

**Sale Name:** THE SANDUSKY SUMMER CLASSIC PRESENTED BY FREIJE AUCTIONEERS - AUG. 23RD 10 AM ET

**LOT - 1959 ROLLS ROYCE SILVER CLOUD SERIES 1 VIN: LSJF52**



### Description

4.9 LITER I-6 CYLINDER, A/T, LEATHER, COLOR: GREY, SHELL GRAY METALLIC, Rolls-Royce introduced its iconic Silver Cloud in 1955, with a “double bow” body profile design that artfully mimicked the external fender styling of the brand’s 1930s-influenced, post-World War II models. Mechanically, the first-series Cloud featured the tried and true 4.9-liter inline six. In-demand amenities like power windows and air conditioning finally joined the Rolls-Royce option list. The aristocratic automaker’s first automatic transmission arrived, too – the proven General Motors four-speed Hydra-Matic, built under license. The 1959 Rolls-Royce Silver Cloud is the last of the Series I models before the switchover to the Series II that debuted the automaker’s first V8 engine. The car, one of just about 2,200 Series I Clouds made, was reportedly owned long-term by one Southern California family, and shows very low miles. The interior is original, along with the spare wheel and tire and electric inspection lamp and charging plug, pressure gauge, and tire pump. The car is equipped with the optional power steering, electric windows, and factory air conditioning. It drives phenomenally well. It was serviced at Independent Rolls Royce Service of Hollywood, in October 2022, getting new upper and lower brake master cylinders and otherwise receiving a clean bill of health. **POWERTRAIN** The 4.9-liter F-head inline-six, which was rooted in a prewar design using inlet-over-exhaust valves, had no official factory horsepower rating, but is sufficient. It was about 155 horsepower, according to Rolls sources. There are no needs, nor any leaks, weeps, or smoke. The engine was known for its durability and quietness. Likewise, there are no issues with the four-speed Hydra-Matic automatic transmission. **EXTERIOR** The car’s Shell Grey Metallic paint is in excellent condition. The tall, renowned Rolls-Royce grille, Spirit of Ecstasy ornament,

and all exterior chrome appear to gleam in photos. The car has always been garaged when not in use. Notably, the floors, trunk, and all other typical rust areas for these cars are completely rust free, and there have been previous accidents or body repairs. There are no issues with the glass or exterior lights. INTERIOR The Silver Cloud interior carried over the interior design and ambiance of earlier models. The light gray Connolly leather seats "ave a superb original patina with only very little signs of wear. The leather was sourced from unfenced cows to yield unblemished hides. This Rolls' cabin remains mostly original, including it's Smiths radio and burled walnut wood. Further, the original weatherstripping and seals and rubbers are all in very good shape throughout the car considering their age and the original mohair headliner remarkably shows only very minimal signs of any wear. The original spare wheel, jack, and other and associated factory equipment remain in the shortage compartment of the clean-showing trunk. CHASSIS A glimpse at the Silver Cloud's chassis reveals massive beam construction. The car used independent coil spring suspension in front and semi-elliptic leaf springs at the rear. This car's rear springs are still encased in their original leather covers. The car's original wheel covers show no signs of damage. The Silver Cloud was the last Rolls-Royce to use the mechanical servo assist on the hydraulic drum brakes, a system been licensed from Spanish luxury car maker Hispano Suiza decades before. The system operated from a kind of power take-off from the transmission. This car's dual master cylinders were replaced in a recent service., ODOMETER READS: 8,137

**Quantity: 1**



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