detail is designed with the utmost care and assembled by individual craftsmen. It is this attention to detail, added to the long years of Rolls-Royce engineering experience, which justifies the claim that here is the best car in the world.



The Engine



Engine Type: Eight cylinder 90° vee unit with overhead valves, hydraulic tappets, and cast aluminium block and heads.

Bore and Stroke: 4.1" x 3.6" (104.14 mm. x 91.44 mm.).
Cubic Capacity: 380 cu. in. (6230 c.c.).

Compression Ratio: 8.0 : 1.

Firing Order: A 1, B 1, A 4, B 4, B 2, A 3, B 3, A 2.
(A = offside bank)

Cylinder Block: High silicon content aluminium alloy with "wet" cylinder liners of cast iron.

Cylinder Heads: Aluminium alloy with austenitic steel valve seats.

Crankshaft: Chrome molybdenum steel with integral balance weights running in five main bearings.

Camshaft: Monikrom cast iron shaft driven by helical gears.

Lubrication System: Oil pump with helical displacement gears and integral relief valve. Full Flow oil filter. Sump capacity: 12.5 pints (Imperial); 15 pints (U.S.); 7.1 litres.

High pressure feed to camshaft, connecting rods, crankshaft bearings and hydraulic tappets. Reduced feed to engine gears and the hollow valve rocker shafts.

Fuel System

Fuel Pumps: Twin electrically operated independent pumps mounted externally on right-hand side of chassis frame.

Fuel Tank Capacity: 18 gallons (Imp.); 21.62 gallons (U.S.); 81.8 litres.

Carburetors: Twin S.U. automatic choke for cold starting.

Air Cleaner: Impregnated paper filtration. Mounted on bonnet.

Cooling System: Coolant circulation maintained by a centrifugal pump mounted in tandem with the fan and V-belt driven. Capacity: 21 pints (Imp.); 25.2 pints (U.S.); 11.9 litres.

Exhaust System: Straight through large diameter pipe, with three acoustic silencers in series, each tuned to absorb a different range of frequencies.



Silver Cloud

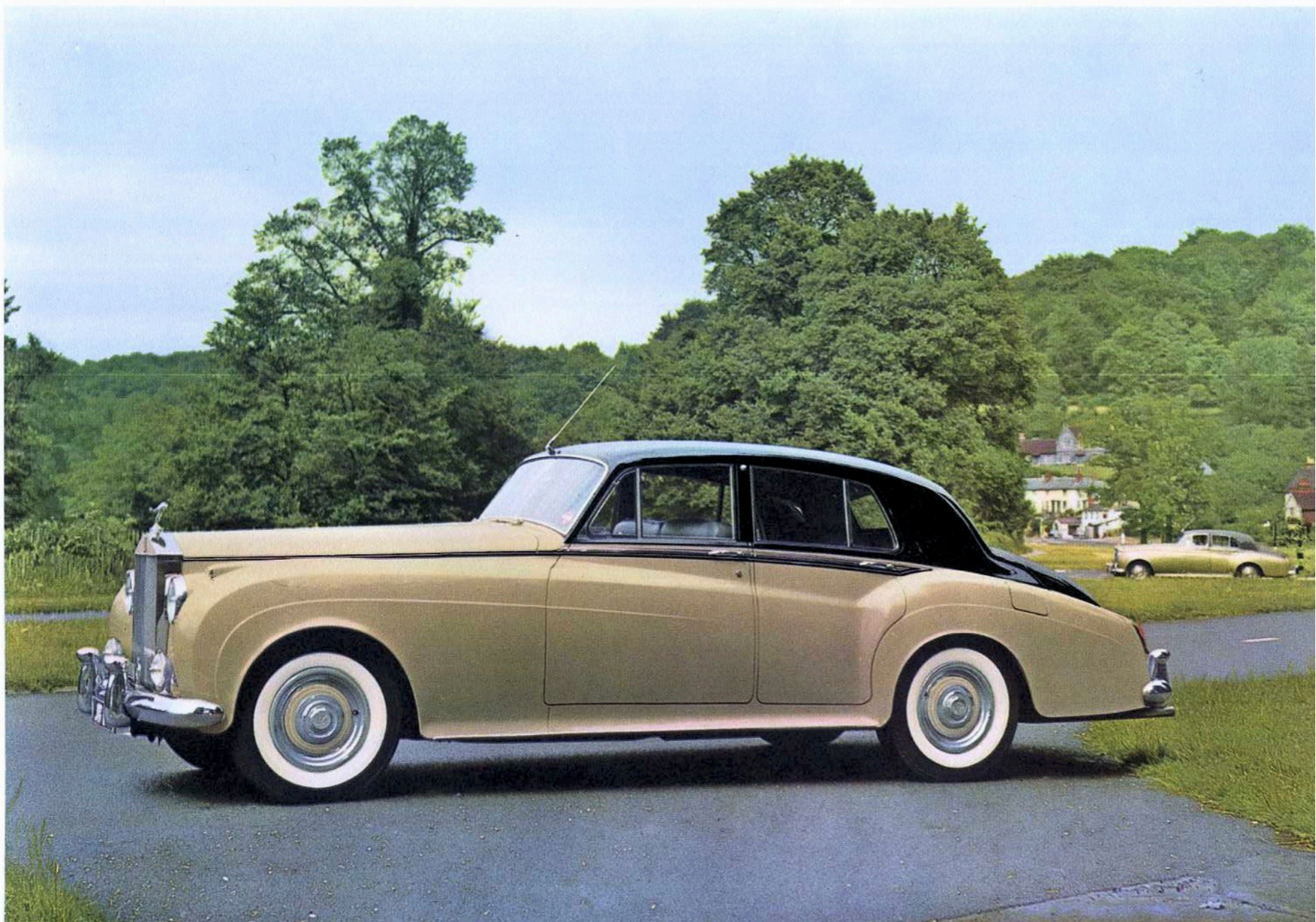
ever produced. The handsome lines are modern yet restrained, dignified yet efficient and pleasing to the eye. With the lovely outward appearance goes the usual high standard of Rolls-Royce engineering skill and meticulous attention to detail. The body is carefully insulated from the chassis frame, so that even when motoring at more than 100 m.p.h., there is an uncanny degree of silence inside the car.

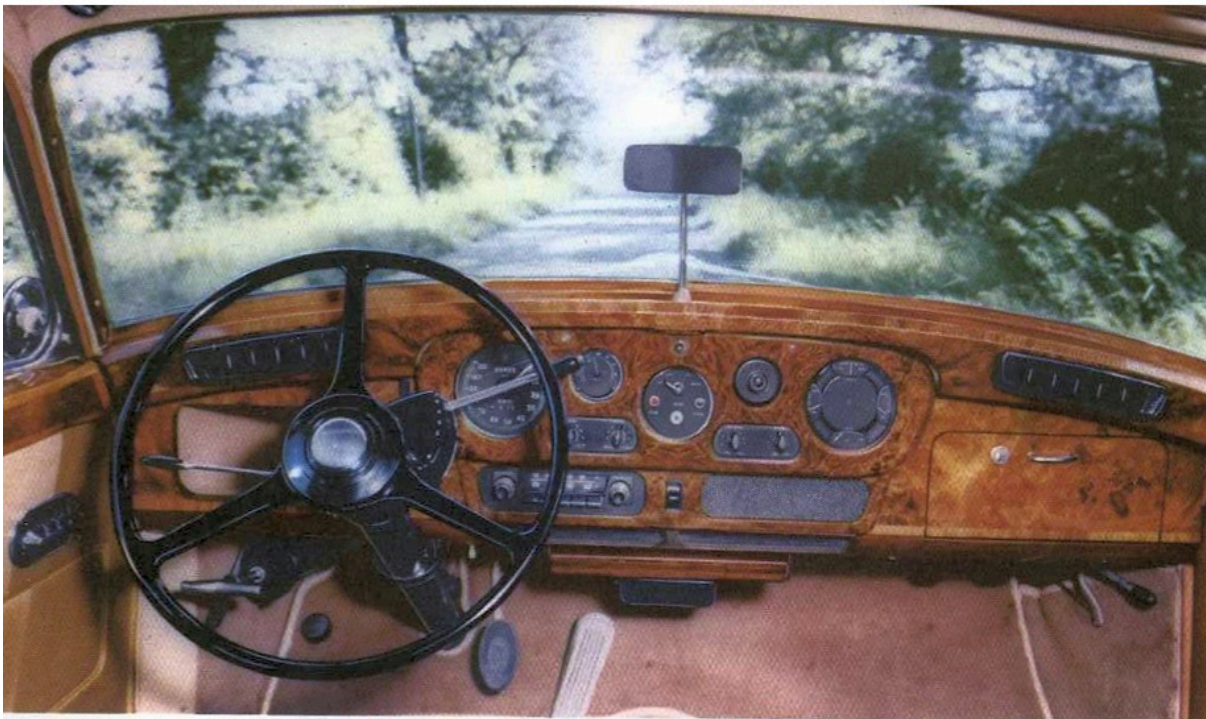




Silver Cloud

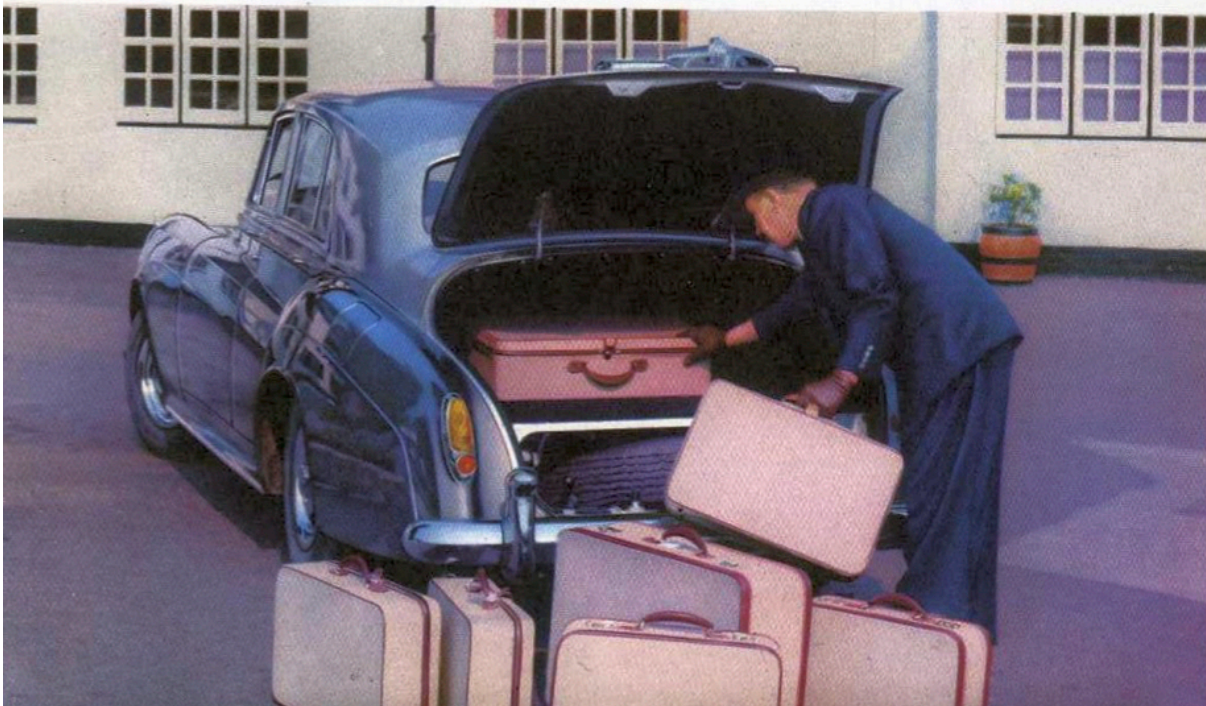
There are several features on the Silver Cloud which promote comfort and safety. Roadholding is enhanced by a ride control switch which varies the setting of the rear shock dampers to deal with exceptionally rough roads or heavy loads. The entire hydraulic brake system is duplicated, and the rear brakes are also partially operated mechanically.





At the Wheel

Presentation of instruments and controls is comprehensive yet simple. The fascia is finished in walnut veneer. The radio is a standard fitting and the lever to the right of the steering column is the manual over-ride control of the automatic gear box.



Luggage Compartment

The spacious luggage compartment is clear of obstructions and it will take all the cases shown here. A light is fitted on the inside of the balanced lid to facilitate loading at night.



Colours

The range of colours given below is that of the standard paints with which the car body can be finished. These paints are weatherproof tested to the most rigorous standards under every extreme of climate. As can be seen from some of the illustrations in this Catalogue, the design lends itself particularly well to a two-tone colour scheme.

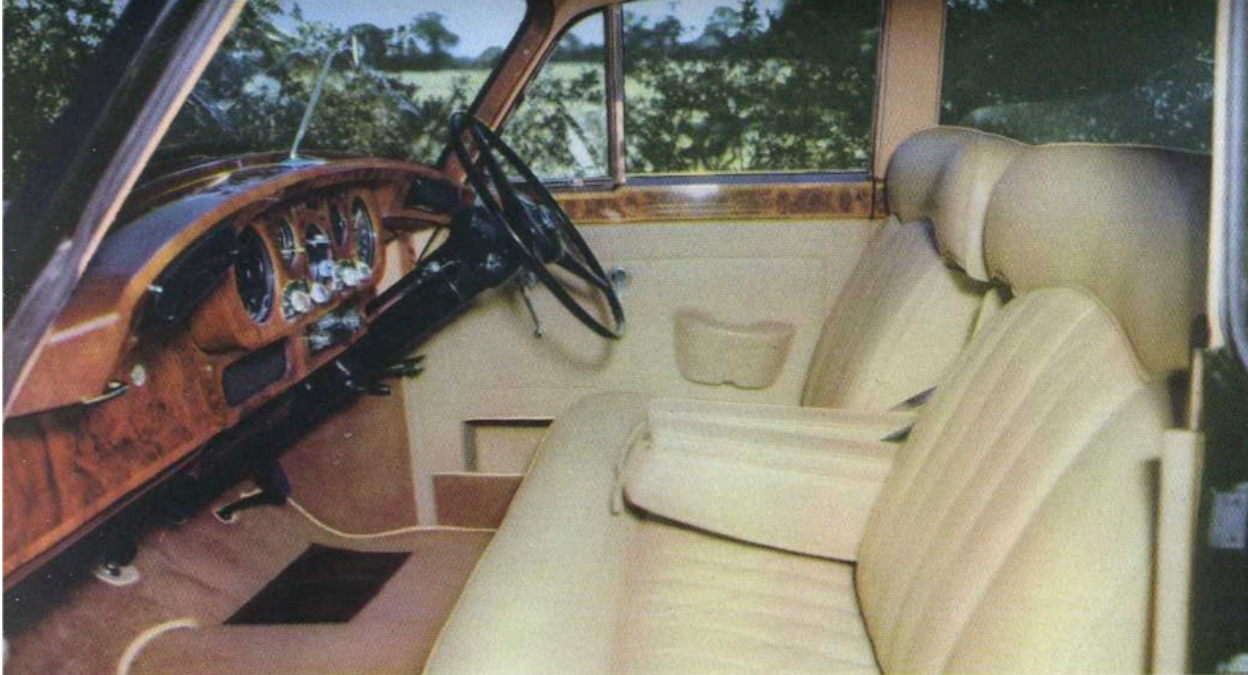
Black
Black Pearl
Midnight Blue
Velvet Green
Sage Green
Dawn Blue
Sable
Burgundy

Porcelain White
Tudor Grey
Steel Blue
Smoke Green
Metal Grey
Shell Grey
Sand
Opal

Upholstery is in English hide, hand finished throughout, and is available in the following colours :

Beige · Blue · Tan · Green · Brown · Grey · Red

Head linings and carpets can be matched to individual taste.



Driver and passenger can adjust the rake of the front seat independently. Elbow rests on the doors are adjustable and the centre armrests fold away if a third person is carried in front. Also visible in this view is the ride control switch on the steering column. A picnic tray and ashtray pull out from under the fascia panel.



The interior of the saloon body has wide luxurious seats giving ample room for five or six people. Upholstery is in English hide with fitted pile carpets in matching colours, and inlaid woodwork is finished in polished walnut. Vanity mirror, cigar lighter, picnic trays and cornering strap are other detail refinements shown in this photograph.

The Silver Cloud II



Specification

CHASSIS

Closed box-section frame of welded steel construction with cruciform centre bracing pierced for propeller shaft and forming a very stiff structure. Long life grease lubrication by nipples at 21 points.

TRANSMISSION

Rolls-Royce automatic gearbox providing four forward speeds and reverse through epicyclic gears. Divided propeller shaft with universal joints connecting the two halves. Hypoid bevel final drive with four-star differential and semi-floating half-shafts.

Overall Transmission ratios:

1st	11.75 : 1	3rd	4.46 : 1
2nd	8.10 : 1	4th	3.08 : 1
	Reverse		13.25 : 1

SUSPENSION

Independent front suspension by wishbones of unequal length with coil springs. Opposed piston hydraulic dampers and torsional anti-roll bar. Rear suspension is by half-elliptic springs with rubber bushed shackles. Single radius rod and electrically controlled piston-type dampers.

A ride control switch on the steering column varies the setting of the shock dampers to deal with rough roads or heavy loads.

STEERING

Cam and roller with hydraulic power assistance. Degree of assistance varies automatically from about 50% for normal motoring to 80% for parking. Turns of steering wheel from lock to lock: $4\frac{1}{4}$.

WHEELS AND TYRES

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

BRAKES

Servo-assisted brakes with hydraulic operation at the front and combined hydraulic and mechanical operation at the rear. The hydraulic systems are duplicated, with two master cylinders, for safety. Pull and twist handbrake operating on rear wheels. Cast-iron drums with peripheral cooling fins 11 in. diameter, 3 in. wide.

BODYWORK

5/6 seater, 4 door saloon body of

stressed steel skin construction. Full width front seat with independently adjustable backrests. Upholstery in English hide. Pile carpets throughout. Fascia and garnish rails finished in French walnut veneer. Heating and ventilation control. Rear window electrically demisted. Refrigeration unit and power operated windows are extra if required.

ELECTRICAL SYSTEM

12-volt negative earth. Automatic regulation of dynamo current and voltage. Starter motor with pre-engagement solenoid. 67 ampere-hour battery. Twin electric fuel pumps. Double dipping headlamps operated by foot switch. Direction indicator switch on steering column. 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. One switch operates both the two-speed windscreen wipers and windscreen washers. Another switch operates the flap covering the petrol filler cap, so securing it completely from the outside.



Silver Cloud with Division

To meet the present day needs of an executive who uses his car on business during the week and as a family car at other times, Park Ward have converted the Silver Cloud steel saloon body to limousine form, on a chassis which is lengthened by four inches aft of the centre column.

Chauffeur driven with the division up, the car is suitable for the busy executive who wishes to prepare notes, carry on confidential conversation, or simply relax. At other times, with the division down, the Silver Cloud is a normal owner-driver saloon for week-end use or continental travel. The dual purpose Silver Cloud has the powerful 8 cylinder vee engine, and the same specification features as the normal Silver Cloud II—automatic gearbox, servo-assisted brakes, power assisted steering, ride control, and long life chassis lubrication.



Silver Cloud with Division



Above illustration

The extra length behind the division gives more leg room in the rear compartment. The switch to raise and lower the electrically operated division is in the centre panel, with duplicate switches for the radio and air heating control.

Left illustration

The increase of 4-in. in the wheel-base measurement gives improved access through the larger rear doors. Engine and chassis details are otherwise identical with the normal Silver Cloud saloon.



Guarantee

Rolls-Royce Limited give a comprehensive 3-year guarantee with every new engine and chassis sold by them.

Service Facilities

All officially appointed Rolls-Royce and Bentley distributors and dealers are able to provide skilled servicing. There are Rolls-Royce engineers permanently based in various territories throughout the World.

School of Instruction

To help owners or their drivers to become proficient in the handling of the Rolls-Royce car, the Company has arranged special courses of instruction on maintenance and driving. The school is at the Rolls-Royce Service Depot at Hythe Road, London, N.W.10, and full details can be obtained on application.

ROLLS-ROYCE LIMITED

Works : CREWE, CHESHIRE. Telephone : Crewe 55155.

Showrooms : 14-15, CONDUIT STREET, LONDON, W.1. Telephone : Mayfair 6201.

Telegrams : Rolhead, Piccy, London

Service Depot : HYTHE ROAD, SCRUBS LANE, WILLESDEN, N.W.10.

Telephone : Ladbroke 2444 : Telegrams : Silvagost, London

ROLLS-ROYCE INC. 45, Rockefeller Plaza. New York 20.

Telephone : Circle 5.1144 : Telegrams : Rollroy New York

ROLLS-ROYCE OF CANADA LIMITED. Box 1400 Station 'O', Montreal 9.

Telephone : Melrose 1-3541 : Telegrams : Roycar Montreal

