

The Motor Road Test No. 18/60

Make: Rolls-Royce

Type: Silver Cloud II

Makers: Rolls-Royce Ltd., 14-15 Conduit Street, London, W.1

Test Data

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CONDITIONS: Weather: Warm and dry with light wind. (Temperature 60°-70°F., Barometer 29.9-30.0 in. Hg.) Surface: Dry tarred macadam and concrete. Fuel: Premium-grade pump petrol (approx. 96 Research Method Octane Ratio: g).

INSTRUMENTS

Speedometer at 30 m.p.h. .. 6% slow
 Speedometer at 60 m.p.h. .. 7% slow
 Speedometer at 90 m.p.h. .. 3% slow
 Distance recorder .. 1% slow

WEIGHT

Kerb weight (unladen, but with oil coolant and fuel for approx. 50 miles) .. 40½ cwt.
 Front/rear distribution of kerb weight .. 50/50
 Weight laden as tested .. 44½ cwt.

MAXIMUM SPEEDS

Flying Mile.
 Mean of four opposite runs .. 112.3 m.p.h.
 Best one-way time equals .. 113.9 m.p.h.

"Maximile" speed. (Timed quarter mile after one mile accelerating from rest.)
 Mean of four opposite runs .. 104.7 m.p.h.
 Best one-way time equals .. 105.9 m.p.h.

Speed in gears. (Automatic upward gearchange speeds at full throttle.)
 Max. speed in 3rd gear .. 71 m.p.h.
 Max. speed in 2nd gear .. 39 m.p.h.
 Max. speed in 1st gear .. 27 m.p.h.

FUEL CONSUMPTION

19.5 m.p.g. at constant 30 m.p.h. on level.
 18.5 m.p.g. at constant 40 m.p.h. on level.
 17.5 m.p.g. at constant 50 m.p.h. on level.
 17.0 m.p.g. at constant 60 m.p.h. on level.
 15.5 m.p.g. at constant 70 m.p.h. on level.
 14.0 m.p.g. at constant 80 m.p.h. on level.
 12.0 m.p.g. at constant 90 m.p.h. on level.
 10.0 m.p.g. at constant 100 m.p.h. on level.

Overall Fuel Consumption for 1,670 miles, 139.1 gallons, equals 12.0 m.p.g. (23.6 litres/100 km.)

Touring Fuel Consumption (m.p.g. at steady speed midway between 30 m.p.h. and maximum, less 5% allowance for acceleration). 13.0 m.p.g.
 Fuel tank capacity (maker's figure) 18 gallons (warning lamp operates when 3 gallons remain).

STEERING

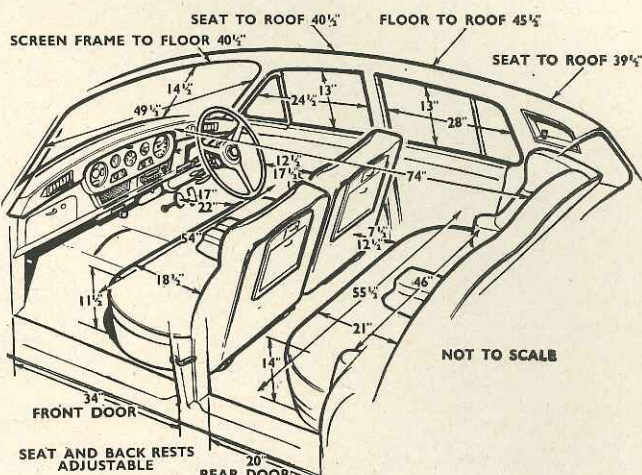
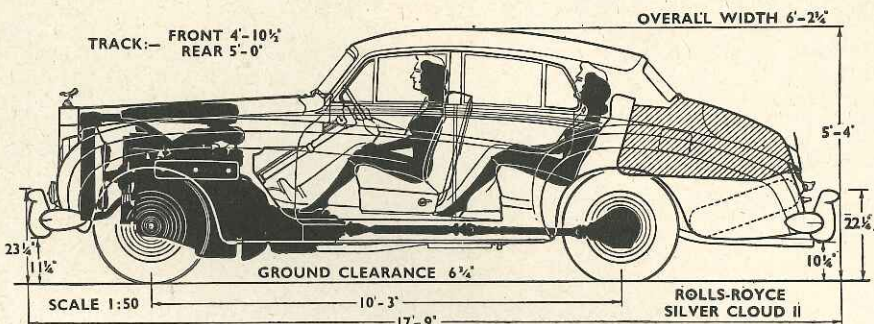
Turning circle between kerbs:
 Left .. 40½ ft.
 Right .. 40 ft.
 Turns of steering wheel from lock to lock .. 3½

BRAKES from 30 m.p.h.

0.92 g retardation (equivalent to 32½ ft. stopping distance) with 60 lb. pedal pressure.
 0.85 g retardation (equivalent to 35½ ft. stopping distance) with 50 lb. pedal pressure.
 0.46 g retardation (equivalent to 65½ ft. stopping distance) with 25 lb. pedal pressure.

HILL CLIMBING at sustained steady speeds

Max. gradient on top gear .. 1 in 7.1 (Tapley 315 lb./ton)
 Max. gradient on 3rd gear .. 1 in 4.5 (Tapley 485 lb./ton)
 Max. gradient on 2nd gear .. 1 in 3.0 (Tapley 720 lb./ton)

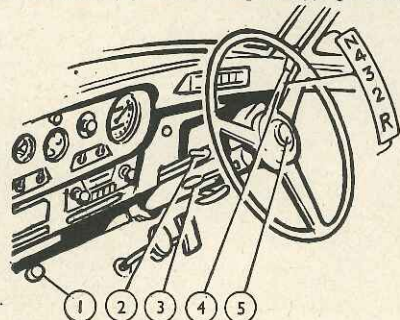


ACCELERATION TIMES from Standstill

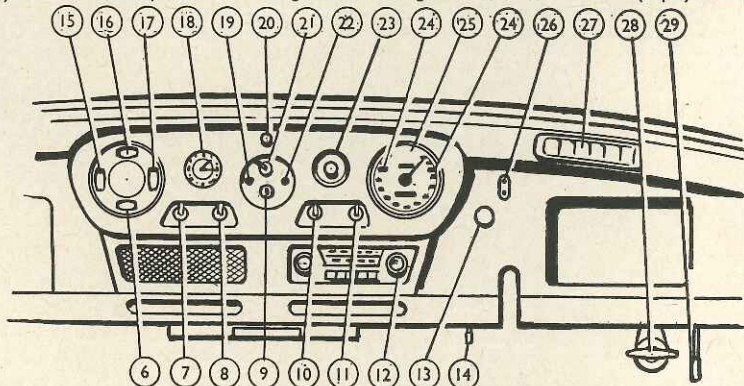
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| 0-30 m.p.h. | 3.4 sec. |
| 0-40 m.p.h. | 5.5 sec. |
| 0-50 m.p.h. | 7.9 sec. |
| 0-60 m.p.h. | 10.9 sec. |
| 0-70 m.p.h. | 14.7 sec. |
| 0-80 m.p.h. | 20.2 sec. |
| 0-90 m.p.h. | 28.0 sec. |
| 0-100 m.p.h. | 40.1 sec. |
| Standing quarter mile | 18.0 sec. |

ACCELERATION TIMES from Rolling Start

| | |
|---------------|-----------|
| 0-20 m.p.h. | 2.0 sec. |
| 10-30 m.p.h. | 2.4 sec. |
| 20-40 m.p.h. | 3.5 sec. |
| 30-50 m.p.h. | 4.5 sec. |
| 40-60 m.p.h. | 5.4 sec. |
| 50-70 m.p.h. | 6.8 sec. |
| 60-80 m.p.h. | 9.3 sec. |
| 70-90 m.p.h. | 13.3 sec. |
| 80-100 m.p.h. | 19.9 sec. |



1. Headlamp dipswitch.
2. Ride control switch.
3. Direction indicator switch.
4. Transmission selector.
5. Horn button.



6. Fuel and oil level gauge.
7. Heater temperature control and fan switch.
8. Demister control and fan switch.
9. Ignition and starter switch.
10. Windscreen wiper and washer switch.
11. Panel light and map-reading light switch.
12. Radio.
13. Petrol cap cover release.
14. Trip adjuster.
15. Oil pressure gauge.
16. Ammeter.
17. Water thermometer.
18. Clock.
19. Dynamo charge warning light.
20. Oil level indicator button.
21. Lights switch.
22. Fuel warning light.
23. Cigar lighter.
24. Direction indicator warning light.
25. Speedometer, and distance recorder.
26. Inspection lamp plug.
27. Air ventilator (one each side).
28. Handbrake.
29. Bonnet release catch (one each side).

The Rolls-Royce Silver Cloud II

Effortless Speed
and Extreme
Quietness with a
New V-8 Engine



UNFASHIONABLE though it may be to welcome an increase in the price of anything, we finished our recent test of a Rolls-Royce Silver Cloud II saloon convinced that its makers were 100% right in making it an appreciably more expensive car than its predecessors. When the company first marketed an all-steel saloon some eight years ago, it cost as much as nine contemporary small cars, whereas today's equivalent Rolls-Royce costs as much as 12½ modern small cars. By spending this extra money, the designers have been able to ensure that a car of the 1960 vintage is amongst the finest in their history.

In this new version of what is proudly advertised as "the best car in the world" the prime mechanical change is replacement of a 4.9-litre six-cylinder engine by a V-8 power unit of 6.2-litre size. Redesigned ventilation for the bodywork, and standardized power steering, with some appropriate chassis modifications, are other welcome major improvements which are backed up by countless less conspicuous refinements. Whereas not so many years ago it was possible to wonder whether or not one really wanted a Rolls-Royce, now it only seems possible to wonder whether or not one can afford a Rolls-Royce.

Essentially the Silver Cloud II is laid out on traditional "big car" lines, with a luxurious five-seat body built upon a separate chassis of 10-ft. 3-in. wheelbase and having an overall length of 17 ft. 9 in. Very high performance is provided without any fuss or effort at all, the minor irregularities of ordinary roads are silently ironed out by the suspension almost as if they had been steam-rollered out of existence, and extremely complete sound insulation keeps passengers quietly apart from the turmoil of life outside the car. Beautifully propor-

tioned, the Silver Cloud II looks a pleasantly but not exaggeratedly low-built car, yet its size is, in fact, such that you step easily into it without stooping, and sit with ample headroom in a virtually flat-floored body from which you look down on other motorists.

Silent Power

Putting their new light-alloy eight-cylinder engine into a car which it is difficult to distinguish visually from its recent predecessors, Rolls-Royce Ltd. have greatly increased the Silver Cloud's power-to-weight ratio. Top speed on the level has gone up by about 10 m.p.h., to more than 112 m.p.h.; the time needed to reach 80 from a standstill is 22½% lower than formerly, at 20.2 sec.; despite higher gearing, the new engine provides about 10% more pulling power in top gear, it now being possible to sustain a steady speed up gradients of the 1 in 7 order without the automatic gearbox needing to engage a lower ratio. The best testimony which can be given to the quietness with which large but undisclosed amounts of power are developed is that, at any motorway cruising speed up to 100 m.p.h. or more, it proved possible for the driver to slip the gear selector into neutral and let the engine idle without his passengers noticing anything except that the car was slowing down. Modest enough in its fuel anti-knock requirement to run happily on the premium-grade petrol of any country which a tourist is likely to visit, this engine does have a considerable thirst for fuel, but consumption figures which on the road are likely to range between 10 m.p.g. and 14 m.p.g. should not worry the buyer of this car from the cost point of view; the non-stop cruising range provided by an 18-gallon tank (a warning lamp on the fascia lights up when 3 gallons or so remain) is however rather limited, and the petrol filler will not always accept fuel at the maximum delivery rate of a modern pump.

Transmitting the high torque of a big engine working very well within its potential, the Rolls-Royce four-speed automatic transmission has an easier job than have comparable units fitted to less powerful

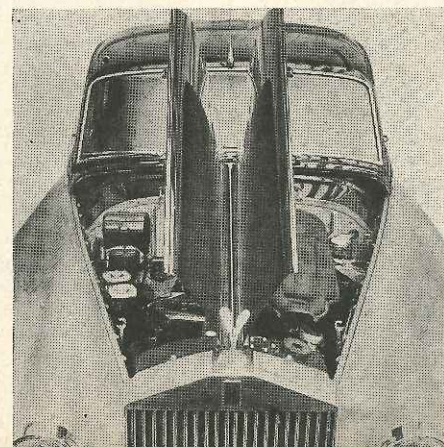
cars, and in almost all conditions it does this job excellently without the driver needing to use the manual override control. In first and second ratios the power unit is just audible inside the car, but the great majority of driving is done with third or top gear automatically engaged and not only are these ratios silent, but the upward and downward changes between them are virtually imperceptible. The gap between third and second ratios is rather wide, and if jerky changes are not to take place the driver must be discreet in his use of the accelerator pedal at speeds below 20-25 m.p.h. A clumsy driver, given a car which in response simply to hard pressure on the accelerator pedal will out-accelerate most sports two-seaters, can jerk his passengers, but a sensitive driver can accelerate the Rolls-Royce very rapidly indeed with almost complete smoothness and quiet. Idling at a speed low enough to eliminate "creep" due to drag in the fluid coupling at traffic checks, the V-8 engine was not altogether its usual smooth self at tick-over, but its automatic choke eliminated all warming-up temperament in the mild spring weather of our two-week test.

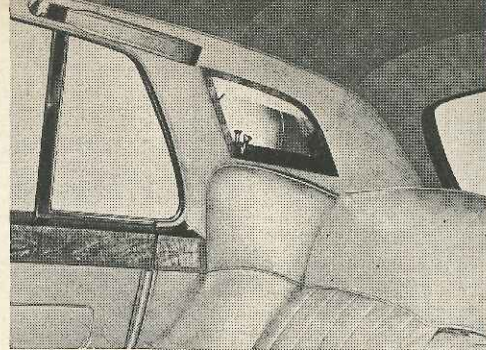
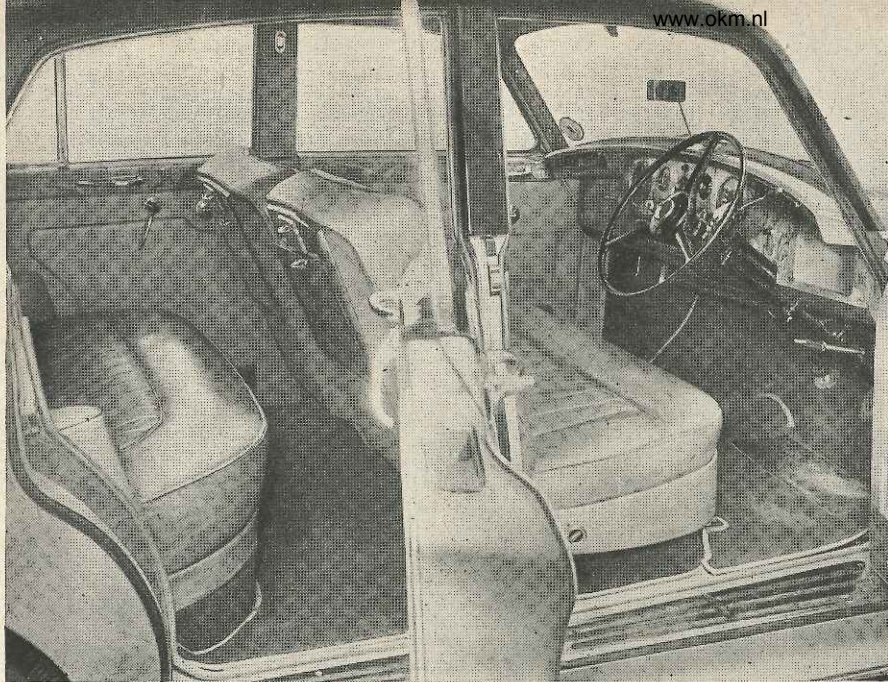
Almost every element of the Rolls-Royce braking system is duplicated to guard against possibilities of failure, and as hitherto drum brakes of large size (and with very little of the self-wrapping effect

In Brief

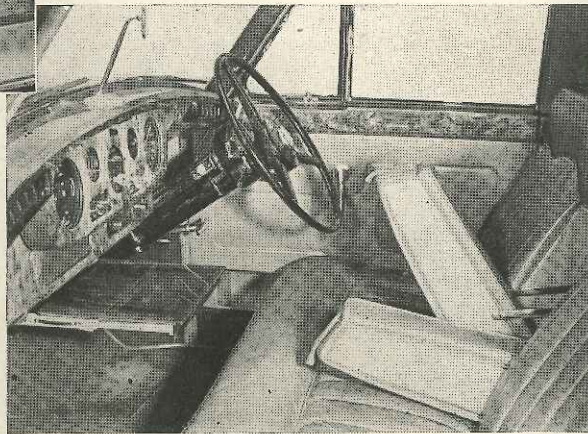
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|---|--|
| Price | £4,300 plus purchase tax |
| | £1,792 15s. 10d. equals £6,092 15s. 10d. |
| Capacity | 6,230 c.c. |
| Unladen kerb weight | 40¼ cwt. |
| Acceleration: | |
| 20-40 m.p.h. in driving range | 3.5 sec. |
| 0-50 m.p.h. through gears | 7.9 sec. |
| Maximum direct top gear gradient | 1 in 7.1 |
| Maximum speed | 112.3 m.p.h. |
| "Maximile" speed | 104.7 m.p.h. |
| Touring fuel consumption | 13 m.p.g. |
| Gearing: | |
| 27.3 m.p.h. in top gear at 1,000 r.p.m.; | |
| 45.5 m.p.h. at 1,000 ft./min. piston speed. | |

TWIN hinged panels give access to the top of the V-8 engine, the air filter also tilting upwards if required: platinum-point sparking plugs below the exhaust manifolds should seldom need attention.





SPACIOUS and with an almost completely flat floor, the interior is finely furnished in traditional style, and very easy to enter or leave through four wide doors. Details in the rear quarter (above) include a separate light, vanity mirror and cigar lighter. Below are seen the slide-out picnic table and folding armrests in the front compartment.



The Rolls-Royce Silver Cloud II

which can magnify fade) are applied with help from a gearbox-driven servo. Extremely smooth control over a very heavy and very fast car is provided by these brakes, and although in very slow stop-go traffic those who knew early versions of this system can still detect a lag amounting to a few inches of motion along the road before full servo assistance is obtained, only those who have previously found fault are likely to detect vestiges of it in the latest car. With an open window, a hard and almost metallic rubbing is audible if these fade-resistant brakes are applied on a road which echoes the sound off stone walls, but there was never any trace of squeal.

Light Steering

Steering by a cam and lever gear has power assistance from an engine-driven hydraulic pump as a standardized feature. As a town runabout or in narrow and winding country lanes this big car is transformed into quite a nimble one by the fact that its steering remains light right down to the lowest speeds—in fact, on most surfaces and with the engine running, it is quite easy to swing from lock to lock with the car at rest. In ordinary driving, however, it is not possible to detect when power assistance begins to magnify the driver's manual effort, the steering being light at all times but never embarrassingly so.

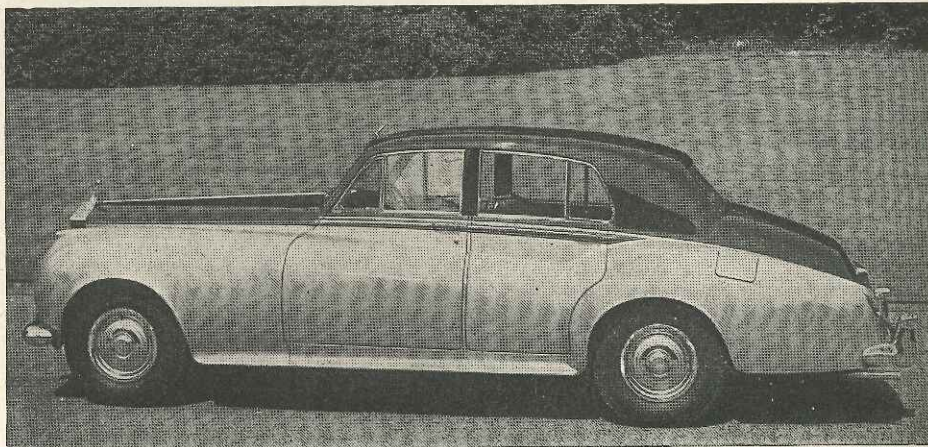
At first acquaintance, this does not seem to be the most completely stable of cars, it being easy for a driver to over-correct slight deviations from a true course caused by road camber or by wind. Full confidence is soon acquired however; and fairly sensitive response to small corrective movements of the steering wheel, but a mounting degree of understeer if corners are tackled fast, come to be appreciated as quite suitable handling characteristics for a very fast touring car which is not meant to be thrown around like a sports model. Attempts to corner inappropriately fast produce body roll and tyre squeal, but

quite brisk cornering (silence and that great rarity, a pessimistic speedometer, often tend to disguise the car's true speed) and effortlessly quick acceleration back to cruising speed even if the road is quite steeply uphill, get this car along traffic-avoiding secondary roads very rapidly.

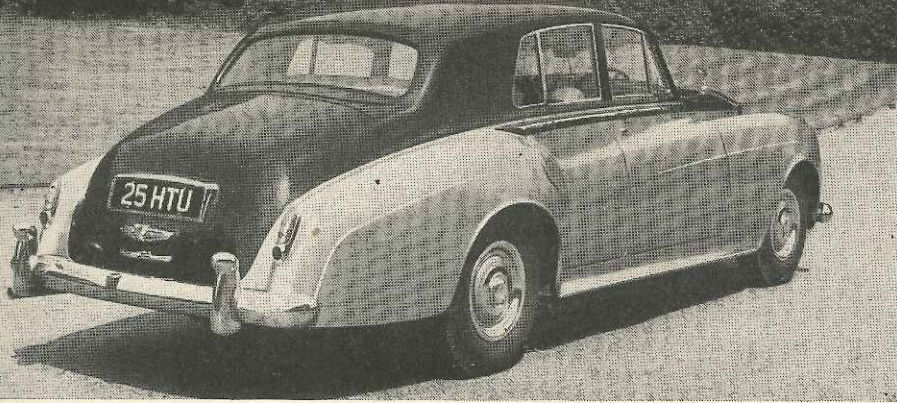
As has been indicated, the primary virtue of this model's very orthodox but very carefully engineered suspension system is its ability to eliminate small bumps. Living up to its "Silver Cloud" name, it floats along over ordinary main-road irregularities which are neither felt nor heard inside the rubber-mounted body. When a bigger bump or wave in the road does penetrate the defences, the fact that the car then rises and falls just like any other is almost more noticeable because it is a surprise. A two-position ride control switch is provided on the steering column, to alter the rear shock absorber settings, but we found only a very few occasions when the "soft" setting was preferable for driving over cobblestones at less than 30 m.p.h., and rather more numerous occasions when we wondered if something harder than the "hard" setting (which we used almost continuously) would have given even greater comfort and stability at speed along an undulating road. With a good driver at the wheel and on British roads, the standard of riding comfort provided for a rear-seat passenger is at least as high as that enjoyed in the front

seat, despite the considerable unsprung weight of a rigid rear axle and semi-elliptic leaf springs.

With all the windows closed, the complete quietness of this car at very high speeds is astonishing. Only one facia-mounted loud speaker is used with the standard-equipment radio, yet no more than a very slight adjustment of the volume control setting appropriate to a traffic jam is needed to let the rear-seat passenger enjoy music as he is driven along a motorway at more than 110 m.p.h. Opening any window by even the smallest amount destroys this silence, especially at any speed above about 60 m.p.h., by producing a great deal of wind noise and pressure pulsation, but the latest ventilation system goes far towards eliminating any need for open windows. Two air-circulating systems have separate variable-speed fans and air and water control valves, one circulating heated air in the front and back compartments at floor level when required, and the



PROPORTIONED to look low although it is in fact of uncramped interior height, the Silver Cloud II is a quality car of classic form with modern cleanliness of detail design.



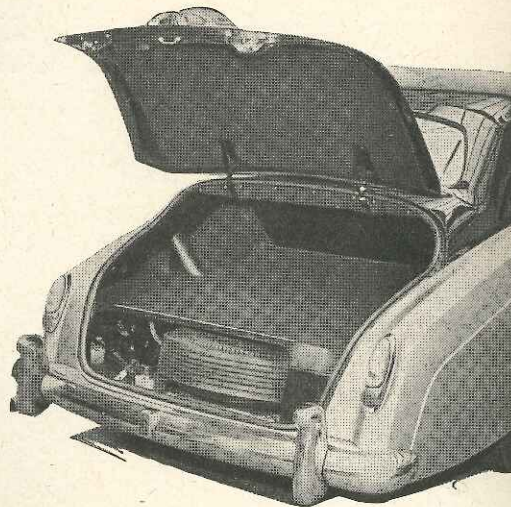
LONG and devoid of the tail fins which act as corner markers on fashion-following cars, the tail of the all-steel body encloses a flat, carpeted luggage floor of generous area.

other letting fresh air blow onto the wind-screen interior and through adjustable louvres towards the faces of the driver and front passenger. Whilst temperature control is in steps rather than being fully progressive, this system copes excellently with cold and temperate weather, but when the outside temperatures rose above 70 deg. F. it proved necessary to open windows if rear-seat passengers were to be truly comfortable. At an extra cost of £275 plus £114 11s. 8d. purchase tax, refrigeration can be incorporated in the ventilating system to provide true air conditioning, and limited experience of this installation on another example of the Silver Cloud II suggests that it is a worth-while aid to comfort in British summer weather as well as being a "must" for tropical conditions. A very useful option which was fitted on our test car was electrically-operated windows with a four-switch master control on the driver's door.

Submitted to us for test after it had run nearly 16,000 miles, the subject of this test report was still in almost immaculate perfect condition inside and out, emphasizing that the rather vulnerable-looking polished woodwork, deep pile carpets and fine-quality leather upholstery are not un-

sued to hard usage. A minor short-circuit at the switch for variable-brightness instrument lighting led to our confirming that this car offers far more than skin-deep beauty, removal of four screws allowing the walnut fascia panel to be removed without further difficulty, each individual control unit and instrument then being easily and separately removable from an engineered backplate should it require attention. Hidden quality of this sort is in character with the refinements of detail which have resulted in chassis greasing being required only at 10,000 mile intervals.

A bench-type front seat is used to make three-abreast seating possible, but with a split backrest of which each half is separately adjustable for rake and carries its own folding central armrest. The rear seat has a central folding armrest, and despite intrusion of the wheel arches offers fair accommodation for three people, rear-seat legroom and headroom being very ample. Details of equipment such as folding picnic tables, multiple interior lights and vanity mirrors, separate front and rear cigar lighters, and rear-window de-misting by an electrical heater element, are in accordance with what is expected of a Rolls-Royce, but a headlamp flasher



would be a welcome further item. Ample capacity for luggage is provided on the carpeted floor of an internally-lit rear locker, and inside the car two door pockets supplement twin glove-boxes and a rear parcel shelf as stowage for odds and ends. A full set of instruments is provided (not including an engine rev. counter), but apart from the big and clearly calibrated speedometer they act merely as indicators rather than giving precise readings.

There are few more satisfying ways of travelling by road than to sit behind the familiar Rolls-Royce radiator and long bonnet, with a fine view in all directions but almost completely sound-insulated from the world at large, floating gently along at an unhurried pace which is far above the speed of most other traffic. Supplemented perhaps by a very small car for errands into places where parking is difficult, the Rolls-Royce Silver Cloud II can provide its owner with a superb form of motoring.

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Specification

| | |
|---|----------------------------------|
| Engine | |
| Cylinders | V-8 |
| Bore | 104.14 mm. |
| Stroke | 91.44 mm. |
| Cubic capacity | 6,230 c.c. |
| Piston area | 105.5 sq. in. |
| Valves: Pushrod-operated o.h.v. with hydraulic tappets. | |
| Compression ratio | 8.0/1 |
| Carburettor: Twin 1½ in. S.U. horizontal type HD6. | |
| Fuel pump Twin S.U. electrical, rear mounted Ignition timing control | Centrifugal |
| Oil filter | Full-flow (British Filters Ltd.) |
| Max. power | not quoted |
| Piston speed at car's max. speed 2,470 ft./min. at 4,100 r.p.m. | |
| Transmission | |
| Clutch: Hydraulic coupling incorporated in Rolls-Royce automatic transmission. | |
| Top gear | 3.08 |
| 3rd gear | 4.46 |
| 2nd gear | 8.10 |
| 1st gear | 11.75 |
| Reverse | 13.25 |
| Propeller shaft: Rolls-Royce Hardy Spicer divided open. | |
| Final drive | 13/40 hypoid bevel |
| Top gear m.p.h. at 1,000 r.p.m. | 27.3 |
| Top gear m.p.h. at 1,000 ft./min. piston speed 45.5. | |
| Chassis | |
| Brakes: Rolls-Royce drum type, with gear-box-driven servo: two separate hydraulic circuits for front wheels, hydraulic and mechanical operation of rear brakes. | |
| Brake drum diameters | 11½ in. |
| Friction areas: 240 sq. in. of lining area working on 424 sq. in. rubbed area of drums. | |
| Suspension: | |
| Front: I.f.s. by coil springs, transverse wishbones and anti-roll torsion bar. | |
| Rear: Semi-elliptic leaf springs and single radius arm. | |
| Shock absorbers: Rolls-Royce lever-arm hydraulic, with electrical two-position remote control of rear damper setting. | |
| Steering gear: Rolls-Royce hydraulic power-assisted cam and roller steering. | |
| Tyres: 8.20-15 tubeless. (Dunlop on test model). | |

Coachwork and Equipment

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| Starting handle | None |
| Battery mounting: Under floor of luggage locker. | |
| Jack | Bevel-gear bipod screw pillar |
| Jacking points: Two external sockets below body sides. | |
| Standard tool kit: Jack, tyre pump, wheel brace, wheel disc remover, box spanner, adjustable spanner, 3 open-jaw spanners, contact breaker spanner with feeler gauge, drain plug key, pliers, screwdriver, tyre pressure gauge, spare bulbs. | |
| Exterior lights: 2 headlamps, 2 sidelamps, 2 foglamps, 2 stop/tail lamps, number plate lamp, reversing lamps. | |
| Number of electrical fuses: 15 (including standardized radio and optional electrical windows). | |
| Direction indicators: Self-cancelling flashers (amber lenses at rear, combined with foglamps at front). | |
| Windscreens wipers: Two-speed Lucas D.R.3 electrical twin-blade, self-parking. | |
| Windscreens washers Lucas electrical pump type Sun visors | Two, universally pivoted |
| Instruments: Speedometer with total and decimal trip distance recorders, clock, oil pressure gauge, coolant thermometer, ammeter, fuel contents gauge (also indicates oil level). | |
| Warning lights: Dynamo charge, headlamp main beam, turn indicators, low fuel level. | |

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|--|------------------------|
| Locks: | |
| With master key: Ignition/starter switch, either front door, glove box, luggage locker. | |
| With other key: Ignition/starter switch and doors only. | |
| Glove lockers: Two on fascia (one open, one with lockable lid). | |
| Map pockets | Two inside front doors |
| Parcel shelves | One behind rear seat |
| Astrays One on fascia, two behind front seats | |
| Cigar lighters | One front, one rear |
| Interior lights: One in roof with manual switch and four door-operated switches, one map-reading lamp, two lamps in rear quarters. | |
| Interior heater: Fresh air heating, with separate volume and temperature controls for de-misting and heating air. | |
| Car radio: H.M.V. Radiomobile 400T fitted as standard. | |
| Extras available: Power-operated windows, full air conditioning (including refrigeration). | |
| Upholstery material Top grain leather | |
| Floor covering | Pile carpets |
| Exterior colours standardized: 16 colours, or two-tone combinations of these: any other colour to order at extra cost. | |
| Alternative body styles: On long wheelbase chassis, saloon with division, or H. J. Mulliner drop-head coupe. | |

Maintenance

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|---|------------------------------|
| Sump: 13 pints, S.A.E. 20W winter and S.A.E. 30 summer, or S.A.E. 10W/30 multigrade. | |
| Gearbox: 20 pints, automatic transmission fluid | |
| Rear axle | 1½ pints, Castrol Hipress SC |
| Steering gear lubricant: S.A.E. 90 hypoid gear oil in steering gear, and automatic transmission fluid in power-assistance system. | |
| Cooling system capacity 21 pints (3 drain taps) | |
| Chassis lubrication: By grease gun every 10,000 miles to 21 points. | |
| Ignition timing | 2° b.t.d.c. static |
| Contact-breaker gap | 0.019-0.021 in. |
| Spark plug type: Lodge CLNP or Champion RN8. | |
| Spark plug gap | 0.024-0.027 in. |

| | |
|--|----------------------|
| Valve timing: Inlet opens 20° b.t.d.c. and closes 61° a.b.d.c.; exhaust opens 62° b.b.d.c. and closes 19° a.t.d.c. | |
| Tappet clearances | Not adjustable |
| Front wheel toe-in | 1/16 in. to 3/16 in. |
| Camber angle | Zero |
| Castor angle | Zero |
| Steering swivel pin inclination | 4½° |
| Tyre pressures: | |
| Front | 22 lb. |
| Rear | 27 lb. |
| Brake fluid: Wakefield-Girling Crimson (S.A.E. spec. 70-R-1). | |
| Battery type and capacity: 12 v. 67 amp. hr. (Dagenite 6HZP 11/9 62F or Exide 6.XTHZ 11/L). | |