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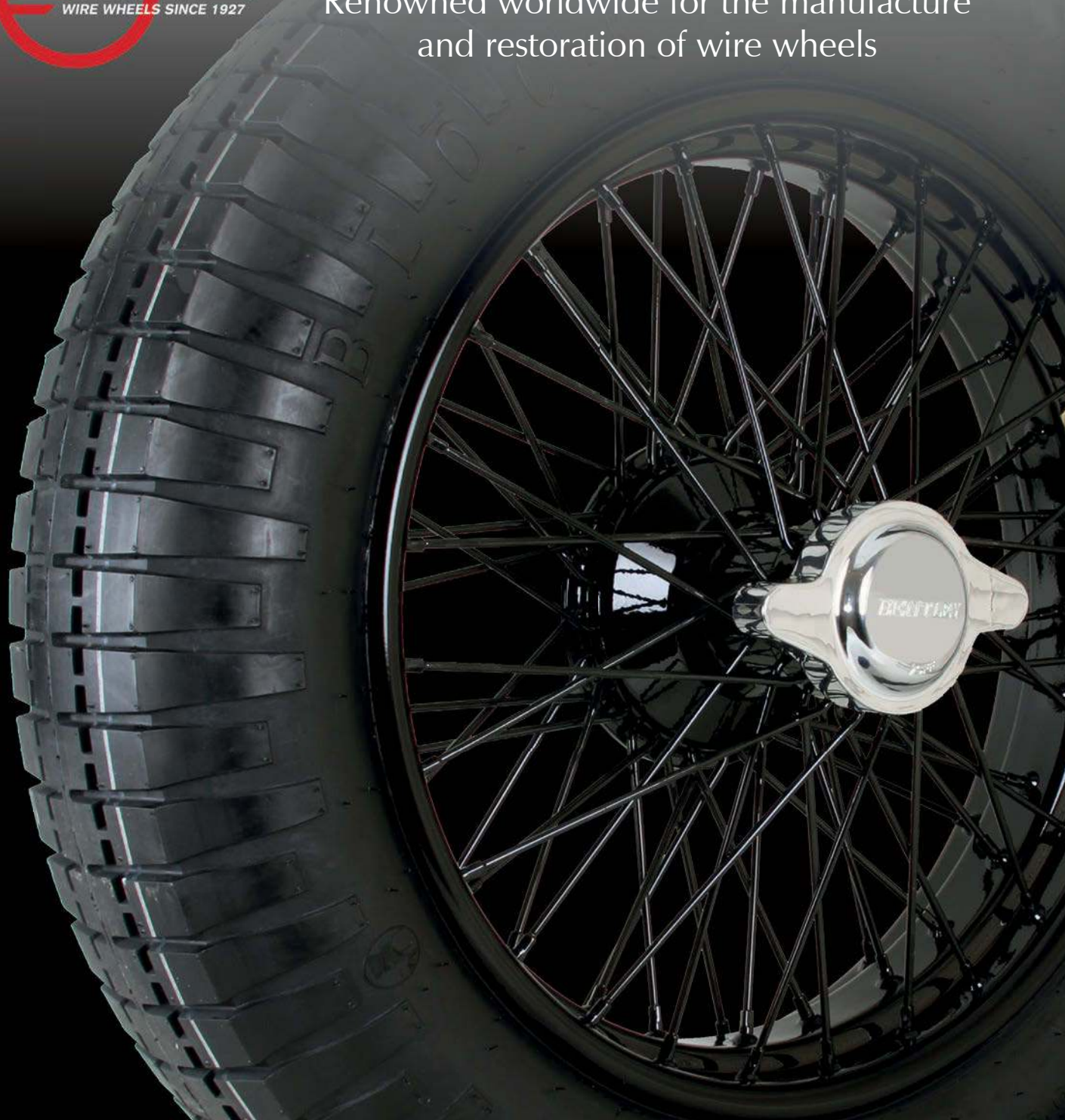


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An Independent Publication

Kelsey Publishing Ltd, The Granary, Downs Court,
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Subscriptions

UK annual subscription price £34.93

Europe annual subscription price £42.00

USA annual subscription price £42.00

Rest of World annual subscription price £45.00

UK subscription and back issue orderline: 01959 543 747

Overseas subscription orderline: 0044 (0) 1959 543 747

Toll free USA subscription orderline: 1-888-777-0275

UK customer service team: 01959 543 747

Customer service email address: subs@kelsey.co.uk

Customer service and subscription postal address:

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Kelsey Publishing Ltd, The Granary, Downs Court, Yalding Hill,

Yalding, Kent, ME18 6AL, United Kingdom

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Digital issues and subscriptions

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Distribution

Great Britain: Marketforce (UK), 2nd Floor, 5 Churchill Place,

Canary Wharf, London E14 5HU. Tel: 020 3787 9001

Northern Ireland and the Republic Of Ireland:

Newsread . Tel: +353 23 886 3850

Printing William Gibbons & Sons Ltd, Willenhall, West Midlands



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Goodbye to the V8

The announcement from Bentley Motors that the L-series V8 is about to cease production is somewhat poignant, given how crucial a role this engine has played in the success of both Bentley and Rolls-Royce over the last 61 years. Launched way back in 1959 as a way of bringing V8 power and refinement to the Silver Cloud and S-series, this astonishing powerplant became the proverbial legend in its own lifetime.

It's an engine that found its way under the bonnets of the vast majority of Crewe-built cars of the 20th century, only ceasing to be used by Rolls-Royce with the arrival of the Silver Seraph in 1998. The fact that the BMW-powered Bentley Arnage would be re-engineered to take the L-series the following year says a lot about both the staying power of the engine and the ingenuity of Bentley's engineers. Even when the Arnage disappeared a decade later and the new Mulsanne came along, Bentley's traditional V8 was once again employed, ending its days with a mighty 530bhp at its disposal.

Although sad to see the L-series heading into the history books, I'm delighted that Bentley has decided to give the old V8 a final starring role, with just thirty examples of the Mulsanne 6.75 Edition being produced in the coming weeks. You can read all about this strictly-limited model on page 6 of this issue, while starting on page 80 is a tribute to the L-series V8 and its many updates over the years.

Also in this issue is Dan Furr's introduction to the Arnage T he's always craved and has finally found the funds for, while we also experience a particularly low-mileage Silver Shadow and an extremely well-converted Silver Cloud II soft-top. Oh, and don't miss Richard Gunn's analysis of the numerous Bentleys that feature throughout the James Bond novels – it's a genuinely fascinating read.

Paul Guinness

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MULSANNE AND V8 BOW OUT

With the Mulsanne to cease production in the next few weeks, taking with it the legendary L-series V8 engine and its history dating back to 1959, Bentley Motors has announced a limited edition of just thirty special cars. The Mulsanne 6.75 Edition by Mulliner is said to be a "fitting send-off for a masterpiece of British automotive engineering and craftsmanship".

Mulsanne production will conclude once the final 6.75 Edition has been built, at which point the all-new Flying

Spur becomes Bentley's flagship model. Chris Craft of Bentley Motors commented at the announcement: "The Mulsanne has played a pivotal role in maintaining Bentley's position as global leader of the luxury limousine segment. The flagship of our model range, its longevity is a testament to our ongoing commitment to hand-building the finest motor cars in the world. The new Mulsanne 6.75 Edition is the culmination of that achievement."

The 6.75 Edition features the V8 in

530bhp guise, with subtle references to the iconic engine evident across the car. The interior 'organ stop' ventilation controls are replaced by designs capped by miniature versions of the engine oil cap, while a unique 6.75 Edition motif is stitched into the seats, and recreated in chrome badging for the exterior and the engine bay. The same logo will be projected by the LED Welcome Lamps, while the faces of the clock and minor gauges will feature schematic cutaway drawings of the engine itself.

The exterior of the car has gloss black trim, with the headlamps and tail lamps wrapped in bright chrome. Dark tint treatments to the Flying B bonnet mascot, Mulliner Serenity radiator grille and exhaust finishers complement the 21-inch five-spoke Mulsanne Speed wheels. The engine intake manifold will be finished in black, and the engine number plaque – traditionally signed by the craftsman who built the engine – will instead be signed by Bentley's chairman and chief executive, Adrian Hallmark.

The current Mulsanne has enjoyed a decade-long career and has proved to be a fitting home for the famous British-built V8 – the longest-lived engine still to be used in a production car. A tribute to the L-series V8 can be found in this issue, starting on page 80.



FLYING SPARES NOW 'EMPLOYEE OWNED'

During a celebratory lunch to mark the 25th anniversary of Rolls-Royce and Bentley parts specialist Flying Spares back in February, owners Ben and Lucy Handford announced to their 54-strong workforce that 100% ownership of the company had been transferred to the staff in the form of an Employee Owned Trust.

Ben and Lucy commented: "We are delighted with our decision and are entirely confident that becoming Employee Owned is in the best interests of all our staff – protecting their jobs, enhancing their earning

opportunities and giving them a real investment in the future of Flying Spares. It is our greatest wish to see the company, of which we are so proud, prosper long into the future."

The couple established Flying Spares in 1995, when they were only in their mid-twenties and with no financial backing. With Ben having previous experience in the Rolls-Royce and Bentley sector, however, his dream was to set up a Midlands-based specialist in new, used and reconditioned parts for post-war models.

The couple borrowed a Portakabin



and purchased both a container and their first car for breaking – a 1988 Bentley Eight. Within a couple of years, however, they were employing their first two members of staff and had moved to a larger site. Ben and Lucy then purchased their own business premises in 2001, and over the next few years recruited several of the key staff members who still work for Flying Spares today.

Flying Spares has gone from strength to strength in the last 25 years, now turning over more than £11 million a year and sending out around 600 parcels a week worldwide. Congratulations to all the employees – and new owners – of Flying Spares from the Rolls-Royce & Bentley Driver team.



LUNAZ TO EXPAND

Lunaz, the Silverstone-based specialist converting classic Rolls-Royces and Bentleys to all-electric power, has announced that it will shortly be doubling the size of its workforce. The firm, which was founded in 2018, claims to be a leader in the "creation of hand-made electric classic cars".

The Lunaz team currently includes 35 engineers, craftspeople, designers and electric powertrain specialists. That number is set to double by the end of the year, with managing director Jon Hilton leading the recruitment process.

A 1961 Rolls-Royce Phantom V and a 1956 Silver Cloud are currently nearing completion, while a 1961 Bentley S3 Continental Flying Spur is also about to join the Lunaz collection. Each car undergoes total restoration before being converted to the firm's proprietary electric powertrain, which will offer fast charging

capability, regenerative braking and the scope for clients to specify personalisation through consultation with a specialist designer. Order books are open now, with prices starting at £350,000 plus local taxes and import duties.



ULTIMATE CONVERTIBLE

Making its motor show debut at Geneva in March is Bentley's new Continental GT Mulliner Convertible, a model that aims to "redefine the pinnacle of roof-down automotive luxury". Available with a choice of V8 or W12 power, the car is designed to attract customers wanting "an even greater focus on beautiful details".

The GT Mulliner Convertible features a bespoke Double Diamond grille complemented by Mulliner-branded side vents that continue the unique silver-on-black diamond theme. It also boasts all-new 22-inch ten-spoke painted and polished wheels with floating, self-levelling wheel badges that remain upright as the wheel rotates.

The new Double Diamond grille design is inspired by Bentley's Diamond-in-Diamond interior quilting, which features on all four seats, the door casings, rear quarters and even the tonneau cover. The quilting has been tailored

to include contrast stitching in two complementary colours to accentuate the thread against the quilting, and takes almost 400,000 stitches across the cabin of the car.



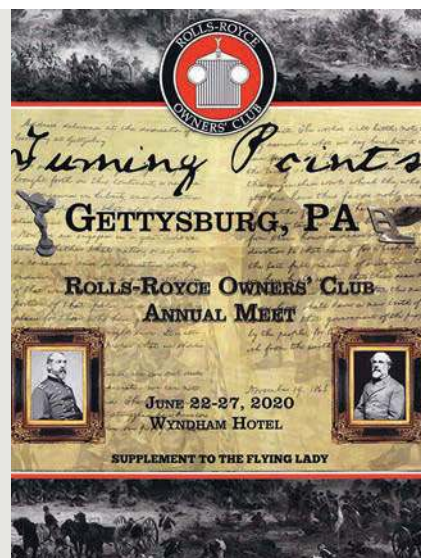
AMERICAN MEET

The US-based Rolls-Royce Owners' Club has announced the dates and itinerary of its 2020 Annual Meet, which is set to take place at Gettysburg, Pennsylvania, between June 22nd and 27th. This will be the club's 69th Annual Meet and is expected to be busier than ever, with a packed programme of events throughout the week.

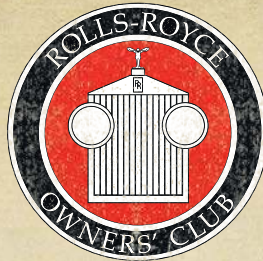
Each day features an array of social activities, including various museum visits, as well as all-important technical seminars for those owners and club members

keen to learn more about their particular model. The seminars are wide and varied, covering such topics as Silver Ghost lubrication, Silver Cloud and S-series braking, leather restoration, metal working and shaping, plus a host of advice on general restoration techniques.

Attendees are expected from all around the world, with members of other Rolls-Royce and Bentley clubs welcome to enjoy what's guaranteed to be a memorable week. For further details, check out www.rrc.org.



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BLACK BADGE PROJECT

To celebrate the arrival of the Cullinan Black Badge, Rolls-Royce Motor Cars recently commissioned automotive culture photographer, Mark Riccioni, to create a set of images of the newcomer meeting fellow automotive subcultures in Greater Los Angeles, California. With the cars assembled,

each encounter was captured under cover of darkness.

Riccioni commented: "I selected each subculture because it shares the philosophies that inform the creation of a Black Badge Rolls-Royce. From the obsessive attention to detail lavished on a lowrider and visceral power of a hot rod to the

bold execution of tuned imports and deeply personal customisations applied to 'brat'-style motorcycles."

A gallery of the images, titled 'King of the Night', will be on display at the Rolls-Royce showroom in Beverly Hills from March 2020 prior to an exclusive Rolls-Royce Black Badge private event.



'WO' CHERISHED NUMBER

Any Bentley owner in the UK who likes to idea of having a 'WO' registration number on their car might be interested in WO 196, available via *Rolls-Royce & Bentley Driver reader*, Dr Richard McCann. The number is currently registered to Richard's Continental GT but is said to have graced various Bentleys of his over the last few decades.

Available for immediate transfer, this cherished number is for sale at offers around £2995. To find out more, send an email to RichardM@Fridays-Group.co.uk or call 07831 464199.



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PRODUCT NEWS

We catch up with the latest must-haves aimed at today's classic Rolls-Royce and Bentley owner

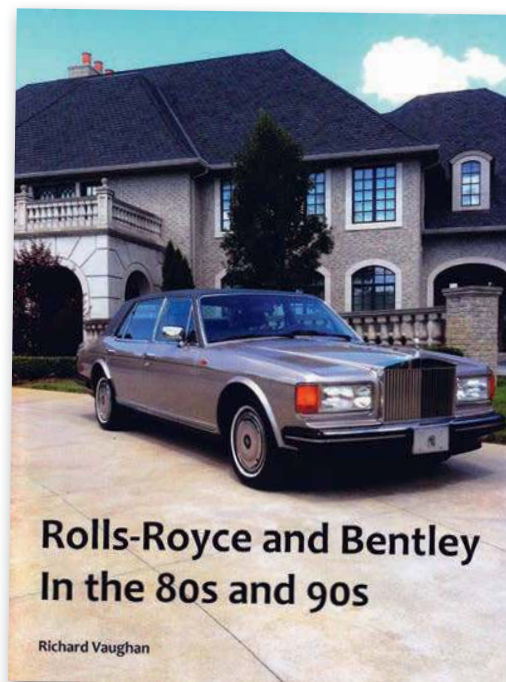
THE 'SZ' STORY

Recently published is this 240-page large-scale tome dedicated to the Rolls-Royce and Bentley models of the 1980s and '90s, hence its focus on the SZ generation of cars. Author Richard Vaughan tells the story in great detail, covering the design and development of the SZ series through to the final saloons produced for the 1999 model year, as well as the SZ-based Continental coupés that ran through to 2003.

Early on in the book there are some fascinating photographs and illustrations of the design proposals and prototypes created during the development process, as well as plenty of period adverts and promotions for both the Silver Spirit and Bentley Mulsanne families. Each model year is fully detailed, enabling the SZ connoisseur to note the myriad changes carried out during the cars' long production run.

Further on in the book is a generous section dedicated to the many SZ-based coachbuilt cars that were produced (majoring on the Hooper creations, including the two-door coupé version of the Mulsanne), as well as a chapter featuring the amazing Brunei cars of the time. And the final thirty pages comprise a section entitled Evaluation Checklist, providing any would-be SZ owner with invaluable advice and tips on buying the best example.

For a softback title, this latest Rolls-Royce and Bentley book isn't exactly a bargain at around £75, but it's clear that a huge amount of work has gone into it – and for the SZ fanatic with an eye for detail, it's a genuinely interesting read. It can be ordered from any bookstore by quoting ISBN number 978-1-79486-682-9, as well as via Amazon and Lulu.com.



PANEL REPAIRS

If you're in the process of restoring or tidying a Silver Shadow and you're in need of part-panel repair sections, Flying Spares has plenty of choice – including the right-hand rear wheelarch repair section shown here, specifically for the later flared-arch models. The company boasts that all its repair sections have been tooled using original factory panels, ensuring a good fit each time.

The wheelarch sections cost less than £172 each including VAT, making them cost-effective for anyone on a budget. Also available are front and rear lower wing repair sections, sill panels and more. To see the full range go to www.flyingsparses.com, or to speak to an adviser call +44 (0)1455 292949.

BETTER HANDLING

Among the various handling upgrade kits available from IntroCar these days is this latest one for the Bentley MkVI and R-Type, as well as the Rolls-Royce Silver Dawn and Silver Wraith. The package is designed to improve roadholding and reduce body roll around corners, achieved via the addition of a rear anti-roll bar as well as an uprated one up front.

The Prestige Parts Handling Package is a comprehensive kit that also includes period-style rear anti-roll bar ball joints, anti-roll bar D-bushes, plus a set of front anti-roll bar bolts, link bushes and fixings. Priced at around £875 including VAT, this highly useful all-in kit can be ordered via www.introcar.com or by calling +44 (0)208 546 2027.



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DREAM COME TRUE

Securing ownership of a greatly desired Crewe car is well worth the wait, as proved by Dan Furr's excitement at finally becoming the proud pilot of a 2003 Bentley Arnage T...

PHOTOGRAPHY: DAN SHERWOOD



When launched in 2005, the 3.2-litre Porsche 987 Boxster S despatched the sprint to 60mph from a standing start in just 5.5 seconds. The motoring press marvelled at the mid-engined, two-seater roadster's ability to propel itself all the way to 168mph, speed significantly faster than the first-generation Boxster's recorded pace. Porsche engineers were understandably pleased with a job well done and, following a highly publicised fanfare announcing the S-badged 987's impressive performance figures, the Stuttgart-crested sports machine sold like proverbial hot cakes. Three years earlier, however, Bentley was quoting the exact same statistics for its newly launched top-of-the-line Arnage.

The Black Labelled Crewe car sprinted to 60mph just as quickly as the airy Boxster and convincingly matched its top speed. What made the Bentley's giant strides all the more impressive, however, was the fact that it tipped the scales at more than double the hip-swinging Porsche's kerb weight. Indeed, meeting the 987's ability to cover ground quickly is an extraordinary achievement by any measure, let alone one pitching a massive V8-powered luxury four-door carrying bulk knocking on the door of three tonnes against a featherweight drop-top.

I remember the Arnage T being hailed as something special in the lead up to its launch at the 2002 North American International Auto Show. Friends were getting excited about

updates to the iconic Honda NSX, Ford's reimagining of the GT40 race car and the release of Mazda's Wankel-powered RX-8, big reveals unveiled at the highly anticipated Detroit-based bash; and yet I had eyes only for the Bentley. In part, this was due to my love of executive saloons pumping out sports car slaying power. M-badged BMWs, Affalterbach-constructed Benzes and, of course, the legendary Lotus Carlton had all registered on my radar. Coupled with my love of classic Rolls-Royce and Bentley design language, the 450bhp Arnage T immediately raced its way to the top of my automotive bucket list. Sadly though, thanks to a base price heading in the direction of two-hundred grand, the twin-turbocharged monster would »



FEATURE CAR BENTLEY ARNAGE T

Dan's Arnage T came with exactly the interior treatment he'd been craving for a long time



remain there for almost two decades.

If there was any doubt in the minds of my pals regarding the brilliance of the boosted Bentley, Jeremy Clarkson's spirited review on *Top Gear* shortly after the model's launch put paid to their misgivings. If you haven't seen the short film, I implore you to fire up YouTube without delay. Here was the most powerful production Bentley of all time being hammered hard around

the popular television show's famous test track by – like or loathe him – one of the world's most charismatic and respected motoring journalists. Electronic Stability Program (ESP) switched off, Sport mode selected, pedal to the metal, Arnage sliding sideways. It was a sight to behold and one I've returned to over and over again.

Unlike Jezza's 'bowling lawn green' Black Label, complete with its boring

beige interior, however, I always considered an Arnage T finished in Storm Silver pearlescent paint and trimmed in quilted (or 'diamond fluted' if you're a sales brochure devotee) black leather to be the ultimate example of what I considered my dream drive. If the car came complete with hand-milled aluminium door rails and matching dashboard fascia inserts, then all the better. Twin Bentley-





“I remember the Arnage T being hailed as something special at the 2002 North American International Auto Show”

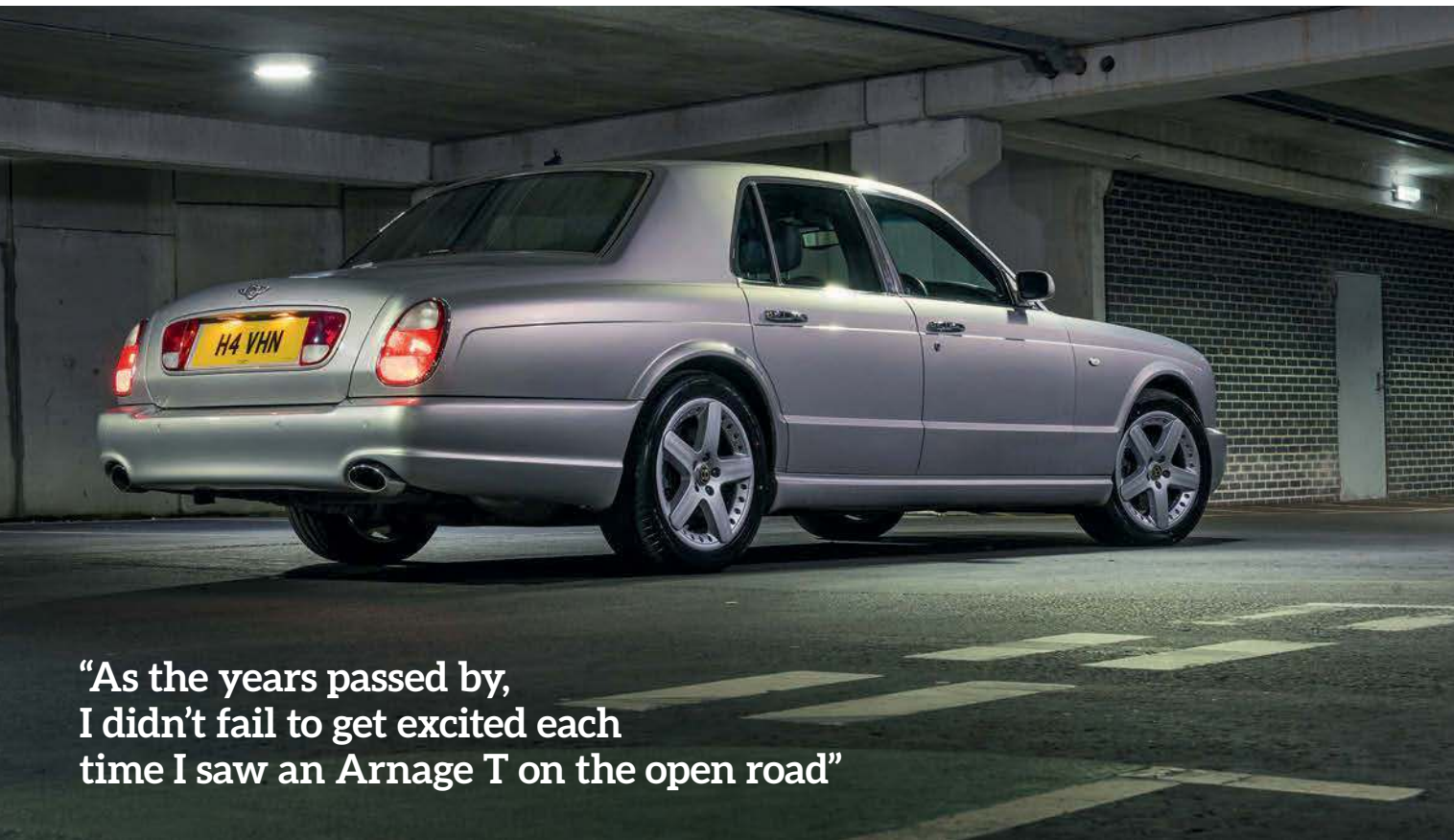
branded umbrellas would be the icing on the cake, though all of these desirable features were expensive factory cost options, pushing the lairy luxobarge even further out of my reach than it already was. Bah!

VARIED FLEET

As the years passed by, I didn’t fail to get excited each time I saw an Arnage T on the open road. It felt like an event, in much the same way I recall feeling at the sight of a first or second-generation Silver Shadow when I was a child growing up in the early 1980s. As regular *Rolls-Royce & Bentley Driver* readers will know, I scratched that particular itch by buying a Silver Shadow II doer-upper back in 2014, a car subsequently featured as a heavy recommissioning project in this very magazine. Other four-wheelers have come and gone over the years (more of the former, fewer of the latter), resulting in a fleet of twelve at the back end of 2019. In addition to my Shadow, highlights include a Porsche 911 (997) Carrera 4S, a Porsche 944 Turbo currently undergoing comprehensive restoration, a classic Saab 900 Turbo and a genuine ex-works »



FEATURE CAR
BENTLEY ARNAGE T



**“As the years passed by,
I didn’t fail to get excited each
time I saw an Arnage T on the open road”**



**The all-important quilted
black hide contrasts with the
car’s Silver Storm paintwork**





This Arnage features an LPG conversion

British Touring Car Championship Super Touring Vauxhall Cavalier GSi. Nevertheless, as wonderful as each of these machines is, I still couldn't escape the want for an Arnage T.

As those of you with multiple cars in your possession can undoubtedly appreciate, the suggestion of adding an extra vehicle to an already dozen-strong fleet left me treading seriously thin ice with Lady Furr. If, she stressed, I was to proceed (pun intended) scanning classifieds, then the acquisition she feared would inevitably result from my enthusiastic eyeballing needed to be monetised in some way or another. In other words, the new addition to what was fast-but-unintentionally becoming a 'collection' needed to pay for itself – the car had to generate an income, almost as soon as my name appeared on its logbook. Now, a V8 force-fed by a duo of snail-shaped Garrett bhp boosters and generating a quoted 9.2mpg in urban environments was going to be tricky to turn into working profit, but I wasn't about to shy away from the opportunity to get behind the wheel of my very own Arnage T, a feat made possible by the model's eye-watering depreciation in recent years.

At long last, the sensational super-saloon was within reach, but I reasoned the exacting specification I'd dreamed about all those years ago needed to be met in the present. After all, none of us wants to feel their Rolls-Royce or Bentley is a compromise in any way. That said, sticking to a rigid wish list immediately limits the number of cars a prospective purchaser is prepared to consider; and with estimates suggesting only 270 Arnage Ts are currently active on British roads, I'd immediately set myself a seemingly difficult task. Indeed, it was easier to get hold of an example of the model covered in wacky cost-option paintwork and a perplexingly loud interior than one in my preferred pairing of silver and black. Those that did meet my demands were nearly all facelift models which, regardless of the fact they were prohibitively expensive, failed to float my boat thanks to their Lego-esque front ends. Success, it appeared, was going to prove difficult.

PERFECT TIMING

Fast-forward to Christmas 2019, and I was once again perusing the listings

of automotive auction houses and online sales specialists. December is a terrible time to attempt to sell a luxury car, but in many respects it's the best time to buy. For example, demand for cabriolets is at its lowest during the cold snap, giving buyers serious bargaining power. The same can be said for those interested in owning a Rolls-Royce or Bentley; when the majority of the population is engaged in the spending of hard-earned cash on presents for loved ones, car buyers who have bided their time can swoop in and grab a bargain from sellers prepared to accept heavily discounted purchase prices on Crewe creations proving difficult to shift. This proved to be the case with the 2003 Arnage T I bought in the days following Santa's most recent visit to nippy Norfolk.

Not only did the Bentley to catch my eye come finished in that all-important combination of Silver Storm paintwork and quilted fine-grain black hide (complete with Portland double stitching and Bentley 'wings' on each seat face), it featured a selection of enviable factory cost options, including 19-inch split rims, Black Label centre caps, a windscreen shade band, voice »

FEATURE CAR BENTLEY ARNAGE T



The Arnage T's awesome V8 powerplant pushed out 450bhp when new



activated in-car telephone and those awesome aluminium dash and door panels, which contrast wonderfully against the gorgeous dark burr walnut trim. Both keys were present and correct, as was a comprehensive history file detailing a perfectly observed service schedule from new. (Primarily the work of supplying dealer Bentley Leicester, stamps in the car's record book have also been applied by Bentley Manchester.) Oh, and I was delighted to see two unused Bentley-branded umbrellas in the boot!

An unusual feature, but one I don't mind admitting attracted me, is the inclusion of a professionally-installed (and expensive) LPG system. Identified by the presence of a gas tank in the spare wheel well and additional injectors feeding the large lump up front, not to mention welcome certification confirming UKLPG vehicle registration, the system promised to slash fuel costs during cruising speeds on long motorway journeys. I figured it a good idea to test the car on both Autogas and petrol to make sure both systems were working without fault and to confirm the Bentley brute was capable of switching between the two seamlessly.

I'm pleased to confirm the car passed the test with flying colours,



“Fast-forward to Christmas and I was once again perusing the listings of auction houses and online sales specialists”

which is more than can be said for the state of its alignment, with incorrect geometry being evidenced by uneven wear on the front tyres. I'd factored the cost of excellent Falken Azenis FK510 255/45/19 performance rubber into the price I was willing to pay for the car, as well as the need to replace poor quality service and starter batteries to eliminate the unpredictable behaviour of the factory alarm system. A matching pair of Yuasa YBX-series units specifically designed to support high-power applications arrived on my doorstep shortly after I drove the car home. With the Falkens fitted and the new batteries in place (no more impromptu siren soundtrack!), a full service and super-accurate Hunter 3D four-wheel alignment are the next items on my 'to do' list.

But wait! I'm getting ahead of myself. What of the first turn of the key? Did the car live up to expectations? What of plans for the ballistic Bentley to earn its keep? As far as the first two questions are concerned, I can confirm my Arnage T is amazing in every conceivable way. Super-smooth operation and the preposterous pull delivered by 616lb.ft. of torque ensured plenty of smiles to the mile during the three-hour journey home, which the majority of you will be pleased



to learn was enjoyed without the assistance of LPG. Unsurprisingly, I didn't disable the ESP or light up the rear tyres by drifting my way back to Norfolk in the spirit of Clarkson, but Sport mode was engaged and the car's ability to effortlessly and quickly cover huge distance through lightning fast acceleration and surprisingly deft dynamics made my long-dreamed-of Bentley buy absolutely worth the wait. What a machine!

I'll reveal how I intend for the car to generate an income in forthcoming issues of *Rolls-Royce & Bentley Driver*. Suffice to say, it's not just me who'll get to experience the magnificence of this beautiful Bentley. In the meantime,

I'm looking forward to simply living with my Arnage T, using it as regularly as possible and having fun exploring its immense power. Additionally, I'll be spending time working out what niggles need to be addressed (don't forget, this is a car fast approaching its twentieth birthday) other than those outlined here. And to those of you intrigued by the S-labelled Porsche 987's Bentley-baiting performance, rest assured that the rounded package of the Crewe car's extra-everything contradicts Boxster enthusiasts who claim that less is more. Take it from me, every petrolhead needs an Arnage T in their life. If only there were enough to go around. ■

MARKET WATCH



Each issue, we take a look at some of the most tempting cars for sale and report on others that have sold – covering everything from affordable modern classics through to the most premium-priced gems



LATE-MODEL SILVER CLOUD

Heading for auction shortly after this issue goes to print is what's described as a "very good, original example" of a Rolls-Royce Silver Cloud III, a car that's had just three owners from new and is believed to have covered only 66,000 miles to date. This 1964 example (chassis number SHS 65) was supplied new by H.R. Owen to London-based Bowmakers Ltd in November 1964, but was sold to a Mr R.S. Aldington (a publican

based in Brentford, Middlesex) in '67. Mr Aldington died in 1990, and the following year the Silver Cloud was acquired by its current owner.

At its last change of ownership, the Rolls-Royce had 60,000 miles on its odometer, and in the last 29 years only another 6500 have been added to that total. During that time the car has been maintained by marque specialist Hofmanns of Henley. It still features its original Sage Green over Smoke

Green paintwork, with a beige leather interior that's equally well-preserved.

The car comes with a file containing copies of the chassis records from the RREC, as well as invoices and previous MoT certificates dating back to 1991, and its original tool kit and handbook are still in place. This Silver Cloud III heads to auction at Ascot Racecourse on March 7th and is guided at £40-45,000. To find out more about the sale, go online to www.historics.co.uk.

LAST OF THE T-SERIES

Currently for sale at £42,950 via Hanwells of London is one of the very last T-series Bentleys to be built. Although officially replaced by the new Mulsanne in late 1980, some of the Silver Shadow-based Bentley T2s weren't registered until later – and this X-registration example, which first hit the road in 1981, is no exception.

Just 558 standard-wheelbase T2 Bentleys are thought to have been built in total, launched in early 1977 alongside the Silver Shadow II and remaining available to order through to the arrival of the Mulsanne. Being such a late example, however, this could well be the last T2 to be registered in the UK.

Finished in Caribbean Blue with dark blue coach lines and whitewall tyres, it's a superb looking example of this surprisingly rare Bentley, enhanced further by its very smart cream-coloured interior and matching



carpets. Hanwells have known the car for the last nine years and can confirm that it has been maintained regardless of cost. Total mileage to date is 82,000 and the Bentley

comes with a full service history.

If owning one of the last T2s built appeals to you, give Hanwells of London a call on +44 (0)208 567 9729 or go online to www.hanwells.com.



PRE-WAR STYLE

A particularly handsome Barker-bodied sedan de ville version of the Rolls-Royce 20/25 (chassis number GBA76) is currently for sale at the Real Car Company. It's described as being in "fine running order following some recent careful attention", as well as boasting an aluminium cylinder head

and the addition of overdrive. The 1934 car also has a full stainless-steel exhaust system, overhauled kingpins and dampers, plus re-lined brakes

The front-end appearance is set off by P100 headlights, a PLG40 centre spotlight and Lucas long-trumpet horns. The selling specialist says

the 20/25 might benefit from some cosmetic improvements at some point, but it runs and drives well and – most importantly – is ready to enjoy. The car will come fully serviced and with a fresh MoT, and it's priced at £45,000. For more details, go to www.realcar.co.uk or call +44 (0)1248 602649.



TEMPTING TURBO R

The Bentley Turbo R member of the SZ family is one of today's top high-performance buys, and the example featured here demonstrates why. New in at Peterborough-based Colbrook Specialists at the time of writing, this 1994 example has covered just 73,000 miles and comes with a history file that includes full details of its previous owners and the various cherished numbers transferred to the car, as well as service records dating back to 1996.

This Bentley's Cobalt Blue paintwork and 17-inch alloy wheels look to be in excellent condition, as does its Parchment interior with blue piping and blue sheepskin over-rugs and foot stools. This Turbo R also features a Bluetooth phone system and an uprated Alpine radio set-up – and at £12,500, it seems a very tempting proposition. Find out more via www.colbrookspecialists.co.uk or by calling +44 (0)1733 243737.



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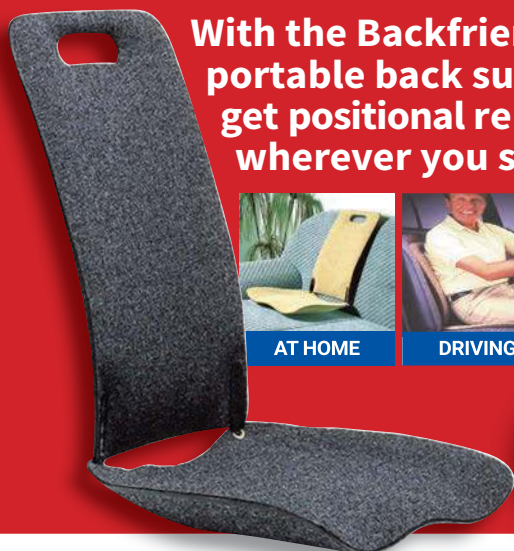
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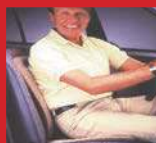
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FEATURE CAR
SILVER SHADOW



Perfectly PAMPERED

While some Silver Shadows led a high-mileage life of corporate duty, this little-used example has enjoyed a rather more relaxed existence, hence its sub-21,000-mile odometer reading of today

WORDS & PHOTOGRAPHY: PAUL GUINNESS



When the Silver Shadow made its debut at the Earl's Court Motor Show of 1965, it marked something of a revolution for Rolls-Royce. Here was the company's first ever model to feature modernity like monocoque construction in place of the old Silver Cloud's separate chassis layout, a move that caused consternation among Rolls-Royce's more traditional supporters but was greeted warmly by the motoring press and younger buyers alike.

Fast-forward 55 years and we all know what a huge success the Silver Shadow proved to be throughout its lengthy career. And on today's classic Rolls-Royce scene, it obviously remains one of the most popular choices, with the relative value for money offered by presentable examples making them a desirable choice among marque aficionados. Inevitably, however, there are Silver Shadows out there with price tags beyond the reach of many potential buyers thanks to them being... well, something rather special.

The 1972 example featured here is no exception, currently on the market with marque specialist Royce Service & Engineering at an asking price of £44,950 – making it one of the dearer examples of its type. Inevitably, however, this car stands out from the crowd not just for its astonishing condition throughout but also for the fact that its odometer showed a genuine 20,980 miles at the time of our recent photo shoot, making it one of the lowest-mileage examples of a first-generation Silver Shadow currently available.

Before we get into the intricacies of this immaculate survivor, it's worth reminding ourselves just what a step forward the Silver Shadow was for »

FEATURE CAR SILVER SHADOW



The interior of this 1972 Silver Shadow remains in remarkable condition throughout



Rolls-Royce in the mid-1960s. At the time of its arrival, *Autocar* magazine admitted that a "new Rolls-Royce is an event of a decade". It went on to describe the newcomer as "the most advanced and intricate car the company have introduced" thanks to such headline features as that monocoque construction and the newcomer's all-independent self-levelling suspension. Rolls-Royce's Earl's Court stand of 1965 featured three examples of the Silver Shadow, finished in Shell Grey, Regal Red and Dawn Blue.

Members of the motoring press were highly impressed, of course, with Basil Cardew of the *Daily Express* describing the Silver Shadow as "smaller, roomier, lighter, swifter" than its predecessor. Designer John Blatchley's brief that the newcomer should be lower, narrower and shorter than before (the Silver Cloud was three and a half inches wider and seven inches longer), whilst offering more

“The regular four-door Silver Shadow did rather well for itself, surviving for a decade and a half in total”



space for people and their luggage, had been well and truly delivered.

There were inevitably complaints from the company's more traditionally-minded clients, some of whom couldn't initially accept the Silver Shadow's modern spec, not least its lack of a separate chassis. But in much the same way that the new Rolls-Royce Cullinan of 2018 divided opinion (yet attracted large numbers of orders from new customers even before going into production), there were enough well-heeled luxury car buyers willing to give the Silver Shadow a chance – ultimately ensuring it was the most successful individual Rolls-Royce model of all time.

STEADY DEVELOPMENT

The regular four-door Silver Shadow did rather well for itself, surviving for a decade and a half in total, finally giving way to the new Silver Spirit in

1980. Throughout that time, however, Rolls-Royce carried out innumerable upgrades and improvements to ensure it stayed ahead of the luxury car pack.

Many of these changes were subtle, such as the early adoption (at the end of 1965) of a lighter brake pedal movement, while October 1967 saw a Saginaw power steering pump replacing the original Hobourn Eaton type, complementing the Saginaw recirculating ball steering system that was fitted to the Silver Shadow. At the same time, the car's opening front quarter light windows were changed to fixed units, while in 1968 the Silver Shadow received a revised handbrake, higher-ratio steering, an uprated front anti-roll bar (as well as a rear anti-roll bar for the first time, although not on US-spec cars) and the latest GM400 automatic transmission from General Motors.

Rolls-Royce made a habit of improving

on what had already been developed by other manufacturers, of course. Its use of monocoque construction wasn't exactly an industry first, for example, yet the Silver Shadow's bodyshell was widely recognised as the stiffest of its kind at the time; and while the company took the sensible approach of licensing Citroën's suspension technology, it found ways in which it could be upgraded to suit the company's exacting standards.

Other relatively early changes to the Silver Shadow included the deletion of self-levelling front suspension in 1969, which might have seemed like a retrograde step at the time. In truth, however, the self-levelling front end had relatively little work to do, and its deletion actually managed to improve the car's handling and steering (which some testers had found to be a little vague). The biggest upgrade at the end of '69, however, ready for the 1970 »

FEATURE CAR SILVER SHADOW



model year, was the introduction of the latest 6750cc version of the ten-year-old L-series V8 engine, created via a redesigned crankshaft which in turn lengthened the stroke. Although Rolls-Royce refused to disclose any power or torque figures, it was estimated that the Silver Shadow now had somewhere in the region of 220bhp at its disposal.

The difference in driving style was immediately noticeable by all those who tested the car, as Malcolm Bobbit explains in *Rolls-Royce Silver Shadow, Bentley T-Series, Camargue & Corniche* (Veloce Publishing): "John Bolster, testing the 6.75-litre-engined Silver Shadow for *Autosport* in December 1970, was impressed at how much

low-speed torque had been improved. Overall speed had also increased, and he found the car easily achieved 118mph."

HEALTHY SALES

The process of improving the Silver Shadow continued unabated, although disaster occurred in 1971 with the collapse of Rolls-Royce, following difficulties with development of the RB211 aero engine. The appointed receiver realised the importance of "business as usual" for the car-making side of the company, and ordered that production of the Silver Shadow should not be affected.

The car featured here was produced



The engine sounds and performs exactly as you'd expect after fewer than 21,000 miles



after the company had gone into receivership, at a time when sales could well have suffered given the negative publicity of the time. In truth, however, the Silver Shadow continued to sell extremely well by Rolls-Royce standards, and in 1973 Rolls-Royce Motors was formally configured as a separate business. During that year, Rolls-Royce managed to sell an impressive 2720 cars – a 35% increase on the number it was producing at the start of the decade.

The original-style Silver Shadow was finally usurped by the logically-named Silver Shadow II in February 1977, a model that brought such obvious cosmetic changes as plastic-faced alloy bumpers and a front spoiler aimed at improving high-speed stability. Useful upgrades included the adoption of rack and pinion steering and a modified suspension system, usefully sharpening up the car's handling. But in today's classic market, it is the original chrome-bumper style that appeals »



“It’s only when you encounter cars like this ‘in the metal’ that you come to fully appreciate what’s on offer”



to large numbers of Silver Shadow buyers thanks to its purity of design.

Happily, this also happens to be the most ubiquitous of all Silver Shadows, aided by a production run lasting more than eleven years. Between 1965 and the start of '77, a total of 16,717 regular-wheelbase Silver Shadows were built, plus a further 2780 of the extended-wheelbase version that arrived in 1967. Throw in the 1721 Bentley T-series models produced during the same period and you have a very large proportion of the entire SY-series family being represented by the original Silver Shadow.

SUPERB SURVIVOR

The car photographed here is a particularly eye-catching example thanks to its two-tone hues of Silver Mink over Caribbean Blue, complemented by a blue hide interior with matching carpets. It's a combination that works beautifully both inside and out, although the overall effect is obviously enhanced by the car's impressive lack of use. This is an extremely low-mileage machine that has clearly been cosseted throughout its life.

The Royce Service & Engineering team has known the car for many years,

having been involved in its maintenance and regular servicing since 1993.

Even then it was an unusually well-presented example, and the following year achieved the first of several class wins at the RREC's National Rally. Indeed, the car has quite a collection of awards to its name, testament to the fastidious approach of its previous long-term owner. In fact, this unusual Silver Shadow has been with the same family from new, which helps to explain its high standard of presentation.

It's only when you encounter cars like this 'in the metal' that you come to fully appreciate what's on offer. Any car can be restored, of course, and often to a standard even higher than that achieved by the factory. But originality is something that can't be recreated, which is why a virtually untouched example of just about any classic will always appeal to many buyers more than a recently renovated one.

Wander around this particular Silver Shadow and it's not hard to appreciate the stunning paintwork and the glorious condition of the chrome. But it's only when the doors are opened and you get your first glimpse inside that you know for sure this car has experienced very little use. The leather upholstery looks as it would have done on the day the Rolls-Royce first emerged from Crewe,

and the wood veneer trim is equally 'as new', with no signs of cracking or discolouration. The carpets are completely unworn, and the matching-colour lambswool overmats are also in superb condition both front and rear.

Firing up the car's familiar 6.75-litre V8 is as much of a joy as you'd expect, with the engine soon settling to a rattle-free and wonderfully muted tickover once it's at normal operating temperature. And, of course, out on the road this particular Silver Shadow behaves exactly as it would have done back in 1972, with none of the suspension creaks, rattles or evidence of wear that can afflict much higher-mileage examples. It's arguably as close to having a 'new' Silver Shadow as you're likely to get in 2020 with a budget in the mid-£40,000s – and for the right aficionado, the kind of enthusiast seeking one of the most treasured examples on offer, it's a car with an abundance of appeal. ■

THANK YOU

We're grateful to Paul, Patrick and the rest of the team at Royce Service & Engineering for allowing us access to their low-mileage Silver Shadow. For more details or to arrange to view the car, call +44 (0)1737 844999 or go online to www.rsande.co.uk.



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Most responsible owners of older Rolls and Bentley models recognise that the lighting needs upgrading to make the cars safe to use in modern traffic. This has involved quite a lot of time and effort in the past, but now Better Car Lighting of Warwickshire have announced a revolutionary new conversion which uses the latest technology to make the upgrade surprisingly quick and easy to install.

At the front a new LED bulb replaces the original sidelight unit.



Bright news for older cars

It is very bright warm white until the indicators are activated, and then it changes to flashing orange. At the back, an amazing new three-function bulb directly

One bulb - 3 functions



replaces the original and gives a brighter tail light and brake light and flashes orange through the red lens when the indicators are activated.

All of this is made possible by a new electronic control module which mounts at the front and

tells the new bulbs what to do and when. It can work in conjunction with semaphore indicators and the kit has bright flashing LED bulbs to upgrade these, but will also suit cars built without them.

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an upgrade that used to take days can now be done in hours.

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MULLINER RARITY

This H.J. Mulliner-built Silver Cloud II drophead coupé is currently for sale via The Chelsea Workshop, offering a rare opportunity to acquire an impressively original example

WORDS: PAUL GUINNESS PHOTOGRAPHY: THE CHELSEA WORKSHOP

As one of the most respected specialists in Rolls-Royce and Bentley coachbuilding, H.J. Mulliner was well known for the quality of its conversions over several decades, leading to the firm's acquisition by Rolls-Royce in 1959, finally joining Park Ward as an 'in-house' marque. The two would eventually be merged by 1961, a move that saw Rolls-Royce rebranding its coachbuilding side as Mulliner Park Ward. Prior to that, however, H.J. Mulliner created some intriguing drophead coupé designs based around the Silver Cloud and S-series models of 1955-on, including the stunning

looking example featured here.

The company had form, of course, being previously known for its stylish drophead coupé bodywork built upon Bentley MkVI and R-Type chassis, as well as the Silver Wraith. But the announcement of the Silver Cloud and its S-series Bentley cousin in the mid-1950s brought an opportunity to continue the theme on to a new generation of models – the end result being some of the most sought-after open-topped cars of their time.

On today's market, such creations achieve high sale prices thanks to their combination of style, quality and sheer rarity. And the 1962 Silver

Cloud II drophead coupé currently for sale at The Chelsea Workshop is no exception, having as it does a price tag of £385,000. That, however, buys you an astonishingly original example of a rare machine, this particular Mulliner-built convertible having covered a mere 40,970 miles from new. It's a figure that's known to be genuine, as the Rolls-Royce has been with the same owner for the last four decades and has been looked after by The Chelsea Workshop during that time.

This Shell Grey survivor even features original paintwork, according to Peter Eatenton, one of the co-founders of The Chelsea Workshop. The power-operated »

FEATURE CAR SILVER CLOUD II

hood was replaced (at significant expense) around six years ago, and the car has obviously benefited from careful maintenance throughout its life. But with most of the remaining survivors having been restored at some point, this example is particularly unusual.

H.J. Mulliner enjoyed success with the Silver Cloud, as James Taylor reveals in *Coachwork on Rolls-Royce & Bentley 1945-65*, published by Herridge & Sons in 2019. One of the most popular conversions, however, didn't arrive until 1959 (the year of the Silver Cloud II's debut), with Taylor explaining it was "often known as the 'beheaded' design, as it was an extensive conversion of the standard four-door production saloon body to produce a most elegant two-door drophead model".

This 1962 conversion of a Silver Cloud II is certainly a handsome machine – and being one of the most unrestored examples likely to be on the market right now, it's guaranteed to attract plenty of attention. Whoever becomes its next custodian is one very fortunate individual...



The interior of this Mulliner-built marvel is amazingly original



The car has covered fewer than 41,000 miles from new



LONDON LEGENDS

Having first gone into business together way back in 1977, and having been at their current sales site in central London for almost 37 years, Peter Eatenton and Larry Hawkins are well-known names in the world of classic Rolls-Royces and Bentleys. As co-founders of The Chelsea Workshop, they have enjoyed a fascinating few decades catering for the needs of owners and purchasers alike, with the firm's maintenance and restoration facilities being as much in demand as its ever-impressive array of cars for sale.

The Chelsea Workshop has expanded greatly since its original two-man operation of the late 1970s, and these days plays a major role in the UK's Rolls-Royce and Bentley scene, with around thirty staff looking after the needs of today's owners – many of them loyal customers of longstanding. Most of the servicing and restoration work is carried out at the company's separate premises in south London, as Peter explains: "We undertake everything from routine same-day servicing through to major overhauls and restoration. No job is ever too large or too small. We've also invested heavily in all the latest diagnostic equipment, enabling our highly trained technicians to work on even the current models."

It's not unusual for customers to bring latest-spec Rolls-Royces and Bentleys to The Chelsea Workshop for servicing in particular, as they prefer the company's more personal service and potential cost savings thanks



to the standard hourly labour rate of £100 plus VAT: "Our service rates are the most competitive around, often little more than half those charged by other facilities. We also offer a free collection and delivery service in and around London."

Although servicing, repairs and restoration make up the major part of The Chelsea Workshop's activities, the company is also well-known for selling post-war Rolls-Royce and Bentley models, all prepared to a very high standard. "We usually have up to twenty cars in stock at any one time," confirms Peter, "although not all the cars we sell are from our existing stocks. We often get asked to source cars for clients who trust us to find a specific model in the condition they're after. We also sell

cars on behalf of owners who don't want the trouble of advertising them themselves, making the whole buying and selling process as straightforward as possible. And because we've built up such a good reputation over more than four decades, people trust us to find the right car or buyer for them."

Forty-three years after launching The Chelsea Workshop, Peter and Larry are as passionate about their business, their cars and their clients as they've always been, still enjoying every day they spend running one of the UK's best-known independent Rolls-Royce and Bentley specialists. For more information on the company's current stock of vehicles for sale, as well as its maintenance and restoration services, call 0207 584 8363 or go online to www.chelseaworkshop.co.uk. ■



Peter (left) and Larry, co-founders of The Chelsea Workshop



The company sells a wide array of post-war models each year



THE BENTLEYS OF JAMES BOND

James Bond is all about Aston Martins? That might be true of the movies, but in the world of the novel it's the Bentley that is Mr Bond's preferred choice. Richard Gunn opens up the Winged B dossier of Britain's best-known secret agent

PHOTOGRAPHY: RICHARD GUNN, KELSEY ARCHIVE, BENTLEY MOTORS

Thanks to just a teensy bit of publicity, it probably hasn't escaped your attention that a new 007 film is upon us.

No Time to Die is the franchise's 25th instalment and likely to be Daniel Craig's final outing as Commander James Bond of British Intelligence. As with all his Bonds, he'll be driving an Aston Martin. In fact, the film will feature four, which seems a little bit

like overkill to us. No time to die? No time to drive 'em all, more like.

Aston Martin has become the car brand most associated with Bond, ever since an immaculately Anthony Sinclair-suited Sean Connery took a silver DB5 out for a quick spin to Switzerland in 1964's *Goldfinger*. Since then, only Roger Moore's 007 hasn't slipped behind the wheel of an Aston while on Her Majesty's secret service.

He had to console himself instead with Lotus Esprits and a Citroen 2CV. However, while the cinematic 007 may be firmly wedded to his Astons, the literary Bond – as written by author Ian Fleming – only had eyes for Bentleys.

That the author put his hero in them is less well-known than the Aston association, yet the character owned three different models in the Fleming works alone. Continuation



James Bond's first Bentley was a 4½ Litre 'Blower', which ended up being crashed in both *Casino Royale* and *Moonraker*

novels have subsequently reintroduced Bond to Bentleys, and Aston Martin hasn't had it all its own way in the films either, with the odd Bentley also sneaking on-screen. And so here we'll be taking a look at precisely what Winged B machines 007 has driven... and occasionally destroyed.

"The scent and smoke and sweat of a casino are nauseating at three in the morning." So began 1953's *Casino Royale* novel, introducing James Bond to the world. Journalist Ian Fleming drew on his own wartime Naval Intelligence experience to create his superspy, and indulged him with the same rich tastes, personality and love of the high life as himself. Naturally, that included an interest in fast, expensive cars, and for a patriotic British spy of that era, few marques quite fitted the bill like Bentley.

Bond, it seems, was something of a classic enthusiast. His personal car in *Casino Royale* was a pre-war 4½ Litre Convertible Coupé boasting an Amherst Villiers supercharger and battleship grey paintwork. Charles Amherst Villiers was a gifted engineer who created the original 'Blower' Bentley for Henry 'Tim' Birkin in 1929. The Roots-type supercharger he bolted onto the front of Birkin's 4½ Litre boosted power from 110bhp to 175bhp (and considerably more for subsequent racing versions), much to the chagrin of W.O. Bentley, who felt that doing so to a Bentley was to "pervert its design and corrupt its performance". The arrangement of »



Ian Fleming chose a 'Blower' Bentley for Bond because he wanted him to "use dashing, interesting things"

MARQUE HISTORY

JAMES BOND'S BENTLEYS

having the supercharger slung ahead of the radiator grille rather happily gave these cars a very distinctive look.

DASHING, INTERESTING

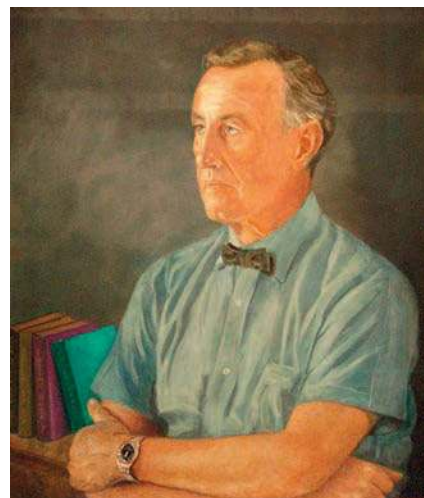
Fleming commented in an interview that he picked a 'Blower' for Bond because he wanted him to "use dashing, interesting things". But a further factor, no doubt, was that Fleming and Amherst Villiers also knew each other well, having first met in 1927. Amherst Villiers would even paint Fleming's portrait, proving that his talents weren't just of the mechanical kind. However, the author might have benefited from questioning his technical friend on a few details, as he initially referred to the car as a 1933 model; rather inconvenient, as the 4½ Litre was only in production between 1927 and '31. By 1955, Fleming seemed to have realised his error and corrected the date to 1930 in *Moonraker*.

Bond regarded his 120mph Bentley as "his only personal hobby" and had laid it up while serving during the Second World War, after buying it almost new. This throws up a further anomaly, suggesting he acquired it as a young teenager. There was an attempt to clear up this mystery in the 2007



Charles Amherst Villiers, the engineer who supplied the supercharger for Bond's first Bentley, was a friend of Ian Fleming

Young Bond book, *Double or Die*, by Charlie Higson, in which it was stated that the youthful James had indeed bought the car aged thirteen with a cut of some casino winnings after helping out an American beer baron. Full credit to Higson (best-known from TV's *The Fast Show*) for trying to dig his literary predecessor out of a hole, but let's be honest – the real reason that James



Villiers' talents didn't just run to supercharging Bentleys; he also painted this portrait of his friend, Ian Fleming

Bond seemingly bought a Bentley as a schoolboy is because Fleming made an error in his sums. In the first *Young Bond* book, 2005's *Silverfin*, Higson also sought to clarify where the love for Bentleys came from, explaining how the junior James' guardian, Aunt Charmian, also had a 4½ Litre. Her charge decided that he wanted one when he grew up.

The Bentley was crashed towards the end of *Casino Royale* (in the scene where Bond is pursuing the kidnapped Vesper Lynd, performed by a barrel-rolling Aston Martin DBS V12 in the 2006 movie) and only gets mentioned in passing in 1954's *Live and Let Die*. It returned in *Moonraker*, but only briefly. While pursuing Hugo Drax's Mercedes-Benz 300S – a car Bond begrudgingly admires, although "typical of Drax to buy a Mercedes" was his opinion of its closet Nazi owner – it was destroyed on the A20 in Kent and ends up scrapped by a Maidstone garage. A recuperating Bond replaced it with a two-year-old Bentley MkVI with open touring bodywork, in battleship grey again, with a dark blue leather interior. Well, when you've just saved London from being destroyed by an atomic missile, you deserve a little treat.

Strangely, aside from a throwaway sentence in 1957's *From Russia with Love*, this car was never mentioned again, possibly because 007 enjoyed his first flirtation with Aston Martin a few years later. *Goldfinger* was written in 1959 and, in it, Bond is assigned an Aston Martin 'DB III' by MI6 to shadow Auric Goldfinger's gold-smuggling Rolls-Royce Silver



Sean Connery, with Eunice Grayson, samples the first Bond car gadget: the telephone installed in his 1935 Bentley 3½ Litre

“The real reason James Bond seemingly bought a Bentley as a schoolboy is because Fleming made an error in his sums”



David Niven's 1967 *Casino Royale* film interpretation of James Bond was a comedy character, but he did get to drive a 1923 Bentley 3 Litre

Ghost. Again, Fleming got his motoring facts slightly muddled; it's likely he meant a DB MkIII unless he genuinely wanted Bond on the streets in a pure-bred endurance racing machine, as that's what a DB3 actually was. The Aston had several gadgets – albeit nothing like the amount of the movie DB5 – but the colour was a link with its driver's personal Bentleys, being that favourite battleship grey again.

Bentley number three materialised in *Thunderball* (1961) and was a bit special. The Locomotive, as Bond christened the car, was an R-Type Continental. Fleming's reference to it as a MkII presumably denoted a 1954–55 example fitted with the enlarged 4887cc engine. “The most selfish car in England” was bought cheap for £1500 after “some rich idiot had married (it) to a telegraph pole on the Great West Road”, and had to be returned to Rolls-Royce for its bent chassis to be straightened out. But Bond didn't finish there. Despite the R-Type Continental being possibly the most beautiful Bentley ever produced, its new owner then splashed out a further £3000 – half his entire savings – to have the “old cramped sports saloon” body replaced by Mulliner with an angular two-seater convertible creation sporting a “knife-edged, »



This 1954 R-Type Continental, with coachwork by Henri Chapron, provided the inspiration for 007's *The Locomotive*

MARQUE HISTORY

JAMES BOND'S BENTLEYS

rather ugly boot", a power-operated hood and an octagonal silver bolt in place of the usual Winged B mascot. The interior was finished in black Morocco leather while the paint, inevitably, was battleship grey, albeit matt rather than gloss. It was a shade rather poetically described as "elephant's breath grey".

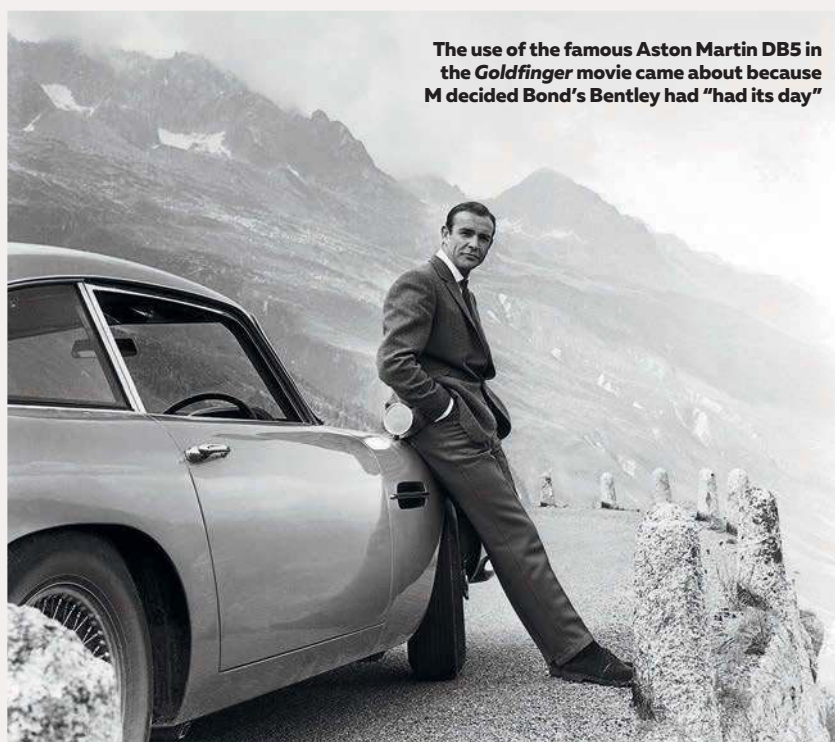
Granted, with a new R-Type Continental costing £7608 at launch,

Bond had secured himself a bit of a bargain by spending just £4500; but that was still a hell of a lot of money in 1961, especially on civil servant wages, when the average car was £805 and the average house £2612. Still, "she went like a bird and a bomb, and Bond loved her more than all the women at present in his life rolled, if that were feasible, together". Coming from a man like

James Bond, that was some accolade!

Fleming put in quite some research for 007's third Bentley. During 1957, he wrote to Rolls-Royce's chairman, Whitney Straight, to ask for information about what form a customised Bentley might take, saying that he envisaged it as a cross between a Continental and a Ford Thunderbird. For all his Englishness, Fleming was a big fan of all things American, and owned two Thunderbirds. In response, he was referred to Mulliner, who knew of such a car – chassis number BC63LC.

The use of the famous Aston Martin DB5 in the *Goldfinger* movie came about because M decided Bond's Bentley had "had its day"



MR SILVA'S CHAPRON

This started life as a Mulliner-bodied fastback in May 1954. Two years later, however, it was rolled, while the owner – a Mr Silva – was racing his nephew in a Porsche. Mulliner was approached to rebuild it but the cost of its individualistic design was considered too high, and so Silva commissioned Henri Chapron of Paris instead. The French coachbuilder returned the crashed Bentley to life with a one-off steel body between May 1956 and July '58, at a cost of 2.3 million francs. However, it seems that Chapron's execution wasn't as elegant and accurate as Mulliner's blueprints specified, and what emerged divided opinion. Highly distinctive it may have been, but "ungainly" and "less happy" have been some of the more diplomatic descriptions over the years. Comparing the Chapron creation with the first generation 1955-57 Thunderbird does reveal a square-



Whitney Straight, chairman of Rolls-Royce, was contacted by Fleming when he was formulating ideas for *The Locomotive*, Bond's third Bentley



The only 'official' movie to make use of a Bentley as Bond's transport was 1963's *From Russia with Love*, in which Sean Connery drove a 1935 Bentley 3½ Litre

rigged similarity of rear line unknown on any other R-Type Continental. The car still survives, albeit modified in 2005 with its rear end redone in aluminium to the style originally intended by Mulliner. The look may be more harmonious and traditional, but given the huge interest in all things 007, it seems a shame that such a unique Continental – and one that inspired a Bond car – has been altered.

It seems that Fleming viewed the Chapron Continental in London during 1960, and based the genesis of The Locomotive on its real life back-story. Further tweaks were carried out to Bond's car in the *On Her Majesty's Secret Service* novel, published in 1963. By now, the Bentley had acquired an Arnott supercharger controlled by a magnetic clutch. Unofficially fitted by a Secret Service expert, it was activated by a red dashboard switch. The fitment was frowned upon by Rolls-Royce, who warned that the crankshaft wouldn't take the extra load and "washed their hands of their bastardised child". Bond got to sample The Locomotive's true potential by chasing Contessa Teresa 'Tracy' di Vincenzo – his future wife – on a French road. Despite it hitting 125mph, her Lancia Flaminia Zagato Spyder was able to outclass the big British bruiser in bends.

Fleming died the following year, and although some posthumous



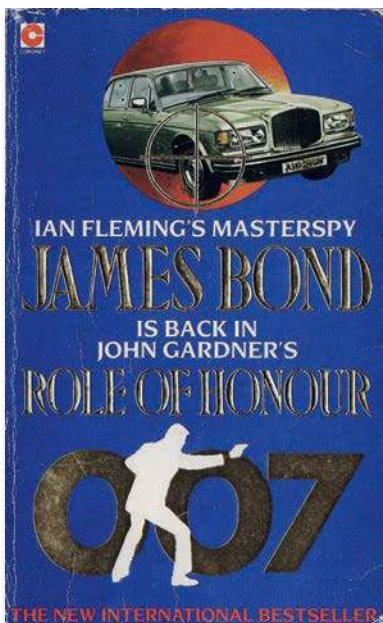
Sean Connery takes a moment to appreciate his 1937 Bentley 4 1/4 Litre in *Never Say Never Again*

"When you've just saved London from being destroyed by an atomic missile, you deserve a little treat"

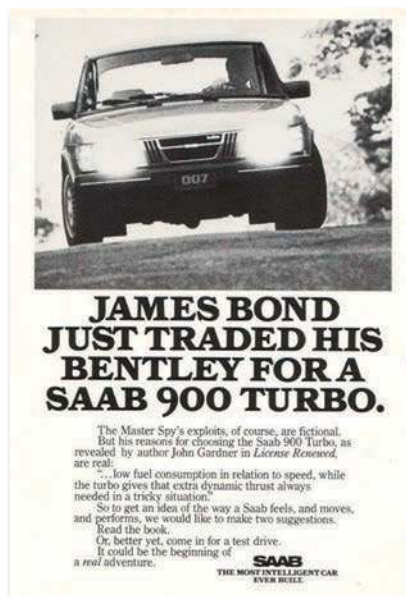
works appeared, the Bentley played no significant role. Kingsley Amis, writing as Robert Markham, penned a continuation book, *Colonel Sun*, in 1968, in which Bond still had the Continental. 1973's *The Authorised Biography of*

007 by John Pearson attempted to put flesh on the bones of Fleming's hero and mentioned a 1937 car crash with the 'Blower', resulting in it ending up in the River Seine and giving its owner the infamous scar down his left cheek. This semi-retired fifty-something Bond had graduated to a borrowed and battered Rolls-Royce Corniche, although he wasn't fond of it, commenting that "the last real car that Rolls produced was the 1953 Silver Wraith. One of those with Mulliner coachwork and you have something." He referred to his old Bentley as his very favourite: "The essence of a car is that it should be part of you, an expression of your character."

The only other Bond novels during the 1970s were adaptations of *The Spy Who Loved Me* and *Moonraker* movies. Thus Bond drove a submersible Lotus Esprit in the former and... erm... a space shuttle in the latter. At the start of the 1980s, John Gardner embarked on a fresh continuation series, but his Bond initially favoured a Saab 900 Turbo. Then, in 1984's *Role of Honour*, past allegiances were revived with 007's purchase of a Bentley Mulsanne Turbo, financed by the proceeds of a rich uncle's will that dictated at least £100,000 being spent within four months "in a frivolous manner". A presumably very happy Bond popped »



Certain editions of 1984's *Role of Honour* featured Bond's new Bentley Mulsanne Turbo on the front cover



The first 1980s James Bond novels by John Gardner saw Saab grabbing every opportunity to publicise Bond's switch of allegiance from Bentley

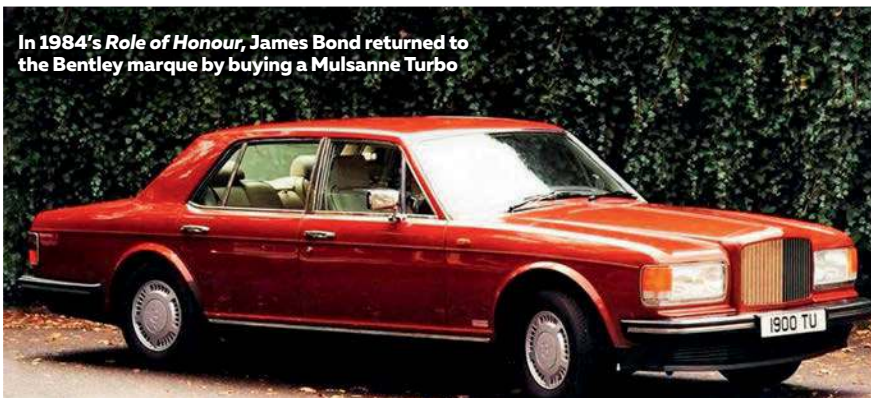
into the Berkeley Square showroom of Jack Barclay to order a Mulsanne in British Racing Green with a magnolia interior. A short time later, there was a day spent at the Crewe plant so he could specify it being built with a concealed weapons compartment and a long-range telephone. The total outlay was £70,000. Sometime later, Bond traded up to a Turbo R.

LOCOMOTIVE RETURNS

Raymond Benson's following custodianship of the literary Bond lasted from *Zero Minus Ten* in 1997 to the novelisation of *Die Another Day* in 2002. He favoured other marques for 007, although the Turbo R was mentioned for continuity. More recently, several different authors have contributed to the Bond canon. The centenary of Ian Fleming's birth, in 2008, was marked by Sebastian Faulks' *Devil May Care* and, being set in 1967, *The Locomotive* returned. The eagerly awaited novel had the highest profile of any 007 book since the 1960s, but not everybody was happy that Bond was back in a Bentley. "Who would want to read the book?" commented

"She went like a bird and a bomb, and Bond loved her more than all the women at present in his life rolled together"

In 1984's *Role of Honour*, James Bond returned to the Bentley marque by buying a Mulsanne Turbo



Aston Martin's chief executive, Ulrich Bez, perhaps with tongue planted somewhat in cheek. "The film is what made James Bond famous. In the films, Commander Bond requires the best of British. And that's an Aston Martin." Bentley, however, was having none of

it; Richard Charlesworth, the company's director of royal and VIP relations, pointed out that "it's quite nice from a historical perspective, as James Bond drove Bentleys in the books. The way he (Fleming) wrote it, James Bond almost had a love affair with



Author Jeremy Deaver put his interpretation of James Bond in a modern Continental GT, with Bentley providing a car for publicity purposes

his Bentleys, almost more important than his conquests of women." Bez further suggested that Bentley was trying to muscle in on Aston's action, to which Charlesworth retorted: "Had we made any effort, he'd have had every right to be dismissive. But we're not. We're not paying to be in the book."

It seems Bentley's main involvement with *Devil May Care* was a £750 Bentley Special Series leather-bound edition, incorporating a pewter model of The Locomotive. The firm trimmed the 300 books using the same materials, techniques and styles as in its interiors, and also loaned a full-sized classic Bentley to support the launch. The Aston versus Bentley spat fizzled out after Corinne Turner, managing director of Ian Fleming Publications, explained that "Ian picked the cars he liked himself at the time. And in the Bond books he wrote himself, Bond's personal car was always a Bentley. The Aston Martin was one of the M16 pool cars." Peace in our time...

Bentley also got involved with the next novel, 2011's *Carte Blanche* by Jeffrey Deaver. The setting returned to the current day, and 007's personal transport was reborn as a granite grey Bentley Continental GT with black hide interior. There was a knowing tip of the hat to the earlier machine, with a mention that Bond had "bought his first Continental some years ago" – although as Deaver's 007 was born in 1979, its specific details aren't mentioned. Even a quite well-heeled 32-year-old might have struggled to afford an R-Type Continental by the 21st century. The book's launch, at London's St



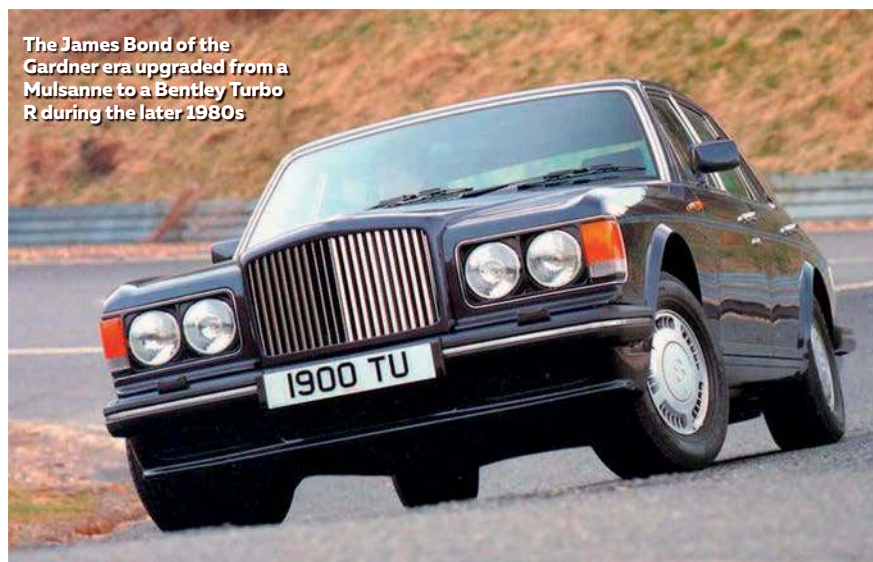
The novel *Carte Blanche* was launched in typical Bond style at St Pancras station in 2011, complete with Bentley Continental GT in attendance

Pancras station, saw its author arrive in a Continental GT accompanied by stunt woman, model and actress Chesca Miles, after which Royal Marine Commandos abseiled from the roof to hand over a copy of the novel. Some writers have all the fun. There was also another Bentley limited edition, similar to its *Devil May Care* predecessor but this time running to 500 copies, presented in a polished aluminium GT-shaped case, complete with a 9mm bullet included – yours for just £1000. Aston Martin deemed it diplomatic to stay quiet this time around.

William Boyd had a stab in 2013, jumping back in time to 1969 in

Solo. This placed Bond in a Jensen FF, the innovative four-wheel drive offshoot of the Interceptor. The rather weak premise was that the R-Type's gearbox had given up the ghost and was being replaced. It's hard to believe that a new transmission could be such a convoluted process that hardcore Bentley boy Bond would splash out a hefty (then) £7705 on a new car instead... but 007's world has never been too rooted in reality.

The two most recent works have been by Anthony Horowitz. *Trigger Mortis* (2015) was set in 1957, and the natural order was restored by 007's use of the period-correct Bentley »



The James Bond of the Gardner era upgraded from a Mulsanne to a Bentley Turbo R during the later 1980s

BOND'S BENTLEYS – FULL LIST

NOVELS

1930 Bentley 4½ Litre 'Blower'
1952 Bentley MkVI Open Tourer
1954/55 Bentley R-Type Continental
1984 Bentley Mulsanne Turbo
Bentley Turbo R
2011 Bentley Continental GT

MOVIES

1935 Bentley 3.5 Litre Park
Ward Drophead Coupé
1923 Bentley 3 Litre Automarine
Open Two-Seater
1937 Bentley 4¼ Litre Gurney
Nutting Drophead Coupé

MARQUE HISTORY

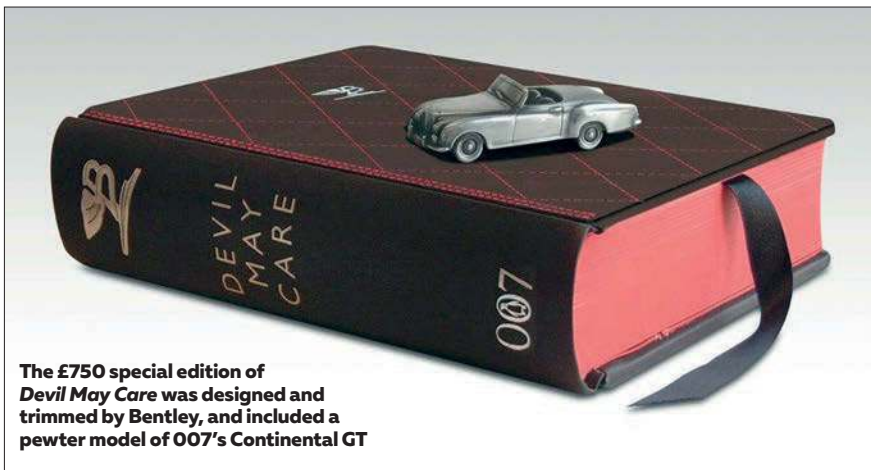
JAMES BOND'S BENTLEYS

MkVI, albeit awaiting another Amherst Villiers supercharger to be fitted and featuring Q Branch gadgets such as an alarm button, run-flat tyres and a secret weapon compartment. *Forever and a Day* (2018) would the clock back even further to 1950, with a pre-*Casino Royale* new 007 investigating the death of his double-O predecessor. Unfortunately, given his close attention to detail elsewhere, Horowitz seemed a little confused and "the crumpled wreckage of a steel-grey MkII Continental Bentley" was described as being tucked away in an East London storage depot. Bond envisages sorting it out to replace the Jaguar XK120 he regrets having bought. Fleming's 1950 Bond would still have been driving his old 'Blower', while the Continental was four years from being built, let alone crashed.

GADGETS GALORE

The rich literacy legacy of Bond's Bentleys isn't echoed nearly so much in the films. Nevertheless, the marque is there, if overshadowed in a way that would no doubt please Ulrich Bez. There was a brief appearance of a British Racing Green 1935 Bentley 3½ Litre drophead coupé with Park Ward bodywork alongside Sean Connery in *From Russia with Love*, and it was actually the first Bondmobile to be gadget-equipped thanks to its on-board telephone – quite something for 1963! However, in the following year's *Goldfinger* – and during one of

"The essence of a car is that it should be part of you, an expression of your character"



The £750 special edition of *Devil May Care* was designed and trimmed by Bentley, and included a pewter model of 007's Continental GT

the series' most iconic scenes – Bond gets told by Q that his Bentley has had its day and is introduced instead to a silver Aston Martin DB5, a car "with modifications". The DB5's subsequent super-stardom guaranteed there would be no going back to Bentley.

While the official films ignored Bentleys thereafter, two unofficial efforts did feature them. 1967's spoof *Casino Royale* was a chaotic, confusing and psychedelic mess, somewhat redeemed by its superb soundtrack and David Niven as the retired Sir James Bond driving a 1923 Bentley

3 Litre Automarine-bodied two-seater, complete with fake supercharger on its nose. That it managed to keep up with a Jaguar E-Type was impressive. That both had trouble out-pacing a remote control, explosive-packed Bedford CA van was rather less so. Despite some rigorous on-screen antics, the Bentley – chassis number 155 – survives today, albeit now registered ME 5800 instead of the K 19 plate that it wears with Niven.

Connery returned to the role of 007 in 1983's *Never Say Never Again*, a direct rival to that year's official Bond offering, *Octopussy*, starring Roger Moore. A blink-and-you'll-miss-it segment sees Big Sean's Bond gazing fondly at his 1937 Bentley 4¼ Litre Gurney Nutting Three-Position Drophead Coupé. Again, the car – chassis number B129JY, registration DYM 800 – is still around now, albeit restored to original blue from the black that it wore alongside Connery.

Bentleys have lasted almost 70 years in the Bond books, and no doubt they'll accompany 007 for many more years to come. And who knows? Perhaps one will re-emerge in a future cinematic adventure as well, once Daniel Craig moves on. After all, fresh Bonds have sometimes introduced fresh marques – Roger Moore and his Esprits, the BMWs of Pierce Brosnan – and a modern Bentley is more than a match for a contemporary Aston Martin these days. James Bond will return... and some day he might even do so in a Bentley. ■



The £1000 Bentley edition of *Carte Blanche* partly justified its high price with its Bentley-trimmed exterior and GT-shaped aluminium case



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WEDDING CAR MEMORIES

The 'Final Page' column in the March/April issue of *Rolls-Royce & Bentley Driver*, featuring the wedding car exploits of Paul Guinness' father, has inspired me to recount my own similar experience and my entry into the Rolls-Royce and Bentley world – which turned out to be the start of quite an adventure.

Back in the early 1980s, funeral cars tended to be the default choice for weekend wedding transport in my home town. These would typically be Phantom V and VI or Daimler DS420 limousines, finished in various sombre shades of black or dark grey. A colleague of mine therefore began a search for something different for his forthcoming wedding, and eventually found a white Silver Shadow around thirty miles away. Naturally, this gave a fellow car enthusiast and me an idea.

Having always wanted to own a Rolls-Royce by the time I was thirty, I saw an opportunity to part-own one by setting up a wedding car business. And so in 1983, a ten-year-old Silver Shadow (registration number TGC 147L, chassis number SRH15665) was acquired.

As car enthusiasts, we always ensured that the Rolls-Royce was immaculately presented, as were we. The bookings rolled in and all was good. Keeping the car running well was obviously essential, albeit quite costly, involving regular visits to the local main dealer (Mann Egerton of Leicester), as independent parts suppliers were relatively unheard of back then.

In an effort to economise, we joined the RREC and were able to attend some very informative technical seminars at the Hunt House, enabling us to carry out some of the work ourselves. Hosted by the late Peter Baines, I recall the presenters back then being Ian Rimmer (from Rolls-Royce at Crewe), Theo Hendrickson

(possibly with Appleyards at that time) and Phil Bradford (an independent specialist from Yorkshire). Those seminars proved to be an invaluable source of information, as they still are for today's members.

Over the next three years, we transported hundreds of couples to their destiny. Inevitably, however, other operators began to appear, many of them with less well-presented cars and drivers, somewhat diluting the market in the process. We agreed that being car enthusiasts first and businessmen second, we were never going to make our fortune – and as much as we enjoyed the experience, other commitments resulted in our decision to sell the car and the business.

Little did we know that had we continued for just a few more years, we could have reduced our running costs quite considerably. That's because just a few miles from us, in the Leicestershire town of Market

Bosworth, a young couple were about to launch a fledgling business providing used parts for Rolls-Royce and Bentley cars. The year was 1995, the young couple were Ben and Lucy Handford and the company was Flying Spares. In a further twist, some ten years later and following redundancy as a result of the collapse of the Rover Group, I ended up joining Flying Spares (which by then had a workforce of around a dozen) as a parts adviser, renewing my association with the marque.

This year sees the 25th anniversary of Flying Spares, now with more than fifty employees and providing a complete parts service to an ever-expanding worldwide customer base. My role now includes the acquisition of cars for recycling, many of which have served time in the wedding trade, confirmed by the fact there is always confetti to be found under the rear seat!

Peter Johnson
Via email



DESIGNER FEEDBACK

I enjoyed Ian Adcock's feature on the birth and design gestation of the Bentley Continental R (March/ April issue). May I add to the story from the designer's perspective. In stories about this project, writers always repeat the description of myself and Ken Greenley as tutors on the transportation design course at the Royal College of Art, but this is not quite accurate.

We had both started out as GM designers at Vauxhall with international experience in the USA, and then I worked in Germany for Audi. I was back in the UK by 1980 and working on various projects – one of them the country's first integral-bodied factory-produced coaches for Leyland Vehicles, another the Panther Solo. The Royal College was a one-day-per-week part time appointment for me, while Ken was a full-time tutor.

John Stephenson, an old colleague from the GM days, had been appointed to the Rolls-Royce Motors board and had asked us to generate some design ideas for side products, such as leather goods. We were to present these at a board meeting and we decided to seize the opportunity to demonstrate the direction that we thought the company should be going in. I had always admired the 1950s R-Type Continental and I couldn't understand why the company had no modern coupé in its line-up. The Bentley brand was being neglected in my view, although to his credit Mike Dunn had pushed through the Bentley Turbo R. We were told that some in the company wished to abandon the marque altogether, which was very depressing.

We produced a variety of sketches and two full-size airbrush side views of two-door coupé proposals in my studio in Battersea. They seemed to excite the board meeting, which led to a discussion about one of the proposals – and luckily for me, it



was mine. It was decided to match the two of us with IAD in Worthing to produce a full-size GRP model, which John Stephenson christened 'The Black Rat'. It was completed to a show finish, and Peter Ward decided to test the reaction by displaying it at Geneva. It was very positive, although I did hear an English dowager-type lady declare it outrageous that Rolls-Royce Motors should have produced a 'plastic car'!

More critically, there was a worry that the Project 90 had a hint of Ford Thunderbird around the rear sail panel, and I have to admit that I had found that year's T-bird rather inspirational. In any case, we were retained to produce a further full-size model, and in order to avoid being regarded as outsiders (Fritz Feller once said that external design consultants offered only "artificial insemination") we were given a small fire-department building at Mulliner Park Ward to use as a studio. John Lake at MPW provided engineering back-up for the project.

We were tasked with producing a replacement for the Corniche, then still in production at MPW, which we did. Then Peter Ward became managing director and changed the brief to produce a Bentley, which pleased us immensely. Due to various timing problems, the hardtop for

our model had to be done down in Worthing, so it was some time before the two halves of the model were mated together. Fortunately though, they fitted perfectly.

Ian Adcock describes the launch of the car in Geneva and its amazing reception, which we did not see as we had deliberately arrived late because we were so nervous about the reaction of the motor show audience. There was no need to worry; the show car had already been sold to a minion of the Sultan of Brunei, who was to order many variations of the Continental R in the following years. John Lake was moved from Hythe Road to Crewe to oversee the production development work on the project, which involved preserving the design features of the show car into the production vehicles, which he did very successfully.

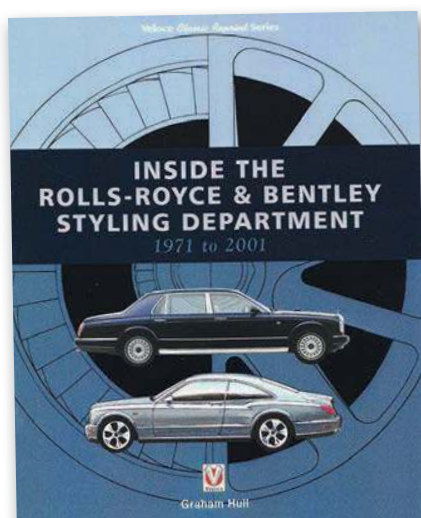
A contact at Audi Ingolstadt later told me that Herr Piech was driving a black Continental R (all his cars were black), so perhaps that helped to spark his interest in acquiring the Bentley brand? Who knows...

John Heffernan
Via email

Great to hear from you, John, and to learn more about your involvement in the Continental R project. Thank you for taking the time to contact us – Ed.

GRAHAM HULL WRITES...

Your Continental R feature (March/April issue) caught my eye as that was an intriguing project, not least due to marque and vehicle-type changes mid-programme. Notwithstanding a confidentiality agreement, Bentley permitted (after vetting) my memoirs – *Inside the Rolls-Royce & Styling Department 1971-2001*. As you're aware, this period saw the rebirth of Bentley and fundamental changes to the company, culminating in BMW and VW ownership. The book



was reissued last year as part of Veloce's Classic Reprint series.

I don't recall meeting your Continental R contributor. Due to my predecessor's failing health, from February 1984 I began standing in as the department's manager while remaining a hands-on styling/designer. After some months I was upgraded and occupied the office in 'Mahogany Row'. Apparently, Dick Perry raised the suggestion of me reporting directly to him, but Engineering didn't want to lose Styling. Thus the Crewe tradition of Head of Styling not being a director continued.

The *Rolls-Royce & Bentley Driver* article includes photographs from the House Journal feature that was released as a brochure, covering the vehicle's development. It has the advantage of being written when memories were fresh. The exterior and interior renderings were mine, and were presented in the boardroom. Consultants' work was always acknowledged – I asked them to sign the design registration papers. Peter Ward ensured that Crewe's Styling/Design involvement was clearly started, only omitting that it was a 'hijacked' Corniche programme.

Following one of my Corniche presentations, Dick Perry had

instructed me to work closely with the consultants on a second Corniche proposal. It was an opportunity to pursue my ideas and see if I could work with consultants. The ideas became incorporated into the Corniche proposal and, after my further presentations to the board, the Continental R.

You will doubtless appreciate why *Rolls-Royce & Bentley Driver* stating I wasn't promoted and my Continental R contribution was limited to little more than a wing mirror prompted this letter. Early on, I realised that Crewe products were greater than the sum of the parts (people made the difference), the Continental R being a case in point.

Graham Hull

Via email

Thanks so much for getting in touch, Graham, and for providing some fascinating extra background to the Continental R. We've previously featured your book in the magazine but I'm delighted to mention it again here. It's an absorbing read for anyone with an interest in this period of the company, and particularly the various design proposals of the time. Veloce's Classic Reprint version is great value at £25, available from www.veloce.co.uk or any bookstore – Ed.

FAMILY MOTORING

I much enjoyed the article about the life and times of the Silver Cloud (March/April issue). While there are plenty of competitors for the title, it has a strong claim on the Best Ever Rolls-Royce category – the totally elegant lines and distinguished presence of the car have never really been matched, and even those with little knowledge of or interest in cars can see that something

very distinctive is approaching. Certainly, I have never been in a car that was photographed so often, especially if I was driving in central London where overseas tourists abound.

One paragraph did not ring true for me, though, which said that when the Silver Cloud III and S3 took over from the previous models, "the front bench seat was swapped for individual

chairs". My late father purchased his Silver Cloud III (registered CLR 217B) in 1969 as a five-year-old used car, and it stayed in our family until around ten years ago when he stopped driving and we sold it to a Rolls-Royce specialist. I certainly recall its front bench seat, as I am one of five siblings and the car's six-passenger capacity very often came in useful, including on longer trips to the French Alps for skiing holidays.

On those journeys, the effortless cruising at 85mph (where permitted) on the autoroutes was a pleasure. And with the considerable boot capacity, there was space for as much luggage as we wished, which is not the case with modern-day seven-seaters whose luggage space (when all the seats are in use) is very limited.

I wonder where the car is now? Do any of your readers own it, by any chance?

William Leigh-Pemberton
Canterbury, Kent





CHANCE ENCOUNTER

While perusing the magazine racks at a local book store in Wellington, Florida, over the Christmas holidays, without any particular focus other than looking for a 'Euro car' title to read, I was pleasantly surprised to find the January/February issue of *Rolls-Royce & Bentley Driver* screaming for my attention.

A feature article on a Bentley MkVI further held my attention (I have a 1951 right-hand drive MkVI myself), and so

after thumbing through this lovely tome of good weight and apparent content, I immediately purchased it. I ravenously read the magazine from cover to cover, drinking in all things Rolls-Royce and Bentley, learning ever more whilst affirming once again that these are the finest Proper Motor Cars ever made.

Well done; I know that I'll now take out a subscription. But for a chance and glance of your masthead

peeking out of a magazine rack, we would never have met – and that would have been a shame.

Paul J Anderson
Ontario, Canada

Thank you for your kind email, Paul, and for also attaching details of your 1928 Rolls-Royce Twenty (pictured), which we'll be delighted to feature in a future issue – Ed.

TELL YOUR STORY

I thought I'd drop you a line to tell your readers about *The Spirit of Speed*, a YouTube video channel featuring



owners of Rolls-Royces and Bentleys, former employees from the factory, as well as those involved with specialists and dealerships. It's becoming increasingly popular and is an excellent way of sharing people's anecdotes and memories of Rolls-Royce and Bentley.

I'm looking for historical accounts of these two famous brands, such as long-term ownership of a car, memories from the Rolls-Royce and Bentley workplace and so on – and I'd love to hear from any Rolls-Royce

& Bentley *Driver* readers keen to get involved. The theme of the interview will be your own story set out in an informative but entertaining manner. If this is something you would like to be involved with, drop me a quick email with a brief account of what you'd like to talk about and I'll then get back to you. Please contact me at: tellyourstoryrrandbcars@gmail.com. I look forward to your responses.
Dean Jaggard
Via email



• PART 6 •

PROJECT SILVER SHADOW II: TIMING IS EVERYTHING

The return of a misfire results in our Silver Shadow II undergoing scrutiny at a Crewe-based specialist – with the surprise outcome of inspection putting paid to a scheduled MoT test

WORDS & PHOTOGRAPHY: DAN FURR

Followers of my Silver Shadow II project updates will recall last issue's report concerning the mountain of new ignition equipment I fitted to the car following the detection of a misfire. HT leads, spark plugs, a fresh rotor arm, distributor cap and a new coil were purchased from the excellent Prestige Parts range marketed by independent Rolls-Royce and Bentley spares supplier, IntroCar. After much mucking about in an engine bay desperately in need of detailing, I embarked on a

lengthy test drive. Seemingly smooth travel throughout the rev range led me to believe the problem was cured.

A subsequent drive out in the car a week or so later suggested I might have been viewing the fruits of my labour through rose-tinted spectacles. At idle, a slight misfire could still be detected, leading me to wonder if the work I'd done had made any difference to anything other than my long-suffering bank balance! With the car's impending MoT test due (the large barge's last compulsory examination

as we fast approach forty years since registration), not to mention a growing sense of frustration at still being unable to experience the full 'magic carpet' ride I've been working hard to achieve, I began to look at other elements of the ignition system that could be causing problems.

"Bring the car over to my workshop en route to its MoT test," beamed post-war Bentley specialist, Daniel Moore, who many of you will know from his active involvement with the Rolls-Royce Enthusiasts' Club, both in »



1 With the MoT test booked, Pandora bid farewell to its Porsche 718 Cayman GTS stablemate and set sail for Daniel Moore's workshop in Whittlesey



2 An unexpected surprise was the presence of a Rolls-Royce Twenty chassis that Daniel and his talented team were readying for restoration



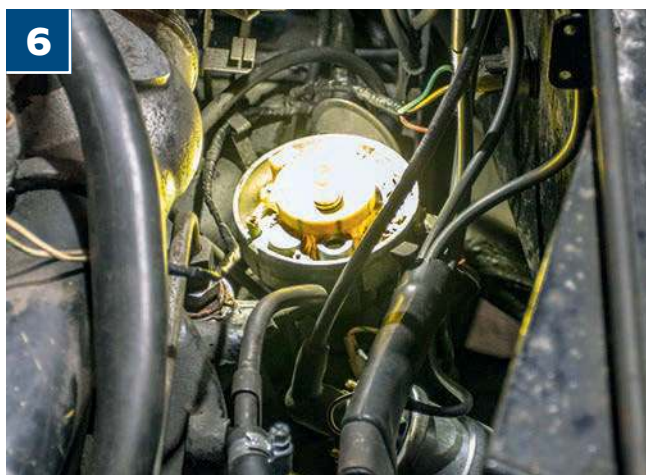
3 Daniel's colourful place of work plays host to some impressive classic Bentleys, including a selection of Bentley MkVIs, each with amazing history



4 With a scout around the workshop complete, it was time to see if Daniel could detect the cause of Pandora's minor misfire



5 The time-served Rolls-Royce & Bentley specialist started by inspecting the new ignition components in order to rule out incorrect installation or faulty equipment



6 The distributor cap and rotor arm were removed for inspection of the main distributor body; nothing untoward presented itself, but further testing may be required



7 Time to bring out the big guns! Enter Daniel's classic Sun Micro II Performance Analyzer...



8 ...and his dinky Dwell Tachometer. Keep it steady Dan, and whatever you do, don't accidentally knock that shift lever into Drive mode, else that Twenty is going to need even more restorative work!



9 With the car hooked up to the testing equipment, Daniel configured its settings ready for action. Either that or he was attempting to tune into BBC Radio 4!

the preparation and presentation of its exhibition stands, as well as his role as one of the club's technical seminar instructors. "I'll check engine timing and see if there's anything you've missed," he suggested. Leaving what I thought would be plenty of time for him to have a poke and a prod beneath my land yacht's long bonnet in advance of the arranged test later that afternoon, I set off in the direction of his workshop in Whittlesey.

I've long chatted with Daniel through social media (primarily Twitter, where you can find us at @DanFurr and @dmooreandco) and over the telephone, but we hadn't yet met in person, primarily because the times we'd previously suggested hooking up had been at the shows we both



10 "There! Do you see it?" Nope. Let's refrain from blinking for the foreseeable future



11 Aha! There's the little blighter, over on the right. It's a very occasional misfire, hardly noticeable on idle, but Daniel's trusted diagnostic equipment proved we weren't going mad

“Little did I realise I was about to enter an Aladdin’s Cave of beautiful Bentleys and rare Rolls-Royces”

frequent, where each of us is inevitably pulled from pillar to post and we only manage to acknowledge one another from afar. Even so, it was he who introduced me to the good folk at classic and modern classic Rolls-Royce and Bentley exhaust manufacturer, Servicentre (www.rrexhausts.co.uk), just one of the reasons I was keen to shake the man by the hand. Visiting him in his natural habitat gave me the perfect opportunity to do exactly that.

Little did I realise I was about to enter an Aladdin’s Cave of beautiful Bentleys and rare Rolls-Royces: a Silver Cloud III here, an S3 there, more MkVIs than many will ever get to see in one place and, amazingly, the bare chassis of a Twenty being readied for restoration. A Turbo R waited patiently in the wings. I was in my element, and though I could have spent all day pawing over the numerous vehicles and disassembled mechanical equipment I was lucky enough to see up close and in the metal, the clock was ticking and my car was in need of attention.



Daniel confirmed engine timing was as close to perfect as it could be, ruling out another possible cause for the presence of the blip under load; it was time to raise the car in the air for further scrutiny, as well as for an impromptu oil change

To begin with, Daniel checked my work and the parts I’d fitted. Once he’d confirmed everything was as it should be (phew!), he proceeded to examine other electrical and ignition

components, as well as the car’s airflow equipment. Again, nothing immediately obvious presented itself as cause for concern, leading to the wheeling-out of his trusty Sun Micro II Performance »



From the back of Pandora, as Daniel was packing away his super Sun equipment, a trail of liquid could be spotted on the ground – the first time we’d noticed the car leaving its mark on the workshop floor prior to this time

14



As this photograph demonstrates, the twin fuel pump assembly was seriously compromised; the rear pump had failed completely, the front pump was sending as much fuel to the floor as it was trying to feed the V8

Analyzer (try saying that after a few shandies) and Dwell Tachometer in a bid to establish whether the engine timing was out and how much of a concern the misfire really is.

Following the full service carried out by the guys at Colbrook Specialists, not to mention the relative lack of mileage the car has been subjected to since, neither of us expected to discover irregularities, but it was worth performing the checks as part of the ongoing process of elimination. Daniel soon confirmed the timing was spot on, but the retro Sun equipment clearly

registered the slight misfire troubling me. Further investigation was required, which is why the car was loaded on to his ramp. But wait! What's that liquid all over the floor? Petrol! Had my Silver Mink stunner suddenly sprung a fuel leak? That might be putting it mildly...

All work on the car came to an abrupt halt. With the W-plater raised high in the air, we were alarmed to discover the car's twin fuel pump assembly

THANK YOU

Daniel Moore & Co:
www.rollsroyceand
bentleyspecialist.co.uk

IntroCar
www.introcar.co.uk

16



With Daniel sensibly insisting the car covers no further ground until its fuel system is fixed, our Silver Shadow II was wheeled away into the dry until the new SU pumps have landed

15



A conversation with the fuel system gurus at Burlen revealed the availability of original specification dual polarity pumps with points, as well as an updated version of the same kit using an electronic functionality

had spectacularly failed. The rear pump had given up the ghost completely and the pump furthest forward was pushing fuel out of its housing at rapid rate. "You can't go anywhere in this car until we can replace the fuel pumps," commanded an understandably concerned Daniel. The scheduled MoT test was promptly cancelled and my enquiries with SU fuel equipment distributor, Burlen, began. I'll report back with further progress regarding my MoT mission in the next issue of *Rolls-Royce & Bentley Driver*. Wish me luck! ■

17



In the meantime, the car's bent key (deformed through stupidly pulling the boot lid closed by way of yanking on the leather-trimmed Rolls-Royce fob) was popped into a vice and straightened – a small victory, all things considered!

PARTS SOURCING

There is nothing more frustrating for an owner or a technician to find that the part they needed to finish a job is not available and so a core focus for IntroCar is the resurrection of products otherwise discontinued from the factory.

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Models 1965-1980: bit.ly/1965_80

Models 1980-2003: bit.ly/1980_03

Models 1997-2010: bit.ly/1997_10

Models 2003 onwards: bit.ly/2003on

TECHNICAL

Technical Videos: bit.ly/RRandBtv

Workshop Manuals: bit.ly/RRBManuals

COMMUNITY

Restoration Group: bit.ly/RRBResto

Owners Marketplace: bit.ly/RROwners

Saving Pandora: bit.ly/SavingP

PRODUCT RELATED

Promotional Products: bit.ly/RRBparts

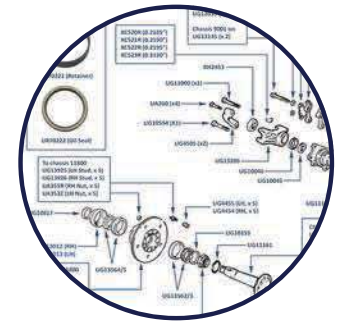
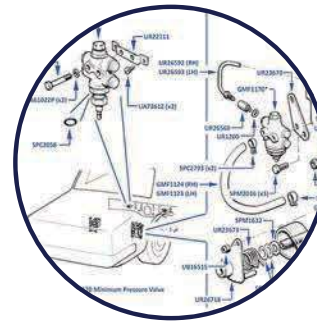
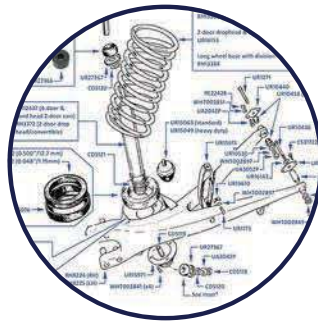
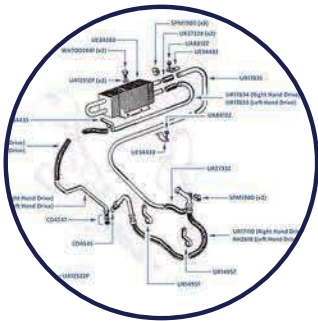
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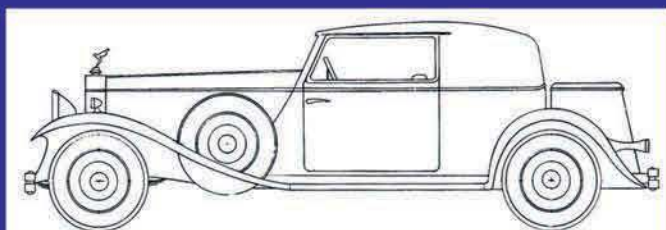
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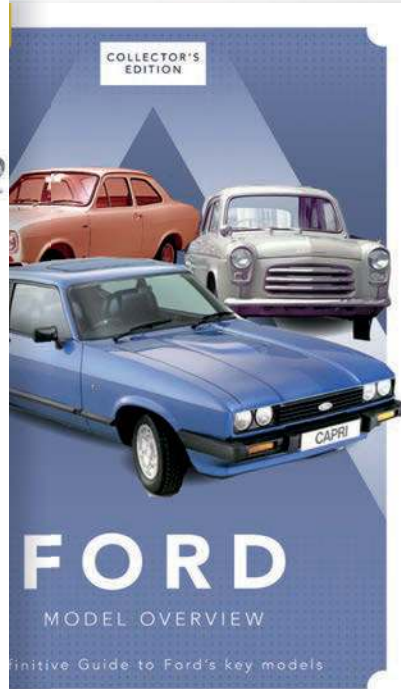


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MISSION TO THE SEYCHELLES

Dean Jaggard takes us back to a time when he travelled to the Seychelles in order to repair and prepare a Phantom VII featuring an intriguing front-end restyle

PHOTOGRAPHY: DEAN JAGGARD

This story takes me back a good few years, when I worked as a technician for a Rolls-Royce dealership in Essex. My boss of the time was looking for volunteers for a trip abroad to repair and tidy a Rolls-Royce Phantom, there being only a few at the dealership able to understand the complexity of these Goodwood-built cars back then. The other technicians didn't seem interested, so I thought it would be an adventure – although I was a bit apprehensive as to where in the world it might be.

After my previous experiences in Singapore, which were intense but great fun, I decided to volunteer and was told this latest trip was to the Seychelles – in fact, to the Governor's

house where the Phantom was garaged. I'd be expected to change two batteries, sort any electrical or running issues and tidy the car to an exceptional condition, as the island was expecting a visit from a Chinese diplomat and the Rolls-Royce would be needed for chauffeuring services.

There was a lot of pressure to sort the car in a three-day time period, but what an opportunity! An all-expenses-paid trip to the Seychelles, flying Business Class with Emirates... well, that certainly made my mind up. The plan was to send various parts ahead of me, so that when I arrived everything would be there waiting to be fitted to the Phantom.

I arrived at Heathrow Airport on a

Sunday ready to fly out to Dubai, from where I'd pick up a connection to the Seychelles. I was given an Emirates Lounge Pass and waited to be called to our Airbus A380. I have to say that Emirates Business Class turned out to be an amazing experience, with the fold-out seat transforming into a bed and a massive monitor to watch. Obviously though, the icing on the cake was the bar at the back of the cabin...

After a frantic time trying to get to my connecting flight at Dubai and finally landing in the Seychelles, I was completely exhausted. I collected my luggage and proceeded to Passport Control where I had a slight issue thanks to my employer not giving me any details about where I was staying. I was simply meeting the custodian of the Rolls-Royce Phantom at the airport, and fortunately he arrived in time for everything to be sorted. He was fantastic, being so grateful that I was there to look at his car; I'd known of him at the company I worked for but had never before had the opportunity to speak to him.

LUXURY LIVING

It turned out that I was staying at a hotel called The Fisherman's Cove, not far from the Governor's house – and what an outstanding place it was, offering everything you could wish for on your first trip to the Seychelles. I managed to grab a few hours' sleep before being collected and taken to see the Phantom, which was a sorry sight – not only filthy but also suffering from collapsed suspension after standing for so long. After a quick look around the car, it was decided I



would start work on it the next day.

The following morning I was back at the Governor's house, where intimidating-looking security guards walked around with sub machine guns. After using a jump pack, I managed to start the Phantom and – much to my relief – the air suspension lifted and there were no strange noises from the engine. So far, so good. I decided to check the fault codes on all the modules as I wanted to know if there could be any problems further down the line; after clearing and re-reading, however, only minor codes were retained.

As you'll see from the photographs, this Phantom was a little different from most as its owner wasn't keen on the factory car's standard front end, and so he decided to redesign it by incorporating a Continental R set-up. After this one-off creation had been finished, the owner decided to gift the car the Governor of the Seychelles to be used on special occasions. He took it upon himself to call in the necessary technicians to bring it back to tip-top condition as and when required.

The batteries and all my equipment still hadn't turned up at this stage, something that caused consternation as I had only one more day left. We did try to find batteries in one of the local towns, but no joy. As you can imagine, these weren't exactly your normal standard batteries.



This particular Phantom had been treated to a front-end redesign by its owner

“It turned out I was staying at a hotel called The Fisherman's Cove, not far from the Governor's house”

The next day was enjoyable, as I was giving a rundown on the Phantom to the workshop manager of a BMW dealership, who had brought his son

along – and the two of them helped me with polishing the massive car. I told them about the basics of the Phantom and how to look after it. I was so grateful for their help and they made it quite fun. By then, however, we were really getting worried about the batteries as I was due to leave the next day.

Thankfully, the batteries arrived just in time and I was able to fit them to the Phantom, clear the codes, start it up and see it running with no warning lights showing. The BMW guy turned up again with his son and the three of us finished off cleaning the car. The owner wanted the Phantom to be test-driven, however, to make sure all was well, and so as a thank you to my helpers I took them along for the ride. They couldn't believe it! The car drove fantastically, and everywhere we went that day we had an audience of appreciative onlookers.

With my mission accomplished, I was finally taken to the airport and said my farewells, taking with me amazing memories of the fantastic people I'd just spent a few days with. It had been another wonderful adventure – and one I'd repeat in a heartbeat. ■



Dean was grateful to receive extra help when valeting and preparing the Phantom



QUALITY CONVERSION

We take a trip to southern Spain to meet the proud owner of a Silver Cloud II, a car that's been transformed into a beautifully finished four-door convertible

WORDS & PHOTOGRAPHY: IVAN OSTROFF



When Tony Minta moved to Spain twenty years ago, he was already a Rolls-Royce and Bentley owner of long standing, having bought his first example from Jack Barclay as a birthday present to himself when he turned forty. At the time of his move abroad, Tony was the proud owner of a 1973 Rolls-Royce Corniche convertible, a car that remained in fine running order but was in need of some attention to its paintwork within a few years. Tony arranged for the work to be carried out by a local garage in Spain, but unfortunately the job ended up taking two years, during which time the garage owner suffered financial difficulties.

An interesting opportunity arose when Tony was asked if he'd be interested in taking over the business, with the garage owner offering to leave all the equipment and fittings in return for a share of his profits if and when the venture became successful. Restoring cars had always been a hobby of Tony's, and so he agreed to give the project a year's trial. Sadly though, Tony found it hard to get along with his new business partner, and so the two of them went their separate ways and Tony was left to run the business alone.

Fast-forward to July 2011 and Tony was still living in Spain, albeit now running a successful garage and restoration firm. He continued

to enjoy his soft-top Corniche but, having always admired the lines of the Silver Cloud, rather liked the idea of acquiring one and transforming it into a convertible. Having worked with cars for some years, Tony reckoned the task was a realistic one for him to undertake, and so he began searching for an ideal project car.

Browsing eBay one day, Tony spotted a 1961 Rolls-Royce Silver Cloud II in need of restoration. He duly contacted the UK-based vendor, who explained to Tony that he'd bought the car with the intention of restoring it for wedding use. Unfortunately, however, his health had deteriorated and so the car was left untouched in his garage. "The owner »

FEATURE CAR SILVER CLOUD II

assured me the Silver Cloud was in fine condition," explains Tony, "and so I bought it over the phone for £8500 and arranged to fly to the UK to see it."

When Tony arrived at the vendor's address in Lancashire, he discovered the Rolls-Royce languishing in the corner of a garage, where it had clearly been standing for some years. "We dragged it out and tried to start it, but it wouldn't run," recalls Tony. "I realised the car was in a somewhat worse condition than I'd imagined. I took a deep breath, however, and told the vendor I was planning to convert it to a drop-head, so I would have to totally restore it anyway."

On hearing Tony's plan, the seller told him about a gentleman in a nearby village who had apparently carried out exactly that kind of work on various Rolls-Royces. "His name was Peter Wilford, and I gave him a call to explain I'd heard about his two-door Silver Cloud conversions. Peter replied, however, that he had sold the rights to the conversion to another company, although he'd

"He discovered the Rolls-Royce languishing in the corner of a garage, where it had been standing for some years"

always been tempted to produce a four-door convertible. Tony's response was: "Okay, let's do a four-door then", which is how this project began.

WORK BEGINS

Peter Wilford pointed out that there had been six official four-door convertibles built in period: "He told me that Mulliner Park Ward had created the first two original Silver Cloud four-door convertibles, and then four further examples were built in the Rolls-Royce factory at Crewe. According to the book *Every Cloud has a Silver Lining*, written by Davide Bassoli, one of them was built for an American film producer who didn't want his leading ladies having to negotiate the gap between

the B-post and the front seats when climbing into the back of a normal two-door convertible. It wasn't an elegant way for a lady to enter and exit a car."

Wilford showed Tony some sketches he had already made after careful study of the original Mulliner Park Ward car. And when Tony saw them, he immediately realised what a stroke of luck it had been meeting such a brilliant engineer: "My original plan was to fly to England, buy the car, cut the roof off and basically go on from there. Now, though, this was going to be a whole different ball game".

Once Tony got the Rolls-Royce back to his garage in Estepona, it was totally stripped ready for the work to begin. This was going to be a bare chassis-up rebuild, with the

THE CONVERSION



Tony paid £8500 for his ripe-for-restoration Silver Cloud II back in 2011



The chassis was restored, shot-blasted and repainted as part of the process



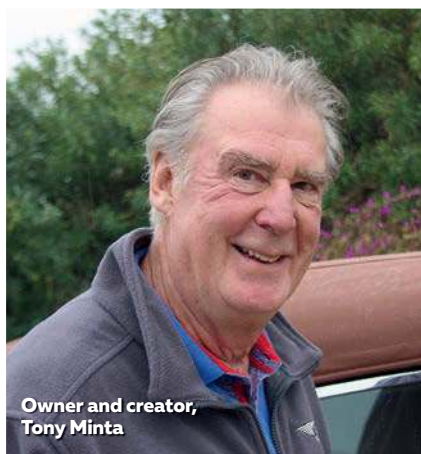
The car's engine and gearbox were stripped and rebuilt during the restoration



Creating a four-door convertible from a standard-wheelbase car was a challenge



Thanks to Tony's ingenuity, the Silver Cloud's hood folds extra-low for good visibility



Owner and creator,
Tony Minta

added complication of creating a convertible. He started by restoring the chassis, which was particularly rusty at the rear. After constructing a jig, the last one and a half metres were cut away, replaced by chassis legs purchased from IntroCar and duly welded into position. The entire chassis was then shot blasted and painted in readiness for all the original components to be refitted, after being appropriately rebuilt or replaced.

All four of the car's shock absorbers were able to be reconditioned, but the front and rear springs were replaced with brand new items. Both the engine and the automatic gearbox, were stripped down, thoroughly



The engine
was rebuilt and
the engine bay
fully detailed

examined and then rebuilt. The differential was the only mechanical unit not rebuilt, as it turned out to be in first class order. The brakes were completely rebuilt with new pipework throughout, while Tony himself took care of the partial rewiring of the car.

EXTRA STRENGTH

Once the roof of the Silver Cloud had been carefully cut away, work could

start on the bodywork. The one-inch-wide strip of metal between the two doors was removed, creating a gap that obviously needed to be filled. A strip of steel was duly welded down the edge of each rear door, ensuring no gap between the fronts and rears as there is on a standard Silver Cloud saloon.

Tony and Peter agreed that the chassis wouldn't require strengthening but the A-posts would, hence a steel gusset being welded into them at »

FEATURE CAR SILVER CLOUD II

floor level. Similar substantial gussets were welded on at the base of the B-posts to strengthen that area as well. The sills were also strengthened considerably by extra metal being welded internally. When the roof was removed, the windscreen frame was no longer supported; and so to compensate for this lack of rigidity, angle irons were let into the windscreen pillars and welded on to the inside of the bodywork. None of this can be seen on the finished vehicle, thus leaving the windscreen pillars perfectly neat.

All the work was carried out according to Peter Wilford's design, right down to the catches that hold the hood down – hand-made copies of those on the original factory cars, fashioned from stainless steel and costing £450 each. Wilford even made up the special sun visors and all the interior wood trim, which is also totally bespoke for this car.

The hood frame is also a unique construction that Tony made out of timber on site, then later had professionally trimmed. The seats are all from the original car, but the squab for the rear seats had to be specially made to allow for the hood well behind it. The hood mechanism and the window mechanisms are all



“This was going to be a bare chassis-up rebuild, with the added complication of creating a convertible”

designed by Peter Wilford, although the former is effectively a replica of the two-door convertible's set-up. The hood is operated via a hydraulic power pack that actuates two

hydraulic rams, with the power pack and all the associated pipework being completely hidden under the floor.

The boot is not quite as capacious as it was before the conversion, as the rear firewall had to be moved just slightly aft to accommodate the extra closed-off well into which the hood retracts. Tony was particularly keen to ensure the hood sat low enough for the driver to have good vision through the rear view mirror when in the lowered position. He has managed to do this so well that the finished job looks somewhat neater than an original factory drop-head.

All the windows were specially made and the window actuating mechanisms are unique bespoke systems, fabricated by extensively modifying mechanisms originally designed for the Rolls-Royce Silver Spirit II. The rear windows are also totally different from the two-door car's, rotating downwards as they descend into the rear doors. All are wired with relays instead of the old solenoid arrangements, and they work perfectly – just as if they'd been fitted by the factory. However, Tony says that it took a colossal amount of time and effort to get them to work this well, with all the controls for the windows and hood operation being designed and assembled in-house.

One of the most important decisions facing Tony was his choice of colour for the car: “The original colour was



This one-off conversion benefits from attention to detail throughout



green with a green hide interior, but I wanted something brighter that was still elegant. I chose Champagne Yellow as it's an original Rolls-Royce colour, while inside the car we settled on having the seats reupholstered in Bentley Newmarket Tan hide with matching light-brown Wilton carpets. The hood material is Sonnenland

Classic Mohair Canvas, complemented by a wool cloth headlining.

THE END RESULT

The relatively few four-door adaptations that do exist tend to vary in design, although they usually utilise the existing door/window frames and

removable B-post sections. These aspects are not in accordance with the original MPW design, often resulting in a vehicle that doesn't function as a true four-door convertible, whereby the hood can be raised and lowered at the touch of a button without the need to manually remove or adjust component parts. It does, however, »



in Tony's car, which is now a fully-operational four-door convertible.

The proud owner refers to the car as a PKW Silver Cloud drop-head convertible, by way of tribute to Peter Wilford. Furthermore, this vehicle is believed to be unique in that no four-door Silver Cloud convertibles were originally made from the standard car, with the six examples by Mulliner Park Ward and Rolls-Royce being based on the long wheelbase chassis.

The day I went to see Tony's fascinating creation, the weather was decidedly wet – something of an annoyance, given that Spain enjoys far more dry days per year than the UK. On the other hand, it gave me a chance to appreciate the quality of the conversion – and with the hood being so easy to retract and raise again at the touch of a

“On the roads around Estepona with the hood down, I was able to appreciate just how easy the car is to drive”

button, it was no problem taking the car out for a drive between the showers.

On the roads around Estepona with the hood down, I was able to appreciate just how easy the car is to drive. All-round visibility is excellent, of course, but it was noticeable how well Tony has succeeded in achieving unhindered vision through the rear view mirror. The powerful 6.2-litre V8 engine started instantly, idled faultlessly and performed perfectly. The ride was as smooth as silk and there were no shakes, rattles

or even a hint of scuttle shake. Bumps in the road were ironed out seamlessly, and the whole car drove as if it had just emerged newly built from the factory.

Peter and Tony agreed to work together on this project back in July 2011, with the proud new owner meticulously itemising every penny he spent on the project. Aside from the £8500 that he paid for the car, Tony spent a further £152,718 on parts and labour (not taking his own time into account, of course), although the superb end result made all the time, effort and money invested in the car well worthwhile.

The Silver Cloud conversion and restoration was finally finished in 2016, and in September of that year Tony drove it to Normandy for the RREC's tour of the Route de Cidre, then back again to southern Spain, covering a total of 2500 miles without incident. Since then, he has also participated in a local rally through Spain and Portugal, a 500-mile excursion that was again problem-free. And these days the Silver Cloud continues to provide reliable classic motoring, as well as representing one of the most stylish ways in which to travel through Spain. ■



1975

HANWELLS OF LONDON

2020



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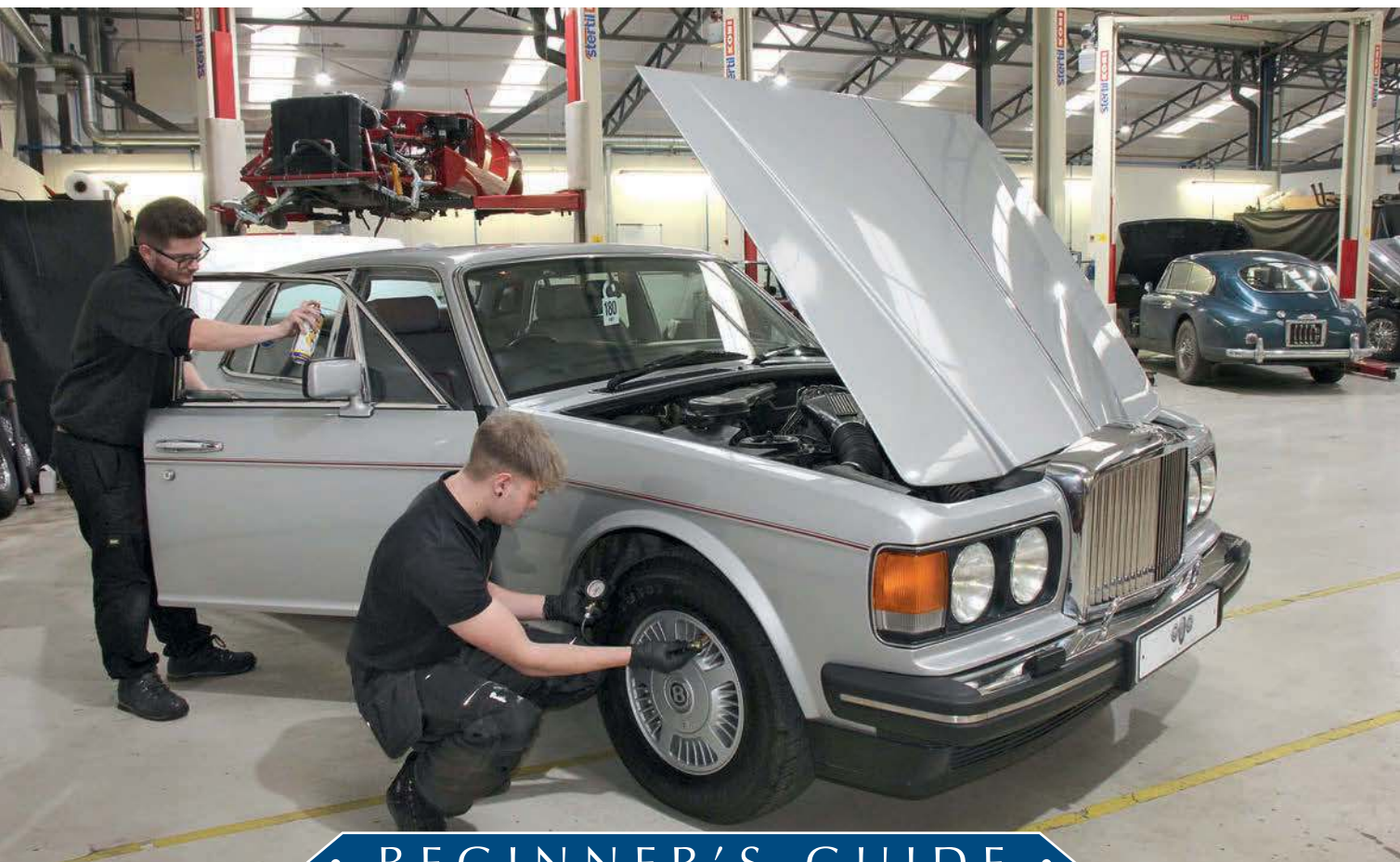


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• BEGINNER'S GUIDE •

POST-WINTER MAINTENANCE

Although many readers like to entrust their cars to marque specialists for servicing and repairs, there are numerous checks that can be carried out at home by most DIY-minded owners

WORDS & PHOTOGRAPHY: ROB HAWKINS

Whether you use your classic Rolls-Royce or Bentley occasionally over winter or not at all, the colder weather raises several potential problems, particularly when it comes to issues like perished rubber components and corrosion. Rust is perhaps the biggest threat to most cars, but

we're not just talking about structural corrosion of the sills or crumbling wheelarches. Less obvious corrosion can also lead to binding brakes, a sticking bonnet-release mechanism and broken coil springs, which is why carrying out some basic post-winter checks is always a sensible idea at this time of the year.

There are many potential problems,

plus an array of checks that can be conducted in order to help identify them – and so we decided to compile a quick checklist. With help from Classic Motor Cars (CMC) of Bridgnorth in Shropshire, we borrowed a 1991 Bentley Mulsanne S and photographed the various points on the vehicle that it is sensible to check. The information

supplied here can be applied to most of the SZ- and SY-generation Rolls-Royce and Bentley models, which means an age range stretching from mid-1960s to the late '90s. The only major differences between the vehicles will be in such areas as fuel supply (with early cars obviously using carburettors in place of the fuel-injection system shown in our photographs), the positioning of some of the engine bay components and the number of auxiliary drive belts.

The aim of this guide is hopefully not to put you off running through some routine checks, but to encourage and perhaps understand what needs to be inspected. And whilst our photographs reveal that we had the luxury of a two-post ramp to inspect the underside of the vehicle, if you don't have such facilities – or even an inspection pit – it's still possible to look underneath with an inspection torch, completing most of the checks we've outlined.

The recommended fluids may differ on your own vehicle, so check the workshop manual before topping up the engine oil or power steering fluid, for example. We'd advise setting aside at least one hour to complete all of the 24 checks outlined here. ■

USEFUL TOOLS

- Clean cloth
- Glass cleaner
- Inspection torch
- Light grease
- Light hammer or screwdriver
- Trolley jack and axle stands
- White grease



Spray white grease or a similar semi-thick grease over the bonnet release mechanism on each side of the engine bay to help prevent it seizing in the future.



There are four auxiliary drive belts at the front of this engine, which drive components such as the power steering pump and alternator. Each belt should be sufficiently tight to twist it a quarter of a turn.



Rubber coolant hoses can perish during cold weather, resulting in leaks. When the engine is cold, pinch each hose to look for cracks. Check that all hose clips are secure, but avoid overtightening them, which risks cutting into the rubber.



The coolant expansion tank is located on the nearside front of the engine bay. There are minimum and maximum markings on the side to help check the level. Top up with whatever colour of coolant has been used before.

BEGINNER'S GUIDE ESSENTIAL CHECKS



5 Before starting the engine – especially if the car has been inactive for a while – check the engine oil level. Always extract the dipstick, wipe it clean, then reinsert and extract it again to check the level. Top up via the oil filler cap on the nearside of the engine.



6 The power steering fluid reservoir is located on the nearside of the engine bay, next to the engine oil filler cap. Unscrew and extract the cap, wipe the dipstick, then reinsert and lift out again to check the level. Top up with power steering fluid of the same spec as before.

EXTERIOR CHECKS



7 Sticking electric windows can often be resolved by spraying a light grease or lubricant (such as WD40) down the guides in the top of the door to help reduce resistance. If this smears the glass, use a glass cleaner to remove it.



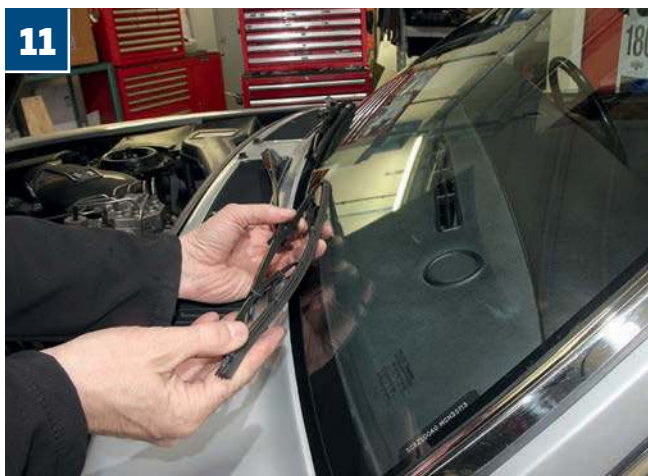
8 Access to the headlight bulbs is via the front of the engine bay. A faulty bulb may be caused by a blown fuse. The headlight fuses are located on the nearside inner wing.



9 Faulty rear light bulbs can be quickly extracted via the boot by peeling back the carpet. Winter storage can lead to corrosion inside the terminals for the bulbs, so a bulb may not have blown – it may simply have a dodgy contact.



10 The windscreen washer fluid reservoir is located in the nearside front corner of the engine bay. Extract and clean the filter in the top of the neck. There's not much room to manoeuvre a screen wash bottle or container into position.



11 The windscreen wipers are a relatively inexpensive universal item. They can perish over winter and split, so lift each blade to check it. Replace both sides if you are at all unsure, as new blades can be of real benefit.



12 If you can raise a corner of the car (or all of it on a ramp), waggling each raised road wheel from side to side and top to bottom helps to check for play in suspension and steering components, as well as wear in the wheel bearings.



13 A long period of standing can lead to flat spots on the tyres, resulting in a tapping sound when driving the car. Sometimes, this problem can be resolved by checking the tyre pressures and driving the vehicle. Otherwise the tyre should be replaced.

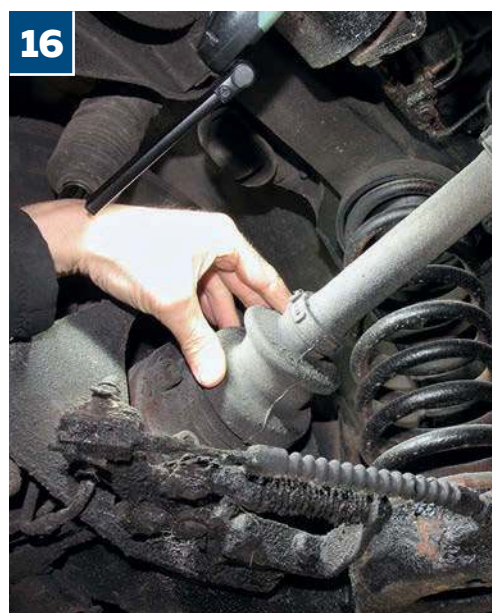


14 Hopefully you'll never need it, but the spare wheel should be removed from underneath the rear of the vehicle and the tyre pressure checked. Also, check the condition of the tyre itself, looking for perished and cracked sidewalls.

UNDERSIDE INSPECTION



Rubber components such as this ball joint dust cover can perish over winter and crack, so pinch each one to check it. If dirt and water can get inside, it may fail the MoT test and may also result in accelerated wear of the ball joint.



Check the condition of the rear driveshaft boots by pinching them. The corrugated rubber can perish and split over winter, enabling dirt and water to get inside and grease to escape.



Rubber exhaust hangers hold the exhaust system in position underneath the car, but they can stretch, perish and break over time and during cold weather. A visual inspection with a torch is quick to conduct.



Shaking the exhaust tailpipe (when the engine is cold) helps to check whether any exhaust mounts at the rear have broken or fallen off, or whether there are any other problems with the exhaust system.

THANK YOU

We're grateful to Classic Motor Cars for their assistance with this feature and for providing the Mulsanne S. To find out more about the company, call +44 (0)1746 765804 or go online to www.classic-motor-cars.co.uk.

19



The front coil springs can be visually inspected through the wheelarches by shining a light over the top of the tyre. Look for fractures in the coils, but don't touch them as you may trap your fingers.

20



There's very little access for inspecting the front disc brakes and pads without removing the road wheels. From the back of each wheel, there's space to see almost a quarter of the back of the disc. Look for excessive corrosion.

21



Fluid leaks are perhaps inevitable on older vehicles, so make a note of where they are; try to locate the source and clean them up to see whether they return. Check all fluid levels to ensure they don't run dry.

22



Ask someone to operate the handbrake. Watch the mechanism at the rear of the car, close to each rear wheel, to ensure it moves. Apply a light grease to help prevent it seizing in the future.

23



The rear coil springs can be visually inspected from underneath the vehicle. Don't touch them in case you trap your fingers. Look for fractures in the coil and corrosion in the bottom spring pan.

24



Use a small hammer or the rubber handle of a screwdriver to tap along the underside of the sill to check the condition of the metalwork. Listen for crunching sounds in the metal, which is usually a sign of rust issues. Look for evidence of bubbling paintwork and seek expert advice if you suspect that corrosion is setting in.

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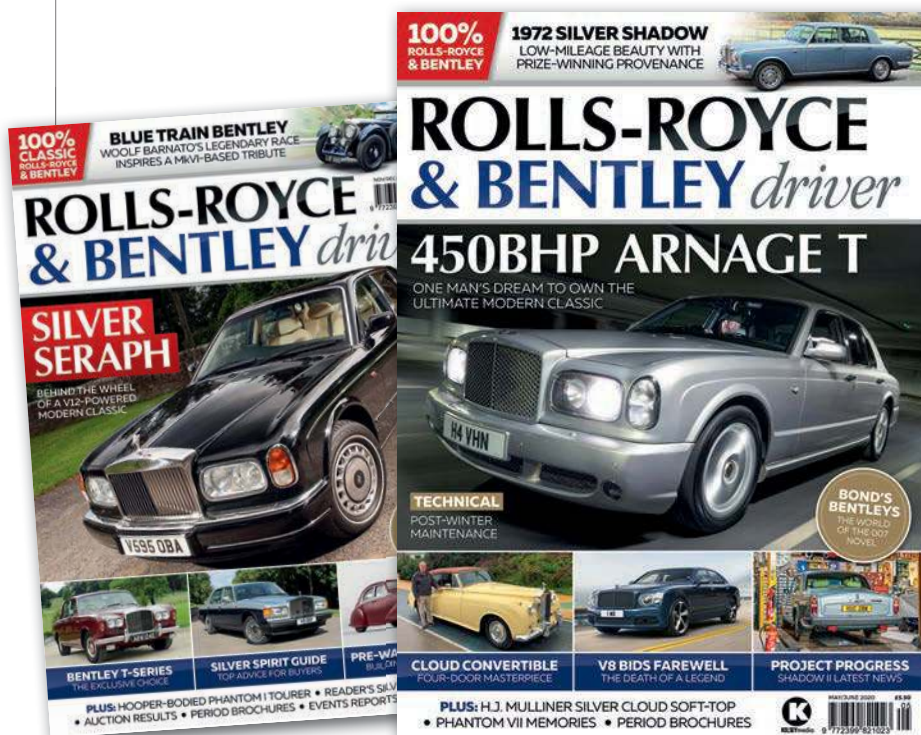
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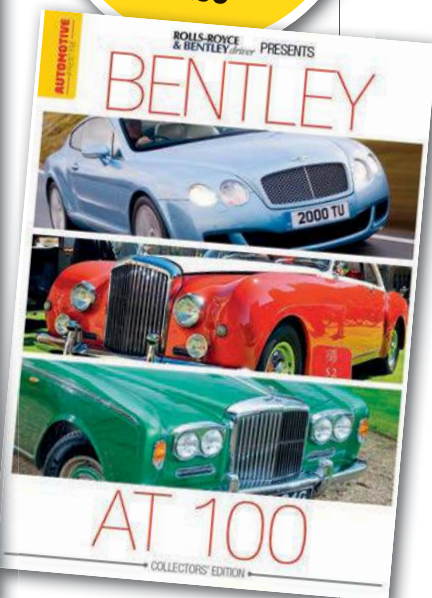
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FAREWELL TO A LEGEND

The all-British V8 that has powered so many Rolls-Royce and Bentley models for more than sixty years is about to cease production, bringing to an end a remarkable career

WORDS: PAUL GUINNESS & IAN ADCOCK PHOTOGRAPHY: BENTLEY MOTORS & KELSEY ARCHIVE

As we reveal in this issue's Up Front news pages, the classic L-series V8 engine – originally introduced by Rolls-Royce in 1959 – is about to bid adieu. With the decade-old Mulsanne due to cease production soon, Bentley has announced a run of just thirty examples of the 6.75 Edition. And with the end of the Mulsanne comes the

end of the engine that has powered the vast majority of Rolls-Royces and Bentleys for more than sixty years.

The V8 that began its career powering the Silver Cloud II and Bentley S2 models ended up as the longest-lived powerplant still used in a production car – an impressive feat by any standards. But when you also consider that today's lustiest

version of the classic L-series pushes out a mighty 530bhp (plus 811lb.ft. of torque), making this turbocharged behemoth more than 2.6 times as powerful as its forebear of 1959, you begin to realise what a special engine it is – one that has undergone the most astonishing levels of development and re-engineering over the years.

Although the original 6230cc

V8-equipped Silver Cloud's output of 200bhp doesn't sound particularly impressive by today's standards, let's not forget that its power-to-weight ratio was world-beating by standards of the late '50s. It was also a highly advanced design, with a two-plane crank, silicon-aluminium block, short stroke and over square dimensions. Indeed, much of its design principle was guided by Rolls-Royce's previous experience with V12 aero engines.

Rolls-Royce's then chief engineer, Harry Grylls, stipulated that "the bearing surfaces should be large enough to allow a 20 per cent increase in power and torque over its lifetime". That was forward-thinking, of course, although it makes you wonder what Grylls – who died in 1983 – would have made of the L-series in its latest incarnation.



STEADY DEVELOPMENT

By 1965, the V8's output (although officially described by Rolls-Royce simply as 'adequate') had edged up to 225bhp, and four years later its capacity grew to 6.75 litres by increasing the stroke. In six-and-three-quarter guise, the V8 went on to power every subsequent Rolls-Royce and Bentley (until more recent years), with a major change coming in 1980 via the introduction of Bosch K-Jetronic fuel-injection in order to help meet emissions regulations.

A bigger upgrade arrived in 1982, however, when the first Mulsanne Turbo was launched, bringing back to

It's a decade since the current-shape Bentley Mulsanne first went into production

life the concept of the 'blown' Bentley. With 300bhp (and 442lb.ft. of torque) available, this latest version of the V8 used a Solex downdraught carburettor in a sealed box pressurised by a single turbo. The better-handling Turbo R then followed, complete with fuel injection and an additional 20bhp and 44lb.ft. Power increased again in 1994 (this time to 355bhp), and yet again in 1998 with the adoption of Zytek injection and an intercooler to give the Continental R engine 419bhp.

For a short period in the late 1990s, the venerable V8 was being assembled

by Cosworth, but production shifted back to Crewe following the acquisition of Bentley by Volkswagen. The launch of the Silver Seraph and Bentley Arnage in 1998 saw BMW engines (V12 and V8 respectively) replace the long-running L-series in the company's four-door line-up, although the Bentley Azure and subsequent new-generation Rolls-Royce Corniche continued to use the ubiquitous British-built V8. By the start of 2003, Rolls-Royce found itself »

Below: The L-series first appeared in 1959, powering the Silver Cloud II and Bentley S2



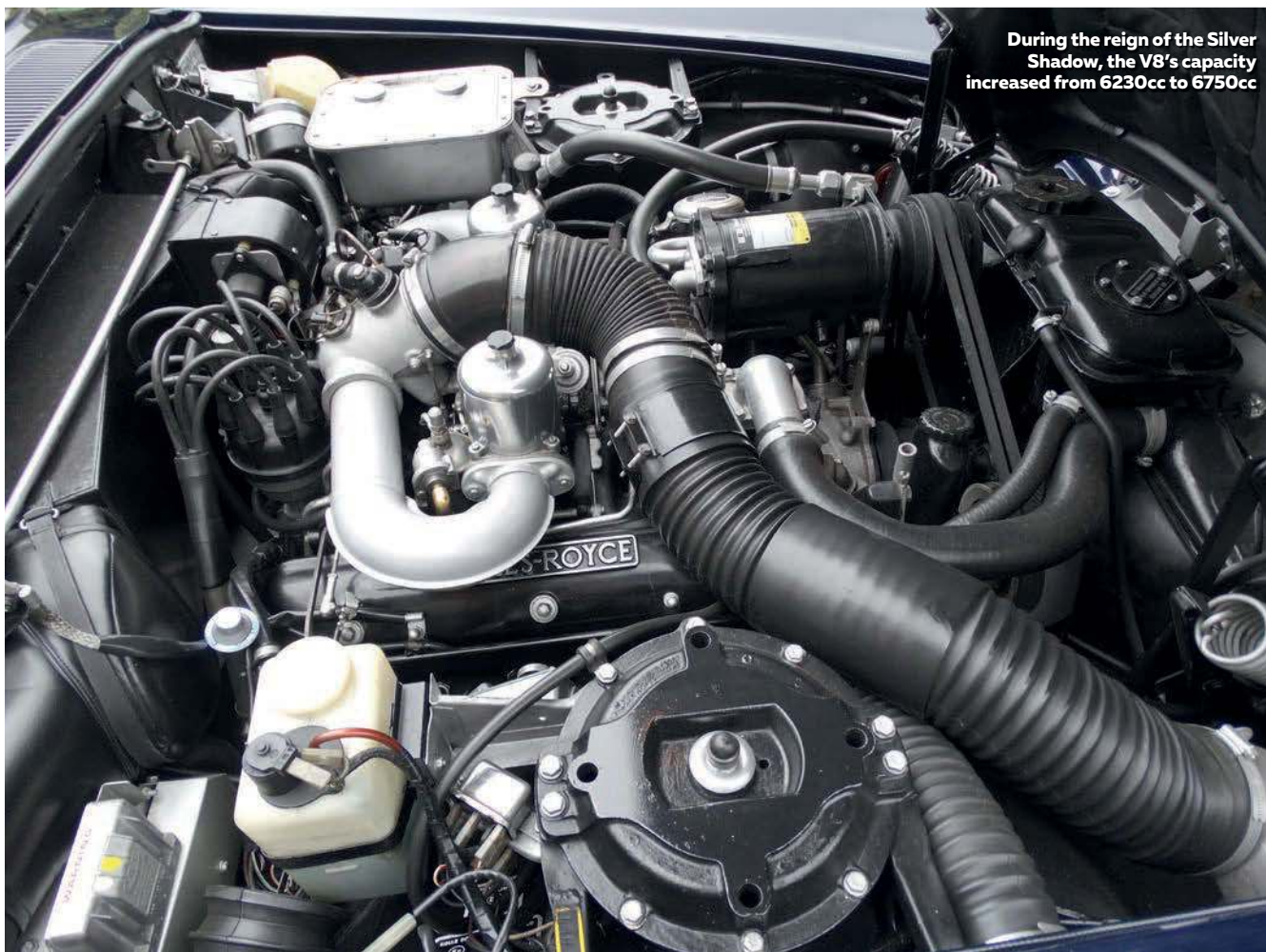


The most ubiquitous use of the V8 came via the top-selling Silver Shadow of 1965–80

under BMW stewardship, bringing to an end the marque's long-running involvement with the L-series engine.

EXTRA POWER

Bentley, meanwhile, introduced an updated management system and twin Mitsubishi turbos to replace the Garret T3s, raising power and torque of the L-series to 500bhp and 737lb. ft. respectively by 2007. But just four years later, the engine was completely re-engineered – more than half a century on from its original launch. Although Bentley had considered introducing V8, W12 and W16 engines from elsewhere within the Volkswagen empire, with development work starting as early as 2006, it was discovered that none could deliver the lazy, low-revving characteristics of Crewe's own twin-turbo V8. Simon Atkinson, module leader of chassis power train at the time, told me: "The V8 delivers that relaxed feeling in a unique way.



During the reign of the Silver Shadow, the V8's capacity increased from 6230cc to 6750cc

Because it's a high-capacity engine and only eight cylinders, we have a very big piston face that helps to deliver a large amount of torque combined with a long, 99.06mm crank throw."

Atkinson went on to explain that the engineering team wanted to achieve three fundamental targets from re-engineering the existing powerplant: "One, emissions regulations and the company's commitment to reducing CO2 by 15% by 2012. Two, because it's the halo product, Bentley wanted a very refined engine, which the old one wasn't particularly. And three, we needed to reduce weight across the engine in order to aid refinement and CO2 and to offset some of the car's additional features."

In the end, the only aspects of the engine that remain unchanged were the headline power figures of 752lb. ft. of torque at just 1750rpm and 505bhp at 4200rpm. Working closely with specialist engineers Grainger & Worrall and using the latest FEA block casting techniques, a weight saving of 7.7lb was achieved. Likewise, the cylinder heads were redesigned to integrate secondary air rails injecting extra air into the exhaust stream, creating an additional burn that lit off the catalysts more rapidly.

Other weight saving measures included five-ounce lighter pistons, three-ounce lighter con-rods and a significant 30lb reduction in the crank assembly, partially achieved by incorporating a 0.8-inch axial hole but also by eliminating sludge traps designed to capture oil debris in the days before synthetic lubricants.

A Hilite International cam phaser operating through 47 degrees managed to improve CO2 emissions and fuel consumption at idle and low engine speeds, whilst developing more torque at higher engine speeds. But the big advance in fuel economy (now up to 16.7mpg over the EU combined cycle) was the introduction of a variable displacement system that shuts down two outboard and two inboard cylinders under specific conditions, effectively turning the engine into a V4 firing on A1, B3, B2 and A4 cylinders.

Simon Atkinson explained more at the time of that latest development: "The engine has a central camshaft that drives the tappet or lash adjuster, with a push rod driving a rocker arm to open and closes the valves. On the variable displacement system we've introduced a new tappet arrangement controlled

"The V8 that began its career powering the Silver Cloud II ended up as the longest-lived powerplant still used in a production car"



The first-generation Bentley Azure employed a 385bhp turbocharged version of the venerable V8



The SZ generation of 1980-on continued to feature the L-series in 6.75-litre guise

by an electrically-driven solenoid, which de-latches a couple of pins and slides within itself, thereby no longer passing the motion of the camshaft onto valves – and so the valves stay closed whilst the camshaft rotates."

By cutting fuel to the remaining cylinders and closing the valves, it effectively turned those pistons into air springs, compressing the air on the upward stroke and expanding it on the way back down to return the

energy. The twin turbos maintained the same rotational speed as if all eight cylinders were operating, however, ensuring instant response when the driver stepped back on the throttle.

FURTHER CHANGES

The engine was given another lease of life in 2014, with a redesigned top end to match the improvements made to the bottom end in 2011. Direct »

CLASSIC ENGINE DEMISE OF THE V8

injection was considered at the time, which could have resulted in a further power increase and extra efficiency, but this would have been at the cost of increased particulate emissions, hence Bentley's decision to stick with MPI.

The piston crown and inlet port combustion chamber were redesigned to increase tumble and to propagate faster combustion without incurring knock, with CFD techniques making sure the airflow into the cylinder was very controlled. The offset spark plugs were moved to a more central location, with the latest 12mm long reach versions being used together with Bosch EV14 injectors to promote a lower droplet size for a better spray pattern.

There was a 16% reduction in valve train friction by re-profiling the cams to allow valve control with lower spring forces – about 30% on the intake side and 10% on the exhaust, resulting in a 16% reduction in friction. And because of that reduction in energy, lighter sodium-filled valves were used.

Knowledge gained from the cylinder-deactivation programme helped to improve the company's software strategy, thereby reducing the penalty incurred during the transient mode between V4 and V8 configurations. This helped to generate the 811lb.ft. torque figure mentioned at the start of this feature, plus a mighty 530bhp: "We haven't hit the transmissions limit yet," claimed head of powertrain engineering, Paul Williams, at the time. Despite such figures, there was a 15% reduction in CO2 and an improvement



Originally launched with BMW power, the Bentley Arnage was re-engineered to take the L-series

"A bigger upgrade came in 1982, with the Mulsanne Turbo bringing back to life the concept of the 'blown' Bentley"

in fuel economy to 20mpg on the EU cycle, although owners could expect even more. "We're very proud that in real life you get better than you achieve on the cycle," said Williams.

Fast-forward to 2020 and it's finally the end of the road for the venerable L-series V8. The engine that spent six decades powering some of the world's most impressive – and most expensive

– saloons, coupés, convertibles and limousines is finally bowing out after a record-breaking career. It leaves behind, however, an impressive array of classics that will continue to be powered by the L-series for many years to come, including the vast majority of cars owned by *Rolls-Royce & Bentley Driver* readers. The L-series may be about to die but its legacy will live forever. ■

The Mulsanne 6.75 Edition is the last ever car to be powered by the long-running V8



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SUMMER ACTION

The RREC has an action-packed few months ahead of it, with the highlight being its Annual Rally in June – a must-visit event for all Rolls-Royce and Bentley enthusiasts

What's your favourite model of Rolls-Royce or Bentley? How many of them have you ever seen close-up?

The RREC's Annual Rally is an amazing event where you can get to admire up to 1000 such incredible cars all in one place – with the splendid Burghley House, near Stamford in Lincolnshire, providing a magnificent Elizabethan backdrop.

It's the largest gathering of Rolls-Royce and Bentley cars in the world.

Few people have ever seen a Silver Ghost in real life, unless it was behind ropes in a museum. After all, many of them are now more than a hundred years old. Well, a collection of 22 Silver Ghosts dating from 1910 to 1925 converged on Burghley House and parked together in a row at last year's Annual Rally. And what about the Rolls-Royce Silver Cloud or Bentley S, generally regarded as one of the most beautiful cars ever built? There were 75 jaw-dropping examples parked together, all brought to the rally by RREC members and ready to be admired.

Perhaps you're considering buying your first classic Rolls-Royce – and where else can you get to compare more than 200 Silver Shadows, Silver Spirits, Bentley Mulsannes and their derivatives in one place, as well as get to talk to their custodians who are always delighted to share their ownership experiences and offer advice.

Last year there were almost 700 Rolls-Royce and Bentley cars entered in advance, with scores more arriving on the day. That's on top of all the trade stands, free seminars, refreshments and live entertainment laid on all weekend. The great news for 2020 is that you don't even need to be a club member to visit the RREC's Annual Rally. Come for the whole weekend – or simply enjoy the spectacle for a single day as part of a great family event. In addition, as a *Rolls-Royce & Bentley Driver* reader you will receive a 10% discount if you book online at tinyurl.com/rrecuk using the code 'RRBDRIVER' – see the ad opposite.

This is just a taste of the myriad benefits that RREC membership



The Annual Rally is the highlight of the RREC's social calendar



Technical seminars are organised and presented by recognised industry experts

offers owners and enthusiasts alike. Our technical seminars continue to provide what is probably the club's most valuable service. All instructors are top-class specialists and give their services free of charge. More than 5000 club members have taken part in these rewarding weekends, during which they have learned more about their car in two intensive days than you would think possible. The goodwill and exchange of information is a key feature. The chance to bring your own car is an added bonus but is by no means obligatory. Seminars arranged for this year include Silver Shadow, early post-WWII, Small Horsepower (such as 20hp, 20/25 and 25/30), Large Horsepower

(40/50hp), Silver Cloud and S-series, Derby Bentley and Silver Spirit.

Then, of course, there are the regular Section social meetings and driving events; Register information for owners of a particular model; literally scores of rallies and driving events of all distances around the UK and across Europe; the amazing archive containing the factory records for virtually every Rolls-Royce and Bentley built at Derby and Crewe; and of course, the award-winning *Spirit & Speed* club magazine. Come to see us at the Annual Rally (June 19th-21st) and you'll understand why thousands of members around the world have already joined the Rolls-Royce Enthusiasts' Club. ■



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GETTING ON TRACK

To ensure the longevity of its motorsport activities, the BDC is introducing 'modern' racing into its competitions – helping members to fulfil their GT racing aspirations

Exciting plans to see modern-day Bentleys competing in club-level GT racing have taken a major step forward with the formulation of a new set of regulations by the Bentley Drivers Club. The new rules, drafted to Motorsport UK guidelines and agreed at the BDC's Competitions Day in January, are aimed at driving Continental GTs onto the UK's grids – primarily at the club's annual race day at Silverstone (likely running in the BDC Challenge Trophy) and as part of other organising bodies' race programmes.

BDC Competitions Committee

members Martin Trentham and Harvey Hine, led by comps captain Mike Haig, have been busy investigating ways to produce a safe and cost-effective form of GT racing. With these powerful 200mph beasts now very affordable on the used-car market, the BDC is keen to see them out on track where they belong.

To drive forward the plans, the BDC has consulted with several expert parties. These include Team Parker Racing (TPR), the highly respected British GT and Blancpain series outfit which runs Continental GTs, and whose bosses, Stuart and Andy

Parker, are BDC members; and Simon and Stuart Worthington of Phantom Motors, also BDC members, who have regularly raced a Continental GT and Turbo R at BDC Silverstone.

A well-attended 'Go Racing' day was held at the BDC Clubhouse last year to gauge initial interest among members, including those who have never raced before. Stuart Parker told attendees that TPR would be happy to convert a road-going Continental GT to competition spec (track-day, sprint or full race) depending on the owner's ambitions and budget. One GT that has already enjoyed the TPR treatment belongs to BDC member Bob Hicklin, who has proved a valuable source of advice to the club regarding cost-effective set-up options. Bob's 2004-model GT, much used on track days, is due to be raced by him and his son, Ash, in endurance events.

In order to make the racing affordable, BDC regulations have been designed to keep 'mods' to a minimum and the cars as 'standard' as possible. Within this jigsaw, the club is looking to source a range of safe, value-for-money components such as brakes, suspension and roll cages, and is also looking at tyre choice. The aim is to get all-in conversion costs to around £10,000 – which represents small change in the world of GT racing.

This is sure to be a very exciting addition to our great Bentley racing heritage," said Mike Haig. "It's affordable GT racing and, in time, we hope to see enough Continentals out there to form their own series."

Martin Trentham added: "The idea of racing a Continental GT will likely appeal to a younger generation of 'Bentley Boys and Girls', and we see this as an important way to attract a much-needed injection of fresh blood into the Club." Aside from running at BDC Silverstone, the club is in discussions with the Aston Martin Owners' Club and the Classic & Modern Motorsports Club to feature the cars at their meetings. Anyone interested in joining the BDC and getting involved in GT racing should contact the club office (by emailing info@bdcl.org) for more information, including the full regs. ■



Bentley DRIVERS CLUB



CONCOURS D'ELEGANCE 2020

Following the success of our 2019 Concours at Blenheim Palace, which saw a world-record gathering of 1,300 Bentleys, our 'garden party' moves to the spectacular Dallas Burston Polo Club in Warks this summer.

Featuring classic cars *and* a polo match
Which Bentley will be named Best in Show?

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72nd annual race day at the Home of the British Grand Prix

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JOIN OUR CLUB:

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FROM THE ARCHIVES

We take a look at some of the most fascinating, most innovative and most successful Rolls-Royce and Bentley models via an array of period brochures, adverts and images

WORDS: PAUL GUINNESS

PRIVATE WORLD

Issued in the late 1970s was a brand new all-model brochure from Rolls-Royce featuring this stylish double-page spread dedicated to the latest Corniche. The accompanying text explained that "whenever you step into a Rolls-Royce and close the door behind you, you enter

a private world". It was a world that was "never too hot or too cold... because a unique, two-level automatic air-conditioning system, which took eight years to develop, puts the climate inside the car completely under your control".

You were also guaranteed,

of course, a remarkable level of refinement: "The point of all this is to build into the car a totally relaxed environment free from extraneous tensions or disturbances of any kind", enabling the traveller to "arrive fresh and calm however long his journey has been".

Whenever you step into a Rolls-Royce and close the door behind you, you enter a private world. A world that is never too hot or too cold... because a unique, two-level automatic air-conditioning system, which took eight years to develop, puts the climate inside the car completely under your control.

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It is a world which will carry you about your business or pleasure

in discreet silence. Because of this silence, so painstakingly built in, it provides you with in-car sound of concert hall quality. For the sound system at your fingertips is the most sophisticated ever to be regularly fitted into a motor car. There are four speakers which provide balanced stereophonic sound from the

cassette system and separate radio. Also available for the more discerning ear is an eight-track cartridge system giving genuine quadraphonic sound. The advanced radio includes stereo VHF and an ingenious circuit which can sort out and reject interference, allowing only the genuine signal to pass. The point of all this is to build into the car a totally relaxed environment, free from extraneous tensions or disturbances of any kind. So that the driver is helped to concentrate on the job in hand, to travel in greater safety and to arrive fresh and calm however long his journey has been.

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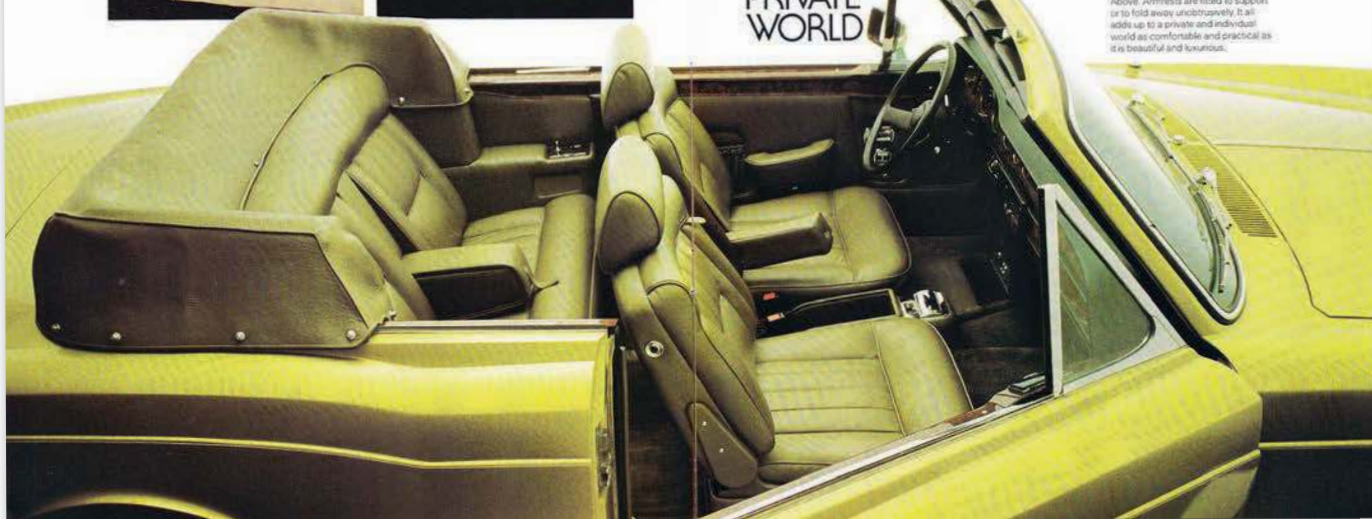


Far left. Perfectly matched holes of Connolly leather are carefully marked out and cut individually.

Suited mechanisms literally sew in the shape of the seat.

Every care is taken to ensure comfort and convenience. Electrically controlled mechanisms adjust the front seats in any plane at the touch of a switch.

Above. Armrests are fitted to support or to fold away unobtrusively. It all adds up to a private and individual world as comfortable and practical as it is beautiful and luxurious.



SUBSTANTIAL DEPOSIT

The press pack issued in 1991 to announce the arrival of the bespoke new Continental R – with an embargo of 12.00 noon on March 5th – included within it these two monochrome prints showing the latest Bentley in all its glory. The details that accompanied them, meanwhile, explained that “only seventy examples of the new Bentley Continental R will be built for each major market”. Bentley announced that “the indicative price will be £160,000 on the United Kingdom market to include current taxes”, and that any customers wishing to place an order would be “required to lodge a substantial deposit”, with the first cars due for delivery within twelve months.



Bentley Continental R



Bentley Continental R

WHATEVER THE WEATHER

We're not short of Corniche coverage in this issue's *From the Archives*, although this particular photograph used in a brochure from 1980 was different from most, showing the car in rainy conditions with the hood up rather than open-topped in an exotic, sunny location. Still, it got the message across that the Corniche was a convertible for all seasons, as did the explanatory text up front: "Touch a switch and the power-operated hood instantly raises, converting the Corniche into a snug saloon with all the benefits of the unique Rolls-Royce two-level air-conditioning system". Of course, the rain wouldn't last forever, at which point the Corniche became the ultimate in open-top

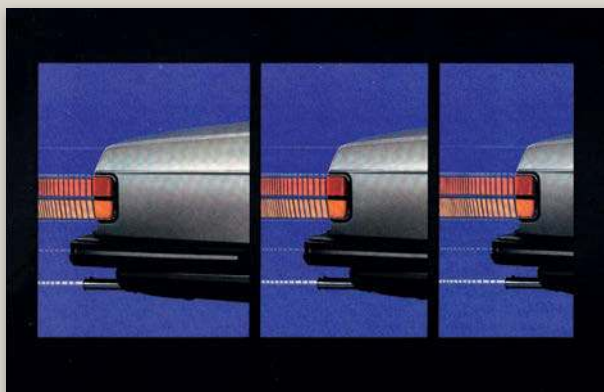


motoring: "With the hood down, Corniche is a luxury touring car providing the open-air freedom which makes fair weather motoring an unbounded joy".



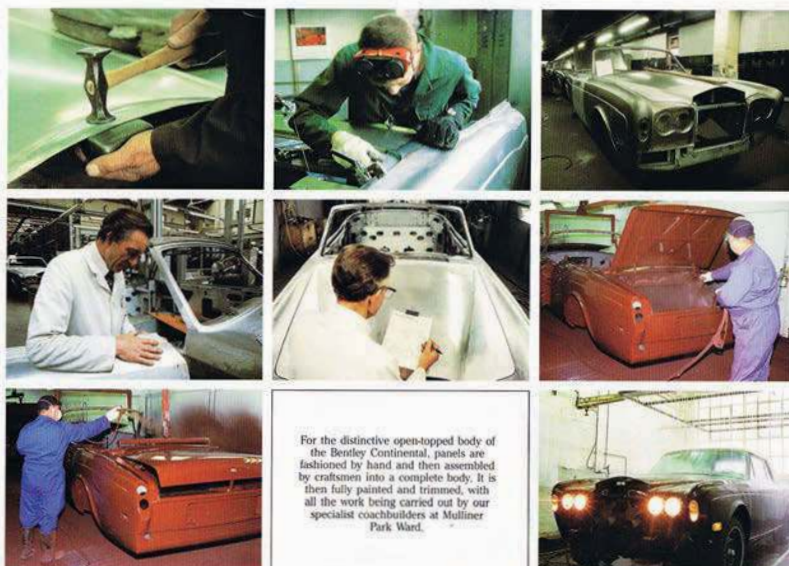
FOLLOWING FASHION

In its 1982 brochure for the exciting new Mulsanne Turbo, Bentley's marketing folk decided to ignore tradition and adopt a typically '80s look for some of the imagery. Well, why not? After all, the Mulsanne Turbo marked the start of an exciting new era in high-performance Bentleys, so being a touch more adventurous and contemporary with brochure design was perhaps understandable. It's just that, thirty-eight years later, the brochure now looks rather out of place alongside Rolls-Royce and Bentley's other efforts of the time.



HAND-BUILT BENTLEY

Another brochure from the late '80s is this all-model one from Bentley, with the two pages shown here majoring on the latest Continental – the Bentley version of the Rolls-Royce Corniche. The imagery focused on the attention to detail that went into each car, with the text explaining that “to construct and trim the power-operated Continental hood takes craftsmen almost ten days to complete, with the entire assembly being hand-built on a master jig”. As for the Continental’s bespoke bodywork, the brochure boasted that “panels are fashioned by hand and then assembled by craftsmen into a complete body”. The car was then painted and trimmed, with “all the work being carried out by our specialist coachbuilders at Mulliner Park Ward”.



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12269

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2000, 11,843 miles, £37,950. An excellent example, beautiful paint and interior. The 6.75 litre V8 started immediately and runs very smoothly. The gearbox operates as it should and overall this is an exceptional vehicle to drive. Please call 02039 062100, Surrey (T).

12270

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12337

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12271

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12272

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12806

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1989, 43,000 miles, £16,000. Light Blue piped Dark Blue with matching carpets and over rugs. Please call 01732 886002, Kent. (T)

12133

R-TYPE AUTOMATIC SPORTS SALOON



1955, £38,500. Deep red with excellent original beige leather, much work about 5k miles ago, very sound, full set of tools and drives superbly. Please call 01248 602649 and visit our website www.realcar.co.uk. (T)

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1953, 119,000 miles, £22,000. Large history file. Last owner for 15 years. Regularly maintained by Sergeants of Goudhurst. A smart, very presentable example. In excellent mechanical condition. Please call 01732 886002, Kent. (T)

12129

S2 CONTINENTAL FLYING SPUR



1961, 68,000 miles, £130,000. Magnolia piped Red, known to us for many years. Excellent history file. A stunning example of the scarce and much sort classic. Please call 01732 886002, Kent. (T)

12134

S3 RHD



1965, 160,000 miles, \$34,000. Same owner for 26 years. New Ac + heat, new head liner and carpets. Small tools, owners, manual and first place. Please call 202 330 9681, USA.

12119

SERIES III



1964, £48,750. Finished in dawn blue over silver with dove grey hide interior, picnic tables to rear, lambs wool over rugs power windows, automatic, stereo system, power steering, original example of this model and becoming quiet rare. Complete with all tools and always garaged. Please call 07836 250222 and 01322 669081 or peterjarvis.net, Kent (T).

11437

TURBO R



1993, 52,000 miles, £17,000. Last of the pre head gasket cars. Exceptional condition throughout. Please call 01732 886002, Kent. (T)

12130

TURBO R



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ROLLS-ROYCE

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12815

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PHANTOM II CONTINENTAL



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12814

SILVER SERAPH



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1998, 54,000 miles, £37,500. Blue/magnolia. First prize 2019 RR rally. FSH. Sunroof, superb condition and free from rust or marks. Serviced Jan 2020. Please call 07771 922432, West Sussex.
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12496

SILVER SPIRIT



1982, 46,000 miles, £6,500. Finished in deep ocean blue with magnolia hide. File to include many invoices plus original bill on sale. MoT test certificates, service history, lambs wool rugs, garaged, new tyres fitted and workshop manual. Please call 07971 232446, Newport.
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Please call 07971 232446, Newport.



PAUL GUINNESS

The debate over SUVs and crossovers rages on, with many arguing this isn't a market suitable for Rolls-Royce or Bentley... although our editor isn't so sure

Tradition. As classic car enthusiasts, it's a word we all like to use. It's one we appreciate. We like the design and the driving style of older vehicles, and we love what they represent. Whether our preference is a 1920s Bentley, a pre-war Rolls-Royce, an immaculate Silver Shadow or a modern-classic Arnage, we all seem to enjoy the historical significance of our chosen modes of transport, as well as the huge amount of entertainment (and probably equal amounts of frustration at times) that they bring us.

As soon as the subject of current-day models arises, however, opinions tend to start dividing. There's no shortage of enthusiasts who appreciate that what Bentley Motors and Rolls-Royce Motor Cars produce these days is continuing to keep both brands alive, and the same people can see merit in the current line-ups. Equally, however, there are those for whom the latest ranges hold little appeal. And that's fine, because we all have a right to our opinions and there's a certain enjoyment in discussing things we don't agree on.

Interestingly, however, discussions sometimes evolve into arguments when the subject of SUVs arises. Ah yes, the Sports Utility Vehicle. The 4x4. The kind of vehicle that started off many decades ago wearing Jeep and Land Rover badges, and which gradually evolved to incorporate much of the Japanese motor industry, as well as

"Many traditionalists will argue that neither company should be involved in the SUV or off-road sector"

just about every major manufacturer these days. The SUV, however, has also evolved into a luxury car – and there are few manufacturers that don't have an involvement in the sector in 2020.

Where did this begin? There's an argument for suggesting that the Range Rover's move upmarket in the 1980s marked the start. What began in 1970 as a V8-powered, coil-sprung but otherwise relatively utilitarian 4x4 (complete with hose-down rubber mats) became the

equivalent of an off-road limousine during the following decade. And these days the Range Rover is more upmarket than ever before, with list prices of the most expensive examples being well into six figures.

In 2020, we now have the most unlikely manufacturers heavily involved in the SUV and crossover market.

Porsche surprised many onlookers with the launch of its Cayenne in 2002, but since then we've had other sporting marques like Jaguar, Maserati, Lamborghini and even Aston Martin joining the sector. And, of course, we also have Bentley and Rolls-Royce, which launched the

Bentayga and Cullinan for the 2016 and 2019 model years respectively.

Many traditionalists will argue that neither company should be involved in the SUV or off-road market at all. It's an argument that Porsche faced almost two decades ago, yet these days most enthusiasts of the sporting German marque appreciate that without the profits generated by its 4x4 models, there would be no new sports cars – and potentially no 911.

I'm not going to pretend that the Bentayga and Cullinan are my personal favourites from the current Bentley and Rolls-Royce ranges, but I accept – and understand – that their presence is inevitable, as well as desirable in terms of profitability. It's also perhaps inevitable that the Cullinan will be the best-selling Rolls-Royce of 2020, which means it's a car that buyers want – and as motor manufacturers exist to make profit rather than to please us classic vehicle enthusiasts, who are we to criticise that model's existence?

Would I buy a Cullinan if I had unlimited funds? Probably not. But if its existence provides the profits that generate the Rolls-Royce saloons, convertible and coupés of the future, then I guess I'm all for it. As ever though, I'd love to know your thoughts. Drop me a line (rrb.ed@kelsey.co.uk) and we'll feature a selection of your responses in our next issue. ■



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