

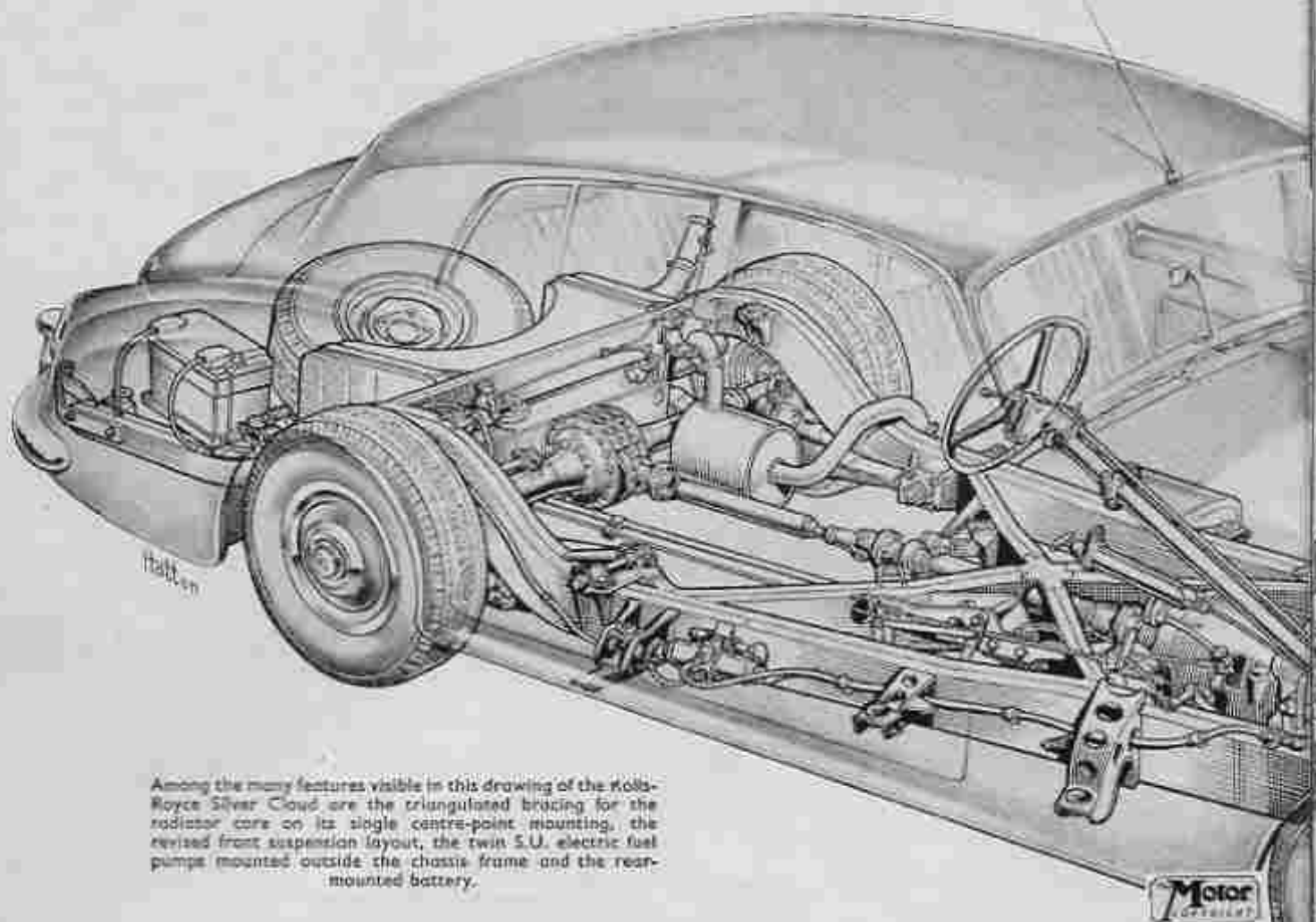
The
ROLLS-ROYCE
Silver Cloud
and the
BENTLEY "S" Series

Reprinted from "The Motor," April 27, 1955

ROLLS-ROYCE LTD.,
14 & 15 CONDUIT STREET, REGENT STREET,
LONDON, W.1.

Telephone: Mayfair 6201 (7 lines)

Telegrams: "Rolhead, Piccy, London"



Among the many features visible in this drawing of the Rolls-Royce Silver Cloud are the triangulated bracing for the radiator core on its single centre-point mounting, the revised front suspension layout, the twin S.U. electric fuel pumps mounted outside the chassis frame and the rear-mounted battery.

TWO NEW 100-m.p.h. CARS WITH SIX-CYLINDER 4,887 c.c.
 "L.o.E" ENGINES AND 10-ft. 3-in. WHEELBASE CHASSIS

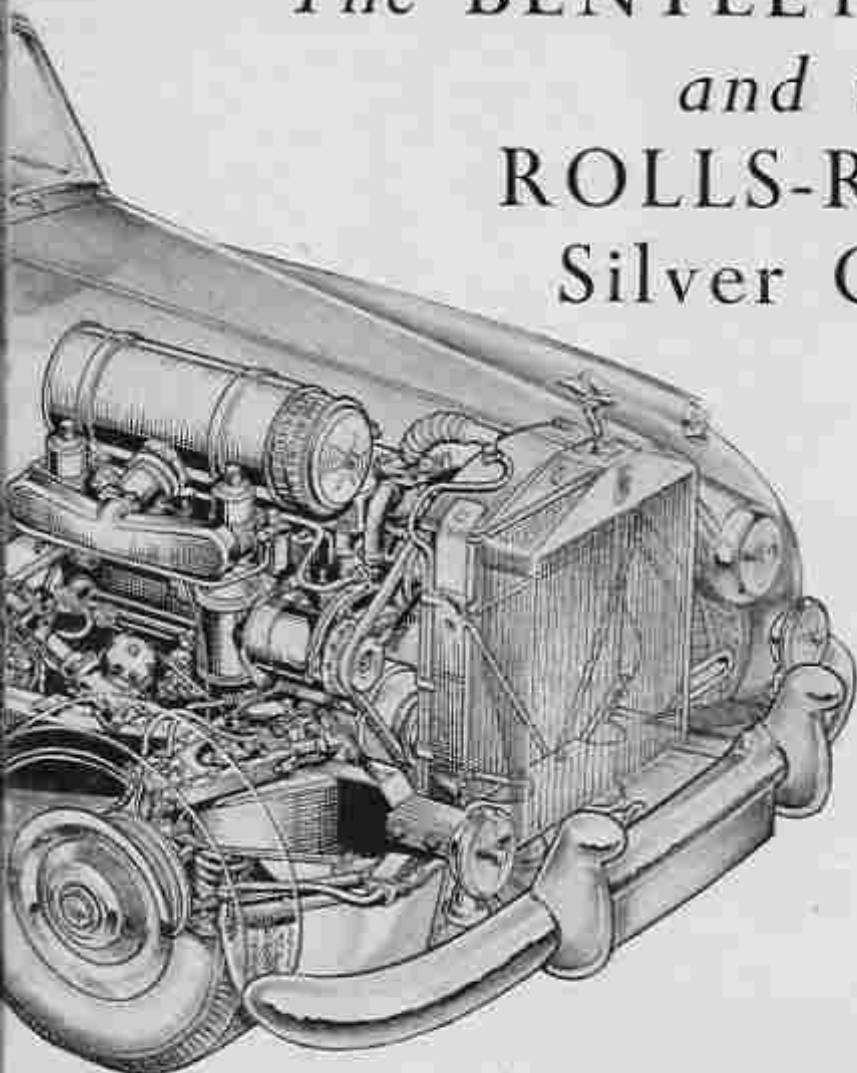
BENTLEY S SERIES AND ROLLS-ROYCE SILVER CLOUD			
Engine dimensions		Chassis details	
Cylinders	6	Brakes	Rolls-Royce servo
Bore	55.25 mm.	Brake drum diameter	11 1/2 in.
Stroke	114.30 mm.	Friction lining area	240 sq. in.
Compression ratio	4.887 to 1	Suspension	
Valve	Overhead inlet, side exhaust	Front	U.S. coil spring and wishbone
	4x1	Rear	Semi-elliptic
Engine performance		Steering	Rolls-Royce hydraulic
Max. h.p.	Foot published	Wheel type	Enamel steel
Max. torque	" "	Tyre size	8.20 15 in.
Max. speed	" "	Steering gear	Cast and roller
Peak torque	3,190	Steering wheel	Three spoke
W. per h.p.	" "	Dimensions	
Engine details		Wheelbase	10 ft. 3 in.
Carburettor	Twin S.U. HO 4	Track, front	48 1/2 in.
Ignition	12-volt coil	rear	36
Plugs: make and type	3 Lodge CLNP or Champion NSBR	Overall length	17 ft. 8 in.
Fuel pump	S.U. electric twin pump	Overall width	4 ft. 2 1/2 in.
Fuel capacity	16 gallons	Overall height	5 ft. 4 1/2 in.
Oil filter	British filter 2F22 (Full flow)	Ground clearance	7 in.
Oil capacity	16 pints	Tipping axle	41 1/2 in.
Cooling system	Pumps and fan	Dry weight	32 cwt.
Water capacity	20 pints	Performance data	
Electrical system	12 volts	Power dev. at 40 m.p.h.	50
Battery capacity	57 amp. hr. at 20 hr. rate.	Brake dev. per sq. in. per ton	110
Transmission	(Automatic optional)	Tax gear (high) per 1,000 cwt.	24.8
Clutch	Hand-clipping	Top gear (high) at 1,000 cwt. per sq. in. per ton	52.5
Gear ratios: Top	3-42	Extra gear, standard, dry	3,200
2nd	4.76		
3rd	6.05		
4th	1.572		
5th	34.72		
Prop. shaft	Envelop gear		
Rear drive	Hyoid level		

AFTER four years of design work and incessant testing, Rolls-Royce, Ltd., have introduced the S series Bentley to replace the B7 model and the Rolls-Royce Silver Cloud in place of the Silver Dawn. Identical chassis are used for both cars, with the result that for the first time a Rolls-Royce of medium size with a performance equal to that of the Bentley is being offered. The only difference between the two cars is in their frontal treatment. The Silver Wraith is being continued.

Intensive study of the B7 in the light of knowledge gained since its design had convinced the Rolls-Royce engineering staff that no mere development of it would suffice for its successor, and although a first glance at the specification of the new car might give the impression that it differed little from its predecessor, in actual fact there is hardly a component common to both cars. Chassis frame, front suspension, steering linkage, rear suspension, brakes, all are new, and the engine has been given a new cylinder head with

1955 CARS

The BENTLEY "S" Series and the ROLLS-ROYCE Silver Cloud



individual inlet ports in addition to receiving other modifications.

The dimensions of the new engine, 95.25 by 114.3 m.m., are almost the same as for the 4,850 c.c. power unit fitted to the Bentley Continental in the middle of 1954, although a slight increase in the bore has raised the capacity to 4,887 c.c., and it is very similar in its general arrangements, with a rigid cast-iron cylinder block and crankcase (with

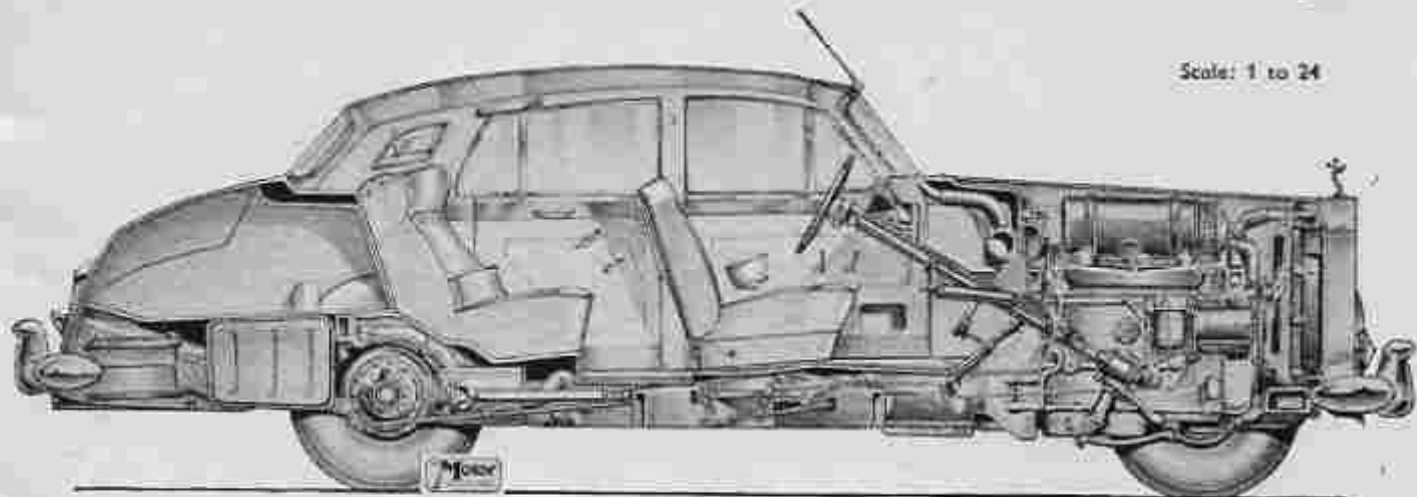
chromium plating for the tops of the bores), a seven-bearing statically and dynamically balanced nitrided crankshaft, overhead inlet valves in a light-alloy head, and side exhaust valves. The new head with its separate inlet ports has greatly improved the breathing of the engine with a consequent sensible gain in both torque and power output. An unexpected benefit has been improved slow-running characteristics which have permitted the flywheel to be reduced in thickness from .375 in. to .28 in.

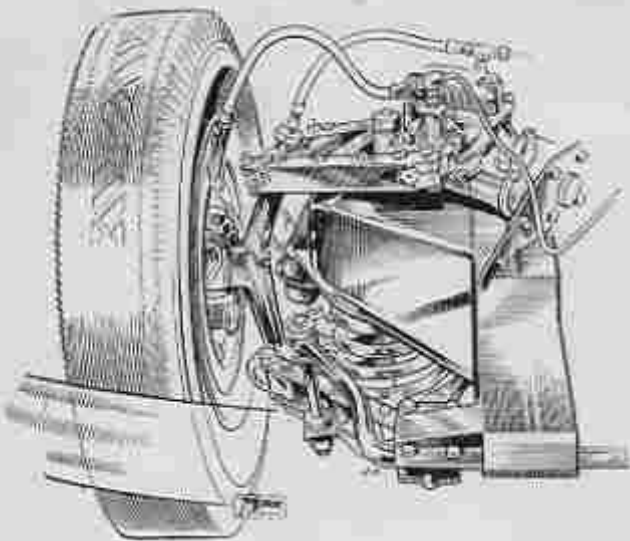
Considerable alteration has been made to the induction system, for the two S.U. carburetors—themselves of a new design with bottom feed—are now attached to an induction gallery running the full length of the head and split along its vertical faces. The inner half of the gallery is cast integrally with the cylinder head and provides the hot spot. Experience gained in the production of previous engines of this type has resulted in a number of what are essentially production modifications, among which the most important is the forming of the crankshaft balance weights

integrally with the shaft instead of bolting them in position. Unified threads are used throughout the engine, thereby bringing it into line with the Rolls-Royce B Series units.

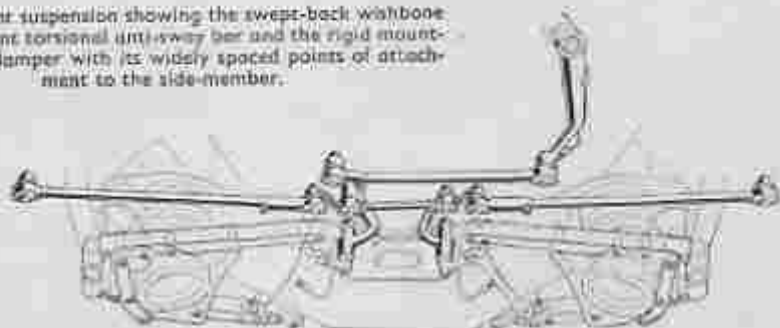
Engine and gearbox are now secured in the chassis by two low-placed mountings at the front of the power unit, and a single low-placed mounting at the rear of the gearbox to the left of the propeller shaft. This rear mounting is

Scale: 1 to 24





The new front suspension showing the swept-back wishbone links, the front torsional anti-sway bar and the rigid mounting for the damper with its widely spaced points of attachment to the side-member.



The steering linkage has also been revised, and although still incorporating a three-piece track rod, it now has a transverse drag link.

off-set, because the weight of the engine is not equally distributed to each side of the centre line owing to the massive exhaust system which culminates in three expansion chambers. Although a single exhaust system is now used, careful study has reduced its back pressure below that of the dual system previously fitted.

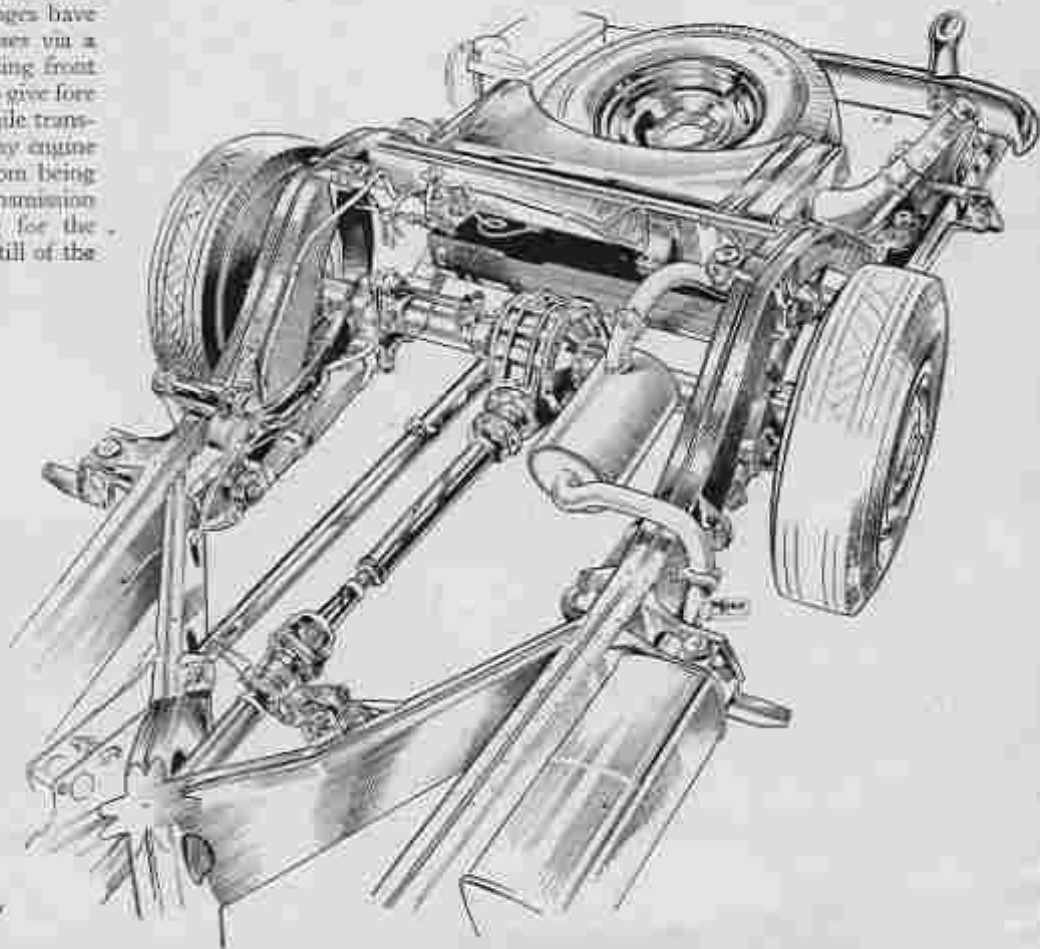
From the Rolls-Royce automatic gearbox, to which no changes have been made, the drive passes via a new ball-and-union sliding front joint which, by its ability to give fore and aft accommodation while transmitting torque, prevents any engine and gearbox movement from being passed on down the transmission line. The centre bearing for the divided propeller shaft is still of the

Prominent in this drawing of the rear of the chassis is the exhaust system with its three expansion chambers, but also to be seen are the dual-purpose Z rod attached to the rear axle casing and the right hand side-member, the mounting of the rear springs inside the chassis frame, the filter on top of the fuel tank, the floating centre bearing for the divided propeller shaft, and the two body mountings on the arms of the cruciform member.

floating type but the seal has been improved to prevent any possibility of water entering the bearing.

Some of the credit for the improved handling qualities of the new car should no doubt be given to the new chassis frame, for its torsional stiffness is more than 30% greater than that of the previous frame. This increased stiffness has been obtained by employing straight side members, thereby eliminating bends with all their inherent weakness, and by increasing the depth of the frame in its upswipe section over the rear wheels. The side members and the cruciform member are now of box section instead of channel section, and each half of the two channel-section members, which are welded together to form the box-section side members, has an additional stiffening strip spot-welded in position underneath the top web for much of its length. This additional stiffening increases in depth to form angle-section internal bracing members for the frame to the rear of the scuttle.

Experience with the B7 and its post-war predecessors had shown that riding and handling could be improved only by increasing the movement permitted to the front wheels, and by eliminating the rubber bushes in the front suspension system which had been installed there in order to reduce road noise; their use meant that a broad-base lower wishbone had to be employed with the rear arm extending rearwards to meet the chassis. As a result, the track rods had to pass through a species of "window" in each rear link and wheel movement had therefore to be restricted to prevent the links from fouling the track rods.



The elegant lines of the new Bentley will even withstand being photographed broadside on, a test which fails many cars which at first glance appear to be faultless in their styling.



Among the body details of the new car are a flap over the filler cap controlled by a switch on the instrument panel and a rear window incorporating a fine network of electric demisting wires.

It was also found that in spite of the wide-base lower wishbone links, the rubber bushes still imparted such a measure of flexibility to the front suspension that the chassis moved sideways on its suspension units when cornered at speed, and this sideways movement applied additional lock, leading to a certain injection of oversteering characteristics in what was otherwise an understeering car, a fault that was magnified by the use of a rear track rod.

The rubber bushes were therefore eliminated from the front suspension by tackling road noise from another angle, and the bottom wishbones could then have their bases reduced to the point where the track rods do not have to pass through them, with the result that no less than ten inches of wheel movement can be allowed, which is provided by coil springs of the same diameter but taller and softer than those previously fitted. To control these increased wheel movements, the front anti-roll bar has been increased in diameter from $\frac{1}{2}$ in. to $\frac{3}{4}$ in., and now has an additional third bush to right of centre to prevent it from amplifying road vibrations and passing them on to the frame.

The increased front-wheel movement also made necessary bigger-capacity front dampers. Instead of the vertical piston pattern fitted to previous independently sprung Rolls-Royce and Bentley cars, the front dampers now have horizontal pistons and cylinders of 1 $\frac{1}{2}$ -in. bore, and in general resemble the dampers hitherto installed at the rear. As the damper arms form the top link of the wishbone system, it is most important there should be no possibility of the complete damper assembly rocking on its mounting under violent braking. The dampers are therefore no longer bolted direct to the top of the chassis side members

In addition to the picnic trays fitted to the backs of the front seats, there is also a double extension tray which slides out from beneath the radio.



but are bolted to steel plates, running athwart the frame at an angle, which in turn are bolted to the side members.

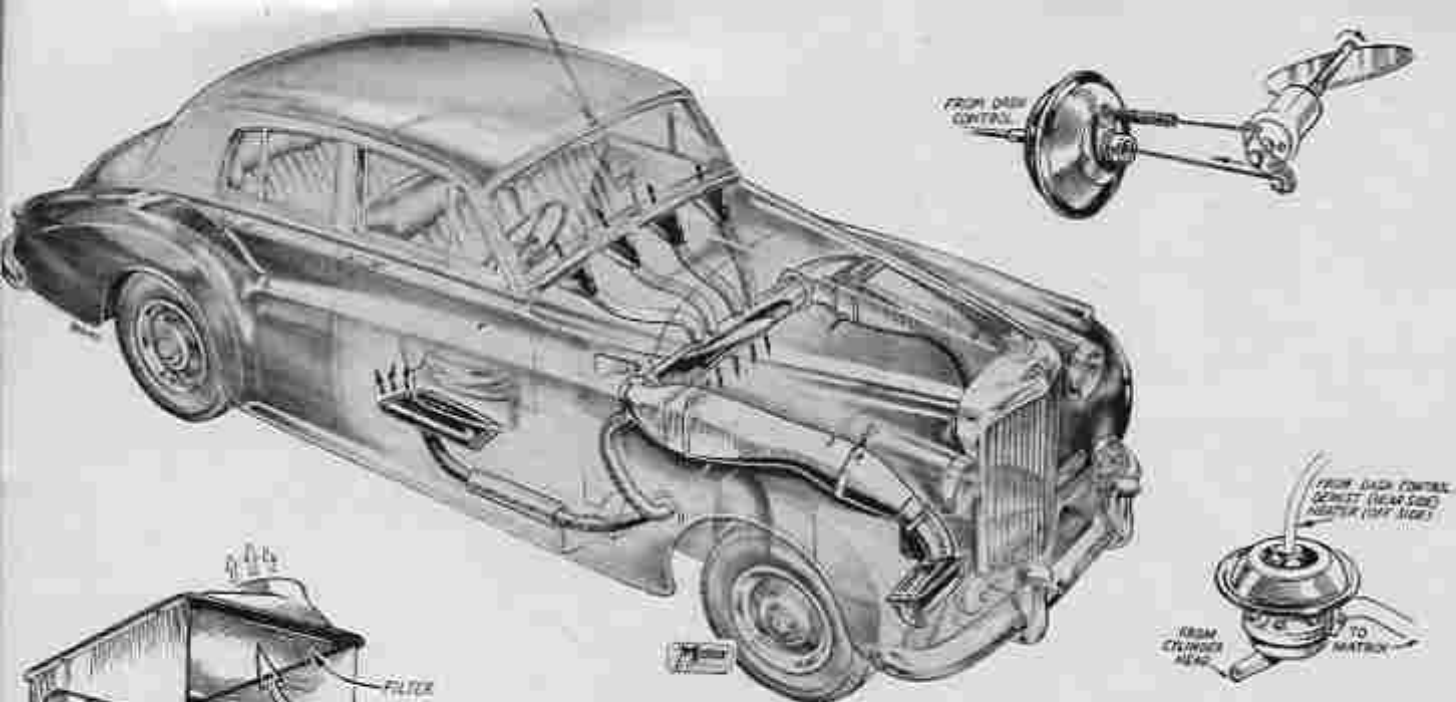
The steering linkage has also been extensively revised and a transverse drag link is now used to operate the three-piece track rod instead of the fore and aft drag link used previously. This change has been made in order to bring the steering box as far forward as possible rather than from any bias in favour of a transverse drag link. It was felt that the further back a steering box is mounted,

the greater the possibility of any deflection at the front of the frame affecting the steering by twisting the box out of vertical. When the box is mounted as close as possible to the track rods, any such deflection is not magnified as it is transmitted along the line of the steering linkage.

The steering box itself is still the cam and roller type, but has a ratio of 20.6:1 instead of 15.25:1 as the tyre size is now 8.20-15.

Considerable modifications have also been made to the rear suspension. The semi-elliptic springs are now mounted inside the side members in order to reduce the roll stiffness of the rear suspension which was found to be too high when they were mounted in their previous position outside the frame. Each spring consists of nine instead of seven leaves, the leaves being thicker in the right-hand spring, partly because the car is heavier on that side and partly to resist propeller shaft torque.

The spring leaves are no longer lubricated from the central lubrication system, as it was found impossible to



This ghosted view shows the very comprehensive air conditioning system with its air intake trunks in both front wings, leading to the light alloy heat exchangers and then to a duct which runs across the car and is divided down the centre. The additional air duct to the rear compartment is also seen. The small detail drawings show the cunningly devised air intake with its thick wire-mesh filter to prevent the ingress of snow, and the gauze filter set at an angle; also the vacuum-operated tap admitting hot water from the cooling system to the heat exchanger and the butterfly controlling the entry of air into the system which is also operated by induction manifold vacuum.

ensure that they remained quiet over big mileages. Instead, the springs are packed for life with Rocol Moly Spring Lubricant 204.G. The leaves themselves are specially treated so that their surfaces form a sponge which will hold the grease, then an assembly a short length of oil-resistant rubber interleafing is placed between the top four leaves at front and rear to reduce road noise and the springs are enclosed in gaiters. Springs on test cars have covered more than 50,000 miles without there being any sign of the lubrication breaking down.

The springs are inclined downwards towards the front to introduce a small amount of understeer, and have welded front eyes, the welding being carried out before the leaves are heat-treated. Flanged Silentbloc bushes for the front shackles have been found to give good control of any sideways movement of the springs, while at the

rear the Silentbloc bushes are of the extended type. As there is no longer room to mount the rebound stops on the damper arms, they are formed by extensions of the rear shackle pins.

A Z-shaped rod having the bottom stroke of the Z attached to the right-hand rear axle casing and the top stroke secured to the right-hand side-member prevents the rear axle from rocking on its springs, and also acts as an anti-roll bar, for which purpose it is carefully matched with the front anti-roll bar.

The rear dampers are of the horizontal piston type as before, but incorporate better bleeding for the chambering at each end of the reservoir to prevent air from being trapped there. The ride control for these dampers has also been entirely redesigned and instead of being hydraulically controlled by a pump driven from the gearbox, they are now electrically controlled. When the switch mounted on the steering column is changed from the "Soft" to the "Hard" position, a solenoid mounted on each damper pushes a grooved pin out of alignment with its hole and so reduces the slow leak.

Although still employing the Rolls-Royce mechanical servo which resembles a small disc brake driven from the gearbox, the braking system has been extensively redesigned to eliminate the only fault which could previously be found with this method of actuation, namely, the lag between pressure on the pedal and the actual application of the brakes when the car was travelling slowly. With brakes in good adjustment, this lag should never have permitted the car to move more than a foot forwards or backwards, but with maladjusted brakes it could reach unsettling proportions. The speed at which the servo runs has therefore been doubled, and it is now driven at 0.179 the

No clutch pedal protrudes into this driving compartment, for all cars have the Rolls-Royce automatic transmission. The central fixing of the multi-position ignition switch and lock will be noted; of the two pairs of pull-and-twist switches located above the radio, the outer switches operate the demisting and heating, the left-hand inner one controls the windscreen wipers and washer, and the right-hand inner switch the instrument and map-reading lights.



speed of the propeller shaft instead of 0.095.

In addition, Girling brakes of the Autostatic pattern are now fitted in which the shoes remain in constant contact with the drum, thereby cutting down the time lag still further. The front brakes are of the two-trailing-shoe type while at the rear a trailing and a leading shoe are used but with an inter-shoe linkage which converts them into the equivalent of a fixed cam brake to ensure that both shoes wear at the same rate. Whereas previously the rear shoes were operated by the servo through a mechanical linkage using rods in tension, the servo now operates both front and rear brakes entirely by hydraulic means through a light-alloy master cylinder and the normal wheel cylinders. In addition to operating the servo, the brake pedal is also connected to the rear brakes through a mechanical linkage of rods in tension—as also is the handbrake—and supplies 40% of the effort needed to apply the rear brakes, the additional 60% being provided by the servo.

As the front brakes are applied entirely by the servo, there would normally be no increase in pedal travel as the linings became worn. A strong pull-off spring is therefore fitted to the shoes which takes effect only when the linings are nearing the end of their life and, by the increase in pedal travel it then makes necessary, gives due warning that the linings require renewing.

Brake Lining Area Increase

The size of the road wheels has been reduced from 16 in. to 15 in. with a consequent reduction in the brake drum diameter from 12½ in. to 11½ in. The width of the drums has however been increased from 2½ in. to 3 in. with the net result that there has been a 22% increase in lining area and 240 sq. in. of friction area are now available. The drums have cast-iron rims carrying four fins and a cast-in end plate of nickel-chrome iron.

To prevent the brakes from operating as soon as the pedal is touched, the face cams on the servo which bring it into operation are permitted to move a fraction of an inch when the pedal is pressed before actually engaging the servo, and pedal clearance for the mechanical linkage system is provided by the space which develops in the "off" position between the rear shoe tips and the mechanically operated wedge expanders.

The new steel body shell for both cars, which is produced by the Pressed Steel Co., Ltd., undoubtedly makes these two new models the most elegant post-war Rolls-Royce and Bentley to date. In order to keep the weight down, doors, bonnet top and boot lid are of light alloy, but no sacrifice in strength in the body structure has been made to attain this very desirable end. The body, with its built-in scuttle braced by a very strong cross-member behind the fascia, is, in fact, exceptionally rigid torsionally. As the scuttle forms part of the body of the standard saloon, a special chassis is provided for specialist coachbuilders.



LONG and wide, with a virtually flat floor, the luggage boot of the new car has a separate compartment beneath it for spare wheel and battery.

Great attention has been paid to the mountings for the new body to reduce road noise. Hard or soft rubber bushes are used according to the sensitivity to road noise of each particular point on the chassis, and two soft-centre rubber mountings on the rear arms of the cruciform chassis member also help to reduce floor boom and road noise.

Wind-tunnel experiments with models have given Rolls-Royce, Ltd., no great belief in the efficacy of this method for developing bodies with a low resistance and, equally important, low wind noise. The present body was therefore designed by eye—but by a highly experienced eye—rather than by wind tunnel and the result has been most satisfactory, for wind noise is exceptionally low.

The Rolls-Royce-designed bench-type front seat has a fore-and-aft adjustment on ball bearings and also adjustment for rake which, by employing a dog-leg section at each side of the seat, moves the squab farther back in relation to the seat as its rake is increased. Both squab and seat cushion at front and rear consist of a spring case covered with Dunlopillo.

Hand-control Features

Layout of the instrument panel was designed round the ignition lock, which has been mounted in the position found most convenient for insertion of the ignition key. Incidentally, there is now no separate starter control, the mere act of turning the key in the lock being sufficient to operate the starter.

Unusual features are a position of the ignition switch permitting the heater, radio and windscreen wipers to be operated without switching on the ignition itself (known at the works as the "point-to-point" position) and the provision of two keys, one of which operates all locks and the other the door locks and ignition only. The latter key can thus be handed to a garage without giving access to the boot or to the lockers in the cubby-hole.

In order to keep the interior of the car as quiet as possible it has, to all intents and purposes, been isolated from direct line metal-to-metal contact with the engine and the engine compartment. All controls have there-

fore been removed from the boss of the steering wheel to prevent noise travelling up the steering column tunnel gaining access to the interior, and even the delightful throttle linkage has a rubber bush at one point.

Great attention has also been paid to sealing the body of the car, and it has therefore been designed to be serviced entirely from underneath so that none of its seals will have to be disturbed for either routine maintenance or major attention. To ensure that the desired travelling conditions are maintained within the car at all times with all windows closed, both front wings are packed with air-conditioning equipment.

Comprehensive Air Conditioning

Air is admitted to each front wing by a grille behind which is a filter set at an angle so that the air passing through it has a scrubbing action which prevents it from becoming choked by dead insects. From the filter the air travels along a rubber hose to a butterfly valve opened and shut by induction manifold vacuum and then to an axial-flow fan, this type being employed for its good starting qualities in cold climates. The fan forces the air through a light-alloy heat exchanger connected to the cooling system by an induction-operated tap. From the heater in the left wing the air is trunked to a pipe running athwart the car beneath the scuttle and provided with four demisting nozzles which direct the air onto the base of the windscreen. The warmed air does far more than just demist the screen, for it passes up the screen and then along the underside of the roof to the rear compartment.

The transverse duct beneath the scuttle has a central baffle dividing it in two. Demisting air from the left wing is led to the front of the baffle and air from the heater in the right wing to the rear of the baffle, and from there it enters the car interior by nozzles directing it beneath the scuttle and by a separate duct formed in the floor of the rear compartment on the right-hand side.

Each heater is controlled by its own pull-and-twist switch. A first pull on the switch opens the butterfly valve at the mouth of the trunk to admit cool air; then, twisting the switch to its first position runs the fan at half speed, while if the switch is rotated to its second position, the fan runs at full speed. Pulling the switch outwards as far as it will go opens the tap admitting hot water to the heat exchanger, so that warm air is now admitted to the car, its quantity depending on whether the fan is switched to half speed or full speed.

Refinements of the system include the provision of

summer and winter positions for each induction-operated tap. When in the "winter" setting, the tap has a leak of minute proportions when closed but which is just sufficient to take the chill off the incoming cold air. Another ingenious arrangement is the provision of a 1-in.-diameter hole in the left-hand butterfly valve which allows sufficient air to reach the screen when the butterfly is closed to prevent frozen mist from forming on the screen when the car is standing overnight.

It is just such attention to detail that is characteristic of both cars, and if genius be truly defined as an infinite capacity for taking pains, then genius has gone into the designing and building of these new models. Ever since the first 10-h.p. Rolls-Royce, new models of this make have rarely incorporated revolutionary developments; rather have they been noted for their orthodoxy or they have been built according to the best principles of contemporary design. The new models therefore follow in the long-established Rolls-Royce tradition, for although they are not the largest, the fastest or the most glamorous cars available, they are probably the finest examples obtainable anywhere in the world of the best in current automobile design. The prices of the cars will be found in the car price tables on pages 509 and 510.

We were naturally most interested to see how the numerous alterations to the design—so excellent in theory—worked out in practice on the road, and therefore welcomed the opportunity of driving an S Series Bentley over a testing route in the Cotswolds.

From the driving seat the impression gained was of greatly increased controllability, so that one did not hesitate to corner this 17-ft.-long saloon, weighing more than 2 tons fully laden, in a manner which would have done credit to a sports car. The steering seems pleasantly live and sufficiently correct for fast motoring but, because the wheels turn through a greater angle than usual to provide an extremely good turning circle, is somewhat low geared for rounding abrupt corners.

The brakes are magnificent and appear fully up to the performance of the car. There is never the uneasy feeling that one will not be able by firm pressure on the brake pedal to overcome some unfortunate situation into which one has been led by the rapidity with which this big saloon reaches 80 m.p.h. plus, and the deceptive ease and quietness with which it cruises at this speed. The rear-seat ride is also notable for its smoothness, and the silencing of the car is so good that it is possible for the rear-seat passengers to carry on a normal conversation at 100 m.p.h.



A SMOOTH and handsome car, the new Bentley is 11 in. longer, nearly 6 in. wider and 2 in. lower than its predecessor. Chiefly of steel, the new body has doors, bonnet top and boot lid made in light alloy.

Announcing the



ROLLS-ROYCE

SILVER CLOUD

These completely new motor cars, which are introduced after a long period of development by Rolls-Royce and Bentley engineers, represent a logical advance in the design of chassis and coachwork.



BENTLEY

'S' SERIES





ROLLS-ROYCE BENTLEY

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BLAIRGOWRIE

Grassick's Garage Ltd.,
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And at PERTH.

AN EARLY DEMONSTRATION OF THESE COMPLETELY NEW CARS

SILVER CLOUD

'S' SERIES

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Raymond Mays & Partners Ltd.,
Spalding Road, Bourne, Lincs. *Tel. Bourne 285*

Edwards & Co. (Bournemouth) Ltd.,
189-193 Old Christchurch Road, Bournemouth.
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Caffyns Ltd.,
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And at 47 Queens Road, Clifton, Bristol 8.

James Young Ltd.,
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BOURNE

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BRIGHTON

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BROMLEY

MAY BE ARRANGED BY ROLLS-ROYCE AND BENTLEY RETAILERS



ROLLS-ROYCE *BENTLEY*

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COLCHESTER

Page's Garage,
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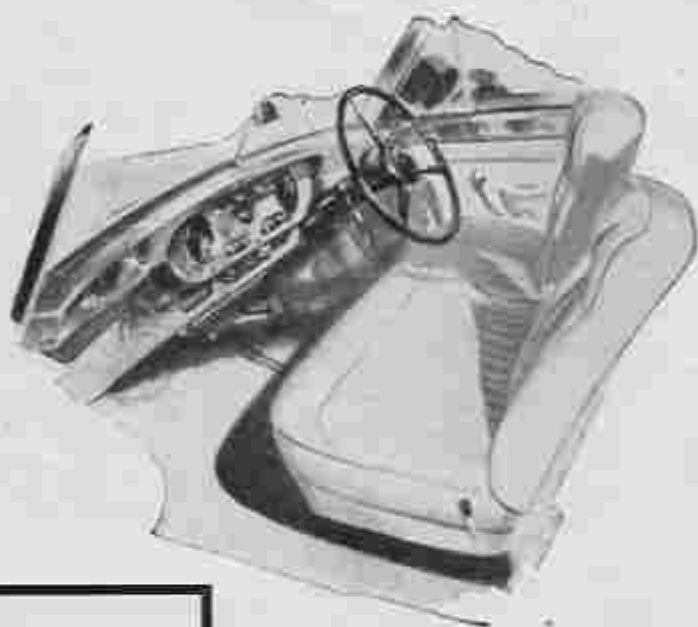
Braid Brothers Ltd.,
Victoria Works, Conway Road, Colwyn Bay.
Tel. 2281/3

AN EARLY DEMONSTRATION OF THESE COMPLETELY NEW CARS

SILVER CLOUD

'S' SERIES

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Sanderson & Holmes Ltd.,
London Road, Derby.
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Rossleigh Ltd.,
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Tel. 20646

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Rossleigh Ltd.,
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Tel. Caledonian 72438

H. C. Hutchison,
Armillan Motor Works, Edinburgh.
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ROLLS-ROYCE *BENTLEY*

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Tel. 3103

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GLASGOW

The Clyde Automobile Co. Ltd.,
100 Renfrew Street, Glasgow C.2.
Tel. Douglas 0556/7

GRIMSBY

D. H. & A. H. Bloomer,
West St. Mary's Gate, Grimsby.
Tel. 5488/9

HARROGATE

Glovers of Ripon Ltd.,
91 Leeds Road, Harrogate.
Tel. 81263/5

And at RIPON. *Tel. No. 171/2*

HUDDERSFIELD

Rippon Bros. Ltd.,
Viaduct Street, Huddersfield.
Tel. 7070

And at BRADFORD, LEEDS and SHEFFIELD.

AN EARLY DEMONSTRATION OF THESE COMPLETELY NEW CARS

SILVER CLOUD

'S' SERIES

RETAILERS



The Paragon (Hull) Motor Co. Ltd.,
Boothferry Road, Hull.
Tel. Central 53155

HULL

Ross Bros. (Ben Rhydding) Ltd.,
Riverside, Ben Rhydding, Nr. Ilkley.
Tel. Ilkley 1030

ILKLEY

W. H. Johnson & Sons Ltd.,
24 St. James' Street, King's Lynn.
Tel. 2281

KING'S LYNN

W. Watson & Co. (Liverpool) Ltd.,
Bold Street, Liverpool.
Tel. Royal 7080

LIVERPOOL

And at **BIRKENHEAD** and
GROSVENOR MOTOR COMPANY, CHESTER.

Jack Barclay Ltd.,
Berkeley Square, London, W.1.
Tel. MAYfair 7444

LONDON

Car Mart Ltd.,
Stanhope House,
320 Euston Road, London, N.W.1.
Tel. EUSTon 1212

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Tel. MAYfair 6266

H. A. Fox & Co. Ltd.,
3-5 Burlington Gardens, Old Bond Street, W.1.
Tel. REGent 8822

Hooper & Co. (Coachbuilders) Ltd.,
54 St. James's Street, Piccadilly, S.W.1.
Tel. REGent 3242

Jack Olding & Co. (Motors) Ltd.,
8-10 North Audley Street, Mayfair, W.1.
Tel. MAYfair 5242

Pass and Joyce Ltd.,
184-188 Great Portland Street, London, W.1.
Tel. MUScum 1001

MANCHESTER

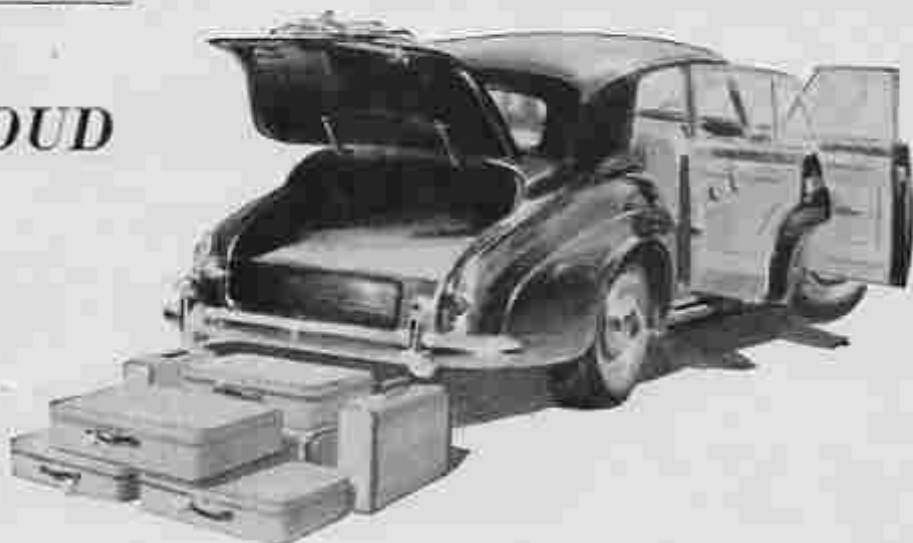
Joseph Cockshott & Co. Ltd.,
Great Ducie Street, Manchester 3.
Tel. Deansgate 6611

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David Rosenfield,
Cheetham Hill Road, Manchester 8.
Tel. Blackfriars 2302

Portland Motor Co. Ltd.,
47, 49 Westgate, Mansfield, Notts.
Tel. 1270

Robert B. Massey & Co. Ltd.,
High Street, Market Weighton, Yorks.
Tel. Market Weighton 3115/7

Dex Automobiles Ltd.,
New Bridge Street, Newcastle-on-Tyne.
Tel. 25511

A. & B. Motors (Newton-le-Willows) Ltd.,
Mill Lane, Newton-le-Willows, Lancs.
Tel. 3301/2

Grose Ltd.,
Marefair, Northampton.
Tel. 31682

And at KETTERING

MANCHESTER

MANSFIELD

**MARKET
WEIGHTON**

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ON-TYNE**

**NEWTON-
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Mann, Egerton & Co. Ltd.,
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Tel. 20481

And at BURY ST. EDMUNDS and
BOTWOODS LTD., IPSWICH.

NOTTINGHAM

Bennetts (Nottingham) Ltd.,
24-30 Shakespeare Street, Nottingham.
Tel. 44074/7

OXFORD

E. H. Organ & Sons Ltd.,
242-254 Banbury Road, Oxford.
Tel. 59613

PIRBRIGHT

Clarke's of Pirbright Ltd.,
Pirbright, Surrey.
Tel. Brookwood 2201/2

PLYMOUTH

W. Mumford Ltd.,
Abbey Garage, St. Andrew Street, Plymouth.
Tel. 63481

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Loxhams Garages Ltd.,
Central Garage, Charnley Street,
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Tel. 7021/2

W. M. Couper Ltd.,
Catherine Street, St. Albans.
Tel. 4343/4

Wessex Motors Ltd.,
New Street, Salisbury.
Tel. 3275/6

And at ANDOVER.

Wadham Bros. Ltd.,
Automobile House, The Avenue, Southampton.
Tel. 22991/5

And at CHICHESTER and
PARKER THOMAS & CO. LTD., PORTSMOUTH.

Rossleigh Ltd.,
Allan Park, Stirling.
Tel. 1616/8

Hollingdrake Automobile Co. Ltd.,
Town Hall Square, Stockport.
Tel. 4464

READING

ST. ALBANS

SALISBURY

SOUTHAMPTON

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ROLLS-ROYCE *SILVER CLOUD*

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Somerset Motors Ltd.,
Corporation Street, Taunton.
Tel. 7267 (4 lines)

WEYBRIDGE

Weybridge Automobiles Ltd.,
Queen's Road, Weybridge, Surrey.
Tel. 233

WIGAN

H. H. Timberlake Ltd.,
Liberty Street, Wigan.
Tel. 3451

WOLVERHAMPTON

Charles Attwood & Son, Ltd.,
Stafford Street, Wolverhampton.
Tel. 25852
And at STAFFORD.

YORK

Myers & Burnell Ltd.,
Davygate, York.
Tel. 2142/3

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