ROLLS ROYCE

# CORNICHE

BY APPOINTMENT TO
HER MAJESTY QUEEN ELIZABETH II
MOTOR CAR MANUFACTURERS
ROLLS-ROYCE MOTORS LIMITED


# Rolls-Royce Motors

Rolls-Royce Motors Limited Crewe Cheshire CW1 3PL
England.

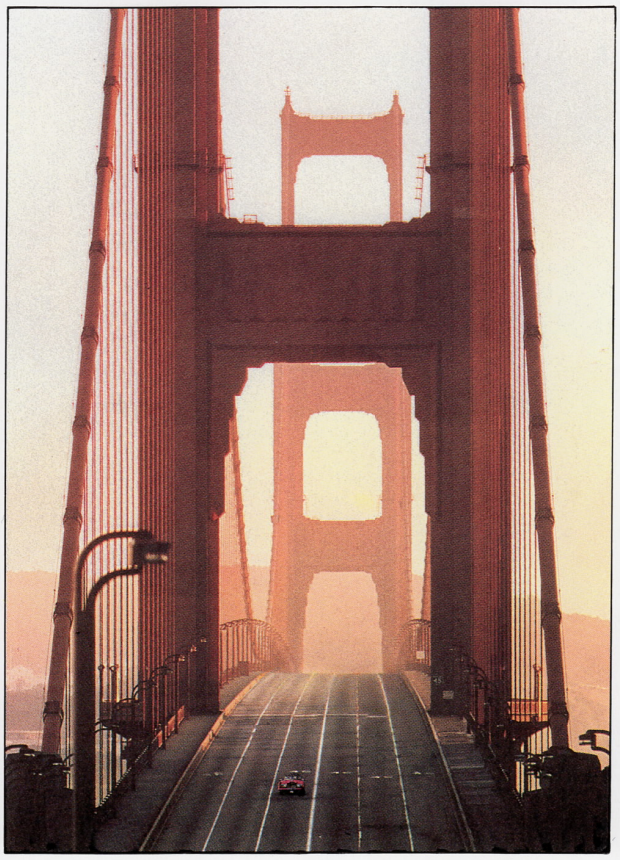
The cars illustrated possess varying specifications for worldwide markets. Your Rolls-Royce distributor or dealer will be pleased to supply the appropriate specification on request. All Rolls-Royce and Bentley motor cars are subject to a continuous development programme and as a result their specifications may differ in detail from those outlined in this brochure. Your Rolls-Royce dealer will always have the latest information.

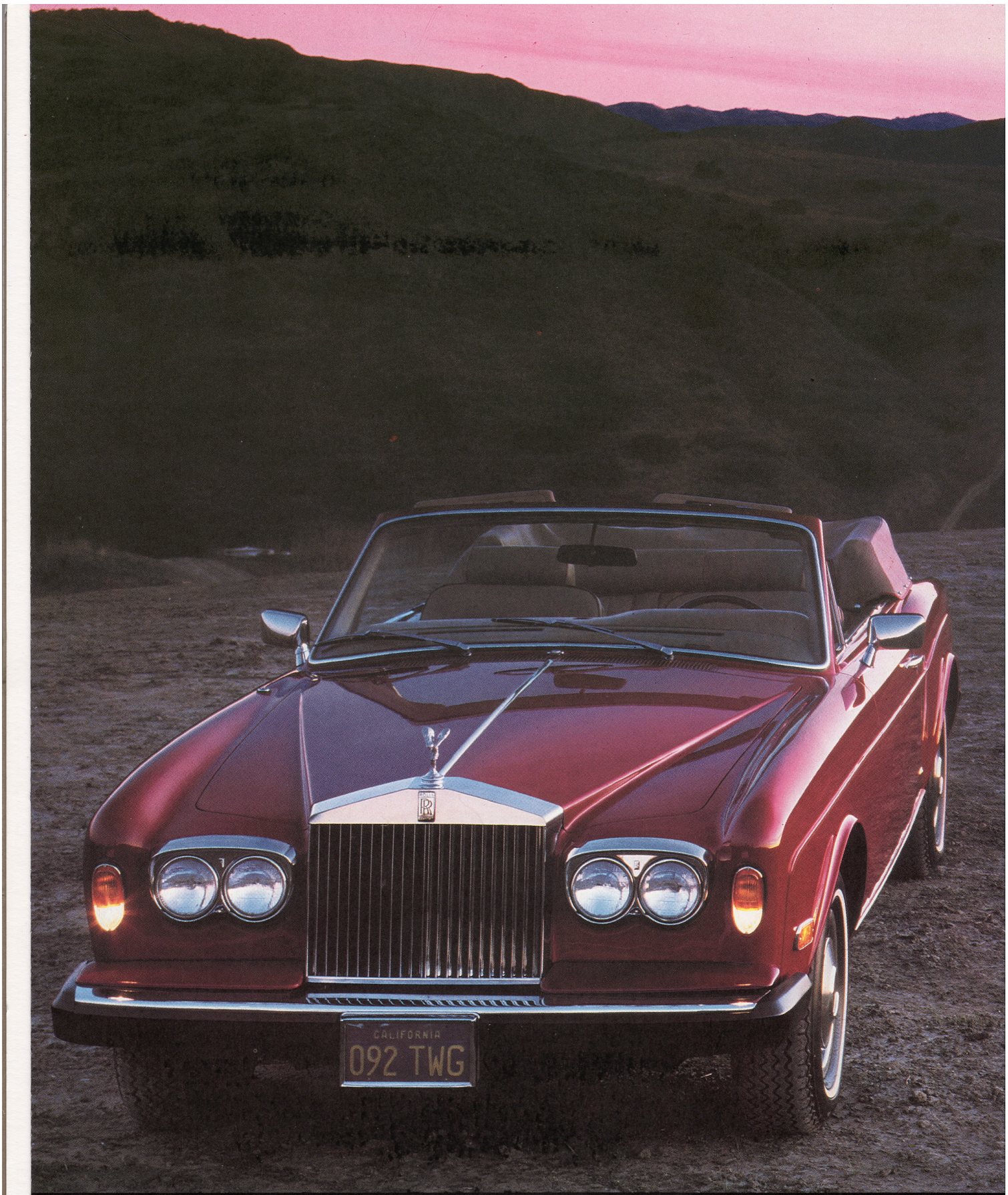
RIGHTLY SO, the craft of coachbuilding has acquired something of the status of a black art. The panel beaters, carpenters, trimmers and cabinet makers who can handle this kind of work are few these days.

But they are still to be found at Mulliner Park Ward plying their various trades on behalf of those discerning people who look only for the best.

Their selectivity and patronage are the reason why it would be difficult to find a better convertible than the Corniche anywhere and certainly impossible to buy one which is built with such loving care.

But do not think that because traditional coachbuilding is a centuries old craft, that it is moribund. Throughout its history it has kept abreast of the times and more often ahead of them with new techniques. So although coachbuilding, as a trade, is as old as the wheel it is undoubtedly as modern as the hour, as a visit to Mulliner Park Ward would prove.




CALIFORNIA
092 TWG


CORNICHE
CALIFORNIA
092 TWG

CORNICHE IS A CAR FOR DRIVERS, and for driving. It is for the man or woman whose horizons reach far out from the city. It is for those who want the wind in their hair or air-conditioned comfort at the touch of a switch. With every mile this motor car feels more compact. Rolls-Royce engineering has made this car steer and feel like a thoroughbred.

Everything for the driver has been considered. The steering wheel diameter, neither too big nor gimmicky small, is exactly right for the weight of the steering. Even the thickness and texture of the rim comes from the assessment of experienced drivers. Superb all round visibility and the proud standing Spirit of Ecstasy mascot makes accurate placement on the road instinctive and satisfying.

CORNICHE HAS BEEN AN EVOCATIVE WORD in the annals of motoring ever since it began. It evokes the Speed Weeks in Nice at the turn of the century when men hurled powerful racing cars up the winding climb to La Turbie. Or one thinks of Monte Carlo Rally cars winding down off the top of the Alps after a winter journey across Europe, facing crucial tests on these roads which sometimes robbed surefire winners of victory.

Between Monte Carlo and Nice there are three Corniche roads. Our Corniche would be at home on any of them from the Bas Corniche with its yachts, and exclusive hotels to the Grande Corniche rich in breathtaking views, notorious for the sheer drops and the dozens of hairpin corners.

On roads like this the responsive steering, high cornering power and superb brakes make the Corniche motor car completely at home.

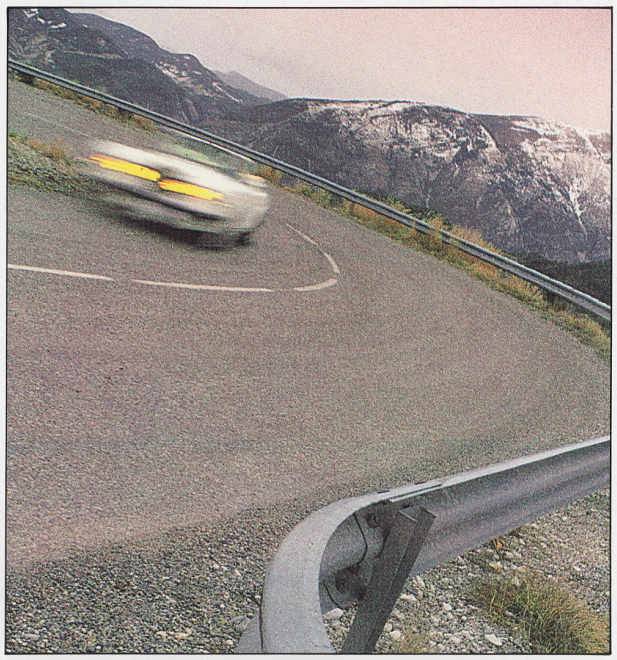
Braking power is supplied by two completely independent systems pressurised by engine driven pumps. If one system fails the car still has four wheel braking.

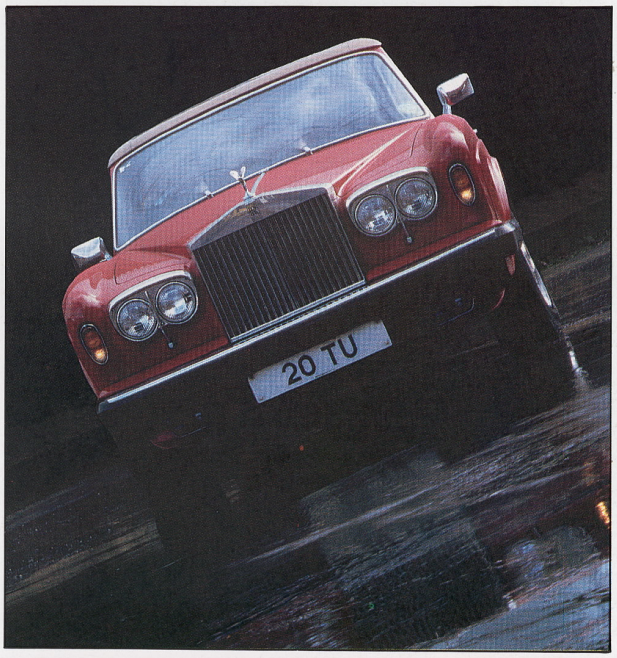
The suspension system is notably advanced. A hydraulic levelling system keeps the car on an even keel. The gas springs which supplement the coil springs at the rear are sensitive to load and adjust suspension characteristics to maintain the superb ride quality.

With this goes the Rolls-Royce powered rack and pinion steering with the connections taken from the middle of the rack and not from the ends. Results include improved geometry, and bearing life.

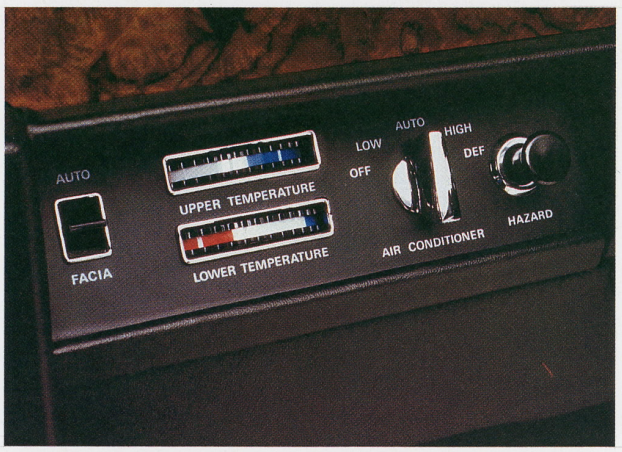
The precision of control and freedom from steering feedback are impressive. The car can be placed to an inch with fingertip control.

All this, combined with the grip provided by specially developed radial ply tyres gives that feeling of oneness with the car which is so exhilarating for the driver and so reassuring for the passengers.






A programme of rigorous testing and development is applied without compromise to suspension, brakes and steering. Every attempt is made to eliminate any sudden or unpredictable handling characteristics. Advanced electronic measuring instruments are used to quantify data on handling, ride comfort and noise tests.





FREDERICK HENRY ROYCE, an electrical perfectionist, would approve of the exquisite hand-made circular switch box with its hidden silver contacts and watchlike switchgear. It seems such a very appropriate control with which to set this beautiful car in motion. But all the controls are in keeping with this.

Many years of research went into banishing any trace of 'grittiness' from Rolls-Royce switches. The same is expected from the mechanical controls.

The gear selector, with the built-in cruise control, works like silk and is completely positive and free from backlash. The electronic speedometer banishes once and for all potentially noisy mechanical cables.

As a bonus the odometer reads to 999,999 miles — or kilometres — just one less than a million, a figure which somehow seems appropriate to a Rolls-Royce. The clock is electronic too; even the best of mechanical movements can be obtrusive in so quiet a car.

With the clock goes a display showing elapsed journey time and the outside air temperature. Why outside temperature? Because with it goes an ice warning light. Even in the early spring on the sundrenched slopes of the Alpes Maritimes there can be shady corners with black ice on them.

Sitting in air conditioned comfort with the hood raised you are unlikely to notice sudden drops in outside temperature.

It is just one more example of how Rolls-Royce Motors experience looks after you.

Rolls-Royce Motors build a complex electrical system into every car to ensure the well being, comfort and security of the driver and passengers. The unique, fully automatic, two level air conditioning system designed and built by Rolls-Royce Motors' engineers, is simple to operate. Once set to give the conditions you want the controls need never again be altered.
Digital displays contrast with fine veneers. And the radio/cassette player has many advanced features including Dolby noise reduction, programmable electronic memory, a signal seeking scanner, auto reverse and the facility to play high fidelity chrome dioxide tapes.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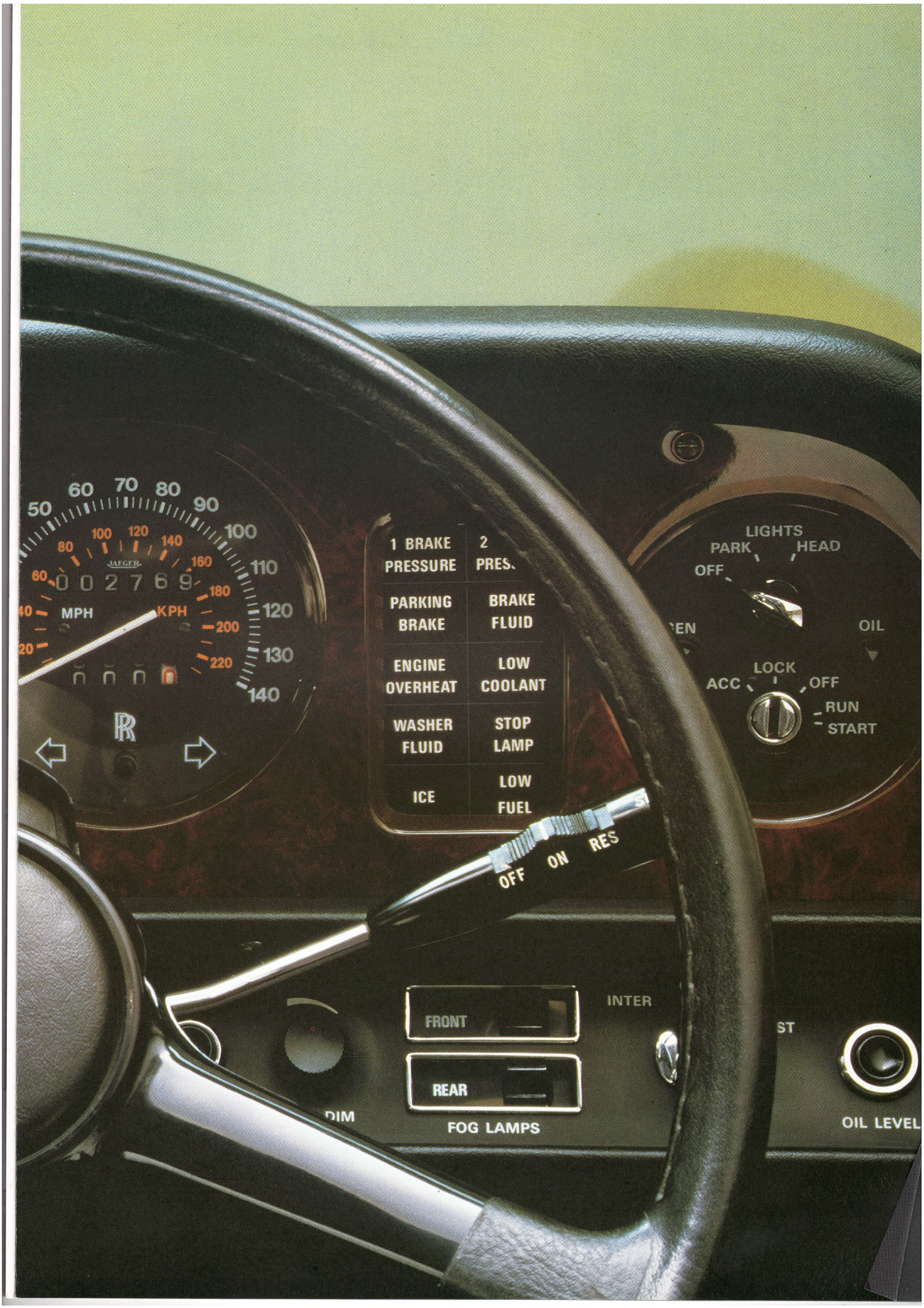
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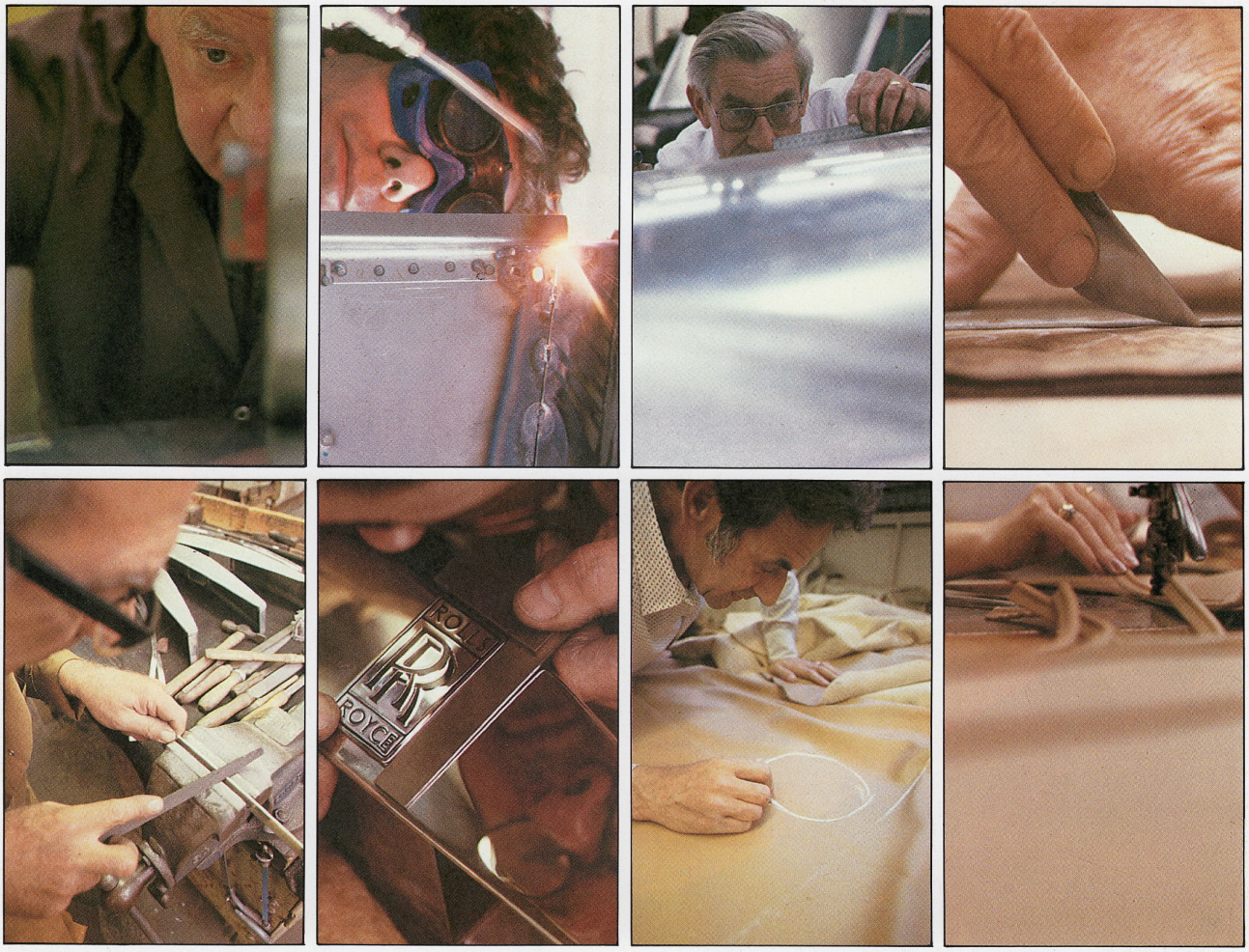



THE ULTIMATE EMBELLISHMENT of British coachwork is in the use of polished veneers. Those for Corniche are specially selected by Rolls-Royce Motors' buyers in the veneer markets of Milan.

Cross-banded veneers are the hallmark of the Corniche. This is the art of edging the panels and door cappings with a narrow band of veneer with a pronounced cross grain.

The veneers have to be skilfully shuffled, matched and cut before being glued to the seasoned hardwood backing.

The age-old architectural rule of entasis applies here — all the panels have to be made slightly convex to arrive at an ultimate impression of flatness.

Where the modern craftsman scores is in his choice of lacquers. Modern materials provide a hard, glass-like surface which is proof against anything that is likely to find its way into a Corniche. Of course the inside story does not end here.

In this car the whole interior, even the carpet bindings, are trimmed in choice hide. The detail is impressive even to experts. There is fine work everywhere from the tooled surrounds of the optional cocktail companion sets, deftly let into the doors, to the instrument panel surrounds and even in subtle variations of the cushion pipings to achieve the right optical effect.

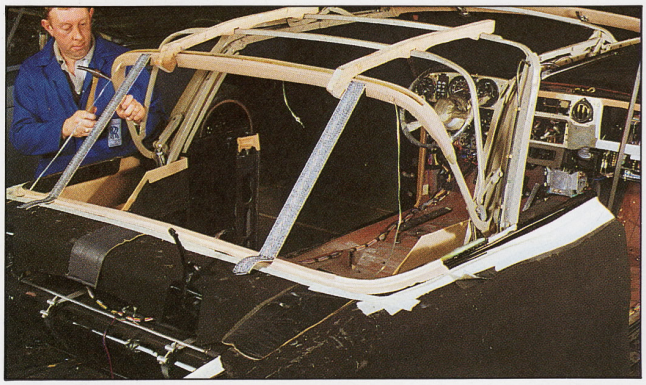
Nor must the upholstery be forgotten — for it is the combination of hardness and softness in a seat which can make or mar its comfort.

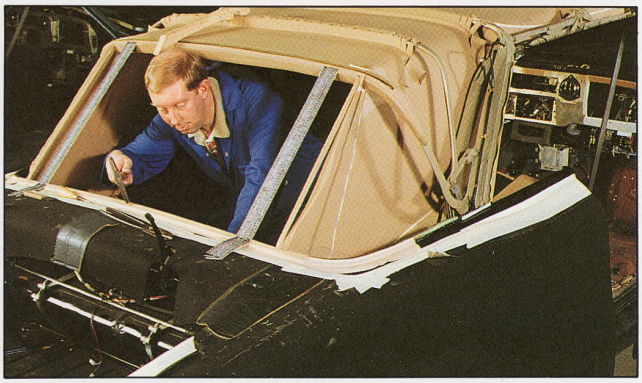
The skills for this work are not learned in one year. Craftsmen of this experience have no difficulty in adapting their skills to trimming and mounting complex power seats which can tilt or slide at a touch of the joystick control. Even the seat back release is electrically operated.

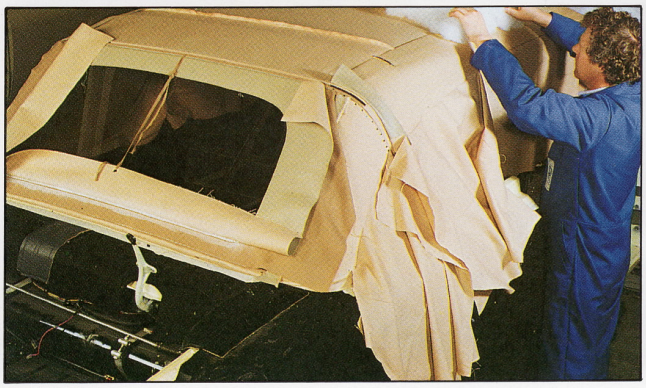
But it was thought wise to make the adjustable lumbar support a manual affair and leave it to the light alloy V8 engine to provide the real punch in the back.

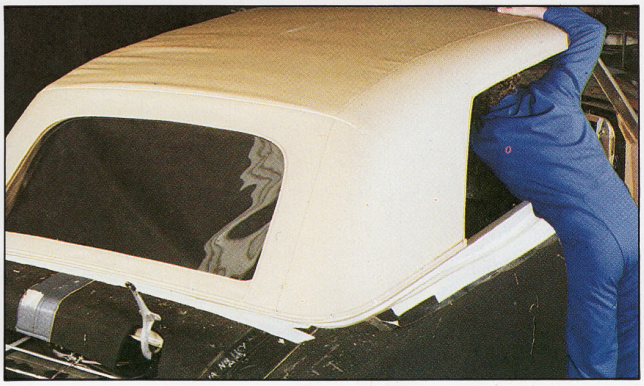
Not many people realise that even the door handles, ashtrays and the many switches and fittings are all specially made to exacting standards for their specific purpose. Rolls-Royce Motors like to cosset their clients.

At Mulliner Park Ward, Rolls-Royce Motors still employ specialists. Leather workers, tin smiths, sheet metal workers, cabinet makers and seamstresses, the best of their kind in the world — to do by hand and eye what machines cannot do. And the man who sculpts the unique radiator grille still demonstrates his pride of craftsmanship by engraving his initials on the back.









TAKE TWO APPARENTLY SIMPLE components of the Corniche, the doors and the hood. There are those who would say that a door is simply a device for preventing you from falling out of the car and stopping strangers from getting in. But the big doors of a two-door convertible have to be something special.

There is a harmony of purpose in the relationship between the eye and hand of the craftsman working together. No detail is too small to consider using anything less than the best.

Mountings for the window motors, the rear view mirror mechanism and the locks are all part of the stressed structure.

It is typical of the perfectionist approach that, when filing the door edges to achieve that all important shut line, the coachbuilders load down the doors to simulate the weight of the glass, the motors and the locks.

Aluminium, specified for lightness, is much used on the Corniche for the doors, bonnet and boot lid.

It is good to be able to record that before the turn of the century one of the first ever aluminium bodies was ordered by Charles Rolls.

The sounds in the panel shop are the tapping of hammers in the hands of craftsmen shaping-up this material. In one quiet corner the brass window frames and door handles are hand filed to a satin finish.

A hood is a hood is a hood, one might say. What is the difference between one and another. The answer is in the work of art with which Mulliner Park Ward crown Corniche. It is more than just a soft top. One man takes four days to build the frame alone, building up the whole assembly, piece by piece on a complex master jig.

Hours are spent easing the joints, fitting the hardwood and tensioning the steel door top cables unique to the Corniche. These will be sewn into the hood fabric and will effectively prevent flap and also wind noise.

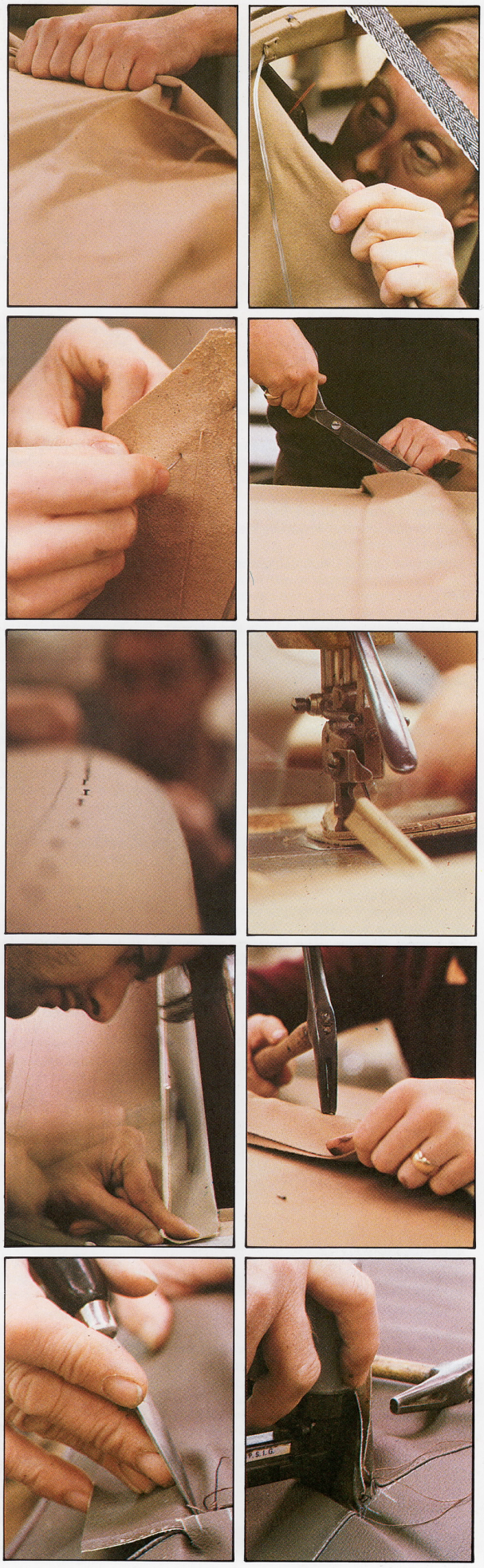
The hood trimmers, masters of their trade, hand cut the hood lining, pure wool West of England broadcloth naturally.

This is skilfully pre-tailored and then carefully hand-stitched in place, stretching it here, easing it there in the intangible, instinctive way that is the mark of the craftsman.

Only done this way can there be a certainty that wrinkles will not appear, even after long use.

After this comes the application of many grades of padding to achieve the desired shape.

It is an equally critical operation which must support the final covering and enable it to withstand the trials of wind and water during many years of service anywhere in the world.



# Specification

### Air Conditioning System

The Rolls-Royce Motors' automatic two level air conditioning system supplies heated or cooled air to the car interior through independently ducted upper and lower systems. Stale air extraction is via the luggage compartment to atmosphere.

### Automatic Height Control System

Fully automatic hydraulic system which maintains the levelled height of the car regardless of loading. Hydraulic levelling is achieved by using suspension struts in conjunction with gas springs. Each suspension strut acts as an integral damper and height control ram.

### Automatic Speed Control System

This is an electronic system which utilizes the speed signal provided by the electronic speedometer generator. The actuator, being connected to the accelerator linkage, adjusts the amount of throttle opening so that the car maintains its selected speed.

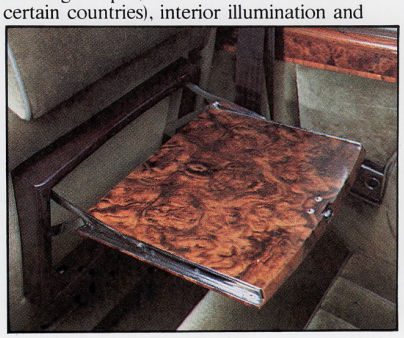
### Braking System

The system comprises two completely independent hydraulic circuits. Each circuit operates a twin piston disc brake caliper assembly on each front wheel and a pair of pistons, housed in a four piston caliper assembly on each rear wheel.

Warning panels on the facia illuminate to indicate pressure failure in either of the hydraulic circuits or if the mineral oil level in the reservoirs is low. Warning panels are also provided to indicate a stop lamp bulb failure and the application of the parking brake.

### Electrical System

12v negative earth system using either a 68 or 71 ampere hour battery. Alternator fitted for battery charging. The electrical equipment includes headlamps, direction indicator lamps, side lamps, side marker lamps (not fitted to cars destined for certain countries) rear number plate lamps, reversing lamps, stop/tail lamps, front and rear fog lamps (not fitted to cars destined for certain countries), interior illumination and



*Folding picnic table*

reading lamps, instrument lamps, facia stowage compartment lamp, door open warning lamps, underbonnet lamp, luggage compartment lamp, hazard warning system, electrically operated front seat adjustment, electrically operated windows, centralized door and luggage compartment locking system, windscreen wipers and washers headlamp wipers and washers, (not applicable to cars destined for the USA and Canada), automatic speed control system, gearchange actuator, automatic air conditioning system, facia instruments including digital clock, elapsed time indicator and outside air temperature gauge, cigar lighters, engine cooling booster fan, power operated hood, radio and automatic aerial.

### Engine

Type: oversquare 90°V formation.
Number of cylinders: 8 in two banks of four.
Bore size: 104,1mm (4.1in).
Stroke: 99,1mm (3.9in).
Total capacity: 6,75 litres (411.9 $in^3$).
Compression ratio: cars destined for Australia, Canada, Japan and the USA 8.0:1. cars destined for countries other than Australia, Canada, Japan and the USA 9.0:1.

### Engine Cooling System

A warning panel on the facia illuminates if the coolant level is low.

A viscous drive coupling is fitted, in conjunction with the fan attached to the coolant pump pulley, to prevent excessive cooling and fan noise at high cruising speeds. An additional electrically operated booster fan, mounted behind the radiator grille, is energized when the coolant reaches a predetermined temperature. An engine overheat warning panel illuminates and a warning buzzer sounds if the cylinder head metal approaches a critical temperature.

### Exhaust System

Twin six box system with centre off-take exhaust manifolds, balance pipe connecting the two downtake pipes and a tailpipe emerging on each side of the car. On cars destined for Canada, Japan and the USA a single catalytic converter is fitted in place of the two front silencers.

### Exhaust Emission Control System

This system is designed to reduce the carbon monoxide, hydrocarbons and oxides of nitrogen content in the exhaust gases to comply with current emission control regulations.

### Fuel system

Type: Fuel recirculation system with excess fuel not required by the engine, returned to the fuel tank via a non-return valve. A valve is also fitted to prevent loss of fuel in the event of vehicle roll-over. Cars destined for Australia, Canada, Japan and the USA are fitted with a fuel evaporative emission control system to eliminate direct venting of the fuel tank.

### Power Assisted Steering

Power assisted, rotary valve, integral rack and pinion steering with centre off-take. Energy absorbing collapsible steering column and steering wheel. There are three and a quarter turns of the steering wheel from lock to lock.

### Propeller Shaft

The single piece propeller shaft is dynamically balanced and incorporates resonance dampers.

### Sub-Frames

The front sub-frame is mounted to the car body under frame on rubber mounts. The rear sub-frame is a space frame assembly attached at its four corners to the car body underframe by cylindrical rubber mounts. A short telescopic damper is fitted to each front mount position to dampen movement in a fore and aft direction.

### Suspension — Front

Independent coil springs, lower wishbones, compliant controlled upper levers, telescopic dampers, anti roll bar.

### Suspension — Rear

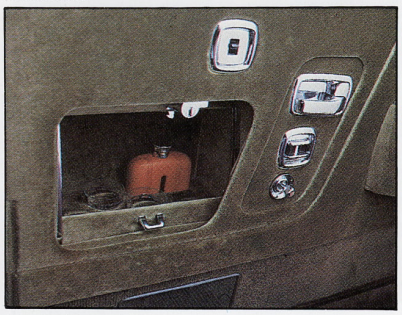
Independent coil springs with semi-trailing arms, suspension struts and an anti-roll bar. Gas springs are used in conjunction with the suspension struts which act as integral dampers and height control rams.

### Torque Converter Transmission

The automatic transmission comprises a three element hydraulic torque converter and compound planetary gear train which transmits the drive in three forward ranges and reverse.

The transmission fluid is cooled by a heat exchanger incorporated in the engine radiator.

A parking lock in the transmission operates when the gear selector level is moved to Park position or the ignition key is removed from the switchbox.



*Cocktail requisites*

### Tyres

Size: 235/70 HR15.
Type: Radial ply, tubeless.
Tyres are under continuous development and for the latest information please consult your dealer.

### Wheels

Type: pressed steel with flat ledge (safety) rims, size 6JK x 15, five studs to each wheel — studs on the right-hand side of the car have right-hand threads, those on the left-hand side of the car have left-hand threads.

### Special Equipment

All Rolls-Royce motor cars are comprehensively equipped as standard. Nevertheless, it has always been the policy of Rolls-Royce Motors to produce motor cars incorporating special equipment to meet the requirements of individual customers.

Please contact your dealer for further information regarding price and availability of items of optional equipment.

Illustrated are the cocktail requisites in their lockable compartment which is let into the front doors.

The folding picnic tables are fitted to the back of the front seats. They are available in pairs and each one is individually tailored to each motor car. The links are polished stainless steel and the whole table is finished with walnut veneer. All surfaces are protected by a special lacquer which is both extremely durable and attractive.

Parkertex-Dralon can be specified as an upholstery covering alternative to hide.

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