


CLASSIC DRIVER



1965 Rolls-Royce Silver Cloud III - Silver Cloud III Coupe

Silver Cloud III Coupe

Preis	Preis auf Anfrage	Lenkung	Rechts
Baujahr	1965	Innenfarbe	Grau
Getriebe	Automatik	Zustand	Gebraucht
Zahl der Sitze	4	Standort	
Anzahl der Türen	2	Kraftstoff	Benzin
Antrieb	Zweirad	Außenfarbe	Sonstige
Innenausstattung	Leder	Automobiltyp	Coupé
		Markenfarbe außen	Dawn Blue

Beschreibung

By late 1962 the success of the S Series Continental series Bentleys entered its third and final chapter, with the introduction of the S3 Continental. The major cosmetic change was the introduction of the twin headlight system, providing Bentley drivers with more illumination. Mechanically speaking the S3 Continental was very similar to the S2 Continental, but benefited from having larger carburetors fitted and an upgraded power steering system. The success of the Vilhelm Koren designed Bentley S2 Continental had pleased the powers that be at Park Ward and his design was adapted for the S3 chassis, with the introduction of twin headlights. The coachwork did not lend itself happily to horizontal headlights so they were instead positioned on a slight slant, a design that has commonly become known as the Chinese Eye. Vilhelm Koren originally designed both a fixed head coupe and a drophead coupe on the S2 Continental chassis, but the fixed head coupe was never produced. However on the S3 Continental chassis, both designs were available, with both fixed head

(Design No 2035) and drophead (Design No 2006) being produced in very similar numbers. More importantly for the first time these designs were also offered in the form of a Rolls-Royce. The Rolls-Royce Silver Cloud III models were mechanically identical to the Bentley S3 Continentals, with only the radiator, instrumentation and badging being changed. Chassis No CSC131B is one of just 70 examples built in right hand drive to Design No 2041. It was originally completed in October of 1965, finished in dawn blue with a blue leather interior. It was supplied by H.R.Owen Ltd to its first owner, Mr R W Eastwood of South Kensington. It was retained by Mr Eastwood until October 1978 when it was sold to Colonel W R A Featherstonhaugh of Westminster and it has the following owners between then and 2009 when it was acquired by the current owner, Ferguson Industrial Holdings (May 1985) Mr D S Vernon (October 1989) and Mr B Ainley (February 1999) It was supplied to the current owner in April of 2009 and has since been substantially improved mechanically speaking, with approximately £80,000 worth of improvements. These include but are not limited to a complete engine overhaul, brake system overhaul, gearbox overhaul and power steering system overhaul. The result of these extensive works by a noted Rolls-Royce specialist is a car that drives superbly. It is complete with copy chassis cards, tools, light blue lambs wool over rugs and two extensive files of history and correspondence covering several decades of the cars life, from the early 1980s to present day. Chassis No CSC131B is an excellent example of this increasingly popular and fashionable design.

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