

ROLLS-ROYCE
and
BENTLEY MOTOR CARS

**From the Dawn of the 20th Century
into the New Millennium**

ROLLS-ROYCE SILVER SHADOW I AND BENTLEY T1

No. made: 16,717 Rolls-Royce Silver Shadow I
 607 Rolls-Royce Silver Shadow I two door saloon
 505 Rolls-Royce Silver Shadow I convertible
 2,776 Rolls-Royce Silver Shadow I long wheelbase
 20,605 Rolls-Royce Silver Shadow I altogether

1,703 Bentley T1
 9 Bentley T1 long wheelbase
 114 Bentley T1 two door saloon
 41 Bentley T1 convertible
 1,867 Bentley T1 altogether

Technical Data

Engine: 6 cylinder 90 degree V-configuration; aluminum-silicon alloy cylinder block with cast iron wet cylinder liners; bore x stroke 104.14 x 91.44 mm (4.1 x 3.6 in); engine capacity 6,230 cc (from 1969 #7500 bore x stroke 104.14 x 99.06 mm (4.1 x 3.9 in); engine capacity 6,750 cc for export models; from 1970 #8742 standard on all models); aluminum alloy cylinder heads; four bearing central camshaft; self adjusting hydraulic tappets; 2 SU carburetors type HDS; five bearing crankshaft; cooling system controlled by twin thermostats

Transmission: Rear wheel drive; 4-speed automatic gearbox with fluid coupling and electric selection (3-speed automatic gearbox with torque converter; no electric selection for export models with destination USA or Canada; from 1968 #4483 standard); single-piece propeller shaft.

Chassis and Body: 5-seater 4 door saloon; steel monocoque; separate sub-frames front and rear; independent front suspension with coil springs, telescopic hydraulic shock absorbers, wishbones, anti-roll bar; independent rear suspension with coil springs, telescopic hydraulic shock absorbers, semi-trailing arms; hydraulic self-leveling height control front and rear (from 1969 #7404 deleted on front suspension); disc brakes front and rear; triple system with hydraulic power assistance; handbrake operating on rear brakes; power assisted steering

Dimensions: Wheelbase 3,035.3 mm (119 1/2 in); track 1,460.5 mm (57 1/2 in); (from 1969 #6599 long wheelbase version 3,136.9 mm (123 1/2 in) optional from 1971 wheelbase 3,041.6 mm (119 3/4 in); track front 1,511.3 mm (59 1/2 in); track rear 1,466.9 mm (57 3/4 in); (from 1972 #13485 front track 1,508.8 mm (59.4 in); from 1974 #18269 wheelbase 3,048 mm or long wheelbase 3,149.6 mm (120 in or 124 in); track front 1,524 mm (60 in); track rear 1,513.8 mm (59.6 in); weight with standard saloon body ca. 2,062 kg (long wheelbase version 2,275 kg); tyre size 8.45 x 15 cross-ply (from 1972 #13485 tyre size 205VR15; from 1974 #18269 tyre size 235/70HR15)

Performance: Max. speed ca. 190 km/h (118 mph)

Chassis numbers: With the new model generation Rolls-Royce changed their system of chassis numbering to a basically altered letter figure combination. For standard models order of letters begins with an S (for standard). The second letter is an R (for Rolls-Royce) or a B (for Bentley). As third letter follows an H (for home), if it is a right hand drive car or an X (for export), if it is a left hand drive version. The combination SBH for example means Standard, Bentley Right Hand Drive; combination SRX Standard, Rolls-Royce, Left Hand Drive. Left hand drive cars for North-America from 1972 onward are an exception as their chassis numbers do not read X as third letter but - beginning with A for 1972 - in alphabetical order letters for the production year if an L as first letter (for long wheelbase) is attached to the chassis number, this is a car of the stretched version.

Coachbuilt cars first had a C (for coachbuilt) as first letter. This was changed after some time (from chassis-number #6646) when the first letter could either be a D (for Drop Head Coupé=Convertible) or a C (for Coupe). Combination CRX for example means prior to chassis number 6646: Coachbuilt (coupé or convertible), Rolls-Royce, Left Hand Drive; from chassis number 6646 the letter combination is: Coupé, Rolls-Royce, Left Hand Drive.

The letter combination was followed by a digit, which would disclose the place in the order of numbers. Chassis numbering did not permanently follow order of numbers in sequence, i.e. scattered numbers and whole sequences were never used.

adopting the lines of the standard body they built a two door closed version. The production figure was limited to 50 vehicles; 35 were built as Silver Shadow two door saloons and a further 15 on the floorpan of the Bentley T. Less than 100 chassis numbers later, and in the same year, H.J. Mulliner, Park Ward, created their first two door version. This was also what we would term a coupé, but thanks to a sleek wing line accentuated just above the rear axle it was visually more appealing than the James

Young design. This new design also emanated from the Crewe styling department under J.P. Blatchley's leadership but in fact was the creation of Blatchley's colleague William G. Allen. He had finished the work on a scale model during a period of some six weeks when Blatchley had been absent from the office due to ill health. The two door saloon as shaped by W.G. Allen was a superlative design and approved without alteration.

Rolls-Royce, incidentally, didn't use the description coupé, preferring 'two door saloon' and this nomenclature continued to the Corniche and Camargue. A further year passed before work to eliminate the fixed head and replace it with a soft top was complete. Numerous significant modifications had been necessary to retain torsional stiffness when there was no roof or body pillars to brace the monocoque. The drophead version was built by Mulliner Park Ward, Rolls-Royce's wholly owned subsidiary, with premises in Willesden, without alteration to the outer surfaces below waist level. Perhaps this is a convenient point at which to digress briefly to mention how extraordinarily successful this attractive body style was. It was announced, to considerable acclaim, in 1966. The last Rolls-Royce Corniche IV drophead coupés to this basic design were delivered in 1996 and are still held in high esteem. It is also worth remembering that another Park Ward design - for the huge limousines erected on Rolls-Royce Phantom V and Phantom VI chassis - had been acclaimed for an even longer period - from 1959 to 1991. But all in all less than 900 Rolls-Royce Phantom V and Phantom VI had been built during a period of some 30 years whereas the sales figures for two door saloons and convertibles based on Silver Shadow and Bentley T and later marketed as Rolls-Royce Corniche and Bentley Corniche - and Bentley Continental respectively - number several thousand motor cars.

It was 1969 before a long wheelbase model was offered alongside the mainstream cars. For this the company decided upon a solution which had been successful in 1967 on a pilot batch of ten long wheelbase cars including one vehicle specially built to the order of H.R.H. Princess Margaret. Normal coachwork was cut just aft of the B-post and a four inch extension welded in. Apart from broader rear doors and often, an Everflex-covered roof and smaller rear window, the production stretched version differed only in minor details from the standard Silver Shadows. And the extra space for rear seat passengers was eaten up if a division was specified. Bodyshells were delivered from

Bentley T1,
 1975, Chassis No.
 LBX19565.
 Only nine orders were
 received for the
 Bentley T1 lwb
 (long wheelbase)
 a division being
 specified on four
 The air-intake for the
 rear air-conditioning
 unit was placed
 between the back
 window and bootlid.

