Vintage and Prestige of Northampton ltd
2 Ryehill Ct
Lodge Farm Industrial Estate
Northampton
Northamptonshire
NN5 7UA
eMail: richard@vandp.net
Phone: 079 67260673





1956 Rolls Royce Silver Cloud 1 by Freestone & Webb

1956 Rolls Royce Silver Cloud 1

£85,000.00

Engine Size (in ccm)	**4,600**	**Fuel**	**Petrol**
Mileage	**99,763 Miles**	**Model Year**	**1956**
Transmission	**--**		

Description

1956 Rolls Royce Silver Cloud 1 by Freestone & Webb Transmission: Automatic Chassis No: SWA56 Odometer: 99,763 miles Reg Number: SUF 397 This charming Silver Cloud (retrospectively known as a series I) is one of that notable minority that went on to be bestowed with a coach-built body. This example has had a massive restoration of both mechanics & cosmetics & presents beautifully being both imposing & elegant. The rolling chassis was completed at Crewe in 1955 before going on Freestone & Webb's Unity Works in Willesden, North London. Freestone & Webb had been founded in 1923 and had built a reputation for building bodies of distinction for Rolls-Royces and Bentleys (and a few Alfa Romeos, Mercedes Benz and Packards). Freestone & Webb had popularised and become associated with a style known as "Razor Edge." The body fitted to our car was indeed in that style but officially known as "4 Door, 6 Light Sports Saloon." This example is known to be the first of only eight built in this style and the only one remaining in the UK. The interior fitting and finishing were undertaken by Harold Radford Limited, who would eventually acquire Freestone & Webb. The car was completed in 1956 at a total cost to the customer of £7,741.3s.3d. – in excess of £240,000 in today's money. The Silver Cloud bears the chassis number SWA 56, engine number SA28, body number

Reference: 86968

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1782 and design number 3206/A The Freestone & Webb 16-gauge aluminium over ash frame saloon body lends the car a rakish and aerodynamic persona but remains highly evocative of its time. The front profile of the car is standard Silver Cloud fare with the iconic grill looking especially tall and prominent in this iteration. The twin headlamps, auxiliary driving lamps, badge bar and curvaceous wings give the car enormous road presence. The car's brightwork is fresh and shiny & in lovely condition. The Silver Cloud stands on a set of 15-inch steel wheels finished with chromed and body coloured hub caps and accompanying beauty rings. The recent 4-ply radial tyres feature a deep white-wall detail, and the rear pair are mostly hidden behind full spats. The whole ensemble further underlines the Silver Cloud's archetypal 1950's luxury limousine look. To the interior is brand new Burgundy leather again installed by Classic Restoration services to the highest standards with Burgundy Wilton lether carpets under foot. In the front there are a pair of generously stuffed seats that meet in the middle and offer twin fold down armrests. These function as commodious, separate perches but can also be aligned, and the rests stowed, to create a three-seater, full-width bench. The rear bench is finished also in Burgundy leather arranged into vertical box pleats. A concealed fold down central arm rest is present. The rear seat passengers also benefit from the provision of walnut veneered, glass topped picnic tables complete with vanity mirrors with all the cars interior woodwork removed & refinished to a mirror like shine. The wood is all of highly figured burr walnut & makes the cabin an opulent place to sit in. Recessed, built in passenger footrests also feature. Door cards front and rear are finished in Burgundy leather with Burgundy piping, chromed door furniture, walnut cappings and carpeted kick panels. The leather edge-bound carpets are finished in maroon & are brand new. The new headlining is courtesy of tightly fitted, beige West of England cloth. A fascinating and unusual feature is the orange tinted, Perspex sunroof with solid sliding West of England cloth under-panel; this giving the interior a light & airy feel when the slider is in the open position. The first series of Silver Cloud featured Rolls-Royce's familiar six-cylinder inlet-over-exhaust engine in 4887cc. At this stage, of course, power output was simply described as "adequate" by Crewe & we can confirm that the power is sufficient to propel the car to slightly unseemly triple digit figures if required whilst it cruises very comfotably at the motorway speed limit. Whatever the magic number was (probably somewhere around the 150 – 170 bhp mark) it was "adequate" enough to propel the 2-tonne car past the 100mph benchmark. The V5 registration document is present which classifies the Silver Cloud as an Historic Vehicle. This renders the Rolls-Royce MoT exempt and zero rated for VED in the UK. Despite this the car helds a current advisory free test which was valid until February 2025. A great many earlier MoTs are also present showing but a few incremental miles each year. Viewings are STRICTLY BY APPOINTMENT at our Northampton showrooms.

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Manufacturer	ROLLS ROYCE
Model	OTHER
Type	Saloon
Doors	--
Number of Seats	--
Colour	Other
Mileage	99,763 Miles
First Registration Date	20/01/1992
Model Year	1956
Condition	Used
Engine Size (in ccm)	4,600
Transmission	--
Fuel	Petrol
Emission class	--

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