

A black and white photograph showing the front view of a classic Bentley Continental R Type. The car is parked on a gravel surface in front of a wooden garage door. The car's design features a large, prominent chrome grille with vertical slats, a hood ornament, and four round headlights. The car's body is highly reflective, showing highlights and shadows. The background includes a wooden garage door and a stone wall on the right.

BENTLEY

**'R' TYPE
CONTINENTAL**

Stanley Sedgwick

BENTLEY

'R' TYPE

CONTINENTAL

by **STANLEY SEDGWICK**

President of the Bentley Drivers Club



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INDEX

Foreword	- - - - -	3
Conception and Development	- - - - -	6
Production	- - - - -	14
Specification	- - - - -	17
Modifications	- - - - -	19
The Autocar Road Test	- - - - -	20
Facsimile of descriptive catalogue	- - - - -	24
Bibliography	- - - - -	34
Key to Chassis and Registration Numbers	- - - - -	37
Notes to Tables	- - - - -	39
All the 'R' Type Continentals	- - - - -	40
From Owners in the course of this study	- inside back cover	

Inside Front Cover: BC 26 A. "OLGA"—prototype H. J. Mulliner Sports Saloon first registered August, 1951.

FOREWORD

Few will disagree with those who consider the 'R' Type Continental Bentley to be the most worthwhile car to come out of the Crewe factory in the post-war years. It has established itself as a 'Classic' car sought after by discerning motorists and acquits itself among the best on the road to-day.

I am the fortunate owner of the prototype of this model—universally known as "Olga" from its registration letters "OLG"—and my special interest in these Bentleys has moved me to collate and amplify much of the relevant published information and to try to trace the history and present whereabouts (or fate) of all 208 examples built.

It has been an absorbing task involving many hundreds of letters and numerous telephone calls. It has led me up many blind alleys in search of individual cars as they have passed from owner to owner. Sometimes I questioned my sanity in embarking on such an enterprise, but the unbounded enthusiasm of owners of these cars has encouraged me to persevere in my research. I must confess that I expected the job of discovering a couple of hundred post-war Bentleys to be less difficult than the 100 8-litre or the 50 4½-litre supercharged cars more than twenty years their senior, the subject of previous monographs, but it turned out differently. Some examples, mostly outside the U.K., seem to have vanished without trace! My findings may be summarised as follows:

Present owners known and confirmed	148	
In the hands of dealers for disposal	3	
Present owners to the best of my belief but not confirmed		151
Almost certainly still in existence		169
Destroyed by fire or accident		4
Present or recent whereabouts unknown		173
		35
		208

The 169 cars almost certainly in existence are to be found in the following countries—

United Kingdom	...	...	...	...	...	...	82
United States of America	...	...	...	...	...	...	48
Australia	...	...	...	...	...	...	9
Switzerland	...	...	...	...	...	...	8
Canada	...	...	...	...	...	...	5
France	...	...	...	...	...	...	4
2 each in Denmark, South Africa, Spain and Sweden	...	...	...	...	...	...	8
1 each in Isle of Man, Italy, Japan, Mexico and New Zealand	...	...	...	...	...	...	5

169

This indicates that there has been some transatlantic drift westwards over the years, but the full picture cannot be drawn until the whereabouts of the 35 untraced cars is established.

Of the above cars, six are still in the hands of owners who bought them new.

At the other end of the spectrum some cars have passed through many hands and I have been surprised how often U.K. Registration Numbers

have been changed—as many as four times in some cases. Overseas researchers have asked me why I always refer to Registration Numbers and not Chassis Numbers. My answer has been that the former tend to stay with a car for life in the United Kingdom and are more useful than Chassis Numbers for identifying cars from photographs and people's memories. This argument seems to have lost much of its validity in the case of cars manufactured after World War II, but still holds good for pre-war cars.

With the centralisation of car registration at Swansea, records have been put on to a computer and the familiar buff 'log' books banished to some inaccessible storage place like nuclear waste. I think I undertook this study just in time to discover information about past owners which may not be available to future researchers.

I noted during my perusal of the factory "build cards" that quite a few owners had the steering column altered in some way—mostly raised, some lengthened, some offset—and, knowing how relatively little space there is between the bottom of the steering-wheel and the seat cushion, I can't help wondering if the designers overlooked the likelihood that the paunches of prospective purchasers might match their purses! Another feature I noticed was that cars supplied to Switzerland were fitted with high-speed fans and some exported cars had "Colonial" springing. I do not think that any two 'B' Type Continentals were identical, for owners had their individual preferences and specified different lamps, accessories and fittings to those catalogued. That the car lends itself to the expression of personal preferences is evidenced by the fact that less than half of those I have traced are still painted in their original colour.

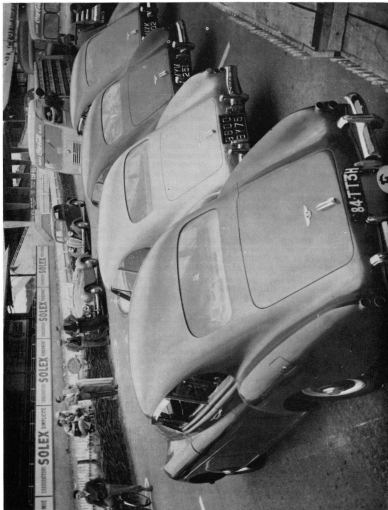
And so, although my researches, which have taken nearly a year, are incomplete, I feel that I must pull up the drawbridge and go into print, enormously encouraged by the responses to the question as to whether owners would buy a book if produced by the Club. Of course, as soon as the ink is dry I shall discover more cars in existence and the book will be out of date, but any such worthwhile intelligence which comes to hand will be published in a future copy of the *Review*.

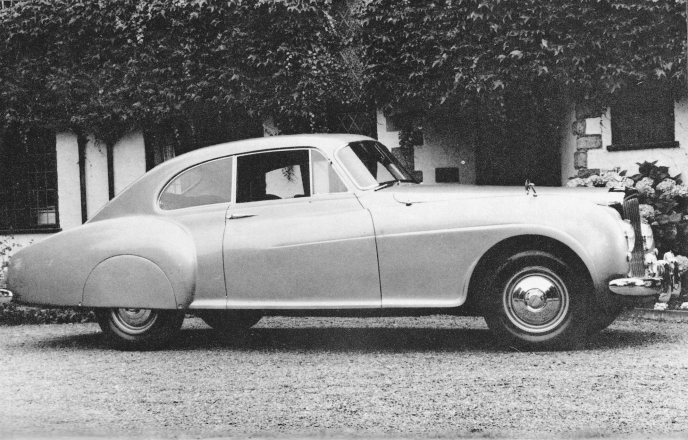
No work of this nature could be tackled without access to authentic records and the help of many people. My most important source material was the factory build cars, service records and sales books of the manufacturers presented to the Club by Rolls-Royce Motors Ltd. Mr. M. E. Martin of Jack Barclay Ltd. again placed his meticulous sales records at my disposal and other dealers—Robbins of Putney Ltd., Frank Dale and Stepons, The Clarendon Carriage Co. Ltd. and Paddon Bros.—put me on the track of cars which had passed through their hands in recent years. Horton Schoellkopf searched R.R.O.C. records at my request. John Dymock-Maunsell checked the compilation of tables and Tom Berthon designed the cover, acted as liaison officer with the printers and juggled with text, photographs and tables to make up this book. To all these, and to many Club Members who responded to my pleas for help in tracing particular cars, go my thanks for their contributions to the production of this work which, I hope, will be a companion volume (!) to the previous ones relating to other models of Bentleys.

STANLEY SEDGWICK.

June 1978.

Wishful thinking! Four cars lined-up on the starting grid in front of the Cunningham pit at Le Mans in 1953. Left to right—BC 5 A (Charles Moran, Jr.); BC 4 A (Briggs Cunningham); BC 3 A (William C. Spear); and BC 11 LB (Briggs Cunningham).





"Good aerodynamic form alone does not make a fast motor car. In the higher part of the speed range, the rolling resistance of a pneumatic tyre increases as the cube of the speed and is proportional to the weight which it has to carry. Increase in inflation pressure reduces the drag but spoils the ride.

"Those of us who had been associated with the development of the Corniche Bentley, in 1938, recollected well the tyre troubles then experienced.

"Although very considerable progress has been made, since the War, in the reduction of the power absorbed by a tyre, even the best known tyre would not permit "Olga" to weigh more than 34 cwt., in the kerbside condition, if sustained speeds around 115 m.p.h. were to be indulged in with safety.

"Tyres, which would carry two tons of motor car at 120 m.p.h. did not exist in 1950. A minimum car weight was an essential feature.

"That the Continental Bentley should weigh much less than the Bentley Standard Saloon, was essential for another reason. If the maximum speed of the car were to be increased by about 20% and the engine was not to be over-speeded, the overall gear ratio would have to be less—a so called higher ratio. Unless the weight of the car was proportionally reduced, its acceleration would suffer.

"For these very reasons, a detailed analysis of the car was made to determine its weight, based on that of the Standard Saloon.

"H. J. Mulliner & Co. Ltd., had produced a lightweight saloon on the Mark VI chassis and this had many of the features which we desired for the Continental. It was natural that they should be asked to make the prototype.

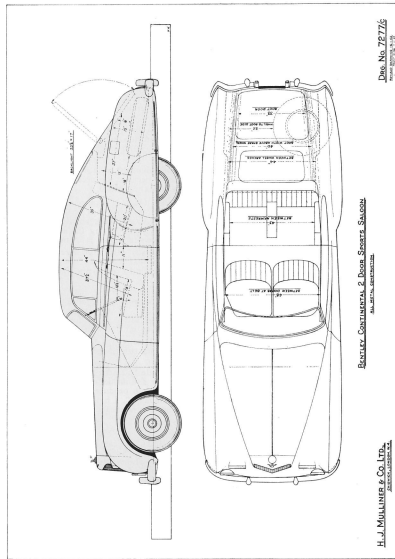
¹⁴The entire bodywork, including the wings, was made of light alloy, as also were the frames of the windows, the windscreen and the back light. Anatomical seats, framed in light alloy, were used for the driver and front passenger. The squabs of these bucket seats were wrapped round the occupant, to support him against sideways acceleration.

"Perhaps the front and rear bumpers were the most unorthodox feature, for they were made of high duty aluminium alloy. Strangely enough these alloys, when highly polished, do not tarnish at the high rate that one might expect and simple buffing returns them to their original lustre.

"By the August of 1951, Olga was no longer a dream girl—she was a reality. Her birth had not been without anxiety for, when the car was more than half completed, the management got "cold feet" for some reason or other. Maybe they had doubts about the market for the car, or the cost of its production. I pleaded that the prototype should be completed, even if the model never went into production. I knew that, when once the car existed, it would sell itself. Besides, Mr. Walter Slesator, of Franco-Britannic Autos in Paris, was a strong advocate of the car and he had promised to urge the project to a conclusion.

"Initially, the car was fitted with a rear axle having a gear ratio of 12/41 and an overdrive gearbox, the 4th speed ratio of which was 1.226:1 giving an overall ratio of 2.79 to one.

"Initial road tests in this country gave Olga a maximum speed of 114 m.p.h., using Dunlop Medium Distance Track Tyres (MDT), when the engine speed reached was only 3,750 r.p.m.



"In the September of 1951 I had achieved my ambition, for Olga was shipped to France, with two testers, for trials to be carried out at the Montlhéry Autodrome, under the supervision of Mr. Walter Sleanor, himself an ex-racing driver.

"The maximum power of a spark ignition internal combustion engine varies with respect to the atmospheric conditions. The best time to test is in the early morning, prior to a fine day, when the air is moist, cool and heavy.

"Now it was known that the road-wheel power of the engine was at about 3,750 r.p.m. of the engine and that to achieve the highest maximum road speed, the gear ratio should be such that the engine could reach 4,250 r.p.m. Obviously, the overall gear ratio as originally fitted was not the best.

"Whilst the car was in France, the overdrive gearbox was replaced by one having a direct drive 4th speed and the axle ratio was changed to 13/40, thus giving an overall ratio of 3.07:1 and 10% lower than that originally used.

"Tests on the track showed that the change had in no way spoiled the car's maximum performance whilst, because the acceleration had been improved thereby, it was more quickly reached.

"Official timing, by the Automobile Club de France, gave Olga an average lap speed of 118½ m.p.h. taken over five laps of the course, with a best lap speed of 119½ m.p.h. This test was conducted using Dunlop MDT tyres, inflated to 50 lbs. sq. in. Using India Shallow Tread Road Tyres, the maximum speed recorded was 115.5 m.p.h.

"Although, during the high speed tests, very little tyre trouble was experienced when using the tyres which had been designed for the purpose, a normal 6-ply tyre, used under the same conditions, survived for only 20 miles.

"Maximum speed is an attribute that can be measured and recorded. Only by driving a car can one learn of its handling qualities, its power to accelerate and its "roadability". A day at the wheel of Olga left the driver in no doubt that she possessed all of these qualities in good measure, she was a lovely lady to go out with.

"I believe that the famous Charles Faroux was the first to write his impression of Olga and, soon after, her story appeared in most of the leading motoring journals.

"My task was complete—another battle had been fought and won. I was always supported by Walter Sleanor and, in the early days of the project, he said to me: "Ev, if and when you produce the Continental Bentley, I will send you a case of champagne". I have never received the champagne, but the success of Olga was adequate reward for me."

From an impeccable source I can add a little to Mr. Evernden's story—

Inspired by the performance of the Embiricos car at Brooklands in 1939 when George Eyston covered 114½ miles in an hour, there was "in some quarters" a desire to carry out a similarly observed run in order to re-establish the name of Bentley in the front ranks of fast standard saloon cars.

The enthusiasm of those concerned may be judged from the following extract from an internal memo entitled "Corniche II"—A new Record Breaking Saloon Sports Car" dated January 1951:—

The idea would be to build a small batch of specially light bodies of low drag form. These would be sold to selected customers, whilst one of them, suitably prepared, would be used to establish the new record, which obviously must exceed that of 1939 by a real margin.



BC 29D, a Park Ward fixed-head coupé originally owned by Jack Dunfee of Brooklands fame.

Other Saloon cars, like the Healey and the Aston Martin of course, must be overtaken easily (112 m.p.h. and 117 m.p.h. respectively).

It is emphasised that the record attempt shall be for a Standard Saloon Sports Car so that owners will receive no extra encouragement to enter racing and competition events other than those which they now do with the Bentley Mk. VI.

For this, 120 miles must be covered in one hour, with a minimum top speed of 125 m.p.h.

The publicity, which could be achieved, would allow the owners of our Standard Bentley cars (who are normally well satisfied with their performance) to bask in the glory of this achievement, whilst the Corniche II would be an alternative purchase for those few who want to go still faster.

Our purpose has been to examine the practicability of attempting this record, using basically a standard Bentley Mk. VI chassis.

In the appendices 1, 2, 3, 4 and 5 (not reproduced here) it is shewn that the record proposed is well within the bounds of possibility from known data. The chassis used would be the Cresta with the large bore engine, equipped with a body built by H. J. Mulliner, using their light alloy construction.

Some reprisals are to be expected from ultra streamlined models which bear only a superficial resemblance to a standard saloon. We shall have adequate aerodynamic knowledge to outclass them all with the available horse-power. For instance, we can add several miles per hour without changing the appearance of the car, or the classical radiator, by internal modifications should this be necessary subsequently.

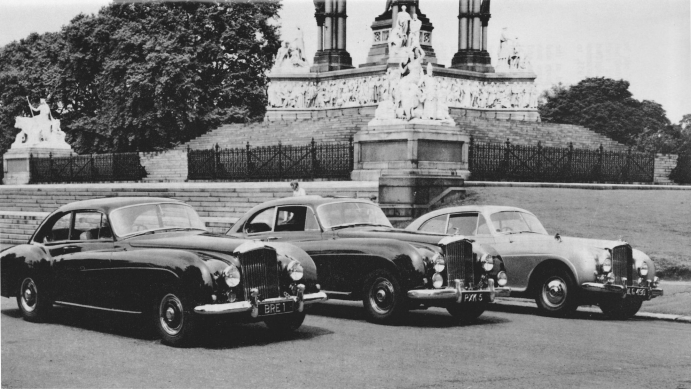
A very small amount of work would fall on the Design and Development Depts. since the chassis already exists. Messrs. Mulliners are enthusiastic to proceed with the project.

The "record-breaking" car idea was not proceeded with, but the first prototype—"Olga"—was completed and put on the road only seven months after the above-mentioned memo was drawn up. And just to underline the depth of my research I can reveal—unless R.R. strike it out of the proofs—that the specification for the "Corniche II" was based on:—

Bhp. at clutch of 3½" bore (B60) engine	153 h.p.
Loss due to transmission	8 h.p.
Loss in acoustic exhaust system	6 h.p.
Hub horse-power	139 h.p.

* * *

The drawing on page 9, dated 16th January, 1952, shows the production version and forms an interesting comparison with the original concept dated 11th September, 1950, on page 7.



Three of a kind at Kensington Gardens. Left to right—BC 60 C, BC 6 B and BC 26A.

PRODUCTION

... And so the Continental Bentley went into production. (The description 'R' Type—derived from the then current Mk. VI chassis series—was not applied to the model until its production ceased in 1955, to distinguish it from its successor on the 'S' series chassis.)

It was the fastest production four-seater saloon in the world at the time—50 m.p.h., 80 m.p.h., and 100 m.p.h. at 4,250 r.p.m. in the gears and a maximum speed in top not far short of 120 m.p.h. The basic price was £4,890 and the whole production was for some time exported. At the end of 1952 the Continental became available on the home market at £7,608 3s. 4d. and was eagerly bought by wealthy enthusiasts who wanted high performance.

It is paradoxical that those of the younger generation who craved ownership of a Continental, could not afford one and the not-so-young, who could afford them, were less willing to concede luxurious comfort and fittings to high performance. The result was that heavy seats, radios, automatic transmission and such-like began to nullify the painstaking saving of ounces which had been achieved during the development period. The first 'R' Type Continental weighed 33 cwt., but by the time the series was discontinued in 1955 the weight of the lightest cars had crept up by more than a hundredweight. This was to some extent compensated for by a further increase in power when the bore was increased to 3½ in. (4,887 c.c.) in July, 1954. The original conception of the Continental as a lightweight high performance Bentley was rapidly becoming subordinated to the demands of wealthier customers for a "custom-built" Bentley easily distinguishable from the Standard Steel Saloon and, chiefly by reason of its lower radiator, from coachbuilt versions on the standard chassis.

Chassis Production

There were 208 'R' Type Continentals made between 1952 and 1955. The chassis numbers were prefixed by the letters 'BC' (Bentley Continental) and ran in five alphabetical series as follows:

	Number of cars		Total
	Left-hand Drive	Right-hand Drive	
BC 1 A to BC 26 A ...	4	21	25
BC 1 B to BC 25 B ...	6	18	24
BC 1 C to BC 78 C ...	20	57	77
BC 1 D to BC 74 D ...	12	61	73
BC 1 E to BC 9 E ...	1	8	9
	43	165	208

In accordance with established practice the number "13" was omitted from all the chassis number series and the letter "L" was inserted before the series letter in the case of chassis with left-hand steering, thus "BC 56 LC".

The chassis number "BC 26 A" was allocated to "Olga" in July 1954 in place of the experimental number originally borne—this will clarify the position in the minds of those Members who could not understand why their 'R' Types appeared to have a number earlier than the prototype!

Geographical Distribution

It will be remembered that this model was introduced on an export only basis. Consequently, the first 32 cars built—which includes the whole

of the 'A' series except "Olga"—went to overseas owners. In fact, 100 of the total production of 208 went abroad. It is probable that some of these have since come back to the United Kingdom but it is likely that on balance the flow has been in the opposite direction. For what it is worth then, the cars when new went to owners in the following countries:

United Kingdom ...	108
France ...	33
United States ...	28
Switzerland ...	24
Belgium ...	2
Canada ...	2
Portugal ...	2

And one to each of the following countries:

Australia, Cuba, Cyprus, Denmark, Eire, Holland, Iran, Italy and Spain ...	9
	208

Coachwork

The whole of the 'A' and 'B' series, and all the rest except 15 chassis, were fitted with the Mulliner 2-door Sports Saloon. A 'C' series chassis was sent to Italy to be bodied by Farina. At about the same time a chassis was sent to France to be bodied by Franay and another to Switzerland for Graber coachwork. These two coachbuilders and, later, Park Ward, produced another dozen bodies on 'R' Type Continental chassis. The following table summarises the various bodies:

	'A'	'B'	Series			Total
			'C'	'D'	'E'	
Mulliner Sports Saloon ...	25	24	72	64	8	193
Park Ward Drophead Coupe ...			1	3		4
Park Ward Saloon ...				2		2
Franay ...			1	3	1	5
Graber ...			2	1		3
Farina ...			1			1
	25	24	77	73	9	208

The Mulliner body was evolved as a light-weight sports saloon and the first production models weighed only about 6½ cwt. The weight of the chassis was about 26½ cwt. and the complete car thus weighed 33 cwt.

The chassis weight hardly varied throughout the production, but the demands of customers for heavier seats and more fittings and accessories gradually overcame the resistance of those concerned and inevitably the weight of the body, and thus the complete car, gradually increased.

Weights

The considerable range of weights of finished cars is illustrated in the following table—

Chassis with standard accessories:

	Cwt.	Qtr.	Lbs.	Pounds
BC 1 A to BC 15 A	26	2	14	2,982
BC 16 A to BC 22 A	26	0	27	2,939
BC 23 A to BC 11 C	26	1	22	2,962
BC 12 C to BC 8 E	26	0	20	2,932

Body—H. J. Mulliner Sports Saloon—
Lightest and heaviest in each series:

'A' series	Lightest	BC14 LA	6	2	18	746
	Heaviest	BC 17 A	8	1	6	930
'B' series	Lightest	BC 9 B	7	1	22	834
	Heaviest	BC 15 B	8	2	25	977
'C' series	Lightest	BC 22 C	7	3	0	868
	Heaviest	BC 9 C	9	1	24	1,050
'D' series	Lightest	BC 64 D	7	3	3	871
	Heaviest	BC 9 D	9	0	13	1,021
'E' series	Lightest	BC 2 E	7	3	11	879
	Heaviest	BC 3 E	8	2	2	1,066

Park Ward Drophead Coupé

Lightest	BC 73 C	6	3	11	767
Heaviest	BC 8 D	7	1	13	825

Park Ward Fixed Head Coupé

Lightest	BC 73 C	6	3	11	767
Heaviest	BC 8 D	7	1	13	825

Complete car (with 18 gallons petrol)—
H. J. Mulliner Sports Saloon:

'A' series	Lightest	BC 5 A	33	1	25	3,749
	Heaviest	BC 6 A	34	3	12	3,904
'B' series	Lightest	BC 9 B	33	2	27	3,779
	Heaviest	BC 17 LB	35	1	13	3,961
'C' series	Lightest	BC 22 C	34	0	5	3,813
	Heaviest	BC 62 LC	35	3	3	4,007
'D' series	Lightest	BC 64 D	33	3	23	3,803
	Heaviest	BC 9 D	36	0	1	4,033
'E' series	Lightest	BC 2 E	34	0	3	3,811
	Heaviest	BC 9 E	35	1	20	3,968

Park Ward Drophead Coupé

Lightest	BC 73 C	33	2	10	3,762
Heaviest	BC 8 D	34	0	12	3,820

Park Ward Fixed Head Coupé

Lightest	BC 24 D	33	2	23	3,775
Heaviest	BC 29 D	34	1	23	3,859

Engines

The 'A', 'B' and 'C' series 'R' Type Continentals had what is widely known as the 4½-litre engine—actually 4,566 c.c. and known in the Works as the 3½in. bore engine. Bore was increased to 3½in. (4,887 c.c.) in May, 1954, and this engine was installed in all the 'D' and 'E' series chassis.

The 3½in. bore engine has been fitted to five 'A' series chassis, four 'B' series and thirteen 'C' series chassis at some time during the life of the cars concerned.

Gear-Boxes and Gear-Change Arrangements

At first the 'R' Type Continentals were all fitted with synchromesh gearboxes with a right-hand floor gear-change lever—strange, this, as they were all intended for export. The demand for left-hand drive cars had to be met and, unless the customer specified a central floor gear-change lever, these chassis were fitted with a steering-column gear-change lever. The central floor gear-change lever provided many problems for the design and production staffs and was never so good mechanically as the steering-column lever. Nevertheless, I find that three United Kingdom owners specified central floor gear-change levers on their right-hand drive cars.

It was not until more than half-way through the 'C' series chassis that automatic gearboxes were fitted and subsequently synchromesh or automatic gearboxes were optional. Synchromesh gearboxes were fitted in 166 cars and automatic boxes in 42, as follows:

	'A'	'B'	<i>Series</i>		'D'	'E'	Total
Right-hand Drive							
Synchromesh:							
Right-hand floor change	...	21	17	50	36	3	127
Central floor change	...	—	1	4	—	—	5
Automatic	...	—	—	3	25	5	33
Left-hand Drive							
Synchromesh:							
Steering column change	...	3	4	4	—	—	11
Central floor change	...	1	2	13	7	—	23
Automatic	...	—	—	3	5	1	9
		25	24	77	73	9	208

SPECIFICATION

Engine	'A', 'B' & 'C'	'D' & 'E'
	Series	Series
No. of cylinders	6 in line	6 in line
Bore	3½" (92.1 mm.)	3½" (95.25 mm.)
Stroke	4½" (114.3 mm.)	4½" (114.3 mm.)
Cubic capacity	278.6 cu. in.	298.2 cu. in.
R.A.C. Rating	4,566 c.c.	4,887 c.c.
Compression ratio—	31.54 h.p.	33.7 h.p.
BC 1 A to BC 18 A	7.27	
BC 19 A to BC 3 C	7.10	
BC 4 C to BC 78 C	7.20	
Valve gear		7.25
Carburettors—2 S.U.		Overhead inlet/Side exhaust
Type		HD 8
Choke diameter		2"

Transmission

Manual Gearbox (synchromesh on 2nd, 3rd & 4th)

Clutch diameter	11"
Ratios—4th	3.077
3rd	3.741
2nd	4.750
1st	8.222
Reverse	8.802
Right-hand drive	Right-hand floor gear lever
Left-hand drive—Standard	Steering column gear lever
To order	Central floor gear lever

Automatic Gearbox: (Optional from BC 1 D)

Ratios—4th	3.077
3rd	4.290
2nd	8.070
1st	11.720
Reverse	13.410
Final drive	13/40 (3.077)

Brakes

	Front	Rear
Method of Operation	Hydraulic Mechanical servo	Mechanical Mechanical servo
Drum diameter	12½"	12½"
Drum width	2½"	2½"
No. of linings	4	4
Friction area	92.96 sq. in.	92.08 sq. in.

Steering

Turning Circle	43' 0"
Turns from lock to lock	3½

Tyres

Size	6.50 x 16
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Dimensions

Chassis—Wheelbase	10' 0"
Track	Front 4' 8½" Rear 4' 10½"
Ground clearance	7"
H. J. Mulliner Sports Saloon—	
Length	*17' 2½"
Width	5' 11½"
Height	5' 3"
*17' 7½" with heavy export bumpers	

Capacities

Petrol tank	18 Imperial gallons
Sump	16 pints
Gearbox	1½ pints
Rear axle	1½ pints
Radiator	4 Imperial gallons

Weight—dry

Chassis	26½ cwt. (2,968 lbs.)
Early H. J. Mulliner Sports Saloon	33 cwt. (approx.)

Suspension

Front	Independent with coil springs, wishbone and anti-roll bar
Rear	Semi-elliptic

MODIFICATIONS

The following table summarises the modifications made during production and indicates at which chassis number they were introduced:

February, 1952	BC-A 1-26 (25 Cars)	A	{	Reduced Compression Height Pistons	BC-19-A
November, 1952					
December, 1952	BC-B 1-25 (24 Cars)	B	{		
April, 1953					
April, 1953	BC-C 1-78 (77 Cars)	C	{	Commonised Cylinder Head	BC-4-C
April, 1954				Deletion of Non-Opposed Springs in Side Steering Tube	BC-18-C
				All Welded Frame	BC-21-C
				Deletion of Reduced Friction Modification on Steering Connections ...	BC-30-C
				Introduction of B.V.I Type Gearbox Tie Rod ...	BC-50-C
				Flywheel Inertia Rings on Cars fitted with Auto Gearbox	BC-70-C
				Thicker Third Motion Shaft Thrust Washer	BC-78-C
May, 1954	BC-D 1-74 (73 Cars)	D	{	3½ in. Bore Engine	BC-1-D
January, 1955				Compensator Pipe between Front and Rear Servo		BC-5-D
				Strengthened Jaws on Front Brake Operating Links	
				Elimination of Chromium- plated Servo Pressure Plate	BC-12-D
				Flexibox Seal in Water Pump	BC-35-D
				Long Stroke Starter Pinion	BC-37-D
				Improved Cold Starting Device	BC-43-D
				2nd Speed Start	BC-47-D
January, 1955	BC-E 1-9 (9 Cars)	E	{		

THE "AUTOCAR" ROAD TEST

(Reprinted from the 12th September, 1952, issue with permission of the publishers. The car used was "Olga".)



No. 1475: BENTLEY CONTINENTAL SPORTS SALOON

The Continental sports saloon is a new stage in the evolution of the post-war Bentley. The first major change since the introduction of the post-war chassis was made last year, when an increase in the bore brought the engine swept volume up to 4½ litres. *The Autocar* Road Test of December 7, 1951, recorded that it enabled the standard four-door steel panelled saloon to reach a maximum speed of 100 m.p.h., accompanied by impressive acceleration, without the slightest sacrifice of the smoothness or silence for which the *marque* is renowned. The next step was to raise the compression to profit by the better fuel now available in overseas markets, and to fit lighter bodywork with lower drag characteristics, which would allow the great potentialities of this chassis to be more fully exploited. The reduction in drag permitted a higher axle ratio to be employed, and a close ratio gear-box was installed to give the best acceleration. The resulting car, known as the Bentley Continental sports saloon, has been subjected to rigorous testing on the Continent for about a year, and *The Autocar* has recently been able to give it an extensive trial in Britain and on the Continent. It brings Bentley back to the forefront of the world's fastest cars, and its tremendous performance makes this one of the outstanding in the long series of Road Tests.

The car is being produced in limited numbers and is reserved for export only. Its price is high, the sterling figure being £4,890 without purchase tax, which means that by the time the foreign buyer has paid delivery charges and local taxes it will probably cost him between six and seven thousand pounds. The Continental Bentley may, therefore, be the most expensive production car in the world, but it also makes a strong claim to be the fastest four-five-seater saloon in the world. Circumstances made it necessary to carry out the maximum speed tests on brand new tyres, which increase rolling resistance, and in the middle of a hot day, with an air temperature of 95 deg. F, which reduces volumetric efficiency. Even so, a mean maximum speed of over 115 m.p.h. was recorded. One run, with driver only, was timed at 120 m.p.h., and it seems probable that in more favourable circumstances this speed might be more regularly reached. The acceleration from rest to 100 m.p.h. (36.0 sec.) has not been approached by any other saloon car in *The Autocar's* experience and has been equalled by very few open sports cars. Acceleration in the gears is so well main-

tained that the usual tabulations have had to be extended to 100 m.p.h. for both top and third gears.

However, the figures, impressive though they are, do not tell the whole story. Whatever memorable motoring experiences one may have had, this was something different. It showed what can be achieved by the single-minded pursuit of perfection, not in seeking always to incorporate the latest technical innovation, but by ceaseless, resourceful and painstaking improvement of every minute detail on well-tried basic principles. Such a car is bound to be costly, and the British, who make it, cannot own it; but it goes abroad as proof that a nation where the creators are constantly subjected to the debasement of their own living standards can still keep alive the ideal of perfection for others to enjoy.

One might think that such tremendous performance could be used only on rare occasions, but the controls are so superbly responsive that the experienced driver quickly finds himself making full use of its potentialities, to over 100 m.p.h., then effacing the speed smoothly and quickly with a touch on the mechanical speed brakes. It is an experience that lulls the critical faculty and defies one to analyse the car step by step, but the effort must be made.

For the driver, the forward view through the wide, curved windscreen, with its very slim pillars, is excellent, the seating position is good for high-speed driving and the controls are well arranged. When the engine starts, there is a rasping noise, discreet and distant, but sufficient to indicate that this is something new in Bentleys, and there is a momentary snarl from the exhaust at the beginning of acceleration in each gear. These are absolutely the only aural concessions to high performance. Engine and gear-box are slightly audible in first gear, but otherwise, throughout the performance range, there is only that uncanny silence which indicates long and careful attention to every detail of design and construction.

With the high gearing employed, third is the natural ratio to employ for mountainous country or winding roads. It can be kept in use for miles on end, and for smoothness or silence is quite indistinguishable from top. The maximum available on this gear is 100 m.p.h. without trespassing by more than the thickness of a needle into the red zone on the rev counter, so that it caters for all normal needs. Anyone not familiar with the car has to feel the gear lever occasionally to remind himself which gear he is using. If there is any mechanical noise at speeds near the maximum, it is completely lost in the rush of the wind.

There is no need to specify a cruising speed; progress seems as smooth, easy and effortless at 100 m.p.h. as at 50. Nor is there any imperative need for frequent gear changing. It is possible to make a smooth, easy start on top gear and to accelerate relentlessly away to maximum speed without using the gear-box at all. This is hardly to be recommended as normal practice, however, especially as gear changing is such a pleasure for the Bentley owner with any appreciation of mechanical perfection.

Hill-climbing is quite extraordinary, and main road hills can be climbed on top gear at speeds limited only by visibility and traffic conditions. The test figures were taken on Belgian "super" fuel of approximately 80 octane. On British Plo some pinking was evident, but the car is not intended for such a dreary diet.

The brakes, aided by the special Bentley speed motor which is driven from the gear-box, require little comment. There are no better brakes on any car sold to-day, and they allow the Bentley's great performance to be enjoyed with complete confidence. A light pressure reduces speed smoothly and swiftly, and a heavier pressure produces tremendous power for safe emergency stopping; 100 per cent. efficiency was several times recorded on the meter during tests.

The ride control on the steering column, which adjusts the setting of the rear hydraulic dampers, gives all the softness required for city driving and a sensation of floating gently over the worst bumps, and the harder setting gives adequate damping for fast travel without sacrificing comfort. The steering has adequate self-centring action, and there is fairly pronounced understeer, which is reflected in excellent directional stability. Rather a strong effort is required on the wheel to hold the car into sharp bends, but control is light on ordinary roads and no undue effort is required when parking. On rough roads the more severe bumps do transmit some reaction to the steering wheel, and a firm hand on the wheel is desirable when driving fast on really rough surfaces. It should not be inferred, however, that the car is tiring to drive.

To drive this car is a wonderful motoring experience, but certain questions inevitably come to mind regarding its uses. It is described by its manufacturers as a sports saloon, but the purchaser is required to give an undertaking that he will not enter it in competitive events, so the sports title goes by default. One turns next to the adjective "Continental", which conjures up visions of long, fast runs to the Riviera. But travel implies luggage, and the locker on this model, while perhaps adequate for a weekend, could not carry the luggage of four persons for any considerable period.

A few chassis only will be delivered to foreign coachbuilders, and buyers who want more luggage space, and are perhaps willing to sacrifice some of the present very ample passenger space, should therefore be able to obtain what they need. The weight of the coachwork must, however, be limited to 750 lb. This is the weight of the present H. J. Mulliner saloon, and it brings the weight of the complete car to 240 lb. below that of the present Mark VI standard saloon.

For the Mulliner body it must be said that it is elegant, modern, and comfortable; moreover, it represents a combination of lightness and rigidity which may not be easy to emulate. All panelling is in light alloy; the seats have tubular frames; there are aluminium frames for the windows; and even the bumpers are made of light alloy. Overall height has been reduced by one inch, it is understood, as compared with this prototype. Radio is available without extra cost, for those who require it, and right- or left-hand steering.

The front seat back rests are adjustable for angle, and both front wings are easily seen from the driving seat. The big steering wheel is admirably placed and has a horn button at the centre, but it is not necessary to remove a hand from the wheel, as there is another button on the floor which can be operated by the left foot. Facia equipment includes speedometer, rev counter, switch unit with master key, fuel and engine oil level gauge, oil and water thermometers, oil pressure gauge, ammeter and electric clock. The instrument lighting is rheostat controlled. There are an interior light and map light. The twin electric screen wipers have a two-speed control, and a windscreen spray is standard. At the centre of the steering wheel are the hand throttle, starting mixture control and ride control. There is a good rearward view in spite of the pronounced slope of the rear window.

The rear seats are of generous size, with a folding central arm rest and large fixed arm rests at the sides. Leg room is ample, and head room is not unduly restricted by the streamlined curve of the roof, as the head lining is recessed locally above the rear seat. Among the standard equipment is an elaborate heating and ventilating system which makes provision for demisting both the windscreen and the rear window.

This Bentley is a modern magic carpet which annihilates great distances and delivers the occupants well-nigh as fresh as when they started. It is a car Britain may well be proud of, and it is sure to add new lustre to the name it bears.

PERFORMANCE

ACCELERATION: from constant speeds.

Speed, gear ratios and time in sec.		3,077	3,740	4,750	8,230
M.P.H.		to 1	to 1	to 1	to 1
10-30	...	8.2	6.9	5.3	3.4
20-40	...	7.4	6.0	4.8	3.5
30-50	...	7.4	6.1	5.1	—
40-60	...	7.4	6.8	5.7	—
50-70	...	8.4	7.1	6.1	—
60-80	...	9.6	8.4	—	—
70-90	...	12.1	10.8	—	—
80-100	...	14.6	14.4	—	—

From rest through gears to:

M.P.H.	sec.
30	4.4
50	10.5
60	13.5
70	16.3
80	22.2
90	28.1
100	36.0

Standing quarter mile, 19.5 sec.

SPEED ON GEARS:

	M.P.H. (normal and max.)*	K.P.H. (normal and max.)
Top	115.4	185.7
	(best)	188.1
3rd	80-100	129-161
2nd	60-77	97-124
1st	30-44	48-71

*At 4,300 r.p.m. limit on intermediate gears.

TRACTIVE RESISTANCE: 34 lb. per ton at 10 M.P.H.

TRACTIVE EFFORT:	Pull (lb. per ton)	Equivalent Gradient
Top	287	1 in 7.8
Third	352	1 in 6.2
Second	442	1 in 5.0

BRAKES:	Efficiency	Pedal Pressure (lb.)
	97.0 per cent.	116
	91.5 per cent.	100
	58.7 per cent.	50

FUEL CONSUMPTION:

19.4 m.p.g. overall for 438 miles. (14.6 litres per 100 km.)
Approximate normal range 16-21 m.p.g. (17.7-13.5 litres per 100 km.)
Fuel: Belgian Super for performance tests; 50-50 Pool and 80 octane for road running.

WEATHER: Dry, warm, sunny.

Air temperature 95-85 degrees F.
Acceleration figures are the means of several runs in opposite directions.
Tractive effort and resistance obtained by Tapley meter.
Model described in *The Autocar* of February 29, 1952.

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer	10	20	30	40	50	60	70	80	90	100
True speed	...	11.6	21.2	30.6	40.7	51.3	61.5	71.3	81.5	92.0



24

THE CONTINENTAL

BENTLEY MOTORS (1931) LIMITED



THE CONTINENTAL

A FOUR-SEATER SPORTS SALOON

CAPABLE OF SPEEDS OF UP TO 120 M.P.H.

25

'A modern magic carpet annihilating great distances.' *Autocar*

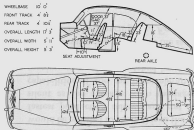
'There is little doubt that the manufacturers would be entitled to claim this as the world's fastest production saloon, and yet it is as silent as the average town carriage. The capabilities of the car in acceleration and maximum speed are matched by the power of the brakes and the excellent road holding, while its cornering places it in the same class as the hand-built racing car.' *Eason Gibson, Country Life*

Increased power output, the close ratio gearbox and high overall ratio, together with a light body of aerodynamic form, enable very high performance to be achieved at low engine speeds.

Representing a rare combination of elegance, lightness and rigidity, the coachwork by H. J. Mulliner & Co Ltd provides luxurious accommodation for four and ample storage space for luggage.

Road reports appearing in the motoring press give details of the performance of this car.

WHEELBASE 10' 0"
 FRONT TRACK 4' 0"
 REAR TRACK 4' 0"
 OVERALL LENGTH 17' 7"
 OVERALL WIDTH 5' 11"
 OVERALL HEIGHT 5' 2"



BODY SPECIFICATION

CONSTRUCTION Light alloy framing and panelling.

SEATING Front seats are of lightweight sliding type with tipping backs and fully adjustable. The rear seat of Dunlopillo cushion, supported on a lightweight wire frame, is fitted with folding armrest. All upholstery is of best quality hide.

WINDOWS Lightweight winder mechanisms are fitted to door windows. The rear quarter

windows, hinged on the forward end, and the front quarter vents are designed for ventilation at high speed.

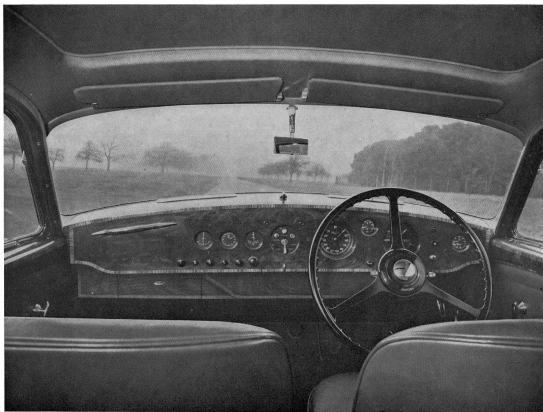
DOORS Two wide doors, hinged on the forward pillars and fitted with special push button locks, provide easy access to both front and rear seats.

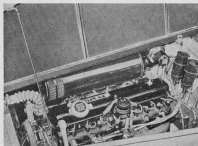
BOOT The boot affords accommodation for six suitcases and hand luggage, while small tools are arranged in the underside of the lid and others in a box built into the floor. The spare wheel is housed on the floor, to one side.

INSTRUMENT BOARD The fascia panel of special design is of polished wood, a fine setting for a complete set of instruments. The speedometer and revolution counter are deeply recessed to avoid reflection in the curved windscreen.

VENTILATION Air is ducted from the front of the car to a scuttle ventilator, which is controlled by a foot pedal. Windscreen and rear window demisters are fitted and a heater is mounted under the instrument panel.

Visibility from the driving position is unusually good





CHASSIS SPECIFICATION

ENGINE Six-cylinder in line.

Bore 92 mm. (3½"). Stroke 114 mm. (4½").

Capacity 4,566 c.c.

Compression ratio 7·0:1.

RAC rating 51·5 h.p.

VALVE OPERATION Overhead inlet and side exhaust.

PISTONS Aluminium alloy.

CRANKSHAFT Seven bearing.

CYLINDER HEAD Aluminium alloy.

LUBRICATION Pressure feed to crankshaft

and connecting rod bearings. 2 gallon capacity sump with float type oil pick-up.

CENTRALIZED CHASSIS LUBRICATION by reservoir and pedal-operated pump mounted on the dash panel lubricating all points on the chassis.

ELECTRICAL EQUIPMENT 12 volt. Instrument panel lighting is controlled by a rheostat and interior lights and side, head and twin fog lamps by switches on the instrument panel and foot dipper. Twin horns are operated by a foot switch and steering column button. A radio can be fitted at no extra charge if required.

DIRECTION INDICATORS Arm type self-cancelling direction indicators are fitted to cars for the home market, while the 'flashing' type are fitted on export models.

COOLING SYSTEM Fan and centrifugal pump. Thermostatic control.

IGNITION Twelve-volt system, coil and distributor with automatic control.

CARBURATION 2S.U. carburettors fitted with an automatic starting device. A throttle control lever on the steering column is provided.

The rear seat compartment has an air of spacious luxury





FUEL SYSTEM 18 gallon (Imperial) tank at the rear of the chassis. Twin electric fuel pumps. Fuel level gauge and warning light which operates when the fuel level drops below 5 gallons.

CLUTCH 11-in. semi-centrifugal single plate dry type.

GEARBOX Four forward speed and reverse. Synchromesh on second, third and fourth.

GEAR RATIOS Rear Axle 15/40

1st Speed	8-222
2nd Speed	4-750
3rd Speed	5-741
4th Speed (Direct)	5-077
Reverse	8-802

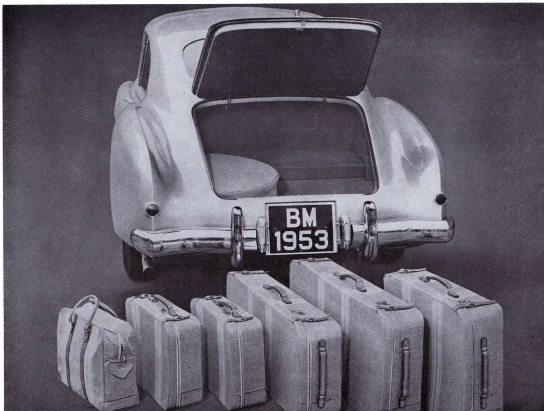
TRANSMISSION Divided open type propeller shaft. Grease-retaining needle-bearing, universal joints.

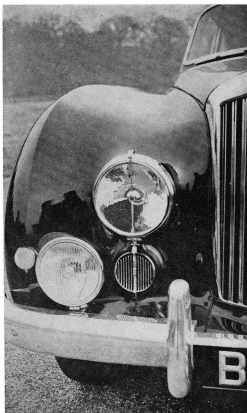
STEERING Cam and roller follower on anti-friction bearings. Divided track rods. All joints have hardened ball-pins and are spring loaded.

BRAKES Rear: Mechanical, servo assisted. Front: Hydraulic, servo operated.

FRAME AND SUSPENSION Box frame strengthened by a cruciform member. Independent front suspension with open helical coil springs and hydraulic shock dampers. Semi-elliptic springs at rear with hydraulic shock absorbers and ride control operated by a lever on the steering column. Side jacking system. The jack operates on a slide extending under the body sill at the centre of the chassis.

The large boot, essential when motoring long distances





WHEELS AND TYRES 16-in. detachable disc wheels, 6.50 in. \times 16 in. India 'Speed Special' 6-ply tyres. (India Super Silent Rayon tyres can be fitted to cars to be driven below 100 m.p.h.)

DIMENSIONS

Overall length	17' 2½"
Overall width	5' 11½"
Overall height (unladen)	5' 3"
Wheelbase	10' 0"
Track, front	4' 8½"
Track, rear	4' 10½"
Turning circle (to outside edge of tyre)	41' 2"
Weight	55½ cwt.

It will be appreciated that any variation from the standard body specification involving increased weight will inevitably affect the performance of the car.

Steel bumpers are fitted with massive wear-riders.

Head and side lamps are recessed in the wings while twin horns are mounted behind the number plate. The two fog lamps are standard fittings

The curved windscreen helps to preserve a smooth air flow over the body and improves visibility. Dual two-speed windscreen wipers, washers and de-misters deal with all weather conditions



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BC 25 D. Park Ward
Drophead coupé at
Brooklands.



BC 77 C. Graber Drop-
head coupé or Cabriolet.
This is one of the cars
not traced!

Photo: Carrosserie Graber.

KEY TO CHASSIS NUMBERS BY U.K. REGISTRATION NUMBERS

Note: Prefix "BC" omitted from Chassis Nos.
Current Registration Nos. in bold type.

Registration No.	Chassis No.	Registration No.	Chassis No.
A 3727	25B	GJ 4	27D
AH 8	63D	GR 77	4C
ABC 12	6E	GAG 71	72C
AST 1	43D	GCH 200	33D
408 AYE	54D	GLO 1	59D
B 56	32D	GWR 140	14B
BEN 900	7B	941 GBL	60C
BRE 1	60C	981 GLN	8E
999 BHR	20C	H 1	50D
823 BJJ	20B	HGX 404	15C
6 BMC	61C	HRX 990	9B
888 BMC	58C	854 HEA	1C
1 BMM	23B	8950 HX	50D
319 BMU	57C	572 HYK	31C
439 BRE	12C	737 HYK	27D
BKK 801 B	6A	365 HYL	8C
BLN 38 B	21D	412 HYL	59D
BTB 687 A	14B	HPJ 14 K	19D
CS 26	26C	IJ 1	16B
CU 7777	34D	JC 111	32 D
CAM 100	27D	JD 12	56D
CWF 39	4E	JM 1	14B
3619 CR	73C	96 JLC	75C
888 CRE	36C	JMV 175 K	5B
606 CTW	9D	KM 1	58C
71 CUU	63D	KEX 111	26D
41 CWF	58D	KEX 802	52D
DC 7	3D	KKR 1	2A
DG 175	20B	KMA 6	24A
DEG 1	11D	KWT 1	75C
DEL 393	65D	KWT 1	19 D
DON 8	24C	6867 KB	14B
DON 700	6B	KPW 355 C	43C
DON 700	7E	LLH 1	24C
DUR 1	1E	LME 1	} 26D
DVV 696	1C	or	
500 DBH	33D	LMG 1	} 3C
EAR 100	68C	LMW 623	
ECN 231	59C	LRP 223	4E
ECX 1	70 C	LYS 515	22C
EGX 444	40LC	MAD 1	30C
EUK 378	20C	MBM 777	23B
1 EMT	8E	MCA 300	3D
461 EVE	19C	MCX 451	70C
FD 8	15D	MGE 1	64C
FEG 334	11D	MJW 340	27C
FRD 444	3C	MJW 606	60C
FRN 309	71 D	MKC 555	44D
FSS 700	22LD	MLT 3	9C
FXT 4	28D	MWB 2	19B
1466 FD	15D	MYM 251	3A
420 FWR	46D	MYM 252	4A
FRE 596 A	48D	NOR 3	9C

Registration No.	Chassis No.	Registration No.	Chassis No.
NRU 10	24B	PYR 1	3E
NRU 111	6B	7 PT	19C
NXD 340	17B	1 PEV	5B
NYX 2	22B	R 500	29D
NYF 7	8C	RU 1	9D
NYF 575	15B	RDW 536	52C
NYX 631	5C	REL 13	23C
NYX 647	23C	RMB 1	58D
251 NOK	26D	RND 780	57D
694 NOT	21B	ROK 888	2E
NME 61E	11A	RPL 139	1C
OGF 905	20B	RWB 704	6C
OJW 300	61D	RXY 3	38D
OLA 796	7C	4403 RO	28D
OLG 490	26A	SC 8	69D
OLM 7	35D	SD 32	71D
OLN 180	31C	SZ 5467	7E
OLO 1	19C	SGE 641	64C
OLT 771	26C	SMA 410	11C
OLU 1	71C	STC 200	18C
OLX 36	28C	STO 88	65C
OLY 1	40D	STU 749	34D
OUK 999	49C	SUM 1	58D
OWU 10	46D	SYE 556	18D
OWY 1	70D	880 SKT	29D
OXK 826	29C	STY 764 A	19B
OXR 858	52C	TZ 5675	71D
OXU 7	19C	TMA 376	73C
OYE 682	45C	779 TRE	26C
OYE 690	69C	9809 TJ	32D
OYN 3	68C	UKL 109	62D
OYO 512	75C	UKP 253	25B
OYO 519	74C	ULG 663	42D
OYV 4	76C	ULK 600	1E
PN 1	41D	ULR 799	23B
PO 2	3D	ULR 55	32D
PZ 3170	19B	UTU 3	14D
PDA 200	1E	UWA 141	19B
PKT 1	7E	UXA 311	65D
PLL 3	45D	UYS 843	41D
PRP 990	4E	UYW 549	49D
PUW 6	36D	2048 UG	58D
PXC 163	56D	6 UMIT	4C
PXD 84	29D	V 28	26C
PXD 98	54D	VTK 560	68C
PXK 5	6B	VXM 859	58C
PXM 921	47D	VYD 794	35D
PXM 926	51D	VYN 24	18B
PXT 900	49D	470 VMC	4C
PXU 291	52D	WWS 98	43D
PXY 3	37D	WLO 3 G	23D
PYL 698	60D	XKK 217	57C
PYL 699	59D	XMG 1	21B
PYN 7	64D	XMG 1	21LC
PYN 701	25D	XSR 1	23C
PYP 252	55D	XXO 563	3D
PYP 254	39D	XYA 124	30C
PYP 255	27D	Y 9	53D
PYP 261	5E	YY 1	38D
PYP 265	6E		

NOTES TO THE TABLES WHICH FOLLOW

- Chassis No.**—These run consecutively, always omitting "13", in five series differentiated by a suffix letter—"A" to "E". The letter "L" inserted before the series letter indicates left-hand drive.
- Present Owner and Country.**—Bold type indicates that the car is definitely in existence and owned by the person named immediately before going to Press in mid-1978. Ordinary type indicates that no confirmation has been received concerning present whereabouts, but there is no reason to suppose that the car does not exist and the person named was the last known owner. Capitals highlight the fact that the car is still in the possession of the original owner.
- Date acquired.**—Given where furnished by owner.
- U.K. Registration Nos.**—The original Registration Number is given first, followed by subsequent changes, if any, in chronological order. (Where a car was exported when new, and subsequently re-imported into the U.K., the first number given is that allocated on re-importation.) Current (or last known) Registration Numbers are shown in bold type. Brackets are used to indicate Registration Numbers at the time of last leaving the U.K.
- Engine No.**—These run consecutively, including "13" (thus Chassis and Engine Numbers are the same up to "12"; thereafter the Engine Number is one less than the Chassis No.), prefixed by three letters—BC plus the series letter, viz. "A" to "E".
- Gearbox.**—Unless otherwise indicated right-hand drive cars fitted with a manual gearbox have a right-hand floor gear-change lever and left-hand drive cars have a steering-column gear-change lever. "Central" means a floor gear-change lever in the centre of the car.
- Coachwork.**—H. J. Mulliner means the 2-door Sports Saloon ("fast-back") body.
- Date delivered.**—In the case of chassis exported for the coachwork to be built overseas, the date given is that relating to the shipping of the chassis. The completed car would not have reached the owner until several months later.
- Previous Owners.**—The name of the first owner is in bold type. Subsequent owners are given, where known, in chronological order with the date of acquisition. Years in brackets indicate that there is some evidence that the car was owned at that time by the person named. (There are bound to be omissions, as many cars were exported and the continuous record of changes of ownership in Registration Books in the U.K. are not normally available in other countries.) In the case of cars purchased and/or registered in business names, these are shown as owned by the person having use of the car where this is known. Temporary registrations in the names of motor traders have been omitted.
- Miscellaneous Information.**—This column refers to variations from the standard specification, both chassis and coachwork. Also indicated are those cars which appeared on stands at contemporary Motor Shows.

ALL THE 'R' TYPE CONTINENTALS

Chassis No.	Present Owner, Country and Date of Acquisition	U.K. Reg. No.	Engine No.	Gearbox	Coachwork	Colours Body/Upholstery	Date Delivered	Previous Owners and Country	Miscellaneous Information
Note 1	Notes 2 and 3	Note 4	Note 5	Note 6	Note 7		Note 8	Note 9	Note 10
BC 1 A	Eric Weissberg (U.S.A.) 1970		BCA 1	Manual	H. J. Mulliner	Moas Green/ Tan	June 1952	Jean Simon (France) Fr. Joseph Resgen (U.S.A.) Philip Lacios B. Lakow	Plain radiator—no cap or mascot.
BC 2 A	Steve O'Rourke (U.K.) May 1973	KKR 1	BCA 2	Manual	H. J. Mulliner	Cadillac Green/ Pale Green	June 1952	H. Sentet (France) Victor Barclay (U.K.) (1959)	
BC 3 A	Damaged beyond repair in accident in France in July 1953	(MYM 251)	BCA 3	Manual	H. J. Mulliner	Dominion Blue/ Red	July 1952	Wm. C. Spear (U.S.A.)	Extension to gear lever. Rear window demister. Special bumpers.
BC 4 A	BRIGGS S. CUNNINGHAM (U.S.A.) June 1953	(MYM 252)	BCA 4 3 1/2" bore engine fitted 7/55	Manual	H. J. Mulliner	Grey/Dark Blue	July 1952	Briggs S. Cunningham (U.S.A.)	Rear window demister. Special bumpers. Plain radiator—no cap or mascot.
BC 5 A	C. J. Noble (U.S.A.)		BCA 5 This engine put in BC 14 B in 1968. Replaced by No. 5470	Manual	H. J. Mulliner	Brewster Green/ Tan	Aug. 1952	Charles Moran, Jr. (U.S.A.) Thomas F. Millbank (7/76) James C. Leake	Rear window demister. Special bumpers.
BC 6 A	G. E. Turner (U.K.) July 1976	BKK801B	BCA 6	Manual	H. J. Mulliner	Green/Grey	Sept. 1952	Henri Lafond (France) G. P. Burnham (U.K.) (12/64)	Paris Show. Rear window demister.
BC 7 A	Alain Reynard (Mexico) 1960		BCA 7	Manual	H. J. Mulliner	Broken White/ Red	Nov. 1952	Ionel Sanielevici (France)	London Show (H. J. Mulliner Stand).
BC 8 LA	George C. Chilberg (U.S.A.) January 1968		BCA 8	Manual	H. J. Mulliner	Silver Blue and Blue/Light Blue	Sept. 1952	Howard W. Kizer (U.S.A.) Mrs. Dorothy King (1954) Jay Hampie (1964/5)	
BC 9 A	Dr. H. Thomas Ballantine, Jr. (U.S.A.) 1960		BCA 9	Manual	H. J. Mulliner	Black/Tan	Oct. 1952	C. R. Lang (Belgium)	Odometer in kilometres.
BC 10 A	H. Vanne Trompi (Australia) November 1975		BCA 10	Manual	H. J. Mulliner	Blue/Red	Dec. 1952	Georges Filipinetti (Switzerland) Jacques Bordier (1954) R. J. Jeibart (Australia) M. S. Ricketson (10/65) T. A. V. Parkinson (11/71)	
BC 11 A	J. M. O. Gurney (U.K.) March 1977	NME 01 E	BCA 11	Manual	H. J. Mulliner	Tudor Grey/ Maroon	Nov. 1952	Mrs. Guinness (France) L. Dubreuil (1/55) — Rambuteau (9/64) G. N. May (U.K.) (9/67) R. G. Seys (7/69) J. E. Evan-Cook (7/72)	
BC 12 A	Frederick J. English (Australia) December 1972		BCA 12	Manual	H. J. Mulliner	Traffic Blue/ Tan	Dec. 1952	A. Agnelli (Italy) Robert Schasseur (France) (7/54) Ronald J. Jeibart (Australia) Ian W. Dodd (5/67)	
BC 14 LA	Burgess P. Standley (U.S.A.) 1963		BCA 13	Manual	H. J. Mulliner	Valentine Grey/ Grey	Oct. 1952	Dr. W. A. Burden (U.S.A.) Peter van Garbig	
BC 15 A	Not known		BCA 14	Manual	H. J. Mulliner	Blue/Tan	Jan. 1953	A. Embricos (France)	For use in Switzerland.
CC 16 LA	Whitcomb M. Rummel (U.S.A.)		BCA 15 3 1/2" bore engine fitted in 1965	Manual Central	H. J. Mulliner	Blue/Blue	Jan. 1953	S. Magnus Swenson (U.S.A.) C. A. Evers	Original engine now in BC 37 LC.
BC 17 A	Not known—sold by first owner in January 1967.		BCA 16	Manual	H. J. Mulliner	Metallic Grey/ Red	Jan. 1953	Rolf H. A. Habiarutinger (Switzerland)	
BC 18 LA	Reported written off in accident in 1967.		BCA 17	Manual	H. J. Mulliner	Cadillac Green/ Pale Green	May 1953	Carlos Machado Ribeiro Ferreira (Portugal)	
BC 19 A	Not known		BCA 18	Manual	H. J. Mulliner	Black/Red	Feb. 1953	A. Frey (Switzerland)	
BC 20 A	Lamont Haggerty (U.S.A.)		BCA 19	Manual	H. J. Mulliner	Dark Green/ Beige	Feb. 1953	Louis Schneller (Switzerland)	Geneva Show.
BC 21 A	W. M. Davis (U.S.A.) February 1973		BCA 20	Manual	H. J. Mulliner	Tudor Grey/ Red	Mar. 1953	G. Luginbuhl (Switzerland) W. Barth (9/67)	Geneva Show.

Chassis No. Note 1	Present Owner, Country and Date of Acquisition Notes 2 and 3	U.K. Reg. No. Note 4	Engine No. Note 5	Gearbox Note 6	Coachwork Note 7	Colours Body/Upholstery	Date Delivered Note 8	Previous Owners and Country Note 9	Miscellaneous Information Note 10
BC 22 A	William E. Nicholson (Canada)		BCA 21	Manual	H. J. Mulliner	Black/Off-White	Mar. 1953	Charles Gillet (Switzerland) Leroy L. Little (U.S.A.) (1955) Joseph L. Carman III (1964) Julius Haumann (1966) Julian Eccles (3/67)	Believed now to have a Rolls-Royce radiator and an S.1 engine and transmission.
BC 23 A	Alain Rouhaud (France)		BCA 22 3 1/2" bore engine fitted	Manual	H. J. Mulliner	Black/Beige	Mar. 1953	J. Fossier (France)	
BC 24 A	Christopher H. L. Owen (U.S.A.) August 1972	(KMA 6)	BCA 23 3 1/2" bore engine fitted 12/54	Manual	H. J. Mulliner	Black/Dark Green	Mar. 1953	Sir Duncan Orr Lewis (France) Lord O'Neill Dr. P. Hume Kendall (1965) T. A. Houston-Boswell	
BC 25 A	Charles C. Anker (U.S.A.) 1974		BCA 24	Manual	H. J. Mulliner	Tudor Grey/ Maroon	April 1953	A. S. Onassis (France) George M. Cahan (1959) Julius H. Haumann (U.S.A.) (1963) Jim Dunbar (1967) Kent Wakeford (1972)	
BC 26 A (previously 9 B 6)	Stanley Sedgwick (U.K.) December 1960	OLG 490	BH 11 3 1/2" bore engine fitted in July 1954	Manual	H. J. Mulliner	Shell Grey/Red	Aug. 1951	Bentley Motors (1931) Ltd. (U.K.)	Prototype — Experimental Chassis No. until 28th February, 1954, when a 'post-A' Series number was allocated. Divided windscreen. Roof 1" higher than production cars.
BC 1 LB	Not known		BCB 1	Manual	H. J. Mulliner	Tudor Grey/ Tan	April 1953	J. Gordon Mack (U.S.A.)	
BC 2 LB	E. P. Eaton, Jr. (U.S.A.) August 1974		BCB 2	Manual	H. J. Mulliner	Oyster White/ Red	Mar. 1953	R. L. Parish (U.S.A.) John Shakespeare (1953) A. Boyer (1965) A. N. Geril (1973)	New York Show.
BC 3 B	Stefano Pisa (Italy) 1978		BCB 3 3 1/2" bore engine fitted	Manual	H. J. Mulliner	Green/Grey Green	April 1953	Robert Faye (France) Prince Giuseppe Simgano (Italy)	
BC 4 B	In dealer's showroom in Paris.		BCB 4	Manual	H. J. Mulliner	Shell Grey/ Dark Green	May 1953	Franco-Britannic Autos Ltd. (France) Jacques Simon Ph. Berlin-Mourou	Demonstrator.
BC 5 B	Paul Vesley (U.K.) March 1978	JMV 175 K 1 PEV	BCB 5 3 1/2" bore engine fitted	Manual	H. J. Mulliner	Velvet Green/ Light Blue	May 1953	W. Zietz (France) Charles Howard (4/72) D. M. Cutmore (11/72) M. Khachadourian	
BC 6 B	T. D. Worrall (U.K.) June 1974	NRU 111 DON 700 PKX 5	BCB 6 3 1/2" bore engine fitted 7/58	Manual	H. J. Mulliner	Dark Battleship Grey/Bright Red	July 1953	F. J. McInnes (U.K.) G. C. V. Brittain (12/53) Lauchlin Rose (1/56)	
BC 7 B	W. R. Wilson (U.K.) May 1968	BEN 900	BCB 7	Manual	H. J. Mulliner	Black/Maroon	June 1953	W. O. Street (U.K.)	
BC 8 LB	I. C. MacGuerrie (Canada) April 1973		BCB 8	Manual Central	H. J. Mulliner	Black Pearl/ Grey	June 1953	N. Monsarrat (Canada) J. A. Vaughan (1958) Dr. (?) Burgess (1966)	Additional heater.
BC 9 B	MICHAEL T. U. COLLIER (U.K.) July 1963	HRX 990	BCB 9	Manual	H. J. Mulliner	Metallic Silver/ Red	July 1953	Michael T. U. Collier (U.K.)	
BC 10 LB	John F. Ling (U.S.A.)		BCB 10	Manual	H. J. Mulliner	Deep Grey/ Black	May 1953	J. F. C. Bryce (U.S.A.) R. E. Wanless (1970)	
BC 11 LB	Andrew D. Darling (U.S.A.) 1962		BCB 11	Manual Central	H. J. Mulliner	Grey/Blue	June 1953	Briggs S. Cunningham (U.S.A.) John Scholer (1959)	
BC 12 B	P. C. Gallian (Switzerland)		BCB 12	Manual	H. J. Mulliner	Cream/Black	June 1953	Max Ras (Switzerland)	
BC 14 B	Shane Davis (Canada)	JM 1 6867 KB GVWR 140 (BTB 687 A)	BCB 13 BCA 5 fitted in 1968	Manual	H. J. Mulliner	Midnight Blue/ Light Blue	July 1953	John Moores (U.K.) Norman Foods Ltd. (1/64) G. W. Rothwell (6/67) W. E. Blackaby (1969)	
BC 15 B	D. G. Silcock (U.K.)	NYF 575	BCB 14	Manual	H. J. Mulliner	Green/Grey Green	July 1953	W. G. Riley (U.K.)	Rolls-Royce Kneeling Spirit of Ecstasy mascot.
BC 16 B	William H. Tuckett I J & Andrew Fletcher (U.K.) October 1975		BCB 15	Manual	H. J. Mulliner	Pacific Green/ Light Beige	Aug. 1953	Cyril Lord (U.K.)	

Chassis No.	Present Owner, Country and Date of Acquisition	U.K. Reg. No.	Engine No.	Gearbox	Cochwork	Colours Body/Upheistery	Date Delivered	Previous Owners and Country	Miscellaneous Information
Note 1	Notes 2 and 3	Note 4	Note 5	Note 6	Note 7		Note 8	Note 9	Note 10
BC 17 LB	Dr. H. B. Dixon (U.S.A.)	(NXD 340)	BCB 16	Manual Central	H. J. Mulliner	Green/Light Green	May 1953	Lloyd S. Gilmour (U.S.A.) Wm. Klein (1956)	Hand throttle on steering column. Speedometer and rev-counter transposed. Special seating, tables and quarter woodwork.
BC 18 B	Dr. D. Longford (U.S.A.) April 1974	(VYN 24)	BCB 17	Manual	H. J. Mulliner	Battleship Grey/Red	June 1953	J. M. Tarafa (Cuba) J. Collings (U.K.) (3/59) Jack Barclay Ltd. (1/60) D. R. Morgan (11/80) M. B. Gaudin (1/66)	
BC 19 B	D. Martin H. B. Larber (U.S.A.) September 1977	PZ 3170 MWB 2 UWA 141 (STY 754 A)	BCB 18	Manual	H. J. Mulliner	Silver Metallic Grey/Blue	Aug. 1953	S. McCrudden (U.K.) Col. Batchelor (c. 1954) L. R. Gale (c. 1955) M. H. Ferguson (7/57) Bramigke & Co. Ltd. (7/57) J. M. E. Howarth (5/61) Chippy Heath Furniture Ltd. (11/72) M. F. P. Kingham (7/73) J. R. H. Fack (4/74)	
BC 20 B	A. J. Maddows (U.K.)	OGF 905 DG 175 823 BJJ	BCB 19	Manual Central (later changed to standard right-hand)	H. J. Mulliner	Metallic Tarian Green/Grey-Green	Sept. 1953	Rolls-Royce Ltd. (U.K.) Mrs. Margaret Scott-Paine (1/54) W. H. Collings & Associates Ltd. (7/58) D.D. Services Ltd. (7/60) Walter Luttrell (2/61) Twistlock Inst. of Human Relations (6/63) Dr. A. K. Rice (8/63) R. S. Cussens (5/69) A. G. Kilner (9/72) R. P. Isaia (2/77)	
BC 21 B	J. W. Nelson (South Africa) March 1977	XMG 1 (894 NOT)	BCB 20	Manual	H. J. Mulliner	Black/Beige	July 1953	R. H. Holmes (U.K.) Central Garage (1957) T. Howden Ltd. (1958) J. A. Worthington (1966) A. B. Hardcastle E. Frost (Zambia) (1972)	
BC 22 B	I. E. Robbins (U.K.) July 1975	XYX 2	BCB 21	Manual	H. J. Mulliner	Black/Brown	Jan. 1954	T. G. Burn (U.K.) P. D. Chandler (8/58) P. Bain (5/63) P. A. Smith (1/73) Frederick Smith & Co. (4/75)	
BC 23 B	L. F. Upjohn (U.K.) June 1978	MBM 777 1 BMW ULR 799	BCB 22	31" bore engine fitted	H. J. Mulliner	Metallic Silver Grey/Red	Aug. 1953	B. M. Mavroelen (U.K.) L. S. E. Jones (7/64)	
BC 24 B	James C. Owen, Jr. (U.S.A.) November 1977	(NRU 10)	BCB 23	Manual	H. J. Mulliner	Black/Red	Sept. 1953	G. E. Lambert (U.K.) Baron Nugent (6/68) Peter Wyngaard (8/71)	
BC 25 B	C. B. Lloyd Jones (Australia) June 1975	A 3727 (UKP 253)	BCB 24	Manual	H. J. Mulliner	Blue/Fawn	Oct. 1953	J. L. Sears (U.K.) N. H. Partridge	
BC 1 C	J. R. Fothergill (U.S.A.) October 1962	DVY 696 RPL 139 854 HEA	BCC 1	Engine later bored out to 31" with thin gasket giving c.r. of 7.7 to 1	H. J. Mulliner	Two-tone Green/Brown	Dec. 1953	S. E. Sears (U.K.) R. P. Lovell (1/67)	Radiator 21" higher. Pre-fabricated "Wraith" bumpers.
BC 2 LC	Seward Johnson (U.S.A.) 1971		BCC 2	Manual	H. J. Mulliner	Pale Green/Grey-Green	Aug. 1953	Wm. Kemble Carpenter (U.S.A.)	Sealed beam headlamps.
BC 3 C	W. J. Harwood (U.S.A.) January 1976	FRD 444 (LMW 623)	BCC 3	Manual	H. J. Mulliner	Black/Beige	Sept. 1953	H. C. Corias (U.K.) Guy Moreton (1954) Howard Baker (1960) Leon Shapiro (U.S.A.) (1975) Lorraine Lenchas (8/75)	
BC 4 C	A. J. S. de Segundo (U.K.) January 1973	GR 77 470 VMC 6 UMT	BCC 4	Manual	H. J. Mulliner	Ivory/Red	Jan. 1954	G. Rotnell (U.K.) Godfrey Davies Cars (1/60) Perry Billings (3/60) G. Sathy (1/61) R. M. Burton (6/65)	Curved rear end and boot lid.
BC 5 C	Donald F. Maki (U.S.A.)	(NYX 631)	BCC 5	Manual	H. J. Mulliner	Tudor Grey/Grey	Oct. 1953	James Archdale (U.K.) G. Humphries (1965) J. S. Shaw (1966) Glenn A. Cramer (U.S.A.) (1969) R. Wagner	Heavy seats.

Chassis No.	Present Owner, Country and Date of Acquisition	U.K. Reg. No. Note 4	Engine No. Note 5	Gearbox Note 6	Coachwork Note 7	Colours Body/Upholstery	Date Delivered Note 8	Previous Owners and Country Note 9	Miscellaneous Information Note 10
BC 6 C	Not known	RWB 704	BCC 6	Manual	H. J. Mulliner	Circassian Blue/Light Blue	Oct. 1953	Kenneth Lee (U.K.) P. J. Walker (1955) D. S. Mark (1956) Oliver Sear	
BC 7 C	Not known	OLA 796	BCC 7	Manual	H. J. Mulliner	Circassian Blue/Off-White	Nov. 1953	S. S. Niarchos (U.K.) M. A. Messenger F. R. Ingham	
BC 8 C	John Lansdell (U.K.) April 1966	NYF 7 365 HYL	BCC 8	Manual	H. J. Mulliner	Black/Beige	Oct. 1953	Lionel Green (U.K.)	
BC 9 C	Frank T. Cavanagh (Australia) August 1968	MLT 3 (NOR 3)	BCC 9	Manual	H. J. Mulliner	Rover Grey/Red	Feb. 1954	P. F. Scrutton (U.K.) S. W. B. Hallwood (1955)	Steering wheel quadrant and gear lever knob in red. Wheel discs chrom-plated. Plain radiator shell—no cap. Special rear wings.
BC 10 C	Arian Ettlinger (U.S.A.) June 1978		BCC 10	Manual	H. J. Mulliner	Velvet Green/Grey	Feb. 1954	H.H. The Maharajah of Indore (U.S.A.) Mrs. Fay Tait Mrs. Anne W. van Rensselaer	
BC 11 C	L. E. Dalton (U.K.) November 1962	SMA 410	BCC 11 3 1/2" bore engine BCC 77 fitted 1955	Manual	H. J. Mulliner	Circassian Blue/Off-White	Feb. 1954	Rolls-Royce Ltd. (U.K.) G. C. Marler (8/55)	Bentley Motors Demonstrator.
BC 12 C	Brian Morgan (U.K.) February 1973	439 BRE	BCC 12	Manual	H. J. Mulliner	Black/Red	Jan. 1954	C. G. Bowers (U.K.) Staffordshire Potteries Ltd. (9/55) W. H. Lewis (1/59)	
BC 14 C	S. C. Bentinck (Switzerland) March 1966		BCC 13 3 1/2" bore engine fitted	Manual	H. J. Mulliner	Tudor Grey/Red	Jan. 1954	H. G. Martin (Switzerland)	
BC 15 C	Douglas Poli (U.K.) October 1971	HCX 404	BCC 14	Manual Central	H. J. Mulliner	Tudor Grey/Maroon	Jan. 1954	R. L. Brown (U.K.)	Central hand-brake.
BC 16 C	R. J. Jelbart (Australia) 1961		BCC 15	Manual	H. J. Mulliner	Ivory/Red	Dec. 1953	Dr. Rowland Guenin (Switzerland)	
BC 17 C	Jean-Pierre Graetzer (Switzerland) October 1974		BCC 16 S.1 engine No. B 246 BA fitted 1956	Manual	H. J. Mulliner	Black/Grey-Green	Feb. 1954	Henri Brolliet (Switzerland) Dr. Carl J. Burckhardt (1959) Dr. Hans J. Winistoerfer (1/66)	Geneva Show.
BC 18 C	Giorgio C. Cefis (U.K.) January 1976	STC 200	BCC 17	Manual	H. J. Mulliner	Shell Grey/Maroon	Jan. 1954	Charles E. Burrell (U.K.) P. Livingstone Armstrong (1/65) S. Gibbs (7/65) R. T. Stocks (4/69)	
BC 19 C	J. E. Lyons (U.K.) July 1975	OLO 1 OXU 7 461 EVE 7 PT	BCC 18	Manual	H. J. Mulliner	Circassian Blue/Red	Jan. 1954	Sam Harris (U.K.) H. Samuel & Co. (1954) R. P. J. Gibson of R. C. Redger (1958) Vice-Admiral Sir Allan Trewby	Heavy front seats.
BC 20 C	Fit./Lt. T. N. Allen (U.K.) October 1971	EUK 378 999 DHR	BCC 19	Manual	H. J. Mulliner	Black/Red	Jan. 1954	E. P. Jenks Ltd. (U.K.) S. H. R. Clarke	
BC 21 LC	Gerard R. Martel (U.S.A.) 1960	(XMG 1)	BCC 20 3 1/2" bore engine fitted in 1961	Manual Central	H. J. Mulliner	Black/Beige	Sept. 1953	H.M. The Emperor of Bao-Dai (France) Peter van Gerbig (U.K.) (1956)	Paris Show.
BC 22 C	Richard Barton (U.K.)	LYS 515	BCC 21	Manual	H. J. Mulliner	Grey-Blue/Light Blue	Nov. 1953	David Auld Graham (U.K.) W. V. Radford (8/57) Wells & Winch Ltd. G. T. Shosmith (8/65) R. E. Clarke R. F. Woollett Graham Bennett	London Show.
BC 23 C	Ian B. Fieken (U.K.) May 1977	NYX 647 REL 13 XSR 1	BCC 22	Manual	H. J. Mulliner	Circassian Blue/Red	Nov. 1953	R. S. Wills (U.K.) P. Q. A. Harvey (c. 1955) John M. James (c. 1955) S. Alexander (c. 1966) Lord Chesham (8/59) J. Sykes & Partners Ltd. (11/60) W. Fieldsend (10/67) R. E. Lounds (12/73)	London Show (H. J. Mulliner Stand).
BC 24 C	August Wild (Switzerland) September 1977	(LLH 1) (DON 8)	BCC 23 3 1/2" bore engine fitted	Manual	H. J. Mulliner	Midnight Blue/Blue	Oct. 1953	M. H. Ferguson (U.K.) Marquis of Donegall (Switzerland) Christopher Lockie	
BC 25 C	Not known		BCC 24 3 1/2" bore engine fitted	Manual	H. J. Mulliner	Shell Grey/Dark Green	Sept. 1953	Paul Bernard (France)	Paris Show?

Chassis No. Note 1	Present Owner, Country and Date of Acquisition Notes 2 and 3	U.K. Reg. No. Note 4	Engine No. Note 5	Gearbox Note 6	Coachwork Note 7	Colours Body/Upholstery	Date Delivered Note 8	Previous Owners and Country Note 9	Miscellaneous Information Note 10
BC 26 C	E. F. Burkart (U.K.) August 1974	(OLT 771) 779 TRE V 25 CS 25	BCC 25	Manual	H. J. Mulliner	Circassian Blue/Blue	Feb. 1954	Patrick Hall (U.K.) Clifford W. Sabey (12/57) (U.K., later Switzerland)	Heavy front seats.
BC 27 C	Not known	MJW 340	BCC 26	Manual	H. J. Mulliner	Black/Beige	Mar. 1954	J. Salem (U.K.) H. C. Paul O. T. Jackson (1955) Samuel Hodge & Sons (1956) J. Aubrey Fletcher (1959)	
BC 28 C	George Daniels (U.K.) July 1978	OLX 36	BCC 27	Manual	H. J. Mulliner	Blue Grey/ Pale Blue	Mar. 1954	Taylor Woodrow Plant Ltd. (U.K.) J. B. Ashbrook (1/55)	
BC 29 C	J. H. Chapman (U.K.) May 1968	OXK 826	BCC 28	Manual	H. J. Mulliner	Tudor Grey/ Grey	Mar. 1954	Vernon E. Sangster (U.K.) Donald Campbell (1/58) Cecil G. W. Harrison (8/58) Brian Morgan (1/65) J. G. Hill (1/68)	
BC 30 C	Not known—sold by last known owner in late 1950s.	MAD 1 XTA 124	BCC 29	Manual	H. J. Mulliner	Blue/Light Beige	Mar. 1954	T. H. Simmonds (U.K.) G. Elliott (1957) C. L. Walker (1958) F. H. Wrigley	Plain radiator cap. Heavy front seats.
BC 31 C	Not known—sold by last known owner in 1972.	OLN 180 572 HYK	BCC 30	Manual	H. J. Mulliner	Battleship Grey/ Green	Feb. 1954	H.H. The Princess of Berar (U.K.) R. Melville Smith (1/65) R. G. Pulvertaft (12/65)	
BC 32 C	William A. Rose, Jr. (U.S.A.) February 1971	BCC 31 31" bore engine fitted 2/57	BCC 31	Manual	H. J. Mulliner	Tudor Grey/ Tan	Feb. 1954	— Cuny (France) W. Yeager (U.S.A.)	
BC 33 LC	Not known since death of last known owner.	BCC 32	BCC 32	Manual Central	H. J. Mulliner	Silver Streak/ Red	Nov. 1953	Charles B. Wrightsman (U.S.A.) Capt. Thorne Donnelly (1954)	
BC 34 C	E. B. Zimmermann (U.S.A.) April 1971	BCC 33	BCC 33	Manual	H. J. Mulliner	Donagel Green/ Grey-Green	Dec. 1953	Comte de Villapadierna (France) Peter van Gerbig (U.S.A.) (6/58) R. F. de Graaf (1957) — Gilbert Charles M. Crowhurst (1962) Charles F. Delwiler (2/63)	
BC 35 LC	Not known since death of last known owner.	BCC 34	BCC 34	Manual Central	H. J. Mulliner	Maroon/Putty	Jan. 1954	Wm. Brewster (U.S.A.) Col. George E. Felton	Heavy front seats. "Silver Wraith" petrol tank.
BC 36 C	Michael Sapsford (U.K.) September 1976	888 CRE	BCC 35	Manual	H. J. Mulliner	Shell Grey/ Blue	June 1954	W. H. Harrison (U.K.) Gordon Spriggs (4/62) Brig. C. G. Fairweather (8/63) Richard G. Says (3/69)	T-Series welded frame specially strengthened by Experimental Dept. Rain gutter.
BC 37 LC	Charles A. Steinmetz (U.S.A.) September 1974	BCC 36 later BCA 16	BCC 36	Manual	H. J. Mulliner	Black/Tan	Feb. 1954	John Simons (Holland) Jerome Howell (U.S.A.)	Colonial front springing. Octane selector. Heavy front seats.
BC 38 LC	Estate of the late R. Flaccus Stifel (U.S.A.)	BCC 37 31" bore engine fitted	BCC 37	Manual Central	H. J. Mulliner	Circassian Blue/ Red	Feb. 1954	William C. Spear (U.S.A.) Edward B. Nisbet (1958) R. Flaccus Stifel (3/61)	Heavy front seats.
BC 39 LC	Jorgen Truelsen (Denmark) January 1974	BCC 38	BCC 38	Manual Central	H. J. Mulliner	Special Grey/ Tan	Jan. 1954	Edouard Zustrassen (Belgium) E. Kjellerup-Hansen (Denmark) (5/61)	Colonial front springing. Brussels Show.
BC 40 LC	Anthony Thompson (U.S.A.) January 1978	(EGX 444)	BCC 39	Manual Central	H. J. Mulliner	Tudor Grey/ Beige	Mar. 1954	J. Gordon Mack (U.S.A.) Francis H. Ludington (1964) Joel L. Moyer (1973) Dominic Cappelli	
BC 41 LC	Nothing known after traded in to Franco - Britannic Automobiles in Paris by original owner.	BCC 40 31" bore engine fitted	BCC 40	Manual	H. J. Mulliner	Shell Grey/ Blue	Mar. 1954	Count Mario Pinci (France)	
BC 42 LC	Gary D. Moore (U.S.A.)	BCC 41	BCC 41	Automatic	H. J. Mulliner	Cream/Cream & Crocodile	April 1954	A. Schumann (U.S.A.) G. Baxter	
BC 43 C	G. E. T. Granter (U.K.) December 1972	KPW 355 C	BCC 42	Manual	H. J. Mulliner	Green/Grey-Green	Feb. 1954	Dr. Charles H. Gossweiler (Switzerland) W. G. M. Jones (1955) Peter N. Garner (7/68) George A. Stickland (1970) William A. Liddell (1972)	Geneva Show.
BC 44 LC	In dealer's showroom in London.	BCC 43	BCC 43	Manual	H. J. Mulliner	Shell Grey/ Green	Feb. 1954	Major Eric Loder (France) Don Farragher (U.S.A.) (c. 1967) Rachet Krenzer (1972)	

Chassis No.	Present Owner, Country and Date of Acquisition	U.K. Reg. No.	Engine No.	Gearbox	Coachwork	Colours Body/Upholstery	Date Delivered	Previous Owners and Country	Miscellaneous Information
Note 1	Notes 2 and 3	Note 4	Note 5	Note 6	Note 7		Note 8	Note 9	Note 10
BC 45 C	Robin Guild (U.K.) 1978	OYE 682	BCC 44	Manual Central	H. J. Mulliner	Tudor Grey/Beige	April 1954	H. G. Bentley (U.K.) Highams Ltd. (1956) Fenwick & Co. (West Hartlepool) Ltd. (1956) B. O. Eldon (1977)	
BC 46 LC	Paul Badré (France) 1966		BCC 45	Manual Central	H. J. Mulliner	Tudor Grey/Tan	Jan. 1954	Baron Bléh (France) Charles Graily (1954)	
BC 47 LC	Not known		BCC 46	Manual Central	H. J. Mulliner	Shell Grey/Dark Green	Feb. 1954	Major Eric Loder (Switzerland)	Dutch Show.
BC 48 LC	Nicolas Franco, Jr. (Spain) December 1977		BCC 47 31" bore engine fitted 3/55	Manual	H. J. Mulliner	Tudor Grey/Light Grey	Mar. 1954	Paul Avot (France) A. Simon (1/59) — Urman (11/62) L. Sidaner (1/63) D. W. Rumsey (France/Switzerland) (8/67) Count Michael Semler (Italy) (1/73) H. J. Hunt (Switzerland) (3/77)	
BC 49 C	John Broadway (U.K.) December 1965	OUK 999	BCC 48 31" bore engine fitted	Manual Central	Pinin Farina	Beige/Red	July 1954	Chas. Atwood Ltd. (U.K.) C. C. Cooper (8/55) George Humphries (12/65)	
BC 50 LC	Wm. Adamson, Jr. (U.S.A.) December 1972		BCC 49	Manual Central	H. J. Mulliner	Silver Blue/Light Blue	April 1954	H. W. Kizer (U.S.A.) John Reid Topping (2/56) Wm. Klein (12/56) Dr. Mark Sheppard (12/68)	Heavy front seats.
BC 51 LC	Gene Littler (U.S.A.) July 1977		BCC 50	Manual Central	Fransy Saloon	Black/Green	May 1954	Vandendriessche et Fils (France) Douglas James Smith (U.S.A.)	
BC 52 C	Not known after disposal on death of first owner in 1963.	OKR 858 RDW 536	BCC 51	Manual	H. J. Mulliner	Royal Purple/Grey	April 1954	R. D. Weatherell (U.K.)	New type radiator shell.
BC 53 C	Kaj H. Bach (Denmark)		BCC 52	Manual	H. J. Mulliner	Shell Grey/Light Blue	May 1954	Knud Abildgaard (Denmark)	New type radiator shell.
BC 54 C	Juan Cochs Tapias (Spain)		BCC 53	Manual Central	H. J. Mulliner	Black/Light Blue	April 1954	José Mario Bullo-Marques (Spain)	
BC 55 C	A. J. McAlpine (South Africa)		BCC 54	Manual	Grabner Dropthead Coupé	?	Mar. 1954	Georges Filippinetti (Switzerland) H. Bellairs (1965) Sir George Albu (S.A.)	Geneva Show.
BC 56 LC	K. Hardman Schon (U.S.A.) July 1970		BCC 55	Manual Central	H. J. Mulliner	Maroon/Putty	June 1954	Raymond F. Moreland (U.S.A.) Jack Roberts (1962/3)	Heavy front seats.
BC 57 C	C. Haagen (U.S.A.)	319 BMU (KKK 217)	BCC 56	Manual Central	H. J. Mulliner	Tartan Green/Brown	May 1954	F. H. D. Button (U.K.) D. Butler (1950) A. Mallard Ltd. (1956) Loren L. Alf (U.S.A.)	
BC 58 C	Ivor Silverstone (U.K.) April 1976	888 BMC KM 1 VXM 859	BCC 57 High compression engine No. BE 18217 fitted in 1958	Automatic	H. J. Mulliner	Metallic Regal Red/Maroon	April 1954	J. A. Prestwich (U.K.) The Hon. Keith Mason (1956) B. M. Russ-Turner (7/61) Dr. Walter Wilson (3/70)	
BC 59 C	E. D. Young (U.K.) February 1961	ECN 231	BCC 58	Manual	H. J. Mulliner	Velvet Green/Green	April 1954	Nigel Turner (U.K.) V. T. Barton (1965) Peter van Gerbig (1958) Douglas Young	
BC 60 C	Mrs. R. Westall (U.K.) 1968	MJW 606 BRE 1 941 GBL	BCC 59	Manual	H. J. Mulliner	Vineyard Green/Beige	May 1954	James Gibbons Ltd. (U.K.) Shackell Edwards Co. Ltd. (1956) Andrew Hasloch (1/56) B. R. Eastick (8/63) R. G. Gooda (3/68) Mrs. P. V. Gooda and Mrs. P. Westall (1/66)	
BC 61 C	James W. Sowers (New Zealand) October 1976	(6 BMC)	BCC 60	Manual	H. J. Mulliner	Pacific Green/Beige	May 1954	L. C. Hudson (U.K.) R. Melville-Smith I. R. Maxwell-Stewart (N.Z.) (8/64) D. R. Bowman (3/73)	2-way petrol pump switch.
BC 62 LC	Virgil M. Campbell (U.S.A.) April 1972		BCC 61	Automatic	H. J. Mulliner	Midnight Blue/Maroon	April 1954	Laurence S. Rockefeller (U.S.A.) John F. Merriam (6/60)	Sealed beam headlamps.
BC 63 LC	Not known		BCC 62	Manual Central	H. J. Mulliner	Tudor Grey/Beige	July 1954	Antonio Francisco Marchado Ferreira de Carvalho E. Silva (Portugal) Kurt Kneiger Bryan G. Pearson (U.S.A.) (1964)	

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Note 1	Notes 2 and 3	Note 4	Note 5	Note 6	Note 7		Note 8	Note 9	Note 10
BC 64 C	Edward R. Dexter (U.K.) March 1976	MGE 1 SGE 641	BCC 63	Manual	H. J. Mulliner	Metallic Shell Grey/Blue	May 1954	P. McDonald (U.K.) Godfrey Evans	
BC 65 C	ROBERT H. BYROM (U.K.)	STO 88	BCC 64	Manual	H. J. Mulliner	Connaught Green/ Grey	June 1954	Robert H. Byrom (U.K.)	Plain radiator cap—no mascot.
BC 66 LC	Not known since sold by last owner in 1971.		BCC 65	Automatic	H. J. Mulliner	Silver Blue/ Light Blue	April 1954	John Dimick (U.S.A.) B. R. Franko-Fillipasic (1964)	
BC 67 C	Mrs. Jacqueline Blank (U.S.A.) December 1973		BCC 66	Manual	H. J. Mulliner	Black/Grey-Green	May 1954	Nelson Fuchs (Switzerland) Robert Oliver (U.S.A.) Leroy L. Carver (U.S.A.) (c. 1970)	Heavy front seats.
BC 68 C	O. A. Batten (U.K.) December 1970	OYN 3 VTK 560 EAR 100	BCC 67	Manual	H. J. Mulliner	Black Pearl/ Rust	May 1954	A. Atlas (U.K.) J. Palmer Chapman (and Mrs.) (8/56) R. Knepman (4/68) F. M. Wilcock (11/68) D. Passmore (12/69)	Heavy front seats.
BC 69 C	Anthony P. Bamford (U.K.) November 1977	OYE 590	BCC 68	Manual	H. J. Mulliner	Blue/Blue	May 1954	Capt. E. W. W. Bailey (U.K.) R. H. Windsor (1957) W. S. Black (5/58) A. G. Buxton (10/62) F. J. Stafford (7/77)	Plain radiator cap—no mascot. Heavy front seats.
BC 70 C	Not known	ECX 1 MCK 461	BCC 69	Automatic	H. J. Mulliner	Velvet Green/ Grey	June 1954	J. E. Hanson (U.K.) T. L. Batty (1958)	Heavy front seats.
BC 71 C	Douglas Bunn (U.K.) February 1978	OLU 1	BCC 70		H. J. Mulliner	White/Red	June 1954	Raymond Way (U.K.) J. J. Lorant (10/55) Miss M. A. Strickland (1/56)	
BC 72 C	A. C. COCKBURN (U.K.)	GAG 71	BCC 71	Manual	H. J. Mulliner	Blue/Blue	June 1954	A. C. Cockburn (U.K.)	
BC 73 C	T. A. M. de Limelette (U.K.) 1970	TMA 376 3619 CR	BCC 72	Automatic	Park Ward Drophead Coupe	Dual Grey/ Red	Dec. 1954	S. S. Downing (Birmingham) Ltd. (U.K.) Harry Lewis Motors Ltd. (1/61) H. A. Dawson-Bowman (9/65) Lady Rosemary French (2/68) C. T. Muddinan (4/69) Stanley Berman (8/69) M. N. Dawson (9/70)	Frame strengthened by Experimental Dept. Special seating. Used in film "The Fast Lady" (1961/2).
BC 74 C	R. D. Miller (U.K.)	OYO 519	BCC 73	Manual	H. J. Mulliner	Tartan Green/ Beige	June 1954	J. D. Alston Ltd. (U.K.)	
BC 75 C	T. M. Bradfield (U.K.) November 1975	OYO 512 KWT 1 96 JLC	BCC 74	Manual	H. J. Mulliner	Circassian Blue/ Light Blue	June 1954	E. Parry (U.K.) G. Abrahams (1962) Dr. J. C. Taylor (6/67) R. F. Reed (7/69) A. J. N. Cole (7/73) Frank Dale (6/75)	
BC 76 C	Mrs. S. Davis (U.K.) 1959	OYV 4	BCC 75	Manual	H. J. Mulliner	Vineyard Green/ Beige	July 1954	Lord Carnegie (U.K.) H. Jackson (1957)	Petrol gauge calibrated in gallons and litres.
BC 77 C	Not known—sold by last known owner in 1959		BCC 76	Manual	Graber 2-seater Cabriolet	?	July 1954	Oskar Rüegg (Switzerland)	Standard gearbox instead of Continental type. Bonnet locks.
BC 78 C	George Henscher (Sweden) 1976		BCC 77	Manual	H. J. Mulliner	Green/Grey-Green	July 1954	P. Baumgartner (Switzerland) Arthur Frick (1955) Charles Osborne (1970) Ulf J. G. Smith (Sweden) (1975)	
BC 1 LD	R. J. Rezek (U.S.A.) June 1976		BCD 1	Automatic	H. J. Mulliner	Powder Blue/ Dark Blue	July 1954	Fred W. Graupner (U.S.A.) B. Slivak (1959)	
BC 2 LD	Arthur M. Young (U.S.A.) July 1957		BCD 2	Manual Central	H. J. Mulliner	Maroon/Putty	Sept. 1954	Miss Mary T. Horn (U.S.A.)	
BC 3 D	Richard M. Ecroyd (U.K.) March 1977	MCA 300 PD 2 DG 7 XXO 563	BCD 3	Manual	H. J. Mulliner	Black/Beige	Aug. 1954	Sir Alfred McAlpine (U.K.) Donald Campbell (8/59) G. A. Stanley Palmer (J. W. Rowley (1958) Tim Cross	

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BC 4 D	G. A. Minden (Canada) February 1971		BCD 4	Manual	H. J. Mulliner	Black/Tan	Oct. 1954	W. G. McConnell (Canada)	
BC 5 LD	Rene Avigdor, Sr. (U.S.A.) 1976		BCD 5	Manual Central	H. J. Mulliner	Green/Grey & Green	Sept. 1954	Keith Merrill (U.S.A.)	
BC 6 D	Felix Schmid (Switzerland) 1977		BCD 6	Automatic	H. J. Mulliner	Circassian Blue/Light Blue	Aug. 1954	K. W. Marx (Switzerland) Prof. L. Ruedi (1954) Dr. R. Burri (1960) Dr. H. Weiss (1960)	
BC 7 LD	Not known		BCD 7	Manual Central	H. J. Mulliner	Shell Grey/Tan	Sept. 1954	L. Paulet (France)	
BC 8 D	Dr. Lawrence H. Arnstein (U.S.A.) 1962		BCD 8	Automatic	Park Ward Drophead Coupe	Black & Green/Green	Sept. 1954	Baron de la Rochette (France)	Paris Show. T-Series welded frame specially strengthened by Experimental Dept.
BC 9 D	Not known	RU 1 606 CTW	BCD 9	Automatic	H. J. Mulliner	Black/Red	Sept. 1954	Alan G. Clark (U.K.) Automatic Coil Winder Ltd. (1955) Roundway Engineering Ltd. (1957) T. A. Nicklin (1960) W. G. Williamson (1961) R. V. Mallett (1963) R. G. Wormald (1964)	
BC 10 LD	B. Camoletti (Switzerland)		BCD 10	Manual Central	H. J. Mulliner	Shell Grey/Red	Sept. 1954	Georges Filippetti (Switzerland)	
BC 11 D	B. W. Hawkins & J. A. Hawkins (U.K.) 1977	DEG 1 FEG 334	BCD 11	Manual	H. J. Mulliner	Blue-Green/Green	Sept. 1954	J. F. R. Mitchell (U.K.) Col. W. A. Hawkins (U.S.A./Monaco)	Special towing attachment.
BC 12 D	Charles G. Renaud (Switzerland) 1962		BCD 12	Manual	H. J. Mulliner	Broken White/Red	Nov. 1954	Mme. Jacqueline Amstutz (Switzerland)	London Show.
BC 14 D	J. R. Wild (U.K.) October 1975	UTU 3	BCD 13	Automatic	H. J. Mulliner	Black/Beige	Mar. 1955	W. Headlam (U.K.) J. Stephenson (6/59) R. H. C. Neville (10/66)	Plain radiator cap.
BC 15 D	Michael M. Usher (U.K.) November 1972	FD 8 1466 FD	BCD 14	Manual	H. J. Mulliner	Dark Grey/Red	Oct. 1954	Ronald Hughes (U.K.) Albert E. Harrison (12/70)	
BC 16 LD	Lt. Col. G. L. Swartz (U.S.A.) January 1966		BCD 15	Manual Central	H. J. Mulliner	Tudor Grey/Grey	Feb. 1955	Eugene Williamson (U.S.A.)	
BC 17 LD	Not known		BCD 16	Manual Central	H. J. Mulliner	Black/Red	Nov. 1954	Rafael de Romero (Switzerland) Robin French (U.S.A.) (1964)	
BC 18 D	William Bateman (U.K.) 1956	SYE 556	BCC 17	Manual	H. J. Mulliner	Midnight Blue/Tan	Sept. 1954	A. Embiricos (France)	Bench-type front seats.
BC 19 D	Frank Dale (U.K.) February 1975	HPJ 14 K KWF 1	BCD 18	Manual	H. J. Mulliner	Green/Grey-Green	Nov. 1954	Silvio Tricerri (Switzerland) N. Ryman (U.K.) (1/72)	Bonnet locks.
BC 20 D	Not known		BCD 19	Manual	Franey	?	Nov. 1954	Bruno Emery (France) A. J. Montgomerie (U.K.) (1956) Prof. Morrison (1967)	
BC 21 D	In dealer's showroom in London.	BLN 38 B	BCD 20	Manual	Franey	?	Feb. 1955	Charles Perroud (France) Capt. P. Arnison-Newgass (1966) Paul Waldman (9/70) A. J. Ker-Lindsay (6/72)	
BC 22 LD	Thomas G. Wheelock (U.S.A.) May 1976	FSS 700	BCD 21	Manual Central	H. J. Mulliner	Maroon/Putty	Feb. 1955	Peter van Gerbig (U.S.A.) S. Wheelock (4/62)	
BC 23 D	R. Melville-Smith (U.K.) 1975	WLO 3 G	BCD 22	Manual	H. J. Mulliner	Black Pearl/Beige	Oct. 1954	Franco-Britannic Automobiles (France) Emile Jeger (?) (8/55) Philip Mann (5/89)	Paris Demonstration. Oil pressure gauge incorporates rear damper reading.
BC 24 D	Not known		BCD 23	Manual	Park Ward Fixed Head Coupe	Black Pearl/Grey	Sept. 1954	Brigadier-General Gilbert-Berthier (France) Eurothese S.A. (Luxembourg) (1964)	
BC 25 D	Lt. Cdr. J. C. Dymock-Munnell (U.K.) October 1967	PYN 701	BCD 24	Manual	Park Ward Drophead Coupe	Silver/Green	Jan. 1955	Rolls-Royce Ltd. (U.K.) F. E. Rhodes (8/55) Edgar Machine Tool Co. Ltd. (6/57) Stanley A. Leggett (2/60)	Brussels Show. Turin Show. Frame strengthened.
BC 26 D	P. Fowler (U.K.) June 1974	LME 1 or LMG 1 251 NOK KEX 111	BCD 25	Manual	H. J. Mulliner	Regal Red/Tan	Nov. 1954	G. C. Vandervell (U.K.) A. S. R. Charnock (3/73) Peter McCarthy (7/73)	London Show (H. J. Mulliner Stand). Modified exhaust tail pipe.

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BC 27 D	A. D. Michaels (U.K.) 1974	PYP 255 GU 4 737 HYK CAM 100	BCD 26 31" bore engine fitted in 1957	Manual	H. J. Mulliner	Metallic Maroon/Beige	Mar. 1955	I. C. Sanderson (U.K.) Gerald Judd Ltd. (11/56) A. R. Gill (c. 1965) J. P. Mellish (c. 1970)	Special rear seating.
BC 28 D	Jeffrey Pattinson (U.K.) June 1978	FXT 4 4403 RO	BCD 27	Automatic	Park Ward Drophead Coupe	Silver & Green/Green	Dec. 1954	H.R.H. Prince Frederick of Prussia (U.K.) H. Martin (1961) G. M. Davis	London Show. Strengthened frame.
BC 29 D	R. E. Turner (U.S.A.) 1977	PXD 84 R 500 (180 SKT)	BCD 28	Automatic	Park Ward Fixed Head Coupe	Circassian Blue/Red	Jan. 1955	J. Dunfee (U.K.) R. Dunfee (U.K.) Underwell Products Ltd. R. D. Blake (11/59) Kim Waterfield (3/62) Riverparth Ltd. (7/63) T. C. P. Whitborne (1966) A. F. Rivers Fletcher (1968) Robert L. Atwell, Jr. (U.S.A.) (8/69)	? London Show (Park Ward Stand). Modified exhaust tail pipe.
BC 30 D	Graeme McK. Miller (Australia) May 1977	UTB 55 B 56 9809 TJ JC 111	BCD 29	Automatic	H. J. Mulliner	Shell Grey/Red	Nov. 1954	Mrs. Lewis (Australia) T. Barr-Smith (6/70) T. Reid (2/74) J. L. Townsend (9/76)	Oil bath air cleaner.
BC 31 LD	W. Goodman (U.S.A.) 1969	BCD 30	Automatic	H. J. Mulliner	Grey/Blue	Nov. 1954	Dr. George. R. Westgate (U.S.A.)		
BC 32 D	James Crossley (U.K.) July 1984	BCD 31	Automatic	H. J. Mulliner	Light Blue/Light Blue	Nov. 1954	Barton Motors (U.K.) Wm. Atkinson & Sons (7/55) Highams Ltd. (6/56) A. E. Higham (10/59)		
BC 33 D	B. S. and Wende West (U.S.A.) 1977	GCH 200 (500 DBH)	BCD 32	Automatic	H. J. Mulliner	Velvet Green/Green	Nov. 1954	F. Morris (U.K.) Hodsons Concrete Products Ltd. and D. B. Hodson (1962 to 1976)	Plain radiator cap.
BC 34 D	Mrs. P. L. Fear (U.K.) July 1969	CU 7777 SUL 749	BCD 33	Manual	H. J. Mulliner	Black/Green	Nov. 1954	J. Y. Sangster (U.K.) John Stearnson (Casings) Ltd. (11/56) R. G. Wormald (7/67)	Electric window lifts.
BC 35 D	Dr. G. E. Fackelman (U.S.A.) July 1976	OLM 7 (VYD 794)	BCD 34	Manual	H. J. Mulliner	Midnight Blue/Beige	Nov. 1954	The Countess of Suffolk & Berkshire (U.K.) Peter Cadbury P. H. Faure (8/56) Peter Cadbury (10/57) Beaverbrook Newspapers Ltd. (6/58) J. Lilley (1960)	
BC 36 D	Peter F. Carter-Ruck (U.K.) March 1961	PUW 5	BCD 35	Manual	H. J. Mulliner	Light Grey/Red	Jan. 1955	R. H. Dennis (U.K.) J. C. Bamford (1965) J. Turnbull (1965)	
BC 37 D	Not known	PXY 3	BCD 36	Automatic	H. J. Mulliner	Regal Red/Beige	Jan. 1955	Jack Barclay (U.K.) R. S. Wilkins (1955) G. Dawson (1955) S. Norman H. Jordan (1960) Dr. J. C. O'Sullivan (1956)	
BC 38 D	Aubrey D. Forshaw (U.K.) January 1984	RYX 3	BCD 37	Automatic	H. J. Mulliner	Regal Red/Beige	Jan. 1955	Sam Harris (U.K.) G. H. Martineau (9/55) G. N. Southall Securities Ltd. (5/56) G. A. Elliott (1/58) Oakleigh Animal Products (1/60) R. S. Mead Ltd. (2/61) James M. Coles (1/62) C. H. Dracoulis (U.K.) J. Alun Davies (1959) Glam Tax (Cardiff) Ltd. P. Matthews (1960) Count Bertil Bernadotte (Sweden) (1965)	Organ type accelerator pedal offset 2" to the right.
BC 39 D	K. Gunner Friberg (Sweden) May 1971	(PYP 254)	BCD 38	Automatic	H. J. Mulliner	Metallic Silver/Red	Feb. 1955	R. S. Mead Ltd. (2/61) James M. Coles (1/62) C. H. Dracoulis (U.K.) J. Alun Davies (1959) Glam Tax (Cardiff) Ltd. P. Matthews (1960) Count Bertil Bernadotte (Sweden) (1965)	'B' mascot fitted on to radiator shell with no radiator cap.
BC 40 D	A. FREEDMAN (U.K.)	OLY 1	BCD 39	Manual	H. J. Mulliner	Regal Red/Beige	Dec. 1954	A. Freedman (U.K.)	
BC 41 D	D. J. T. Randall and G. Peake (late of Man) October 1976	PN 1 (UY5 843)	BCD 40	Manual	H. J. Mulliner	Royal Ivory/Ivory	Jan. 1955	J. A. Holland (U.K.) Brinton Manufacturing Ltd. (7/58) Jack Barclay Ltd. (3/69) R. C. Symondson (7/61) R. Melville Smith (2/69) A. S. R. Charnock (4/73)	Special bumpers—no over-riders. Number plate set into body.
BC 42 D	A. T. Houldley (U.K.) April 1975	ULG 663	BCD 41	Automatic	H. J. Mulliner	Blue/Blue	Dec. 1954	J. S. Higham (U.K.) T. C. Liptrot Ltd. (6/69) John May	
BC 43 D	Masahiro Shirokura (Japan)	AST 1 (WVS 98)	BCD 42	Automatic	H. J. Mulliner	Gun Metal/Light Blue	Jan. 1955	Major H. G. Wood (U.K.)	

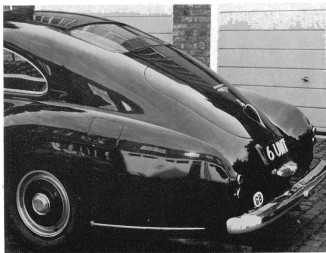
Chassis No.	Present Owner, Country and Date of Acquisition	U.K. Reg. No.	Engine No.	Gearbox	Coachwork	Colours Body/Upholstery	Date Delivered	Previous Owners and Country	Miscellaneous Information
Note 1	Notes 2 and 3	Note 4	Note 5	Note 6	Note 7		Note 8	Note 9	Note 10
BC 44 D	Lloyd H. Weinstein (U.S.A.) November 1975	(MKC 555)	BCD 43	Automatic	H. J. Mulliner	Black/Beige	Jan. 1955	M. W. Kuhn (U.K.) W. J. R. Pickles (c. 1967)	
BC 45 D	Not known	PLL 3	BCD 44	Manual	H. J. Mulliner	Regal Red/Beige	Dec. 1954	H. Lipman (U.K.) Lt. Col. R. L. Bellamy (1962)	Electric window lifts.
BC 46 D	Not known	OWU 10 420 FWR	BCD 45	Automatic	H. J. Mulliner	Black/Light Blue	Feb. 1955	Mrs. J. Jacobson (U.K.) William Mayne Martin Shaw 7 Miss V. Butler	
BC 47 D	Not known	PXM 921	BCD 46	Automatic	H. J. Mulliner	Light Grey/Red	Jan. 1955	R. A. Robertson N. F. Turner (1955) A. Coulton (1956) H. Bemrose (1957) Neil Paterson (1961)	
BC 48 D	M. V. Gauntlett (U.K.) May 1977	FRE 596 A	BCD 47	Manual	H. J. Mulliner	Blue/Red	Jan. 1955	Frank V. Svejdar (Eire) Dr. G. Ramage (U.K.) (7/68)	Colonial front springing
BC 49 D	Wrecked in 1966	PXT 900 UYW 849	BCD 48	Manual	H. J. Mulliner	Shell Grey/Blue	Mar. 1955	Hon. A. Morton Weir (U.K.) Max Rayne (1958) N. G. Logie T. G. Turner (1966)	
BC 50 D	Destroyed by fire (c. 1960)	H 1 8950 HX	BCD 49	Automatic	H. J. Mulliner	Black Pearl/ Dark Brown	July 1955	R. G. McLeod (U.K.) George Elliott (1957)	Standard radiator shell—not Continental.
BC 51 D	Neil A. Thomson (U.K.) December 1968	PXM 925	BCD 50	Automatic	H. J. Mulliner	Mid-Olive Green/ Red	Feb. 1955	R. J. Huggell (U.K.) J. Derrick (9/56) A. Hobbs (3/61)	
BC 52 D	P. H. Schabacker (U.K.) March 1976	PXU 291 KEX 802	BCD 51	Manual	H. J. Mulliner	Black/Beige	Feb. 1955	George Dawson (U.K.) Champion Sparking Plug Co. Ltd. J. M. Trusted Atkinson's Brewery Ltd. (1957) G. Taylor H. Gabriel (1964) C. R. U. Smith (1968) A. B. Hardcastle (1971) J. Bonham (Enterprises) Ltd. (10/72) Stirling Industrial Securities Ltd. (2/73)	
BC 53 D	A. E. Waller (U.K.) June 1965	Y 9	BCD 52	Manual	H. J. Mulliner	Black Pearl/ Beige	Dec. 1954	J. Ortiz-Linares (France)	
BC 54 D	H. N. Cocka (Australia)	PXD 98 (408 AYE)	BCD 53	Automatic	H. J. Mulliner	Connaught Green/ Beige	Feb. 1955	G. C. Grundy Ltd. (U.K.) Hayley Bell Productions H. C. Paul (1960) P. F. Corbett (1971)	
BC 55 D	Dr. Desmond J. Longford (U.S.A.) 1969	(PYP 252)	BCD 54	Automatic Converted to manual in 1976	H. J. Mulliner	Heather Grey/ Biscuit	April 1955	A. S. Butler (U.K.) T. Melling (c. 1956) James H. Dennis Co. Ltd. (c. 1957) Douglass Wood	Smith's altimeter.
BC 56 D	Joha M. Donner (U.K.) February 1977	PXC 163 JD 12	BCD 55	Manual	H. J. Mulliner	Tudor Grey/Red	Feb. 1955	H. M. F. Carrington (U.K.) Douglas Cory-Wright (7/58)	
BC 57 D	Humphrey E. Avon (U.K.) March 1968	RND 790	BCD 56	Manual	H. J. Mulliner	Connaught Green/ Grey	Mar. 1955	Stanley S. Holt (U.K.) P. O. Mee (2/60) R. Neame (10/60)	
BC 58 D	A. Ian Sutherland (U.K.) October 1972	RMB 1 2048 UG SUM 1 41 CWF	BCD 57	Manual	H. J. Mulliner	Circassian Blue/ Beige	Mar. 1955	R. Montague Burton (U.K.) W. S. Teal (1/61) L. J. MacDonald (2/62) John Wardell (1/67) Trago Mills Ltd. (8/70)	Lucas "Le Mans" type head-lamps.
BC 59 D	A. S. Baird (U.K.) January 1966	PVL 699 GLO 1 412 HYL	BCD 58 (later BCD 26)	Manual	H. J. Mulliner	Metallic Silver/ Red	Mar. 1955	The Hon. Lady Hogg (U.K.) Glanmoor Investments Ltd. (8/59) Aire Wool (Merchants & Topmakers) Ltd. (8/65)	
BC 60 D	Dr. Desmond G. O'Sullivan (U.K.) January 1973	PYL 698	BCD 59	Manual	H. J. Mulliner	Tudor Grey/Red	April 1955	G. K. Bartlett (U.K.) J. G. Hawthwaite T. Casson Norman Thomson (3/62) M. E. Marsh (9/62) Capt. P. Armitson-Newgass (10/63) Julian Mathias (11/65) D. B. Spiers (1/68)	Webasto roof.
BC 61 D	Not known	OJW 300	BCD 60	Manual	H. J. Mulliner	Dark Green/ Tan	Mar. 1955	Robert Whitehead (U.K.) P. C. Hall (1965)	
BC 62 D	C. Wilson (Canada)	UKL 109	BCD 61	Automatic	H. J. Mulliner	Tudor Grey/ Green	Feb. 1955	R. Houchin (U.K.) G. F. Whitfield (1955) J. B. Norris (1963) A. R. Hill (1964)	

Chassis No.	Present Owner, Country and Date of Acquisition	U.K. Reg. No.	Engine No.	Gearbox	Coschwork	Colours Body/Upholstery	Date Delivered	Previous Owners and Country	Miscellaneous Information
Note 1	Notes 2 and 3	Note 4	Note 5	Note 6	Note 7		Note 8	Note 9	Note 10
BC 63 D	A. H. Carter (U.K.) April 1961	71 CUU AH 8	BCD 62	Manual	H. J. Mulliner	Black/Red	Feb. 1955	Mess. M. L. Guilhot-Montalva (Switzerland) Dr. Howard V. Sansom (9/59)	Geneva Show. Lucas "Le Mans" type headlamps.
BC 64 D	Not known	PYN 7	BCD 63	Manual	H. J. Mulliner	Black Pearl/Red	Mar. 1955	E. J. Webster (U.K.) J. F. Priestley (1955) D. K. M. Beattie (1956)	
BC 65 D	The Hon. Alan Clark (U.K.) 1965	DEL 393 UKA 311	BCD 64	Manual	H. J. Mulliner Replaced by Bradley Bros. open 2-seater in 1965	Shell Grey/Grey	Mar. 1955	S. D. B. Montgomery (U.K.) Edward Scudamore John Ferguson & Co. W. R. Cheston (1964)	Stolen from owner's garage and written-off in accident by thief who inverted it at speed. Acquired by present owner and rebuilt into the only known "R" Continental Special. Original body has been acquired by a Club member who is having it repaired and mounted on an "R" Type chassis.
BC 66 LD	Not known		BCD 65	Automatic	Franay	?	April 1955	Marquis du Vivier (France)	
BC 67 LD	Not known		BCD 66	Automatic	H. J. Mulliner	Tudor Grey/Maroon	Mar. 1955	J. Guinness (France)	
BC 68 D	Casper Sturm (Switzerland) January 1978		BCD 67	Manual	Graber Drophead Coupe, changed to Saloon Coupe by W. King of Basle in 7/57	Blue/Grey	Mar. 1955	Arthur Frey (Switzerland) Victor Sturm (6/63)	
BC 69 D	G. L. Joberns (U.K.) June 1978	SC 8	BCD 68	Manual	H. J. Mulliner	Black Pearl/Grey	May 1955	T. W. Dupree (Cyprus) Sir Lionel Thompson Mrs. Sadie Howard-Collins (1961)	Rolls-Royce radiator shell and wheel discs fitted by Barleymow Engineering in 1961. Present owner intends to restore to Bentley.
BC 70 D	Peter Young (Australia)	(OWY 1)	BCD 69	Automatic	H. J. Mulliner	Tartan Green/Tan	Mar. 1955	Capt. A. Wilson-Filmer (U.K.) M. K. Davison The British School of Motoring Ltd. T. H. Widdow	Plain radiator cap. Tables behind front seats.
BC 71 D	Not known—seen at Auction Sale in Arizona in Dec. 1977.	TZ 5675 FRN 309 (SD 32)	BCD 70	Automatic	H. J. Mulliner	Turquoise Green/Fawn	April 1955	S. McCrudden (U.K.) J. B. Evan-Cook (1955) M. J. Condon (1957) — Brine (1958) Col. J. D. Brayley (1962) J. Enstone (1964) D. J. Pearlman (U.S.A.)	
BC 72 D	Michael Hamilton (Australia) November 1971		BCD 71	Manual	H. J. Mulliner	Green/Grey	Feb. 1955	Alphonse Orsat (Switzerland) C. F. Tilley (c. 1970)	Geneva Show. Lucas "Le Mans" type headlamps.
BC 73 D	Not known		BCD 72	Automatic	H. J. Mulliner	Circassian Blue/Grey	Mar. 1955	H. I. M. The Shahinshah of Iran (Iran) Chas. R. Berry (U.S.A.)	Colonial front springing. Oil bath air cleaner.
BC 74 LD	Erie de Rothschild (France) 1975		BCD 73	Automatic	H. J. Mulliner	Black/Grey	Jan. 1955	Rene J. Grog (France) Missa Cecille de Rothschild (1956)	Special rear seating.
BC 1 E	Richard Beddall (U.K.) August 1975	PDA 200 ULK 600 DUR 1	BCE 1	Manual	H. J. Mulliner	Deep Grey/Red	April 1955	West Midlands Erection Co. Ltd. (U.K.) C. S. Wagner D. Van Bogarde Henry Peat (12/68)	
BC 2 E	Not known	ROK 888	BCE 2	Manual	H. J. Mulliner	Donegal Green/Beige	April 1955	A. G. Dennis (U.K.) Wm. C. Potter (1956) J. Read (1963)	
BC 3 E	A. W. SCHUSTER (U.K.) April 1955	PYR 1	BCE 3	Automatic	H. J. Mulliner	Dragonfly Blue/Beige	April 1955	A. W. Schuster (U.K.)	
BC 4 E	J. G. Hampton (U.K.) July 1958	CWF 39 LRP 223 PRP 990	BCE 4 Converted to S.1 specification	Manual	H. J. Mulliner	Black Pearl/Beige	April 1955	H. C. Farnsworth (U.K.) R. H. Windsor Ltd. (5/58)	Long range driving lamp on offside.
BC 5 E	Joseph Dawson (U.K.) May 1972	PYP 261	BCE 5	Automatic	H. J. Mulliner	Regal Red/Ivory	April 1955	Major Jack Kay (U.K.) A. R. Kote Ltd. (12/62) K. W. Pressley (7/68) H. E. L. Starforth (4/71)	
BC 6 E	Guy A. Black (U.K.) January 1978	(PYP 265) ABC 12	BCE 6	Automatic	H. J. Mulliner	Black/Grey	April 1955	W. P. Harrower (U.K.) North Bridge Eng. Co. (1958) William R. Pennell (Canada) Blair Hamilton	

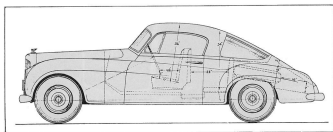
Chassis No.	Present Owner, Country and Date of Acquisition	U.K. Reg. No.	Engine No.	Gearbox	Coachwork	Colours Body/Upholstery	Date Delivered	Previous Owners and Country	Miscellaneous Information
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BC 7 E	Mrs. P. M. Tupman (U.K.) 1977	DON 700 SZ 5467 PKT 1	BCE 7	Automatic	H. J. Mulliner	Midnight Blue/ Red	April 1955	G. C. V. Brittain (U.K.) J. H. Hopwood (1958) Lowton Construction Co. Ltd. (1961) P. K. Tupman	Owner's chronograph in place of clock.
BC 8 E	A. Mackenzie (U.K.)	1 EMT 981 GLN	BCE 8	Automatic	H. J. Mulliner	Regal Red/Tan	April 1955	S. J. Gilbey (U.K.)	
BC 9 LE	Arthur M. Wagman (U.S.A.) January 1959		BCE 9	Automatic	Franay	Silver & Grey/ Beige	May 1955	M. Choumart (France)	Visible indication of oil level in braking system.



The only Farina-bodied Continental—a 'C' series chassis. It appeared at Kensington Gardens in 1954 in the hands of Roney Messervy.



BC 4C. H. J. Mulliner Sports Saloon with curved rear panel and boot lid. The first owner specified this modified rear end treatment following aerodynamic tests at the Bristol Aeroplane Co., of which he was Managing Director.



BC 50D, the McLeod car, a 2+2, was destroyed by fire around 1960. No known photograph exists, so reproduced here is the next best thing—Mulliner's drawing.



BC 69 D. H. J. Mulliner Sports Saloon "squared up" by a previous owner. The present owner intends to reverse the modification.

Photo: Studio 3.



BC 65 D. Special open two-seater body by Bradley Bros. on chassis rebuilt after an accident in which the H. J. Mulliner Sports Saloon was damaged beyond economic repair.

Photo: Jack C. Adams, A.I.P., A.R.P.S.

FROM OWNERS IN THE COURSE OF THIS STUDY

Unsolicited testimonials

"... still going strong as ever, having just turned 400,000 kilometres. This is the greatest car I have ever owned or ever will own, I think, and would only even *consider* selling it under threat of loss of life."

"It has most probably found a permanent home as it has been my favourite car from the day I got it."

"The complete reconstruction is a very expensive proposition in this country (U.S.A.), but I intend to keep this car for ever, and I am so enthusiastic about it, that I really don't object to the investment."

"It took a first in class at our R.R.O.C. Inter-regional Concours Event and the next day averaged 29.6 m.p.g. on our annual Fuel Economy Run of some 50 miles including an 1100 foot mountain pass—best of the day."

"... there is no doubt in my mind that the R. Cont. is THE post-war classic of all cars."

"Of the eleven classics I own, this is my favourite ..."

"No other car that I have owned or now own has given me the pleasure that this car has given. I look forward to a lifetime of ownership with her."

"... it has now about 450,000 miles on the odometer and is still in continuous use. The car had approximately 80,000 miles on it when I bought it and the rest has been accumulated in my daily use."

Other contributions

"Present mileage 263,000. Still without rebore and crankshaft not reground. On one occasion covered 420 consecutive miles in bottom gear when gearbox trouble was suffered near German-French border on the Rhine."

"... I removed all of the woodwork, hand-carried it to Jack Barclay and had them send it to Park Ward for restoration. The work was completed and I hand-carried it back to the States aboard a TWA flight. In either Philadelphia or Pittsburg, the cartage vanished. No luck with TWA. Since then I have been trying to replace it. Can you help?"

"... it had been stolen from the garage of the previous owner ... and run for about 200 yards through the New Forest on its roof, killing the two hitch-hikers whom the thief had picked up."

And in response to the question—"Would you wish to buy a booklet on the 'R' Type Continentals if it can be produced at a not unreasonable price?"—

"Several!"

"Most definitely."

"... nothing could be considered unreasonable!"

"... at any price."

"Even if it has to be produced at an unreasonable price!"



