B59DV and early in the SYD series and have triangular profiles at the top as opposed to the flat profile of the old ones. They were an authorised service replacement.

Fitted luggage became available as an option during October 1960. There were two different sets, one of nine pieces and the other (for cars with a boot-mounted air conditioning unit) of six pieces. All suitcases were made by Antler and had timber frames, quilted taffeta linings and Arlinghide light or dark tan outer coverings. The handles were soft and flexible, and the cases and bags had brass locks and other fittings. The two sets were:

Case size	Nine-piece set	Six-piece set
24in x 18in x 7½in	3 off	2 off
21in x 15in x 7in	3 off	2 off
16in x 13in x 6½in (soft bag)	2 off	2 off
13in x 13in x 5½in (hatbox)	1 off	–

Spare Wheel Compartment

A light alloy cover plate is fitted over the exposed end of the spare wheel compartment from SXC1 and B592CU. This production change was made in November 1960.

The cam profile on the spare wheel clamp was modified and the spare wheel stop at the rear left-hand side of the compartment was no longer fitted from chassis numbers SZD139/B279DV in September 1961. This was to allow room for certain modern tyres with increased tread width, and became an authorised service modification.

Interior

Facia, Instruments & Steering Wheel

The layout of the facia is subtly different from the six-cylinder Cloud and S-series type, with face-level adjustable louvred openings in the facia capping rail. Cars fitted with the new Rolls-Royce underwing air conditioning (see later section) have a pull-out drawer which directs refrigerated air to the rear seat passengers. The steering column is more raked than on the earlier cars, and the steering wheel is both an inch smaller in diameter than before and located nearer to the facia. The direction indicators are operated from a stalk on the steering column, rather than a switch on the capping rail.

A number of changes were introduced all together in November 1960 on Rolls-Royce chassis at SXC1. However, these changes were introduced progressively on Bentley chassis and not at a single point. The features of the modified facia are air direction controls for the face-level vents, an amber glow ring for the cigar lighter, a concealed map light (under the capping rail), revised switching for the interior and capping rail lights, a new switchbox and a radio balance control for the rear speaker. On Bentley chassis, the map light and modified switch are fitted from B2CU, and the radio balance control from B556CU. The air direction control handles were added at B2CU after trial on B429CT, but are not fitted to B120CU and B178CU. The remaining features are fitted from B180CU.

A second group of changes to the facia and switchgear was made in October 1961 at SZD347. This time, a handbrake warning lamp was added to the facia, and the heated rear window switch was relocated there from its earlier position on the rear parcels shelf. The instrument lighting was now tinted, with blue filters and instrument picture plate backs, plus additional bulbs and lenses. The indicator stalk on the steering column

This 1962 Rolls-R facia displays the 'I motifs on the instr By this time, a rear speaker was fitted, balance control ca seen here above th speaker. The push- button Radiomobil is original.

was made to double as a headlamp flasher, and the rear view mirror stem was changed from brass to steel and a stiffer mounting bracket fitted to eliminate mirror vibration at speed. Three-position heater and demister switches were fitted, to give the option of ram-air demisting and ventilating. All of these changes took place on Bentley chassis at B415DV.

Two other modifications were made to the instrument lighting. A new two-position switch was fitted from SRA235/B212AM in November 1959. The instrument illumination bulbs in the speedometer and four-in-one dial are 2.2 watt types on cars built before March 1960, when they were changed for 3.6 watt bulbs, accompanied by a modified panel switch. The lighting switch on early cars has both a fixed and a variable resistor, but it can be used with the more powerful bulbs if the fixed resistor is removed. (In practice, it was most commonly taken out of circuit by removing its wire and soldering it to number 3 terminal on the switch.)

From April 1962, an improved speedometer cable was made available for replacements under warranty. It is identifiable by two white plastic wrappings, approximately one-quarter and one-half of the way along the cable from the gearbox end. These markings coincide with a clip on the chassis frame and with the lower of the two clips on the bulkhead.

Transistor type radios replaced the earlier valve types in January 1962. The standard equipment was a Radiomobile 622T with Medium Wave only, or a model 620T with Medium and Long Wave reception.

The original Rolls- key fob was made impact-resistant pl and was supplied o cars well beyond th of the Silver Cloud

From late 1960 thi chromed operating was added to the fa level vents.

The steering colum this 1962 Silver Cl carries the ride cor switch and indicat headlamp flasher s its left side, while t automatic transmis quadrant is on the Visible on the doo master switch for t electric windows.

Pedals

The throttle linkage on left-hand-drive cars gave some trouble and was modified twice. The first time was in March 1960, when the throttle shaft operating lever and the carburettor throttle and stop lever were modified to prevent slipping and consequent damage. Rolls-Royce retailers were recommended to fit both modified levers to earlier cars. It is not clear whether this change was made at chassis LSPA230/B303LAA, or at LSRA315/B310LAM; Rolls-Royce service literature quotes both as changeover points.

The linkage could still foul against the bulkhead, however, although for some reason the