

100%
ROLLS-ROYCE
& BENTLEY

1913 SILVER GHOST
HOW THE 'LONDON TO EDINBURGH'
CONTINENTAL CONQUERED THE WORLD



ROLLS-ROYCE & BENTLEY *driver*

MULSANNE MAGIC

KICK-STARTING
BENTLEY'S
COMEBACK OF
THE EIGHTIES



HOOPER'S SPECIAL
SILVER WRAITH RARITY



WORKING PHANTOMS
BIGGEST FUNERAL FLEET



T-SERIES TEMPTATION
ONE MAN'S IMPULSE BUY

PLUS: WHEN ROLLS-ROYCE MET BMC • CLUB NEWS
• PROJECT CAR PROGRESS • MARKET UPDATES



AUTUMN 2020



£5.50





Motor Wheel Service

Renowned worldwide for the manufacture
and restoration of wire wheels



Speak to one of our specialists or visit our website to learn more about our range of wheels, tyres, accessories and services to suit vintage and classic Bentley motor cars

www.mwsint.com

+44 (0)1753 549 360



info@mwsint.com

ROLLS-ROYCE & BENTLEY *driver*

An Independent Publication

Kelsey Publishing Ltd, The Granary, Downs Court,
Yalding Hill, Yalding, Kent, ME18 6AL, United Kingdom
+44 (0)1959 541444

Editorial

Editor Paul Guinness. rrb.ed@kelsey.co.uk

Art Editor Mark Baker. mark_baker04@yahoo.co.uk

Contributors

Richard Gunn, David Berthon, Matt Richardson, Philip Bacon,
Matt Woods, Dan Furr, Stuart Newman, Richard Charnley

Advertisement Sales

Tandem Media Ltd

Managing Director Catherine Rowe

catherine.rowe@tandemmedia.co.uk

Account Manager Kerry Moore. 01233 228751

kerry@tandemmedia.co.uk

Advertising Production

Tandem Media Ltd

Production Manager Andy Welch

Artwork Enquiries 01233 220245. rrb@tandemmedia.co.uk

Management

Chief Operating Officer Phil Weeden

Chief Executive Steve Wright

Retail Director Steve Brown

Audience Development Manager Andy Cotton

Events Manager Kat Chappell

Print Production Manager Georgina Harris

Print Production Controller Kelly Orriss

Subscription Marketing Director Gill Lambert

Subscription Marketing Exec Dave Sage

Subscriptions

UK annual subscription price £34.93

Europe annual subscription price £42.00

USA annual subscription price £42.00

Rest of World annual subscription price £45.00

UK subscription and back issue orderline: 01959 543 747

Overseas subscription orderline: 0044 (0) 1959 543 747

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

UK customer service team: 01959 543 747

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

Customer service and subscription postal address:

Rolls-Royce & Bentley Driver Customer Service Team

Kelsey Publishing Ltd, The Granary, Downs Court, Yalding Hill,
Yalding, Kent, ME18 6AL, United Kingdom

Find current subscription offers at shop.kelsey.co.uk/rrb

Buy back issues at shop.kelsey.co.uk/rrback

Already a subscriber? Manage your subscription online at: shop.kelsey.co.uk/myaccount

shop.kelsey.co.uk/myaccount

Digital issues and subscriptions

See www.pocketmags.com

Distribution

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

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

Northern Ireland and the Republic of Ireland:

Newsread. Tel: +353 23 886 3850

Printing William Gibbons & Sons Ltd, Willenhall, West Midlands



When you have finished with
this magazine please recycle it.



Part of the Classics World Family
www.classicsworld.co.uk



KELSEYmedia

www.kelsey.co.uk

Kelsey Media takes your personal data very seriously. For more information
on our privacy policy, please visit <https://www.kelsey.co.uk/privacy-policy>. If at any point you have any queries regarding Kelsey's data policy,
you can email our Data Protection Officer at: dpo@kelsey.co.uk.



Bentley's comeback

It's perhaps disrespectful to think of any Rolls-Royce or Bentley as an 'underdog'. Many would argue it's a word that shouldn't be used in such revered company. In the case of the normally-aspirated Mulsanne of 1980-on, however, I hope I'll be forgiven. This was a car destined from day one to be overshadowed by its Rolls-Royce stablemate, inevitably achieving only a fraction of the sales enjoyed by the Silver Spirit. And yet it was also a highly significant new model, which went on to play a pivotal role in the Bentley resurgence of the '80s.

That's why we took the decision to feature Paul Capper's early Mulsanne on this issue's front cover. Many Bentley historians will understandably begin their story of the marque's transformation with the introduction of the Mulsanne Turbo, which in turn led to the phenomenally successful Turbo R and its various derivatives. By comparison, a standard Mulsanne from the model's infancy might seem fairly unexciting. But the fact that it existed at all meant that Bentley was being given another chance... and rightly so. The story of the early Mulsanne (and Paul's car in particular) starts on page 12.

This issue has an array of great feature cars, of course, including the story of Philip Bacon's impulse buy of a 1970 Bentley T-series, plus David Berthon's fascinating tale of the Silver Ghost 'London to Edinburgh' Continental. We also take a look at the 'Empress' styling of the Silver Wraith New Look by Hooper & Co, while Richard Gunn delves into the archives to reveal the unlikely relationship between Rolls-Royce and the British Motor Corporation. Oh, and don't miss our visit to a Nottingham-based firm of funeral directors, owners of what must be the biggest fleet of Phantom VII working vehicles just about anywhere.

Finally, a heartfelt thank you to everyone for your continued support of *Rolls-Royce & Bentley Driver*. If you haven't yet subscribed, head to page 68 or go online to: <https://shop.kelsey.co.uk/subscription/RRB>.

Paul Guinness

rrb.ed@kelsey.co.uk

Kelsey Media 2020 © all rights reserved. Reproduction in whole or in part is forbidden except with permission in writing from the publishers. Note to contributors: articles submitted for consideration by the editor must be the original work of the author and not previously published. Where photographs are included, which are not the property of the contributor, permission to reproduce them must have been obtained from the owner of the copyright. The editor cannot guarantee a personal response to all letters and emails received. The views expressed in the magazine are not necessarily those of the Editor or the Publisher. Kelsey Media accepts no liability for products and services offered by third parties. Kelsey Media uses a multi-layered privacy notice, giving you brief details about how we would like to use your personal information. For full details, visit www.kelsey.co.uk, or call 01959 543524. If you have any questions, please ask as submitting your details indicates your consent, until you choose otherwise, that we and our partners may contact you about products and services that will be of relevance to you via direct mail, phone, email or SMS. You can opt out at ANY time via email: data_controller@kelsey.co.uk or 01959 543524.

CONTENTS



COVER STORY



MULSANNE MAGIC

The full story of the original Mulsanne of 1980 and its important role in the rejuvenation of Bentley later that decade

REGULARS

6 UP FRONT

All the latest news from the ever-active Rolls-Royce and Bentley world

10 NEW PRODUCTS

An array of goodies to tempt you, including an SZ braking upgrade

20 MARKET WATCH

A look at a trio of today's most interesting classics for sale

39 YOUR SHOUT

Three pages packed with the latest emails from our readers

49 BACK ISSUES

Missing an issue? See what's available from our online shop

62 WORKING PHANTOMS

We pay a visit to a funeral director offering an array of Phantom VIIs

ROLLS-ROYCE & BENTLEY *driver*



“By the time the Silver Wraith arrived, coachbuilders were fewer in number than they had been in previous decades”

24

68 SUBSCRIPTION OFFER

The best-value way to obtain future copies of your favourite magazine

70 THE CLUBHOUSE

All the latest events news from the RREC and Bentley Drivers Club

78 NEXT ISSUE

Here's what's coming up in the November/December issue

79 CLASSIFIEDS

Advertise your cars and parts – free of charge!

98 THE FINAL PAGE

Our editor pays tribute to the 1990-model Silver Spirit II

32 BENTLEY T-SERIES

Philip Bacon tells the tale of his acquisition of this four-door Bentley saloon

42 SILVER GHOST CONTINENTAL

David Berthon introduces us to one of the ultimate 'London to Edinburgh' cars

50 WHEN ROLLS-ROYCE MET BMC

Richard Gunn investigates the fascinating link between two giants of British motoring

57 PROJECT CARS

Dan Furr's awesome Arnage T comes in for some underbonnet attention

74 FROM THE ARCHIVES

More recent discoveries from our own collection of classic ads and brochures

FEATURES

24 SILVER WRAITH NEW LOOK

How Hooper & Co gave the Silver Wraith some eye-catching style for the 1950s

**SUBSCRIPTION
OFFERS**
PAGE 68



'NEW BLOWER' ON TRACK

Assembly of the first car in the 'Blower Continuation Series' has now begun in the Mulliner workshop of Bentley Motors. Officially known by the company as 'Car Zero', it is the engineering prototype for what will be a run of twelve hand-crafted, supercharged 4½ Litre Bentleys, built to the unique design of the 1929 team car developed and raced by Sir Henry 'Tim' Birkin. The project forms the world's first continuation series for a pre-war models, and all twelve examples have been pre-sold.

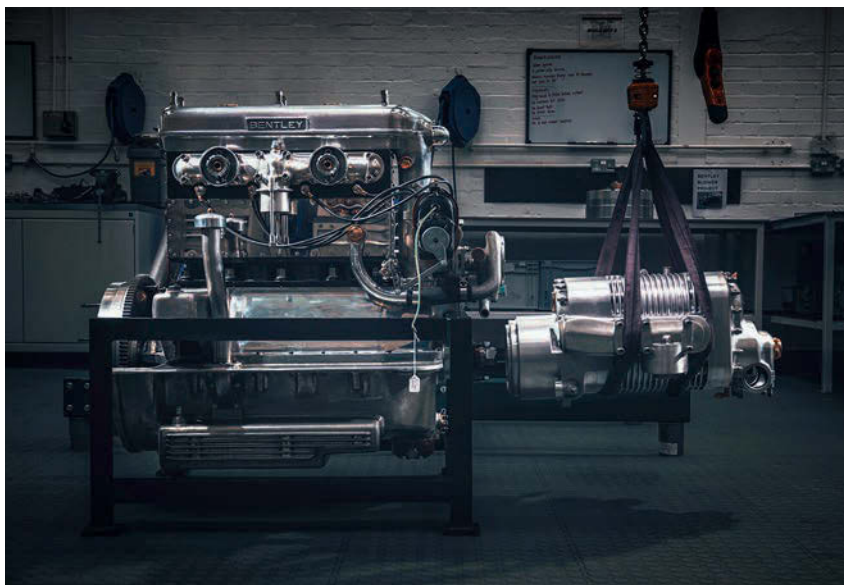
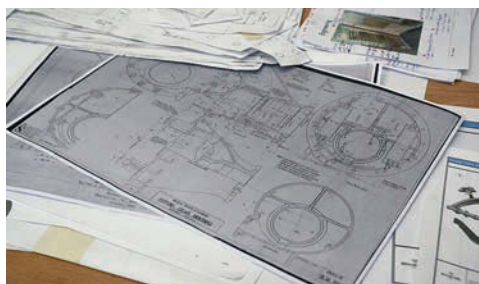
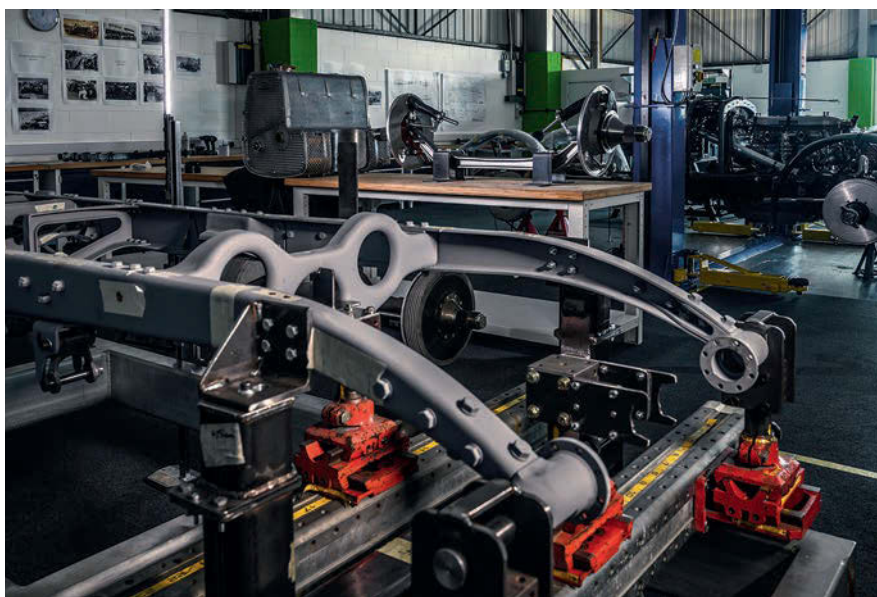
First to arrive in the workshop was the chassis for the car – the backbone of the entire project. The fuel tank and radiator were next, as work was completed on the ash frame for the body. The first pair of headlights was delivered, while the mechanical aspects of the first car started to come together – including the very first engine (complete with remade Amherst Villiers supercharger), the front axle assembly and the leaf springs.

The engineering team is currently working hard on assembling the

running prototype in time for its unveiling ahead of a development programme later this year. Following a piece-by-piece disassembly of the ex-Birkin car and precise laser scanning of the frame and its components, new parts were ordered from a combination of fully-digital CAD data and the original 1920s engineering drawings and drafts.

Tim Hannig of Bentley Mulliner commented: "After almost a year of highly detailed engineering work, it is extremely rewarding to see the first parts coming together to form the first Bentley Blower in over ninety years. The skill of our engineers and technicians in completing hundreds of individual part specifications is equalled only by that of the artisans across the country that have handmade the components that we're now starting to bolt together. We're all really excited to get this first car finished, and to show it to the world later this year."

Further components for 'Car Zero' will be completed and test-fitted over the next few weeks, while the new engine and supercharger will be put through their paces on Bentley's engine development test beds at Crewe. The finished 'Car Zero' is due to make its first public appearance in the autumn – once it's been officially unveiled to the twelve customers of the unique project.





REVISED BENTAYGA

Just as the last issue of *Rolls-Royce & Bentley Driver* went on sale, Bentley Motors unveiled its heavily revised Bentayga range, featuring an updated look, new technology, more space and – in the UK and Europe – the removal of the W12 engine option. The update is a crucial one for Bentley, as the Bentayga is the company's current bestseller – with more than 20,000 examples sold worldwide since launch.

Although the aesthetic changes look subtle at first glance, every front- and rear-end panel has been altered, the most noticeable change being the taller 'matrix' grille and redesigned LED headlamps. The

front wings have also been altered to visually widen the front track, and the bonnet is also redesigned in a clamshell shape. Further detail changes include new 3D elliptical tail-lights with animated LEDs – similar to those on the Continental GT – and a rear number plate repositioned onto the bumper, enabling 'BENTLEY' to be spelled out across the tailgate.

There are significant changes inside too, with redesigned seats for increased knee room and an updated removable touchscreen tablet for passengers in the rear. Up front, the infotainment system is overhauled and now features a high-resolution

10.9-inch touchscreen, with wireless Apple CarPlay and Android Auto as standard. Further up-to-date features include USB-C ports, air ionisers, wireless smartphone charging and an embedded SIM card for data services. As before, the Bentayga can be ordered with four, five or seven seats.

For the UK and Europe, the 4.0-litre (542bhp) twin-turbocharged petrol V8 remains, retaining its ability to deactivate four of its cylinders under light throttle loads to improve fuel economy. With the diesel being axed two years ago, the only other engine choice will be a reworked version of the V6 petrol-electric plug-in hybrid.

RARE PHANTOM

Silverstone Auctions' most recent classic sale saw a number of Rolls-Royces being sold, with this low-mileage Phantom VII coupé from 2008 being among the newest. A UK-supplied right-hand drive car finished in Diamond Black with a burgundy interior, this impressive example of a rare modern classic had covered just 23,698 miles from new. Due to its recent inactivity, however, it was in need of some recommissioning work. In the end, the Phantom beat its bottom-end estimate by selling for an impressive £140,625.





LANCASTER
INSURANCE

FOR THE

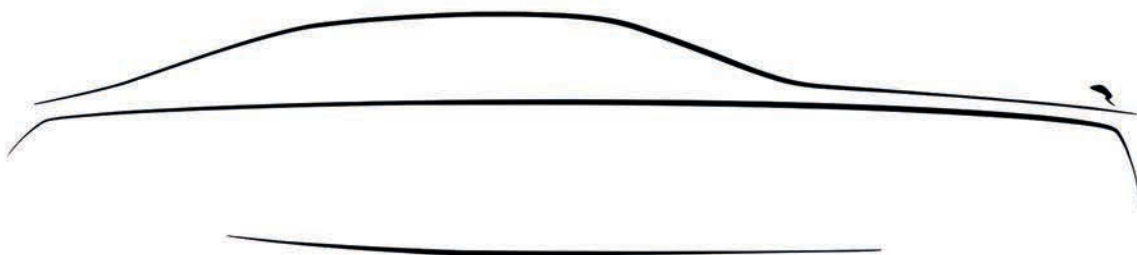
Generations

SPECIALIST CAR INSURANCE WITH YOU IN MIND

01480 400 928



LANCASTER
INSURANCE



SIMPLE LUXURY

The CEO of Rolls-Royce Motor Cars, Torsten Müller-Otvös, claims the next-generation Ghost will be “the purest expression of Rolls-Royce yet”, reflecting a new trend towards what he calls post-opulence. In an open letter issued to prospective clients, Müller-Otvös addresses the challenge of launching an ultra-luxury car during the ongoing Covid-19 pandemic. The company has also released the first official ‘teaser’ sketch of the car.

In his letter, Müller-Otvös notes that the current Ghost – launched in 2009 – has become Rolls-Royce Motor Cars’ most successful model, which he attributed to it being a car that owners could enjoy driving or being driven in. He added: “They also appreciated the car’s pared-back simplicity, or as they put it, ‘a slightly smaller, less ostentatious means to own a Rolls-Royce.’ Going further, our clients expressed an ardent desire for

even more minimalism in design.”

The company’s research apparently shows a trend among customers towards post-opulence, which shows future demand for “luxury objects that celebrate reduction and restraint”. The second-generation Ghost will switch to the latest version of Rolls-Royce Motor Cars’ aluminium platform – also used for the Phantom and Cullinan – and will be launched via a high-profile digital event later this year.



CELEBRATING DIVERSITY

Bentley Motors recently partnered with Cheshire East Council for the North West of England’s first virtual Pride event, enabling the company to highlight the diversity of its colleagues at home in Crewe as well as around the world. And by way of celebration, a new Continental GT V8 Convertible

was specially wrapped in a rainbow design, showcasing six of Bentley’s bespoke paint colours.

The car went on to feature in the online Pride event, which included an eclectic mix of interviews, music, competitions, performances and information supporting the LGBTQ+ community.



SOLD AT AUCTION

In what was dubbed its latest Live & Online Motoring Auction, Bonhams managed to beat the pre-sale estimate of £225-275,000 for this 1925 Rolls-Royce Silver Ghost Tourer – achieving a final sale price of £280,000. Chassis number 85TG was originally built by the London-based Grosvenor Carriage Company and was offered for sale with a comprehensive history and copies of its original build sheets.

It’s thought this may be the only 40/50hp fitted with coachwork by Grosvenor, a company originally founded in 1910 and better known for its Vauxhall-based designs. This particular Silver Ghost has been used extensively over the decades, with its dashboard still featuring an array of plaques to celebrate its exploits – including the 1949 AACA Foo-Dog Trophy, a prize awarded to honour an outstanding Rolls-Royce at a National Meet. If you’re the latest owner of this splendid looking 40/50hp, we’d love to hear your plans for it.



1929
4 1/2 LITRE

HEAVY CHASSIS SPEC, FROM LONG TERM OWNERSHIP



1930
4 1/2 LITRE

ONE FAMILY OWNERSHIP SINCE 1935



1927
3 LITRE

ONE OF ONLY 15 SPEED WEYMANNS EVER BUILT



1923
3 LITRE

GURNEY NUTTING ORIGINAL BODIED SALOON



1923
3 LITRE

THE FIRST EVER SUPERCHARGED BENTLEY



VINTAGE BENTLEY
• VISCERA ET GLORIA •

+44 (0) 1730 895 511
WILLIAM@VINTAGEBENTLEY.COM

VINTAGEBENTLEY.COM

LONDON ROAD, HILL BROW,
WEST SUSSEX, GU33 7NX

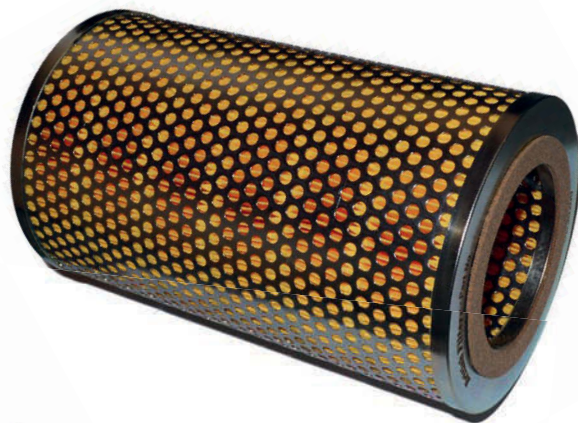
PRODUCT NEWS

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

BACK IN STOCK ►

With Flying Spares now operating at almost full capacity since the company's decision earlier this year to temporarily scale back its services due to Covid-19, it has been busy adding extra items to its vast stock list. As a result comes the announcement that factory-spec oil filters for the Silver Shadow (all models) and early Silver Spirit (to 1985) – plus their Bentley equivalents – are available 'off the shelf' once again.

Each oil filter (part number UE36200P) is manufactured to original specification by British Filters and features cork seals on both sides, as well as the correct mesh pattern. They offer excellent value at £30.60 each including VAT, and are available for immediate despatch by calling +44 (0)1455 292949 or online at www.flyingsparses.com. The company has also announced an extension of its range of parts for Rolls-Royce's Goodwood models (Phantom, Ghost, Wraith and Dawn), further details of which can also be found online.



BETTER BRAKING ►

IntroCar has recently added this front brake pad kit to its Prestige Parts range, specially designed for late-model examples (1994-on) of the SZ saloon range. These high-performance brake pads are an upgrade over the original pad design, utilising more modern technology.

The factory-spec two-layer rubber and metal anti-squeal back plate has been replaced with a six-layer shim that reduces both noise and drag. The original horizontal slot has been eliminated, as this was often a cause of brake noise during long braking and could leave an unsightly line on the disc surface. Superior bonding, combined with high-precision laser-cut back plates and an advanced under-layer, allows the elimination of a second groove in the surface of the pad.

The brake pad kit (code number 3Z0698151B) is available for just over £391 including VAT, either online at www.introcar.co.uk or by calling +44 (0)208 546 2027.



THREE IN ONE ►

For the hands-on Rolls-Royce or Bentley owner, this new three-in-one gadget from Laser Tools could be a useful addition to your workshop. Part

number 7800 is a combined telescopic inspection mirror, magnetic pick-up tool and scribe, with the pen-sized item folding neatly to an overall length of just 150mm – but extending to a full 680mm when required to do so.

The mirror is a useful 40mm in diameter and can be rotated through 360 degrees and adjusted to any angle. Unscrew the mirror and you then have a magnetic pick-up tool (with a magnet capable of lifting up to 454g), while a cap at the opposite end unscrews to reveal a sharp and precise scribe. The retail price of this latest addition is just over £20, and you can find your nearest stockist via www.lasertools.co.uk.



Vintage & Prestige

Sales & Marketing of Fine Motor Cars the World Over



1924 Bentley 3 litre Freestone & Webb Tourer
£310,000.00



1931 Bentley 8 Litre Vandenplas Style Tourer
£1,150,000.00



1938 Derby Bentley 4.25 MR Overdrive Series Hooper DHC
£280,000.00



1935 Derby Bentley 4.25 Litre Top Hat Saloon by Freestone and Webb
£100,000.00



1913 Rolls Royce Silver Ghost Rois Des Belges Tourer by Wilkinson
£470,000.00



1925 Rolls Royce Silver Ghost Barrel Sided Tourer
£320,000.00



1927 Rolls Royce Phantom 1 Tourer
£135,000.00



1928 Rolls Royce Phantom 1 Hooper Sedan
£115,000.00

Attention to detail selling the world's finest cars
More quality consignments wanted

www.vandp.net

01375 379719

07967 260673

Viewings at our expanded Northampton showroom by appointment only

MULSANNE STRAIGHT

On the eve of the SZ saloon's 40th anniversary, we take a look at one of the rarer members of the family – the original, non-turbocharged version of the Bentley Mulsanne

WORDS: PAUL GUINNESS PHOTOGRAPHY: MATT RICHARDSON



Creating a successor to the hugely successful Silver Shadow was always going to be a major challenge for Rolls-Royce, a process that began well before the launch of the Silver Shadow II in 1977. Indeed, talk of the next generation got under way while the original Silver Shadow was still in its infancy, as it was widely assumed that – like its Silver Cloud forebear – Rolls-Royce's latest saloon was destined for no more than a decade-long career. In the end, however, the long-awaited Silver Spirit didn't make its debut until 1980, alongside its Bentley Mulsanne sibling.

The fact that Rolls-Royce bothered to launch a Bentley version of its brand new model for the 1980s surprised many

onlookers. The old Silver Shadow-based T-series and subsequent T2 had sold only in small numbers, making up a tiny percentage of the company's saloon sales between 1965 and 1980. Was there really much point in continuing with what had effectively become an exercise in badge-engineering, a process that had begun in the mid-1950s with the Silver Cloud and S-series?

Fortunately, however, Rolls-Royce Motors' management began to see further potential for Bentley and was keen to start exploiting the marque's previous sporting reputation, which had famously reached its peak via the 'Blower' models of the 1920s. By the time the S- and T-series had been launched in 1955 and '65 respectively, Bentleys had become all but identical to their Rolls-Royce equivalents. For the '80s, however, it was decided that the two marques should eventually be separated somewhat, with Bentley evolving into a high-performance option aimed at those buyers seeking the ultimate power and

luxury in a sporting saloon package.

The Mulsanne Turbo arrived in 1982, bringing with it blistering performance (by Rolls-Royce and Bentley standards) but less than perfect handling. This, however, led to the launch of the hugely impressive Turbo R, with beefed-up suspension to reduce body roll and ensure dramatically improved cornering. The newcomer proved to be a big success, helping the previously moribund Bentley brand to go from strength to strength, eventually eclipsing Rolls-Royce in terms of annual sales. To illustrate the about-turn this represented, just 58 examples of the Bentley T2 were sold in the three years before the Silver Spirit's launch; by 1987, however, more Bentleys were being sold than Rolls-Royces for the first time since the 1950s.

Nevertheless, back in 1980 – as crowds gathered at motor shows around the world, eager to see the latest four-door saloons from Rolls-Royce – few attendees could have predicted just how successful Bentley would once again become. And this was equally the case at the SZ duo's official press launch in Nice, when Rolls-Royce announced that its latest Bentley was to be called Mulsanne »



FEATURE CAR BENTLEY MULSANNE



The interior is all but identical to that of an early Silver Spirit



Paul's car remains in impressively original condition inside

– a name with obvious motorsport connotations, despite the fact that the newcomer was simply a Silver Spirit in all but name (and radiator grille).

Indeed, at first glance the new Mulsanne appeared to be even more of a blatant badge-engineering exercise than the T2 before it. At least its predecessor had employed a different bonnet pressing compared with that of the Silver Shadow, specially designed to fit the Bentley grille more successfully. For the Mulsanne, however, even that relatively minor change couldn't be justified, given the costs involved and the likely early sales volumes of the latest Bentley.

CUTTING COSTS

In Graham Hull's fascinating book, *Inside the Rolls-Royce & Bentley Styling Department 1971-2001* (originally published in 2014 by Veloce), he describes how the overall look of the new SZ family came about, as well as the creation of a Bentley derivative: "A later result of the styling programme was the creation of a Bentley version of the SZ – almost an act of charity on the company's part after Bentley had been practically ignored in the

“At first glance, the Mulsanne appeared to be even more of a blatant badge-engineering exercise than the T2 before it”



1970s.” Hull goes on to explain the cost-cutting challenge: “Although the SY had a specially-shaped bonnet to match the rounded corners at the back of the Bentley ‘header tank’, the funds were not available to do this for SZ. The radiator shell was styled to look right from the front with a slight mismatch at the back – a compromise that later came home to roost when MD Peter Ward pointed out the mistake to me.”

Hull’s book highlights the pressures placed upon Crewe’s Engineering division, a group of people given the unenviable tasking of creating the next generation of The Best Car in the World: “Against this oppressive and demanding backdrop, Bentley was an irrelevance, and continued to be so up to the SZ’s launch in 1980. The Engineering Department had been straining every sinew to meet the market’s towering expectations of a new Rolls-Royce. With

Bentley’s survival hanging by a thread, Styling and Marketing managed to mask the marque’s vulnerability with just a radiator shell and the name Mulsanne.”

Until the announcement of the Mulsanne Turbo in 1982, onlookers could be forgiven for wondering why Rolls-Royce had bothered to persist with the Bentley brand, given how the Silver Spirit would inevitably dominate the SZ family’s sales. It’s therefore rather surprising that the company chose to keep the standard Mulsanne in production right through to 1987, well beyond the 1982-85 career of the Mulsanne Turbo and even overlapping that of the 1985-on Turbo R. Indeed, the Mulsanne was still available to order even after the launch of the new entry-level Bentley Eight (in 1984), and would be until the arrival of the Mulsanne S three years later.

Despite its seven-year career, however, sales of the standard-spec Mulsanne

were never spectacular. By the time the very last example rolled out of Crewe in ‘87, just 531 had been sold worldwide, a mere 49 of which were the long-wheelbase version. By comparison, the subsequent Mulsanne Turbo almost managed to match that figure in only three years. And to put that Mulsanne figure further into perspective, we should remember that 30,460 SZ-generation four-door saloons were built in total, 11,910 of which were Bentleys – with over half of those being the Turbo R. Even by Bentley standards, the original Mulsanne was something of a rarity.

EARLY SURVIVOR

The example featured here is a relatively early survivor, owned by its current keeper – Paul Capper, a funeral director from Eastleigh, Hampshire – for the last eight years. Ordered in the late »

"This particular Mulsanne still features its original Forest Green paintwork, complemented by Beige hide upholstery"



summer of 1981, the Mulsanne was finally delivered to Byatts of Fenton (the supplying Rolls-Royce dealership) the following February, prior to being dispatched to its first owner – a Mr B Hall of Prestbury, Cheshire – that same month. The Bentley was adorned with Mr Hall's own 'private' registration number (30 BEL), but has obviously been

re-registered since, currently sporting 'HRH' plates that tie in with current owner Paul's SZ-based funeral car fleet.

"For my business I have a Silver Spirit hearse and two extended-wheelbase limousines, and I'm also the proud owner of a concours-winning Silver Shadow long-wheelbase," Paul explains during our recent photo shoot. "But when I

saw this Mulsanne advertised for sale in 2012, I knew I had to add it to my collection. It meant me flying from Southampton to the owner's home near Edinburgh in order to view the car, but it was worth it – especially as we managed to agree a price substantially less than what was being asked."

This particular Mulsanne still features



This 1982 Mulsanne still has its original handbooks and maintenance records



its original Forest Green paintwork, complemented by the Beige hide upholstery with green piping (plus green carpeting throughout) that the original owner specified. The order forms that Paul still has with the car confirm some interesting requests from Mr Hall, including velour headlining, a leather-covered rear parcel shelf and footswitch-operated Fiamm Avanti air horns – features that would have added to the standard car's £52,113 list price of the time.

REGULAR USE

The paperwork still with the Mulsanne shows that it was serviced at Crewe throughout its early years, and it's a car that has obviously been extremely well looked after, with Paul being its third fastidious owner: "The Mulsanne's mileage now stands at around the 115,000 mark, as I've used it quite regularly over the years. It's one of those classics I'm not afraid to drive anywhere and leave overnight on a hotel car park or wherever. While I'd be worried about parking my prize-winning Silver Shadow away from home, the Mulsanne seems to blend more into its surroundings."

Paul Capper acquired his Mulsanne twelve years ago



Paul is under no illusion about the role of the early pre-turbo Mulsanne, or Rolls-Royce Motors' rather obvious badge-engineering of the time: "To me, the original T-series Bentleys were true to the marque. The bonnet was different, the detailing was well thought out, and they looked and felt how a Bentley should. But with the original Mulsanne, it's almost as though it was trying to be something that it wasn't. Having said that, at least mine has

Bentley stamped on the engine block, unlike some other Mulsannes I've seen."

Despite this being a large car even by modern-day British standards, the Mulsanne arguably has less road presence than its Silver Spirit sibling, with the latter's attention-grabbing radiator grille inevitably ensuring it stands out from the crowd. "To be honest, that's something I really appreciate about the Bentley," admits Paul. "To those of us in the know, it's obviously an interesting »



car – but to general passers-by in the street, it's not particularly conspicuous and is therefore less likely to attract any kind of negative reaction."

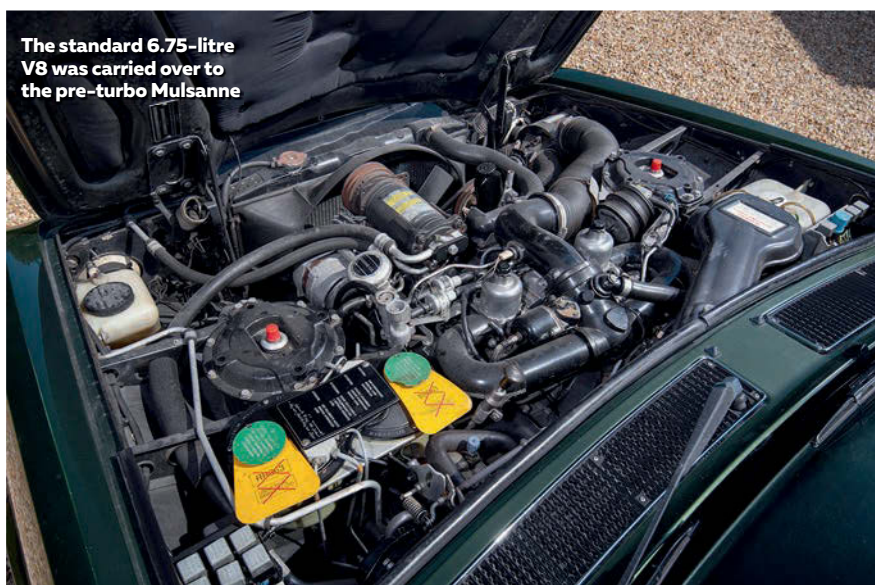
In the right company, however, Paul's Mulsanne is a car that does turn heads, particularly when it comes to marque-specific events: "I must admit that one of my biggest joys is being able to look down a row of similar-looking

SZ saloons and there, amongst all the Royal Blue Silver Spirits, sits my Forest Green Mulsanne. The fact that it's an early normally-aspirated car makes it all the more special to me, making it something of an SZ rarity these days."

Paul admits that his Mulsanne (nicknamed Walter, after W.O. himself) is no concours contender, but is happy that it's still in excellent and largely

original condition throughout: "I didn't want another Rolls-Royce or Bentley that was a potential class winner, or one that I was nervous about using. Driving Walter provides me with a great deal of pleasure, making this the ideal transport for weekends away. It's incredibly comfortable and, I feel, offers a much finer ride quality than that of the Silver Shadow. For long-distance trips, it's an absolute pleasure. And although the restrictions of 2020 have meant a year of inactivity for Walter, I can't wait to get back to using the car properly again next year."

It's easy to overlook the significance of the original Mulsanne of 1980, with many motoring pundits preferring to start the story of Bentley's revival by citing the Mulsanne Turbo of two years later. Had it not been for Rolls-Royce Motors' decision to launch the normally-aspirated Mulsanne, however, those later turbocharged models wouldn't have appeared – and Bentley would have headed into the history books, forgotten by all but the most loyal of marque enthusiasts. As the regular Mulsanne reaches its 40th anniversary, it's a car that surely deserves credit for its role in the later resurgence of Bentley, helping to catapult the brand back into the big time. ■



The standard 6.75-litre V8 was carried over to the pre-turbo Mulsanne



The highly-trained staff of The Beaconsfield Workshop boast countless years' experience of the prestigious Bentley and Rolls-Royce marques. Operating from state-of-the-art new premises set in rolling countryside, yet just minutes from the Beaconsfield mainline station and M40 motorway, they are proud to offer the following services for both modern and classic examples of the breed:

**Servicing and Maintenance | Restoration
Body Repairs | Repainting | Detailing**



Don't delay, call us today!

Workshop 1, Hall Barn Estate, Windsor End, Beaconsfield, Bucks, HP9 2SG
Tel: +44 (0)1494 675211 | email: tara@thebeaconsfieldworkshop.co.uk
www.thebeaconsfieldworkshop.co.uk

The Real Car Co.



Specialists in Rolls-Royce and Bentley

mail@realcar.co.uk 01248 602649



1949 BENTLEY MKVI FOUR DOOR SPORTS SALOON

Very smart in Shell & Tudor Grey with lovely Brown leather interior. Documented £50,000+ restoration in the 1990's – drives just as a MKVI should! See website for video; £36,500
8 Derby Bentleys; 1951 HJ Mulliner; 2 R-Types inc the last made!



1932 PHANTOM II CONTINENTAL HJ MULLINER TWO DOOR DHC

Fabulous sporty, stylish, 2 seat & dickey design that's been with one family since 1960 and comes with much interesting history. New cylinder head, drives beautifully – watch the video; £250,000
'20 Ghost Tourer; '26 PI Dual Cowl Tourer; '30 PII Limousine



1958 BENTLEY SI CONTINENTAL FASTBACK BY HJ MULLINER

Refinished in original colours retaining lovely original Red leather. One owner 1993 to 2019 with minimal use – recent recommission & now sharp, sound, smart & an absolute pleasure to drive! £395,000
Gorgeous '59 S1 Flying Spur Continental, Smart '65 S3 S/Saloon



realcar.co.uk

For up-to-date stock details, plenty of photos & sign up for our 'New Arrival' email alerts. See our videos on YouTube at Real Car Co.



Specialists in Vintage
Bentley & Rolls-Royce
Motor Cars

*"Times Change,
Standards Don't"*

Units 4-5 Beechwood
Clump Farm Ind. Est.
Blandford Forum,
Dorset, DT11 7TD

01258 480029

www.mckenzieguppy.co.uk



MARKET WATCH

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



OLDER RESTORATION

For anyone with a passion for early post-war motoring who's seeking a car that's both durable and practical, the Bentley MkVI continues to offer excellent value for money. This first of the 'Standard Steel' saloons was something of a revelation for Rolls-Royce and Bentley, marking a new era of ready-built complete cars being supplied direct from the Crewe factory. And these days the MkVI remains an extremely popular choice among marque enthusiasts.

This 1949 survivor (chassis number B423DZ) is currently available via The Real Car Co and is smartly finished in Tudor Grey and Shell Grey. It's an example of an older restoration, having undergone major work in the 1990s at a cost in excess of £50,000. The Bentley boasts a high-quality paint finish, an impressive interior (in brown leather with period-correct headlining and carpets) and excellent chromework, while the underside is described as "good and sound". It's also in fine fettle mechanically, and is said to be "running well and driving very nicely".

This MkVI comes with a history file that documents its extensive restoration work, and will be sold fully serviced and with a fresh MoT for its asking price of £36,500. To book an appointment to view, call +44 (0)1248 602649 or go to www.realcar.co.uk.





LOW-MILEAGE BENTLEY

Any Corniche convertible is an exclusive machine, with fewer than 5400 examples of the Rolls-Royce version being sold between 1971 and the model's demise in 1995. The Bentley Corniche drophead was even scarcer, however, with just over 500 produced in all – making it one of the ultimate choices now for anyone seeking a soft-top rarity.

The model formerly known as the Bentley Corniche was renamed from July 1984, with the historic Continental badge being reintroduced to provide

more differentiation between the two marques. The Continental was also treated to colour-coded new-style bumpers and door mirrors, as well as a revised interior with a new-look dashboard. The example shown here dates from 1990 and has covered a mere 30,576 miles to date.

Finished in Rhapsody Blue with Magnolia hide (featuring Tahiti piping) and Norse Blue carpets, it's a particularly handsome example that was originally built for Bentley Cyprus. It is currently for sale with

marque specialist Phantom Motor Cars, who have known the car for some time and even carried out a service on it in 2009 – at which point the mileage stood at just 29,400. The car has obviously been used very little in the intervening years, and the company is currently carrying out an extensive service and full preparation.

This rare and particularly eye-catching member of the Corniche family can be yours for £89,950. For further details, call +44 (0)1252 850231 or go online to www.pmcuk.com.



LATE-MODEL 'SHADOW II

Described by Royce Service & Engineering as "one of the finest we look after", this late-model Silver Shadow II was built in 1980 but wasn't first registered until December '83, which explains why it's sporting an A-prefix registration number. Finished in its original Willow Gold with contrasting Magnolia hide interior, this unusual example has covered just 32,000 miles from new and has been carefully maintained by RS&E since 1998.

The car boasts an interesting specification, coming complete with pull-out cocktail cabinets below the rear picnic tables, plus a factory-fit fridge in the boot and an on-board telephone. This Silver Shadow II was ordered new by a Harley Street dentist, with the car being supplied to Jack Barclays in 1980. However, their client decided not to take delivery until '83, and so it stayed at Jack Barclays until December of that year, when it was registered as a new car.

A fair-sounding £32,950 is being sought for this special example, which must be one of the latest-registered of its type. You can find out more via www.rsande.co.uk or by calling +44 (0)1737 844999.





Royce Service & Engineering
Station Road
Betchworth
Surrey
RH3 7BZ

BENTLEY ARNAGE RED LABEL



2001. 41,000 miles. In Meteor Blue Metallic with Cotswold piped French Navy. We have been servicing and maintaining this wonderful car since 2017. It is a very clean and well presented car.

£23,950



Tel: 01737 844999
Email: enquiries@rsande.co.uk
www.rsande.co.uk



Sales, Service & Restorations by Independent Specialists in Rolls-Royce, Bentley & Prestige Automobiles

For the very finest in service, restoration and all aspects relating to the marque, with 'that personal touch'. Rolls-Royce factory trained, with over 40 years experience. All servicing and repairs carried out to the highest standards and fully guaranteed.



2010 Bentley Continental GT Supersport 6.0L W12 51,000mile 4 Seat Option. Ice White with Beluga Hide and Alcantara White Piping, Carbon Ceramic Brakes, PDC Reverse Camera, Widescreen Sat Nav, Power Boot, Bluetooth, Soft Close Doors, 6 CD Changer, Keyless-Go, Full Bentley Service History A Stunning Supercar in A1 Condition, PX and Finance Available. **£44995**



2011 Bentley Continental GT 6.0L W12 GEN 2 MDS 19,000 miles, Extreme Silver with Beluga hide linen contrast stitching, 21" Alloys, Reverse Camera, TV Tuner Touchscreen Sat Nav, Power Boot, 3 Spoke Steering Wheel, Massage Heated Memory Seats, Soft Close Doors, Spacesaver Spare, Full Bentley Service History just serviced, Keyless-Go 2Keys, This car is an immaculate example. **£49995**



2007(57) Bentley Continental GTC Mulliner W12 6.0L Only 34,000 miles Beluga Black with Magnolia hide Contrast Stitching Bentley Wings Embroidered Seat Backs, Beige Power Hood, Dark Walnut Wood, Power boot, Soft Close Doors, Bluetooth, Front and Rear PDC, GPS Sat Nav, Keyless Go .2 keys, Full Bentley & Specialist Service History. Absolutely stunning low mileage. **£37950**



2010 Bentley Continental GT SPEED 6.0 W12 Auto Moon Beam with Beluga hide, Portland contrast stitching embroidered Bentley Wings. Dark tint Alloy Turned Dash, Dark Tint Finish 20" Speed Wheels, Dark Tint Finish to Front Grilles, TV Tuner, Convenience Specification, 49000miles with Full Bentley Service History. 3 Spoke Steering Wheel, Rear Camera F&R PDC, Power Boot, Bluetooth, Ipad, Soft Close Doors, Navtrak 2 Cards, Keyless Go, a stunning car in lovely condition, just serviced. **£38995**

Telephone: 01635 866833 • Mobile: 07831 800727
Website: www.stewartwalkerltd.co.uk • Email: info@stewartwalkerltd.co.uk
Unit 1Q, Faraday Road, Newbury, Berkshire RT14 2AD

+44 (0) 1252 850231
Telephone

PHANTOM MOTOR CARS LTD

Independent Rolls-Royce and Bentley Specialists Established in 1961

www.pmcuk.com
Website



EMERALD GREEN BENTLEY AZURE 1997 - £79,950

16,000 Miles, Black Emerald Mica paint with Special Order, Deviation of Black Emerald Hide. Wilton Carpet, colour is Hampton Green. Black cloth headlining and Hampton Green Lambswool Rugs. All handbooks, Service books and documents.



BENTLEY CONTINENTAL T 2000 - £124,950

28,000 miles. Silver Pearl with Black Hyde throughout and Machine Turned Aluminium dashboard. Twin Umbrellas to the luggage Compartment and Painted Cheater Panels. Shaded band to rear windscreen. Two owners (1 former). Service History.



BENTLEY CONTINENTAL DROP HEAD COUPE 1990 - £89,950

30,576 miles. Rhapsody Blue with Magnolia Hyde and Tahiti piping. Norse Blue Carpets. Built for Bentley Cypress. Its early history is a little vague but it is assumed that the car spent some if its time in Cypress. The owner clearly used the car very little.



BENTLEY ARNAGE R - 2008 - £65,000

Just 1,600 miles. Registered 30 September 2008. Supplied New by Bentley Hadley Green. Peacock Pearl with French Navy Main Hide. Carpet Over mats in addition to Lambswool Rugs. Dark Blue Wilton Carpet. Darkest Burr Walnut wood.



BENTLEY AZURE IN (LHD) 1994 - £69,950

An extremely fine condition Bentley Azure in LHD. Only 39,000 miles. Silver Pearl with Main Hide in Silverstone & Secondary hide in Slate. Shale Grey Wilton Carpet throughout incl luggage cmprt. Dash Top Roll & Centre Console Trimmed in Slate.



SEQUIN BLUE BENTLEY CONTINENTAL T 1999 - £129,959

29,000 Miles, Sequin Blue with Magnolia & French Navy Hide. Wide Body 420 HP, Collection condition with low mileage, and 1 owner (zero former keepers in registration document). Currently Serviced and Prepared by Phantom Motors.

All work is carried out by dedicated & passionate specialist technicians that take serious pride in their work.

VEHICLE SERVICE & MAINTENANCE

Ensure your car retains its optimum performance and reliability



PHANTOM MOTOR CARS LTD, FARNHAM, SURREY GU10 5QT • OPEN MONDAY TO FRIDAY: 8:30AM – 6:00PM

FEATURE CAR
SILVER WRAITH NEW LOOK





Style & SUBSTANCE

We get to enjoy a close encounter with this Hooper-bodied Silver Wraith, part of the company's New Look range of the 1950s – and a real rarity now

WORDS: PAUL GUINNESS PHOTOGRAPHY: MATT WOODS

Although the Silver Wraith was the first post-war model announcement by Rolls-Royce, unveiled to the press in April 1946, just a month before the arrival of the Bentley MkVI 'Standard Steel' saloon, it effectively bridged the gap between the pre-war coachbuilt tradition and the post-war move towards factory-built complete cars. And yet to describe the newcomer simply as a transitional design would be unfair, for it marked the start of a successful period for Rolls-Royce. Indeed, the Silver Wraith went on to enjoy a twelve-year career and sales of 1883 of all types, aided by the sheer variety of different body styles available courtesy of Britain's coachbuilding industry.

By the time of the Silver Wraith's launch, coachbuilders were fewer in number than they had been in previous decades. Back in 1926, for example, an impressive 63 individual coachbuilding specialists had exhibited at London's Olympia Motor Show, a far cry from the 25 such businesses that would be displaying their wares at Earl's Court twelve years later. By the time the Second World War was at an end and Britain's motor industry was getting back into gear, traditional coachbuilding methods were under threat and many of the smaller companies had ceased trading. Fortunately for the Silver Wraith, however, a number of well-known names had survived, and wasted

no time in creating their own body designs based around the latest Rolls-Royce's chassis and running gear.

In fact, around twenty different bodywork styles were available for the Silver Wraith, the vast majority of them being built by five famous companies. H.J. Mulliner headed the list with a total of 518 cars, while in second place was Park Ward (480), followed by Hooper & Co (469). James Young and Freestone & Webb built 217 and 120 Silver Wraiths respectively.

Such were the changes within the coachbuilding industry, four out of those five well-known specialists were owned by larger automotive companies by the time the Silver Wraith came along. Hooper & Co, for example, had bought rivals Barker & Co in 1938, only to then be acquired by Daimler in 1940 – which itself was part of the BSA group. And it's a connection that's relevant to the Silver Wraith you see here, for it was Hooper's chief designer Osmond Rivers (who went on to become the company's managing director) who spotted a new trend for pontoon-style bodies among some of the more mass-produced models of the time. It was a style that he would go on to experiment with, most famously culminating in the razor-edge Daimler Empress based around the Regency chassis of the time, notable for its stylish full-width bodywork and rear wheel spats.

The Silver Wraith (as well as other chassis from Rolls-Royce) would go on »



“By the time of the Silver Wraith’s launch, coachbuilders were fewer in number than they had been in previous decades”



to feature Empress-like lines, though in this case Hooper officially called it the New Look. These days, of course, it's not unusual to see such a Hooper-bodied Rolls-Royce being referred to as an Empress, but strictly speaking this was a name reserved for the Daimler-based versions. Interestingly, derivations of the New Look were available on the Bentley MkVI and R-type chassis, while at the other extreme was a version using that of the Phantom IV. The style was further evolved in the 1950s, with those based around the subsequent Silver Cloud being much more curvaceous in design.

SUPER SURVIVOR

The New Look survivor featured here was completed by Hooper in 1956 (using a long-wheelbase chassis built the previous October), by which time the Silver Cloud was showing the future direction of Rolls-Royce – and the Silver Wraith was very much in the autumn of its career. Using chassis number ELW51, this particular car boasts a fascinating history, having been ordered new from Rippon Bros by a Mr N.J. Yeadon of Jesse Stephenson Ltd, thought to have



The interior of Hooper's Silver Wraith New Look was sumptuous, with wonderful detailing throughout

been a Yorkshire-based firm of grocers. Various optional extras were specified by Mr Yeadon, while the supplying dealer was asked to fit a chassis-mounted radio aerial retrospectively, as well as make good the wing where the original aerial had been – something that must have been quite a time-consuming process.

Mr Yeadon was quite specific in his demands from what was one of Hooper's most sumptuous offerings. For example, we can deduce that it was probably destined to be an owner-driver car (unusual for a Silver Wraith New Look) as it was ordered without a chauffeur's division. He also chose not to include electric windows, he opted

for semaphore-type trafficators (at a time when flashing indicators were the modern alternative), and he ordered a single wing mirror rather than a pair. The latter is particularly intriguing, and the reason behind it is unknown... although we can't help speculating. Was Mr Yeadon a man who didn't want to spoil the aesthetic flow of his car (which might explain the removal of the wing-mounted aerial), or was it simply another way of saving a small amount of money?

This seems unlikely given the fact that the Silver Wraith New Look was an incredibly expensive motor car in its day, with copies of this example's original paperwork showing a purchase price »





of £7976 – the equivalent of almost £169,000 in today's money, taking into account the inflation of the intervening 64 years. That made Mr Yeadon's new car roughly 60% more expensive than a brand new Silver Cloud with 'Standard Steel' bodywork – the most popular Rolls-Royce choice by that time.

NEW OWNER

A change of ownership for the car is recorded by Jack Barclays in 1969, at

“The Silver Cloud was showing the future direction of Rolls-Royce – and the Silver Wraith was in the autumn of its career”

which point it was sold to a company by the name of Derek Wheeler Ltd, based in London. Further research is currently being carried out into the rest of this rare Silver Wraith's history, a machine

that has apparently been involved in film work as well as being employed as wedding transport. For the last two years, however, it has been owned by Chris Williams, who lives in Conwy, North Wales – although since buying the car from a marque specialist, he's been in no hurry to have it home, preferring instead to entrust it to the experts at Essex-based Pride & Joy Classic Cars (www.prideandjoyclassiccars.com), where it has been receiving plenty of TLC as part of a thorough recommissioning process.

The car was acquired by Chris as something of a project, since when it has been restored to full running order. It also boasts a new braking system, rebuilt suspension, a brand new exhaust and manifold, plus an electrical overhaul – and the end result is an opulent machine that's finally ready to enjoy.

Tim Milbank of Pride & Joy is fascinated by the latest Rolls-Royce to pass through his hands: “ELW51 is a real cross-over car, as by 1955 the P100 headlamps made exclusively for Rolls-Royce had been deleted in favour of the more modern faired-in style. The



The familiar 4.9-litre straight-six, albeit with various spec differences in this guise



Ultra-generous rear seat accommodation and an array of beautifully designed creature comforts



The lack of a chauffeur's division suggests this was an owner-driver car



P100s fitted to this car might either have been the last pair on the shelf or the last pair made. Who knows? Interestingly though, this particular New Look has swan-neck over-riders that were being fitted to the new Silver Cloud, so it's an unusual combination."

ELW51 boasts plenty more interesting features, says Tim: "On standard Silver Dawns and then Silver Clouds of the time, the radiator shell veins are fixed. This car, however, has the Calorstat system that automatically controls the opening of the veins

and the amount of air passing through to the radiator core, with the veins gradually opening as normal operating temperature is achieved."

FURTHER CLUES

This particular Silver Wraith New Look remains impressively complete. It was resprayed and re-trimmed to a high standard (this time in quality hide rather than the original blue cloth) many years ago, although further bodywork attention may be on the cards at some

point in the near future. In the boot, meanwhile, is the original badge bar that was once fitted to the car, featuring an array of interesting badges (including the Automobile Club Milano and the Royal Borough of Kensington Staff Sports Association) in addition to the almost obligatory AA and RAC designs of the period. Also found there is a cast and chromed racehorse and jockey that was previously attached to the front bumper. Needless to say, proud owner Chris would love to hear from any readers who may recognise these »

FEATURE CAR

SILVER WRAITH NEW LOOK



items, as they could provide an extra clue to the car's previous ownership.

Thanks to Pride & Joy's recent efforts, this Silver Wraith is now in fine running order: "The car's mechanical spec is very interesting," explains Tim Milbank. "It features unique inlet and outlet manifolds and a downdraft carburettor, at a time when Rolls-Royce had deleted the downdraft for standard twin carbs on the Silver Cloud and S-series." By the time ELW51 was built, the Silver Wraith was using the same 4.9-litre version of the familiar six-cylinder unit as that new-generation family, although the ELW versions featured a unique cylinder head design and other significant changes.

"Working on ELW51 has got me interested in the whole ELW chassis number series," explains Tim. "There seems to be few historical records about this particular long-wheelbase

"These days, it's not unusual to see such a Hooper-bodied Rolls-Royce being referred to as an Empress"

series. In effect, it was an amalgamation of the longer chassis combined with various Silver Dawn and R-type fittings, with some Silver Cloud in there too. At a time when the Phantom could only be bought by dignitaries and Heads of State, maybe the ELW cars were sold as the ultimate Rolls-Royce limousines for the general public?"

According to marque historian Martyn Nutland (in *Bentley MkVI, Rolls-Royce Silver Wraith, Silver Dawn & Silver Cloud, Bentley R-series & S-series*, published by Veloce), ELW chassis numbers ran from 1 to 101 between

1955 and '56 – and on the assumption that number 13 was never issued (as per the tradition), this means that a total of a hundred examples were built. How many of these were sent to Hooper & Co, we can't be sure – and we're equally in the dark as to how many of those would have been built using Empress-style New Look coachwork.

One thing we can be certain of, however, is that Chris Williams owns an impressively rare and undeniably stylish member of the Silver Wraith family – and one that we'd love to know more about. If you can help, do get in touch... ■



The distinctive racehorse and jockey once fitted to the front bumper



An interesting set of badges that might jog the memory of a former owner



PRIDE & JOY

CLASSIC CARS

KNOWLEDGE • SKILL • CARE • PASSION



Your chosen professional

From servicing to complete restorations:
Bentley Mk VI, R Type Continental, S Type,
Rolls Royce, Silver Dawn, Wraith and Cloud I, II & III.

For more information please visit:
www.prideandjoyclassiccars.co.uk
01702 615999
email: info@prideandjoyclassiccars.co.uk

3 THE CORDWAINERS, SOUTHEND-ON-SEA SS2 5RU



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

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



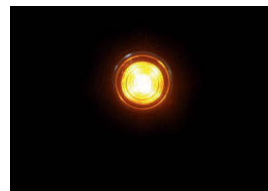
Bright news for older cars

It is very bright warm white until the indicators are activated, and then it changes to flashing orange.

At the back, an amazing new three-function bulb directly

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

One bulb - 3 functions



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

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

Inside the car there is a loud sounder and a discrete visual display. All of this means that

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

The complete kit, together with instructions costs just £299.99+VAT.



For more details, visit
www.bettercarlighting.co.uk or call
0121 773 7000

FEATURE CAR
BENTLEY T-SERIES





NEW TO THE MARQUE

As the proud owner of this fifty-year-old T-series, Philip Bacon is a self-confessed Bentley convert – despite some unexpected expenditure since buying the car

PHOTOGRAPHY: LEE MILNER (MILNERPICS)

What has developed is a real love affair with my 1970 Bentley T-series. I'd not been looking to buy such a vehicle at the time, nor any other classic car. In fact, I was browsing the internet looking for another Jaguar XF 4.2, having traded in my 2008 model for a newer 3.0-litre diesel version. I was regretting parting company with the petrol XF and was therefore 'just looking'. But the big mistake – or so I thought at the time – was to ask my son to also have a look.

"Dad! Come and look at this!" was the result. "You have to be joking," I said. "What am I going to do with that?" However, I agreed that we'd take a trip to Woking to view what he'd just spotted, a trip that was to mark the start of my love affair with Bertie the Bentley (named after my late father, who would have just loved the car).

It turned out to have been originally owned by the 11th Duke of Devonshire, while the keeper before the one I bought it from (who owned it for just five months) was the renowned film musical director, Leslie Bricusse. To add further to its celebrity, the Bentley was mechanically renovated during Bricusse's ownership by musician Toby Smith of Jamiroquai fame, who ran a classic car restoration business at the time.

I was impressed with the Bentley

– looking splendid in the original hue of Masons Black – and immediately fell for its charms. The vendor and I haggled for a while, before finally agreeing on what I thought was a decent price. And yet I was still full of trepidation. I mean, why had I bought it? Well, I'm happy to report that this was four years ago and I still love Bertie, despite me having spent as much on it since then as it cost to buy.

INSTANT ATTRACTION

I'd never previously thought of owning something like a T-series, but Bertie seemed to urge me to take the plunge (I decided this wasn't a 'female' car, more of a stately old gentleman). This was despite him looking a little sad and unloved, in need of some TLC both inside and out. I drove the car home to the south coast and was a little concerned about the feel of the brakes; I didn't know how they should feel, but I was sure they shouldn't be the way they were. However, there were no other noticeable problems and the drive home was careful but enjoyable.

In the cold light of day, with some concern over what I might have landed myself with, I arranged for my local main dealer to have a look at Bertie, performing a very extensive health check and presenting me with a list »

"The vendor and I haggled for a while, before finally agreeing on what I thought was a decent price"



of issues as a result. Oh no, I thought! What had I done? As I suspected, there was indeed a problem with the brakes, with the system requiring a thorough flush and bleed in order to get the rear end functioning properly. The caliper wasn't working on one set of pistons, and so we needed to strip and free off the calipers. Tyres were also replaced at the same time, as the two rears were low on tread and – more worryingly – were starting to crack.

I'd already noticed some minor leaks but wasn't sure where they were coming from; they didn't look like engine oil to me. One turned out to be a leaking height control valve, which needed rebuilding with a new seal kit and the height control system bled. There was also a 'knock' from the rear suspension, which was being caused by the rear subframe mountings; the compliant cushions had failed, causing the whole subframe

to move around. This could be felt through the car and might have been dangerous if not attended to. The car's rear standing height is obviously set by the springs, and where these had sagged a bit over time, the back end sat slightly lower than it should; if we were to have the subframe bushes replaced, it made sense to re-shim the rear springs at the same time.

In addition to all of this was a problem with the power-assisted steering, which was weeping fluid from two of its pipes. The garage advised that these should be replaced, as again the problem would only get worse if neglected. All of the aforementioned work was therefore commissioned and completed, at a cost of around £5000. However, this was not the end of the extra expenditure, as I still had to deal with some non-urgent matters. The main dealer told me that whilst their inspection showed

the car to be in generally good overall condition, the outer sills were displaying signs of corrosion and had been poorly repaired in the past. The cost being quoted to replace the outer sills and rear valances, repair a dent in one door and repaint where necessary was £3199. I therefore decided to live with the sills as they were for a while longer, and hopefully tackle the repairs the following year; after all, I'd already spent what I thought was a small fortune.

Bertie's interior brought better news, as all that was required was a new carpet set and to track down a couple of footrests. Even the original lambswool over-mats were still in place. I'd set about organising a leather repair kit so I could deal with some minor wear to the driver's seat cushion, but instead ended up buying a pair of used seats from Flying Spares. One of them was in better condition



The Bentley is now in fine running order, and is very presentable throughout



than the other, and so the repair kit was used to great effect and we now have a pair of pretty smart seats up front. Everything else about the interior was really quite good, which is probably as expected given that Bertie has covered just 73,000 miles to date.

LATER WORK

As time went by, with Bertie having attended various classic car shows

(attracting much attention in the process), I decided it was time to get the sills sorted. However, I'd be using the services of a local workshop that had quoted a much better price than the main dealer, and a significantly lower price than another local bodywork specialist who'd quoted me £6000 for the same work. In fact, I contacted quite a few firms for quotations, many of which didn't bother quoting or simply declined

the job, and so I had little choice but to go with the cheaper quote.

The work on the sills became more problematic as the work progressed. There were some old, very corroded sills still fitted that had been pushed up, enabling new sills to be added over the top. All of this had to be removed before brand new sills could finally be fitted properly, while issues with the paint meant that by the end of the process both sides of the car had »

FEATURE CAR BENTLEY T-SERIES



The original front seats were changed for a recycled pair from Flying Spares



to be resprayed. What I thought was a relatively straightforward job had turned out to be a real saga, and something that at the time I began to regret tackling.

Almost a year on from that episode, only a few minor jobs remain to be done. The car does show some signs of its fifty years on the road, but then it was never my desire to transform it into a concours-style example. After all, what's wrong with a little patina? A few months ago, however, we





did have some work done on Bertie's front suspension, carried out by a very competent local classic car specialist to whom I'll be returning for regular servicing and repairs. I had already decided not to return to the main dealer, as it was getting very expensive thanks to labour charges of around £150 per hour.

Meanwhile, it seems that Bertie has really started something for me, as I now also find myself the proud owner of a 1956 Daimler Conquest and a '69 Wolseley 16/60. (I'll just have to keep convincing myself that my classics are an asset, both personally and financially.) Oh, and I've also added a 1950s Triang North Star pedal car to the collection, having made a promise to my wife that there would be no more classic cars arriving... honestly! ■

THANK YOU

We're grateful to Lady Colin Campbell for allowing us access to the grounds of Castle Goring for our recent photo shoot. For further details of this splendid venue, visit www.castlegoring.com.

"I decided to live with the sills as they were for a while longer, and hopefully tackle the repairs the following year"

**Castle Goring...
a stately backdrop
for a stately car**





Established 1984

Rolls-Royce and Bentley Drivers ...

Drive in with confidence where you see this sign.
The Rolls-Royce and Bentley Specialists Association

Your guarantee of satisfaction

Visit

www.rrbsa.co.uk

for details of member companies



QUALITY & RELIABILITY



Lumenition

OPTRONIC IGNITION

Premier electronic ignition with an enviable reputation for reliability and effectiveness with fitting kits available for 100's of cherished vehicles.

Optronic electronic ignitions are ideal maintenance-free conversions. Remove contact breaker & condensor and install a fitting kit. Plug in the optical switch, connect two wires to the coil and one to earth. Re-time engine.



Lumenition

MAGNETRONIC IGNITION SYSTEM

For 4 and 6 cylinder engines fitted with Lucas 20 or 40-series distributors. Easy installation, with highly reliable, trouble-free, operation and no maintenance.

Remove contact breaker & condensor and replace with the power module, connect two wires to the ignition coil, press the trigger disk over the camshaft. Re-time engine.

Could not be easier

Could not be easier



Buy the Best
Lumenition



for application lists, installation guides, products and Dealers Worldwide.

www.lumenition.co.uk



ROLLS-ROYCE & BENTLEY *driver*

To book an advert please call Tandem Media on

01233 228753

• YOUR SHOUT •

Got something to say about anything Rolls-Royce or Bentley related? Then we want to hear it!

Send an email to rrb.ed@kelsey.co.uk or write to: The Editor, *Rolls-Royce & Bentley Driver*, Kelsey Publishing Ltd, The Granary, Downs Court, Yalding Hill, Yalding, Kent, ME18 6AL

PRAISING RICHARD

I buy your excellent magazine as soon as I see it in the newsagents, and was pleasantly surprised to find your article on Richard Biddulph (of Vintage & Prestige Classic Cars) in the Sept/Oct issue, especially as I had just purchased a vehicle from him.

I must immediately say that it was not one of the esteemed brands that you report on; rather it was at the bottom of Richard's stock, but still an excellent example of the model. Dealing with Richard was a genuine pleasure – simple and straightforward. With a 'my word is my bond' approach, the whole process was a delight and one that I would have no hesitation in repeating, or recommending to your readers.

Genuine characters like Richard are few and far between in this digital world. Long may he continue.

Stuart Wright

Via email



FILM FANATIC

I really enjoyed the 'Wheel to Reel' feature in the Sept/Oct issue of *Rolls-Royce & Bentley Driver*. What a good idea! I hope that you do a follow-up one.

One of my favourite films is *The Iron Maiden* (1962), produced by Peter Rogers and directed by Gerald Thomas, who did the *Carry On* films. It starred Michael Craig and Anne Helm, and was the story of an aircraft designer who had a passion for his traction engine, the Iron Maiden. There are some great cars, including two Rolls-Royce Silver Clouds and a Silver Wraith. The coachwork on the Wraith was by Freestone & Webb and it was exhibited at the 1954 Earl's Court Motor Show.

Other great cars in the same film were a 1960 Alvis TD21, a 1960 Cadillac Sedan de Ville, a 1962 Jaguar MkX and a 1958 Austin Princess limousine.

Chris Wardlow
Bridlington

SUV COMMENTS

I enjoyed reading your Final Page column (May/June issue) in which you asked for readers' opinions and comments on the modern Rolls-Royce and Bentley ranges. You said: "I'd love to know what YOU think". While I understand why some enthusiasts would have preferred the brands to disappear once they'd left British hands, I cannot agree with that – although one day I would love to see them back in British ownership.

I'm writing specifically about the Bentayga and Cullinan. I have never been keen on SUVs; apart from Land

Rovers, I find them unattractive and overly bulky. The Cullinan is ugly and looks cumbersome, and to me it dilutes the image of Rolls-Royce, but the Bentayga is worse. It looks no different to any other SUV, only its size and vulgarity setting it apart from lesser brands. It's more akin to a Seat Tarraco on Botox, which a back street plastic surgeon has administered with too much liquid in the syringe. Although the interiors of both cars are up to standard, neither exterior comes anywhere near the levels of elegance and sophistication I've come to love, admire and respect

in Rolls-Royce and Bentley.

On a lighter note, I read every article in *Rolls-Royce & Bentley Driver*, no matter what the model, as I love the magazine so much. I've been particularly interested in reading SZ-related articles, and have found them very informative and helpful. It would be great to see a feature (or a series) dedicated to the differences in the evolution of the SZ family from 1980 to '98, with a page showing side-by-side technical specifications of the Silver Spirits I to IV. Or how about a side-by-side review of a 1980 Spirit against one of the very last examples?

Keep up the good work; I wish you every success.

Nicholas Heavisides
Bournemouth

I can see the business case for the Cullinan and Bentayga, as each model is its maker's bestseller right now. But of course, SUVs from Rolls-Royce and Bentley were always going to divide opinion, and each company would have been aware of this at launch. Meanwhile, thank you for your kind words about the magazine, Nicholas, as well as your excellent suggestions. Rest assured, we have more SZ features lined up for the next few issues – Ed.



THE FULL SET

When I read in the Sept/Oct issue that there had been nineteen issues of *Rolls-Royce & Bentley Driver* published, I had to go and count them! I have the whole set in my bookcase – nineteen wonderful magazines full of very interesting, well-written articles.

I would like to congratulate you and all the team for the work and effort that has gone into this publication. May there be many more to come!

John F Neale
Silver Shadow & Bentley
T-series Registrar
Rolls-Royce Enthusiasts' Club

Thank you, John, for those kind words. With the first few issues having long since sold out, there will be many readers envious of your complete collection – Ed.

CHAUFFEUR MEMORIES

I thought you might find my story of interest. I have been a self-employed chauffeur for more than thirty years, and during that time I have met some lovely people and experienced plenty of luxurious cars.

One person I drove for over many years was the famous 'sausage king', Fred Holroyd, who made his fortune selling sausage machines. Fred owned many Rolls-Royces but what stood out was the silver-plated sausage with wings that he always had mounted on the radiator grille. They cost him a lot of money in the end as they kept getting stolen!

Fred Holroyd is mentioned in *Rolls-Royce: The Complete Works*. I attach a photograph of me with his sausage emblem at his funeral, where it was appropriately carried on his coffin.

Paul Sutton-Fricker
Bath



WEDDING TRANSPORT

I was interested in your Final Page column (back in the March/April issue) in which you talked about wedding cars. I have loved Rolls-Royce for more years than I can remember, and in 2014 I purchased my first example – a 1985 Silver Spirit finished in white.

The feeling I had when I first drove the car was pure joy. At last, I had realised a lifelong dream. The only way I could afford to keep and maintain her, however, was to offer her as wedding transport. I always enjoyed driving that car, as well as the pride I felt when asked "Is it yours?" and I could answer yes.

I have since sold the Silver Spirit and currently have a 1970 Silver Shadow. Once again, my wedding car business is enabling me to own one of the best cars in the world. Thank you for such a wonderful magazine.

Stephen Myall
Via email



COLLECTOR'S ITEMS

I was just wondering if anyone knows where this long-wheelbase custom-made Rolls-Royce ended up after it visited a number of motor shows in Australia. I remember paying and entering a competition to win a trip around Europe in this vehicle, but I never heard if there was a

winner or whether it was a con.

I may not own a full-size Rolls-Royce but my die-cast collection gives me great pleasure. This large-scale lead Silver Ghost is particularly interesting – I doubt there would have been many of these made. Again, can anyone confirm?

While not enjoying the privilege of my own Rolls-Royce, I have various magazines, books and other publications to keep me entertained. Annoyingly, I'm still missing Issue One of *Rolls-Royce & Bentley Driver*.

Nigel Roberts
Tasmania, Australia



SETTING THE PACE

David Berthon, proud owner of this superb example, tells the fascinating tale of Rolls-Royce's 'London to Edinburgh' Continental – the most sporting of Silver Ghosts

PHOTOGRAPHY: DAVID BERTHON

'Best in Show', definitely not; 'Best in Class', maybe. But the journey to get my 1913 Rolls-Royce Silver Ghost to Australia's leading classic car show in Melbourne had been a long one, and in the end so intense that any sense of winning a trophy was far from my mind. So to pull off 'Best in Show' at MotorClassica in October 2017 came as a complete surprise. However, this special Silver Ghost would then go on to win the Sydney Classic Concours in 2019, as well as being runner-up in the Sydney Harbour Concours d'Elegance. I couldn't have been more delighted.

The car's restoration had been fifteen years in the making, involving a huge effort by a number of very talented tradesmen and a large commitment from this motoring scribe in terms of long-term investment – a commitment that in 2001 seemed fairly straightforward, but as time progressed became harder and harder.

Having learned to drive in a friend's 1910 Silver Ghost in 1959, I have always been captivated by Henry Royce's upper-luxury masterpiece. And by the late 1990s I had managed to collect two examples: 69TE, a 1920 Cunard open-drive Limousine; and 125AU, a 1924 Hooper Limousine Landaulette. However, I'd always longed for one of the lighter pre-First World War sports models that really established

the Silver Ghost in competition as well as in the marketplace.

Just 188 of the sportier 'London to Edinburgh' Silver Ghosts were built, featuring high-compression engines with alloy pistons, a bigger carburettor, larger-diameter wheels, a higher-mounted radiator, large-capacity fuel tank and generally sportier 'torpedo' coachwork. Most had three-speed gearboxes, but around thirty were fitted with four-speed units, mainly out of the need for the works team cars in the 1913 Alpine Trial to have better hill-climbing ratios, following on from James Radley's failure the previous year in his three-speed model. These four-speed cars adopted the added title of Colonial, or Continental.

Developing 75bhp compared to the 60bhp of the standard 40/50hp chassis, the 'London to Edinburgh' Continental would become the ultimate performance variant in the Silver Ghost's nineteen-year production history. Few cars came close to it, helping to ensure that Rolls-Royce enjoyed great success in competition, first in the 1913 Spanish Grand Prix – the only one ever contested by the luxury car maker – and then the Austrian Alpine Trial, as we'll reveal further on. Needless to say, the motoring press was ecstatic in its praise, describing



the Continental as "a greyhound in its stride... inspiring... the living embodiment of grace and power".

VARIED CAREER

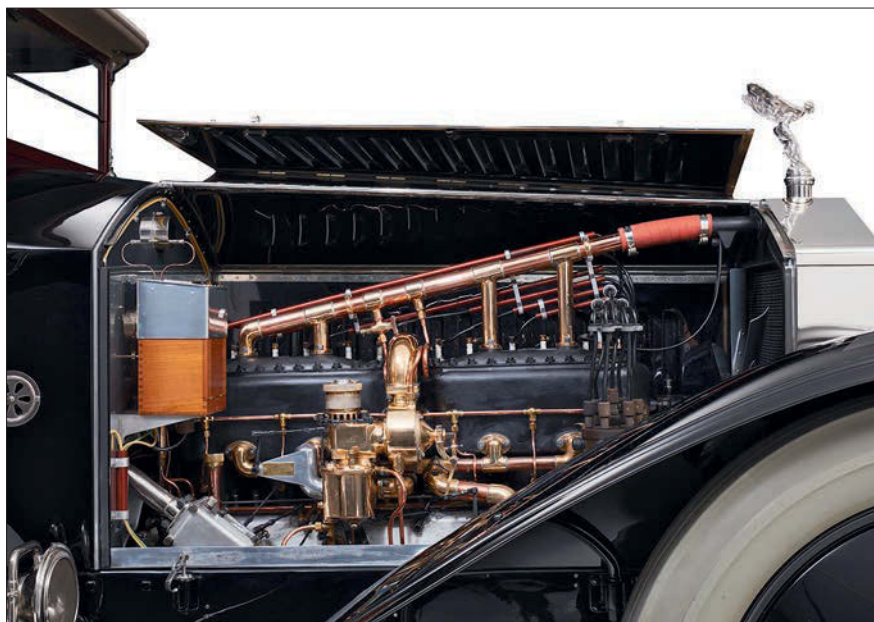
In my quest to find a sportier Ghost in 2001, I was told that the last two unrestored 'London to Edinburgh' cars in Australia – owned by a Melbourne doctor – were for sale. Both 1913 models, one (2412) was a three speed, while the other (2583) was a rarer four-speed Continental, one of just six known to have survived worldwide. Selling my 1920 Silver Ghost and trading my 1924 model, I secured the four-speed – a car that in 1966 had been fitted with a 'torpedo tourer' body by Peels of Brisbane, courtesy of a large 1913 sporting Sunbeam.

As well as a prominent coachbuilder, Peels was the Sunbeam agent in



Queensland. Interestingly, while the six-litre Sunbeam had been delivered in Brisbane in August 1913, 2583 had been off-test at Rolls-Royce in Derby that same month, before then being sent to specialist coachbuilder Connaught for fitment of 'torpedo tourer' bodywork. With war pending, however, its new London owner quickly made the car available to the British War Office for use by the armed forces.

One wonders where 2583 actually saw service, although records indicate that at one stage during the campaign it ended up in Berlin. The end of hostilities saw it eventually being auctioned off by the War Ministry (vehicles donated to the war effort weren't returned to their original owners), with the sale taking place on November 12th 1919 at Earl's Court, where it was purchased by a doctor from Chester for an impressive £1880. »



FEATURE CAR

ROLLS-ROYCE SILVER GHOST



David's fastidiously restored four-speed Continental is highly detailed throughout

The Silver Ghost ended up being shipped to Sydney in 1928, with its new owner commissioning a local coachbuilder – Probert's Body Works – to create more modern tourer bodywork. Service records indicate that during the 1930s and '40s, however, the car had a rather chequered career, gaining a number of different body styles. It switched from being a tourer to a saloon, before being modified for use as a tow truck and then a shooting brake, finally becoming a mourning coach for a funeral home and gaining late-1920s Cadillac bodywork.

By the early 1960s, 2583 was in a rather dilapidated condition in a Western Sydney backyard close to a railway crossing, where it was spotted

by an enthusiast who made an offer to buy it. His offer was quickly rejected, but some months later the same enthusiast noticed a story in the *Sydney Morning Herald* about a man with the same name as the Silver Ghost's then owner being hit and killed by a train. Some time passed before he was finally able to negotiate the purchase of the car from the man's widow.

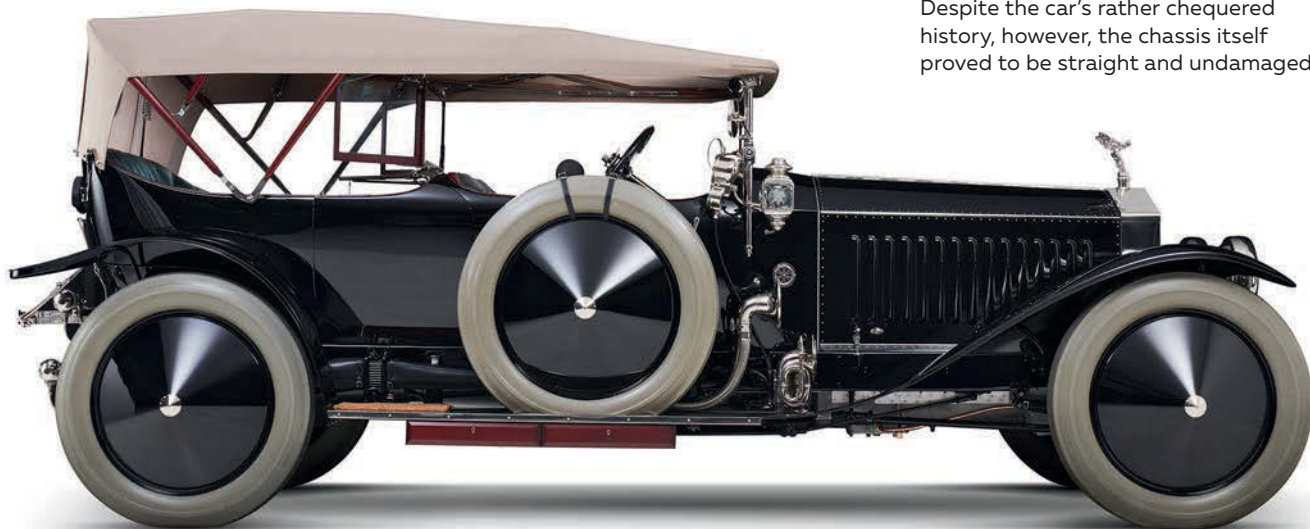
At that time, I was garaging the same enthusiast's Bentley 4½ Litre and so he took me to look at the bare Silver Ghost chassis, after he'd chopped off the old Cadillac body at the local tip. Little did I think that some forty years later, I would become the owner of this rare and very complete Silver Ghost chassis.

By the mid-1960s, the car had been purchased by Faris Palfreyman,

a Canberra-based collector who had amassed around 26 Silver Ghosts – some complete, others in chassis form. Palfreyman had also acquired a large and complete six-litre Sunbeam, and in 1966 he transferred its body onto the chassis of 2583. Upon his death, the car was left to his grandson, who subsequently sold it on to a Melbourne doctor during the 1990s.

MAKING PLANS

Once I'd acquired the Ghost in 2001, I decided the only course of action was to embark upon a complete body-off restoration. The chassis was in generally complete condition but, like many other Silver Ghosts, had had various minor detail items either modified or updated over the years. Despite the car's rather chequered history, however, the chassis itself proved to be straight and undamaged,





To say this 1913 example has had a chequered past would be an understatement

although an attempt by the previous owner to start the car by towing it had resulted in several bent conrods.

Melbourne-based Silver Ghost specialist, Robert McDermott, subsequently reconditioned the engine with high-compression alloy pistons, a new camshaft and a new valvetrain. All other mechanical components were fully restored and a new set of 25-inch straight-sided rims sourced. With 35x5 tyres fitted, these gave me the same rolling diameter as the original 935x135 beaded-edge tyres that are no longer available.

Much work was carried out on the body (with timber replacement where necessary) by restoration specialists in Melbourne, including a new windscreen and door mechanisms, new timber hood frame and considerable attention to the body panels. A new set of mudguards and an appropriate luggage rack completed the picture, with most of the final detailed work being completed by Rolls-Royce and Bentley specialist, Simon Elliott, at the Derby Works in Melbourne.

Given the rarity of the chassis, I was determined to ensure it was as authentic as I could make it, and was fortunate enough to fly to India in 2010 to view the winning 1913 Spanish Grand Prix car (chassis 2354), a very complete 'London to Edinburgh' Continental despite a body change in 1922. The entry of two factory cars in that event was seen by the company as a need to support the new Spanish distributor, the Marquis Don Carlos Salamanca, the well-connected cousin of the King of Spain.



The race was run to the established Grand Prix formula of the day, but under touring car regulations over three laps of a somewhat tortuous and winding course over the Guadarrama Mountains, north of Madrid.

RACE WINNERS

That 193-mile event would run in ambient temperatures approaching 100 degrees, and regulations stated that entries had to carry fully-equipped four-seater bodies, including a hood,

lamps, mudguards and two spare tyres – with points awarded for speed on the hills, speed on the level and petrol consumption. Even stopping for water would incur a loss of points. Chassis 2354 – with lightweight Barker coachwork – was to be campaigned by the Marquis, while 2369 with similar Holmes coachwork was to be driven by Rolls-Royce's chief tester, Eric Platford.

Both team cars were driven to Madrid in the May, with Platford personally delivering them. He then received a telegraph from Rolls-Royce informing »

"In an effort to redeem the poor performance of the previous year, Rolls-Royce was quick to enter the 1913 Alpine Trial"



The attention to detail has helped this Silver Ghost to win multiple awards



him that "as regards race tactics, let Salamanca drive as fast as he likes, whilst you drive for safety". Salamanca ended up storming to victory with an average speed of 54mph, while also taking the prize for the fastest lap and for the best all-round performance. Platford had initially led the race but stopped to let Salamanca take the lead as instructed, the stop unwittingly allowing a French Lorraine-Dietrich to slip past and gain second place. Platford eventually took third at an average of 53mph, 24 minutes ahead of the nearest competitor.

After the Grand Prix, Claude Johnson sent Platford the following telegram: "Heartfelt congratulations on your great success in Spain. I admire very much the restraint which you exercised and the judgement with which you secured third place. Have not got Salamanca's address. Please explain this to him and convey my sincere congratulations and warmest thanks. Wire to London strong matter for advertising concerning severity of the temperature, severity of the hills etc."

That result in Spain on June 15th buoyed Rolls-Royce for its entry in the forthcoming eight-day Austrian Alpine



Trial, due to commence the following Sunday. For the 1913 event, the Austrian Automobile Club – anxious to reduce the number of cars incurring no penalty points – decided to extend the distance to 2650km, increasing the degree of difficulty by including nine more passes and lifting the severity of the penalties for errors and faults. The course would start in Vienna and run via Salzburg to Innsbruck, Riva, Toblach, Trieste, Klagenfurt and then back to Vienna.

ALPINE TRIAL

In an effort to redeem the poor performance of the previous year, Rolls-Royce was quick to enter the 1913 Alpine Trial with three special 'London to Edinburgh' Continentals – chassis 2212, 2224 and 2260 – driven by Sinclair, Hives and Friese respectively. Sinclair was supported by his mechanic Parsons; Hives by Hancock; and Friese, the manager of the new Vienna depot, by Platford, who would do most of the driving. However, it was decided that Friese would take the wheel before each control to gain the most publicity. All three cars featured lightweight and rather rakish 'torpedo' coachwork by

Holmes of Derby. Meanwhile, James Radley was again a private entrant in another Continental – chassis 2260E – but with more enveloping Radley-Morison tourer bodywork from his own Portholme coachworks.

The three works cars carried somewhat outdated acetylene headlights (probably for lightness, without the need for heavy batteries and generators), but Radley opted for a modern electric system. To ensure they wouldn't stall on even the steepest of mountain passes, the uprated cars were tested up a one-in-three (33%) gradient that leads out of Wirksworth in Derbyshire. Braking, however, was still the model's Achilles' heel, with the 'London to Edinburgh' Continentals retaining the rather small rear brake drums and relatively ineffective transmission brake of the standard 40/50 chassis.

In addition to testing on home turf, the three team cars left from the company's Conduit Street premises in early May, travelling via Boulogne, Amiens, Paris, Nancy, Ulm and Munich before heading in a southerly direction to test them on the actual route. All three of the works cars would negotiate

the notorious Katschberg Pass trouble-free, as well as the Loibl Pass with its somewhat demanding hairpins.

Such was the effectiveness of the new four-speed drivetrain in the actual event, all four Rolls-Royces swept the field. They were the first cars to finish at the end of each day's run, while also showing a turn of speed on the steep inclines that thrashed the opposition. After its considerable success in these 1913 events, however, Rolls-Royce retired from official competition, having firmly established its reputation among well-heeled potential customers.

All these years later, I still find my 'London to Edinburgh' Continental an absolutely invigorating car to drive, providing me with the kind of period performance I'd always longed for. Since its restoration, I have driven it around 3000 kilometres and continue to make running adjustments and tuning to improve the car's performance and smoothness. With a 16:52 differential and its larger wheels and tyres, this leviathan cruises effortlessly at 100km/h on the open road, with an abundance of torque for hill climbing – just as Rolls-Royce intended and went on to prove back in 1913. ■



However you use your car
we are here to help.

From full restorations to pre rally
preparation, service and parts



Specialists in Pre and Post-war cars



Manufacture and Supply of New Spare Parts
for Rolls-Royce and Vintage Motor Vehicles

01386 700987 info@ajglew.co.uk www.ajglew.co.uk



CASTLE CHROME PLATING LTD

We are a dedicated team of skilled metal polishers and platers with more than 100-years experience of polishing chrome, copper, and nickel plating. We specialise in the restoration of all car and motorcycle bright work to a high quality.

- Our work is undertaken in-house and every job is treated with the utmost care.
- All of our work is triple plated – copper, nickel & chrome.
- We can take on all projects, from the biggest to smallest.
- We are happy to provide references from our many satisfied customers.



Our aim is to provide you with the best quality finish at the most reasonable price possible.

To discuss your metal finishing requirements, please telephone the number below, or visit our website.

Telephone: 01384 214429
www.castlechrome.co.uk

1975

HANWELLS
OF LONDON

2020



2013/13 Bentley Continental GT Speed Mulliner. Finished in Thunder with 21 inch Speed alloy wheels. Beluga interior with contrast stitching and Beluga carpets, with Piano Black veneers, rear view camera and remote garage door / gate opener. Only 29,000 miles with Full Bentley History. Immaculate.....**£54,950**



2008/08 Bentley Continental GTC Mulliner. Finished in Glacier White with a Black hood and 20 inch alloys. Beluga interior with Piano Black veneers, massage front seats, power boot, reversing camera and spare wheel. Only 45,000 miles with FSH. Unmarked condition throughout and must be seen **only £43,950**



2005 Bentley Arnage T Mulliner. Finished in Peacock Blue with privacy glass to the rear. Cotswold interior with French Navy carpets piped in Cotswold. Only 57,000 miles with FSH. Recent major service with new tyres and air conditioning, to name but a few items. Outstanding throughout, must be seen, **only £32,950**



2002/51 Bentley Azure Left Hand Drive. Finished in Silver Tempest with Grey hood and chrome radiator shell. The interior hide is in Cotswold, piped in Slate Grey with Granite carpets and Burr Oak veneers, with veneered door inlays and rear quarter panels. Only 27,000 miles with extensive history. Immaculate **£68,950**



1999/T Rolls Royce Silver Seraph. Finished in Fountain Blue with whitewall tyres, Magnolia interior piped in French Navy, French Navy carpets and picnic tables with Walnut veneers. Electric rear seats, vanity mirrors, power fold door mirrors and parking sensors. Only 36,000 miles with FSH. Must be seen.....**£46,950**



1998 R Rolls Royce Silver Seraph. Finished in Special Order Diamond Black over Claret with whitewall tyres and Soft Black interior piped in St James, with fully electric seats, picnic tables, vanity mirrors, Soft Black carpets and Walnut veneers. Only 61,000 miles with FSH. Unique and immaculate.....**only £33,950**



1997 P Bentley Turbo RL MK IV. Finished in unmarked Royal Blue with Cream coach lines and Sandstone interior with French Navy piping and French Navy carpets piped in Sandstone. This car has been maintained by ourselves since 2014 and has been maintained regardless of cost, offered at only.....**£19,450**



1993 L Bentley Continental R. This incredibly rare Bentley is offered in Silver Tempest, with matrix grilles and 17 inch Azure alloys. Magnolia interior with St James piping and St James carpets piped in Magnolia. Only 53,000 miles. Known to us for 18 years with FSH. Maintained regardless of cost and truly stunning**£39,750**



1981 X Bentley TII. Possibly the last TII ever registered. Finished in Caribbean Blue with Dark Blue coach lines and whitewall tyres, Cream interior and Cream carpets, with picnic tables and rear seat belts. Maintained regardless of cost. Only 82,000 miles with FSH, a rare opportunity to buy this beautiful car.....**£42,950**



1969 Rolls Royce Silver Shadow. Finished in Silver Sand with Cream interior, Cream carpets, picnic tables and Walnut veneers. History up until 2000, when the car went into storage until 2018. We then carried out a complete recommissioning before its sale to the last owner. Very original with no rust**only £19,950**

OVER 60 ROLLS-ROYCE & BENTLEY IN STOCK

All vehicles have a full 20,000 mile service plus a 100 point check and 1 year MoT, together with a 24 month 5 star warranty (parts and labour)

Open 7 days a week

BROADWAY, 86-88 UXBRIDGE ROAD, LONDON W7 3ST

Tel: 0208 567 6557 / 0208 567 9729

After Hours: 01932 224872

Email: sales@hanwells.com

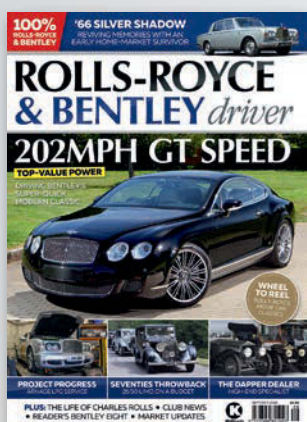
Web: www.hanwells.com

CATCH-UP TIME!

If you've missed out on some of the previous issues of *Rolls-Royce & Bentley Driver*, don't worry. It couldn't be easier to grab some of our great back issues! We even offer free postage to UK residents and reduced shipping overseas. Check out the sample list below and then head online to:

<https://shop.kelsey.co.uk/issue/RRB>

EARLIER ISSUES ARE AVAILABLE – CHECK OUT THE FULL LIST ONLINE



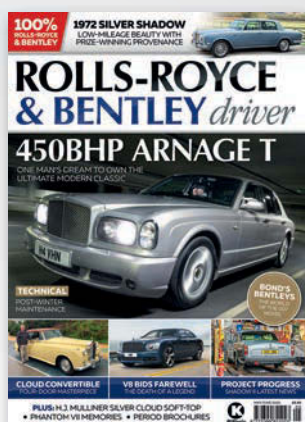
SEPTEMBER/ OCTOBER 2020

- Continental GT Speed
- Conti' GT Scoop of 2002
- 1966 Silver Shadow
- The Life of Charles Rolls
- Rolls-Royce Movie Cars
- 25/30 Limo in the 1970s



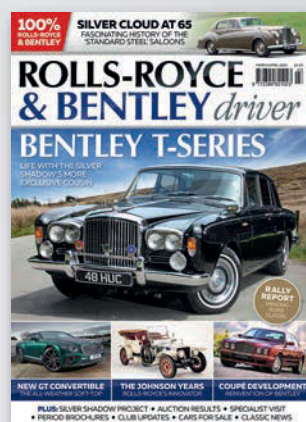
JULY/ AUGUST 2020

- 40 Years of SZ Saloons
- Silver Spirit in Gibraltar
- Woolf Barnato Tribute
- Rolls-Royce Phantom II
- 1939 Bentley Prototype
- Arnage Project Update



MAY/ JUNE 2020

- Arnage T Acquisition
- Low-Mileage Silver Shadow
- James Bond's Bentleys
- Unique 'Cloud' Convertible
- L-Series V8 Tribute
- Post-Winter Checking



MARCH/ APRIL 2020

- Early Bentley T-series
- 65 Years of Silver Cloud
- New Bentley GTC Tested
- Claude Johnson Profile
- The Continental R Story
- Rallying Rolls-Royces



JANUARY/ FEBRUARY 2020

- 'Shadow' Owing Teen
- Continental R vs GT
- Eleanor Thornton Story
- Radford's Bentley MKVI
- James Young 'Cloud III
- Project Silver Shadow



NOVEMBER/ DECEMBER 2019

- Silver Seraph on Test
- Early Bentley T-series
- Buying a Silver Spirit
- 'Blue Train' Tribute
- Hooper-built Phantom I
- 'New' Pre-War Corniche



SEPTEMBER/ OCTOBER 2019

- Ten Best Bentley Buys
- Silver Shadow in Gibraltar
- Trans-Himalayan Rally
- Phantom V Down Under
- Turbo R in Death Valley
- Phantom II Continental



MAY/ JUNE 2019

- Early Corniche Driven
- Rallying Bentley S1
- The Camargue Story
- Silver Cloud II DHC
- Rolls-Royce Collection
- Arnage T Experience

WHEN ROLLS-ROYCE MET BMC

At the start of the '60s, with Rolls-Royce worried that demand for its luxurious leviathans was waning, it turned to the British Motor Corporation to investigate potential joint projects. Richard Gunn takes a look at this unlikely pairing and its numerous proposals

PHOTOGRAPHY: KELSEY ARCHIVE



By the 1950s, Rolls-Royce found itself increasingly at odds with a rapidly changing world. Before the Second World War, motoring was still an activity for the more well-heeled, even if cars like the Austin Seven were making it more accessible to the masses. After the end of the conflict though, car ownership began to rise, despite the austerity of immediate post-war Britain. Thousands had learnt to drive while on active service, and when

they returned to Civvy Street they wanted to carry on, for reasons rather more pleasant than trying to save the world from Nazi tyranny. Even if that meant a clapped-out 1930s sidevalve Morris or a Ford with sawdust in its gearbox, bought from a Flash Harry-type bombsite car dealer for a tenner.

At the top end of the car market, things were also changing. The traditional appeal of the various Rolls-Royce and Bentley models was under threat, with other British firms – such

as Jaguar, Armstrong-Siddeley, Daimler and Humber, to name but a few – suddenly building models that were salubrious enough to threaten their dominance, while managing to offer temptingly good value for money in the process. Heck, even Austin was trying to muscle in on the luxury action with its sprawling Princess limousine, which piled on the insult by being assembled by the company's newly acquired coachbuilding subsidiary, Vanden Plas – once a creator of high-class bodies

for Rolls-Royce and Bentley chassis.

Potential issues had been foreseen before the end of the war, for although Rolls-Royce had a new range of chassis, it believed that coachbuilt bodies made in the same fashion as before the conflict would lack vital quality, suffer from material supply, and be hugely expensive – at a time when there wasn't a lot of money around. One of the reasons for this was that Rolls-Royce estimated that over 60% of the craftsmen who once constructed special bodies wouldn't come through the war. This might have been through enemy action, old age (as many of them were of more mature years even before 1939) or simply because they'd retired or moved to other occupations thanks to reduced demand for their pre-war skills. Several significant coachbuilding companies had gone out of business, too.

Rolls-Royce was understandably concerned about its future, hence its decision to offer a common body – or in Rolls-Royce-speak, a 'Standard Steel' saloon. The powers-that-be at Crewe (where Rolls-Royce had moved from Derby in 1946, into its former aero-engine shadow factory) commissioned Pressed Steel Ltd of Cowley to build bodies penned by coachbuilder Gurney Nutting and Rolls-Royce's own designer, John Blatchley; these would then be sent the 120 miles or so north-west to Crewe to be painted and fitted. It sounds like quite a logical, simple step but was regarded as a bold move by such a conservative and upmarket firm. That's why it was initially only offered on the new Bentley MkVI of 1946, as the company feared its traditional

The Bentley MkVI was the first car from Rolls-Royce to feature 'Standard Steel' bodywork, addressing concerns that the glory days of traditional coachbuilding had passed



"Rolls-Royce's fears about its customers being offended by the thought of standardised cars didn't materialise"

Rolls-Royce clientèle might be horrified at the thought of having the same car body as others. Bentley customers were evidently far more egalitarian...

Crewe's connections with the British Motor Corporation can probably be traced back to this initial contract, even though BMC was still six years in the future at the time of the MkVI's launch. But Pressed Steel had been founded in 1926 by Morris, a future

BMC constituent, and US firm Budd. Bodies initially just travelled over the road to Morris' neighbouring Cowley plant. In 1930, however, a legal dispute between Budd and Morris resulted in the latter having to withdraw its interest, which allowed Pressed Steel to expand into supplying other manufacturers, including Austin – the dominant force in the forthcoming BMC. Thus, Rolls-Royce was now having its bodies built alongside those for numerous Austin and Morris models.

NO OFFENCE

Fortunately, Rolls-Royce's fears about its customers being offended by the thought of standardised cars didn't materialise; the Bentley MkVI 'Standard Steel' saloons proved to be a major success, outselling their Rolls-Royce Silver Wraith counterparts for which bespoke bodies were still required. Consequently, 1949 saw the 'Standard Steel' option being extended to Rolls-Royce's new model, the Silver Dawn, with responsibility for the bodysells once again going to Pressed Steel in Cowley.

Interestingly, there was brief Austin and Morris flirtation soon afterwards, with Rolls-Royce supplying its B40 four-cylinder 2838cc engine to »

The Silver Cloud was a step in the right direction for Rolls-Royce, but the company still felt that it needed smaller models to help safeguard its future



The Austin Princess
– with coachwork
by Vanden Plas –
offered real value for
money in the luxury
limousine sector

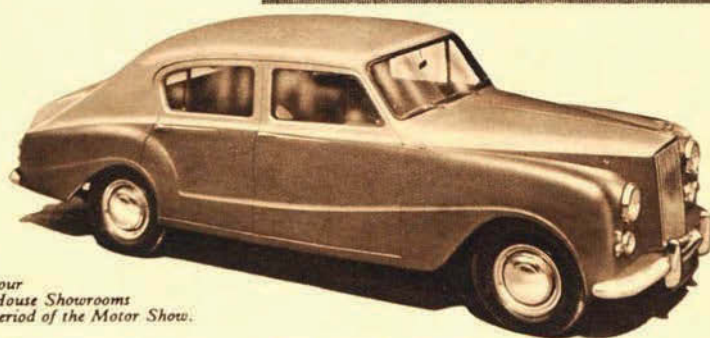


BY APPOINTMENT TO
H.R.H. THE DUKE OF EDINBURGH
MOTOR CAR DISTRIBUTORS

The Car Mart Ltd

SOLE LONDON AUSTIN DISTRIBUTORS

announcing the new AUSTIN PRINCESS



*On view at our
Gloucester House Showrooms
during the period of the Motor Show.*

The specification of this luxurious car incorporates
many new features, including power-operated steering,
servo-assisted brakes and automatic gearbox.

HEAD OFFICE:

STANHOPE HOUSE - 320 EUSTON ROAD - N.W.1
EUSTON 1212

GLOUCESTER HOUSE - 150 PARK LANE - W.1
GROSVENOR 3434 (corner of Piccadilly)

and Branches in the London area

power the Austin-built Champ off-roader, developed by Morris and the Fighting Vehicles Research & Defence Establishment. A total of 15,000 examples were intended to be built at Longbridge from 1951 onwards, but this eventually dropped to around 11,000 due to the all-conquering Land Rover stealing its military thunder.

Rolls-Royce was managing to adapt to the new motoring world quite well, probably as much to its own surprise as everybody else's. However, internal worries still remained that it was becoming an anachronism, as technical advances in motoring appeared with increasing rapidity. The Rolls-Royce Silver Cloud and its S-series Bentley counterpart of 1955 – again sharing 'Standard Steel' bodywork by John Blatchley – were much more modern in appearance than their predecessors, albeit still (relatively) gargantuan at a time when compact cars were becoming more commonplace.

The 1956 Suez Crisis only hastened the trend for smaller, more economical cars. Even upmarket brands like Jaguar and Armstrong-Siddeley were introducing more bijou luxury machines, something that inevitably caused concern at Crewe. As a result, Rolls-Royce began to investigate further collaboration with the British Motor Corporation.

BMC had been formed in 1952 via the merger of Austin and Morris, but it also encompassed Austin-Healey, MG, Riley and Wolseley, as well as commercial vehicle and tractor manufacturing. It was a giant conglomerate, responsible for 39% of British output at its inception. Its ranges encompassed small family run-arounds, sports cars, mid-sized machines and large luxury vehicles. And outwardly at least, it seemed to be a major success, exporting its products all



The Java featured distinctive stacked headlamps, which were effectively Silver Cloud double lights turned through 90 degrees



A quarter-scale Java model showing revisions to the rear bodywork, including the scaled-back fins



The second Bentley Java displayed had quite a few modifications to its bodywork in order to distance it from the Princess 3-Litre on which it was based



The third Java idea saw considerable styling changes, but never got beyond the quarter-scale model stage



After the Java experiments, work began on the Rangoon and Bengal – an attempt to create smaller Rolls-Royce and Bentley models using the Austin 3-Litre as their base

over the world. Understandably, Rolls-Royce was keen to tap into its expertise.

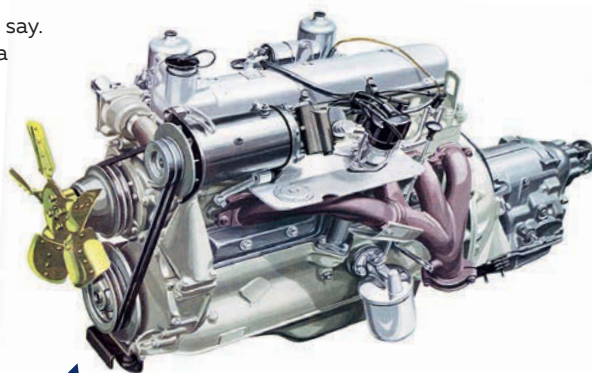
JOINT ANNOUNCEMENT

On December 31st, 1961 – a date perhaps picked because news might be conveniently buried by New Year celebrations – Rolls-Royce and BMC announced they were looking at technically collaborating with each other. The economic benefits of large-scale manufacturing were cited as primary reasons for the partnership by Rolls-Royce's chairman, Lord Kindersley: "BMC and Rolls-Royce are two leading British manufacturers of motor cars, one making large quantities and the other smaller quantities at the high-priced end. Both have fundamental problems in common, and the combined engineering skills of the two can be put to the best possible purpose. I am looking for a partnership between the two concerns to work out problems in the best way possible."

The declaration immediately sounded alarm bells that a merger between BMC and Rolls-Royce's car division might be on the cards, something that Kindersley didn't exactly dismiss, stating instead that the talks were only exploratory

and that it was too early to say. Ultimately, of course, such a merger didn't happen; but what did occur behind the closed doors of Crewe and Longbridge was a series of fascinating ideas and prototypes, as Rolls-Royce sought to think smaller.

The duo's first joint project was the Bentley Java. BMC had recently revamped its range with a number of designs by Battista 'Pinin' Farina, ditching the comfy curves of its 1950s designs by Austin's Dick Burzi for a sharper Italian look – supposedly prompted by a comment from the Duke of Edinburgh that they weren't up to the standards of the foreign competition. The 'Farinas' were handsome cars, especially with the bigger dimensions found on the six-cylinder Austin A99 Westminster, Wolseley 6/99 and Vanden Plas Princess 3-Litre. During



The FB60 engine – with its roots in military applications – went on to power the Vanden Plas 4-Litre R

January 1962, a MkII 3-Litre was sent to Crewe for modifications, the aim being to create a new, compact Bentley. Once again, Rolls-Royce wanted to try out its possibly subversive and revolutionary ideas on the company's 'secondary' marque first.

JAVA DEVELOPMENTS

This first Java was given the designation of 71-B and was fitted with an experimental new Rolls-Royce F-60 aluminium six-cylinder 4.0-litre engine, born out of earlier monocoque trials (the Bentley Burma, more on this later) and certain military vehicle applications. It was also upgraded »

with improved steering and brakes. In October this was joined by 72-B, which this time saw the BMC 3-Litre body chopped and changed, with a Bentley grille fitted and flanked by Facel Vega-esque stacked headlamps that were essentially the twin-light units from the Silver Cloud III mounted vertically rather than horizontally. The rear was also altered, with the fins trimmed back. Standard Bentley steel wheels and trims completed the mild transformation. Even with its cosmetic nips-and-tucks, however, the concept was patently still a BMC 'Farina' at heart.

There was a third Java proposal, which only got as far as the quarter-scale model stage. This was considerably reworked, with a nose that closely resembled the future Silver Shadow – with its four headlamps mounted horizontally. It clearly showed that Rolls-Royce was getting closer to the impressive Silver Cloud successor it would ultimately reveal in 1965, although the Java project ended up being officially cancelled at the end of 1962. Ultimately, of course, a Rolls-Royce would emerge with a Pininfarina body; but that wouldn't be until 1975 with the Camargue, a model proved to be just as controversial as the Java would probably have been.

While 72-B was scrapped in January 1963 after just a month or so of active testing, 71-B was retained as a development vehicle until its demise in late 1965. The reason for its retention was that the Java project wasn't a complete dead end; the surviving prototype found itself being used as a testbed for the Vanden Plas Princess 4-Litre R, an update of the 3-Litre. Certain cues from the Java – such as the much-diminished rear fins – were



Test driver John Gaskell photographed during Bentley Burma trials at Le Mans in 1960

“The surviving prototype found itself being used as a testbed for the Vanden Plas Princess 4-Litre R”

carried over, as was the F-60 engine, now renamed the FB60 with a capacity of 3909cc. Considerable amounts of walnut and leather were thrown at the interior, creating a car that was probably close to what a production Bentley Java might have been... in all but name and grille. Launched in August 1964, a total of 6999 4-Litre Rs were built up until the model's demise in 1968. It ended up being the only mass-produced civilian vehicle from a company other than Rolls-Royce or

Bentley to feature a Rolls-Royce engine.

Speaking at the unveiling of the 4-Litre R (the 'R' either stood for 'Royal' or was shorthand for 'Rolls-Royce', depending on who you wanted to believe), BMC's managing director, George Harriman, had this to say. "The history in developing this car has been one of close collaboration between Rolls-Royce and BMC, and I would like to take this opportunity of paying tribute to both sides who have co-operated so very well in producing this fine motor-car. Both companies, although working jointly on this project, have been able to maintain their own separate identity and our arrangement in the strict legal sense is one of supplier and manufacturer, Rolls-Royce making the engines and BMC the rest. There has, however, developed between us a mutual understanding and appreciation of each other's capabilities, and I am sure we shall continue to enjoy this association for many, many years to come."



The final collaboration between Rolls-Royce and BMC was an attempt to build a coupé based on the previous Burma project (pictured)

UNLIKELY DONOR

There was some truth to that, for Rolls-Royce and BMC were already beaver away together on something else, codenamed the Rolls-Royce Rangoon



There were plans to rework the proposed Austin Healey 4000 as the Bentley Alpha, though neither car made it to production

and Bentley Bengal. The scheme was based on the centre section of the Austin 3-Litre, a model then under development and effectively a more powerful, six-cylinder update of the 1800 'Landcrab' model, albeit with a rear-wheel drive layout. That may not sound like the best basis for a Rolls-Royce or Bentley; but with a Silver Shadow-style front and rear grafted on, the overall effect was not unattractive. Indeed, the more tapering rear window gave it an almost rakish and sporty look. BMC's novel Hydrolastic suspension – updated with self-levelling – was mooted, as was further use of the 4.0-litre FB60 engine.

Like the Java 3 before them, the Rangoon and Bengal never progressed past the scale-model phase. The same was true of the Bentley Alpha, which was conceived as an intriguing offshoot of an Austin-Healey 3000 replacement that BMC was planning. What would have been dubbed the Austin-Healey 4000 was the result of a magazine design competition, and would have been a Jaguar E-Type rival. Once again, the FB60 was planned as its heart, along with Hydrolastic suspension. The intended Bentley variant featured a much-truncated traditional grille and faired-in headlamps, while Rolls-Royce also re-engineered the FB60 engine into a twin-cam unit – the G60. Prototypes of this boasted 268bhp rather than the 175bhp available from the overhead inlet/side-exhaust standard FB60. And while three test cars were believed to have been constructed, none of them were Bentleys – a derivative that existed only as a scale model.

There was, however, one final co-project between the two car companies, with BMC tapping into the Bentley Burma, a dormant development from the late 1950s and early '60s, at a



The only passenger vehicle that made it to market from the brief affair between Rolls-Royce and BMC was the Vanden Plas 4-Litre R, of which 6999 were produced

time when Rolls-Royce was trying to feel its way to a new monocoque design to supersede the Silver Cloud and S-series. The company wanted a coupé based on a shortened Burma, to be marketed purely as a Wolseley or Riley. But the days of cross-pollination between BMC and Rolls-Royce were drawing to a close; aside from one mock-up using an old Burma prototype, no models or development vehicles were put together.

The partnership between Rolls-Royce and BMC stretched into the Silver Shadow and T-series era; and when Crewe management realised that its innovative and advanced new monocoque-bodied range was destined for commercial success, it suddenly had far less need for a smaller model. Nevertheless, both firms undoubtedly benefited from their association. Rolls-Royce gained a greater insight

into larger-scale production, unitary construction and the novelties of a fluid and gas suspension system – although it would go on to licence Citroën's hydropneumatic concept rather than employ BMC's similar Hydrolastic set-up on the Silver Shadow. As for BMC, its association with a superior car company no doubt played a part in improving its image, the production end result being the Vanden Plas Princess 4-Litre R – not a bad model to have in a catalogue, even if its sales didn't quite live up to expectations.

In hindsight, of course, it's what went on behind the scenes that proved far more fascinating than what publicly emerged. Indeed, one can't help but look at some of what Crewe and Longbridge dreamt up together and wonder what might have happened if they'd made it into the wider world... ■

THERE'S MORE!

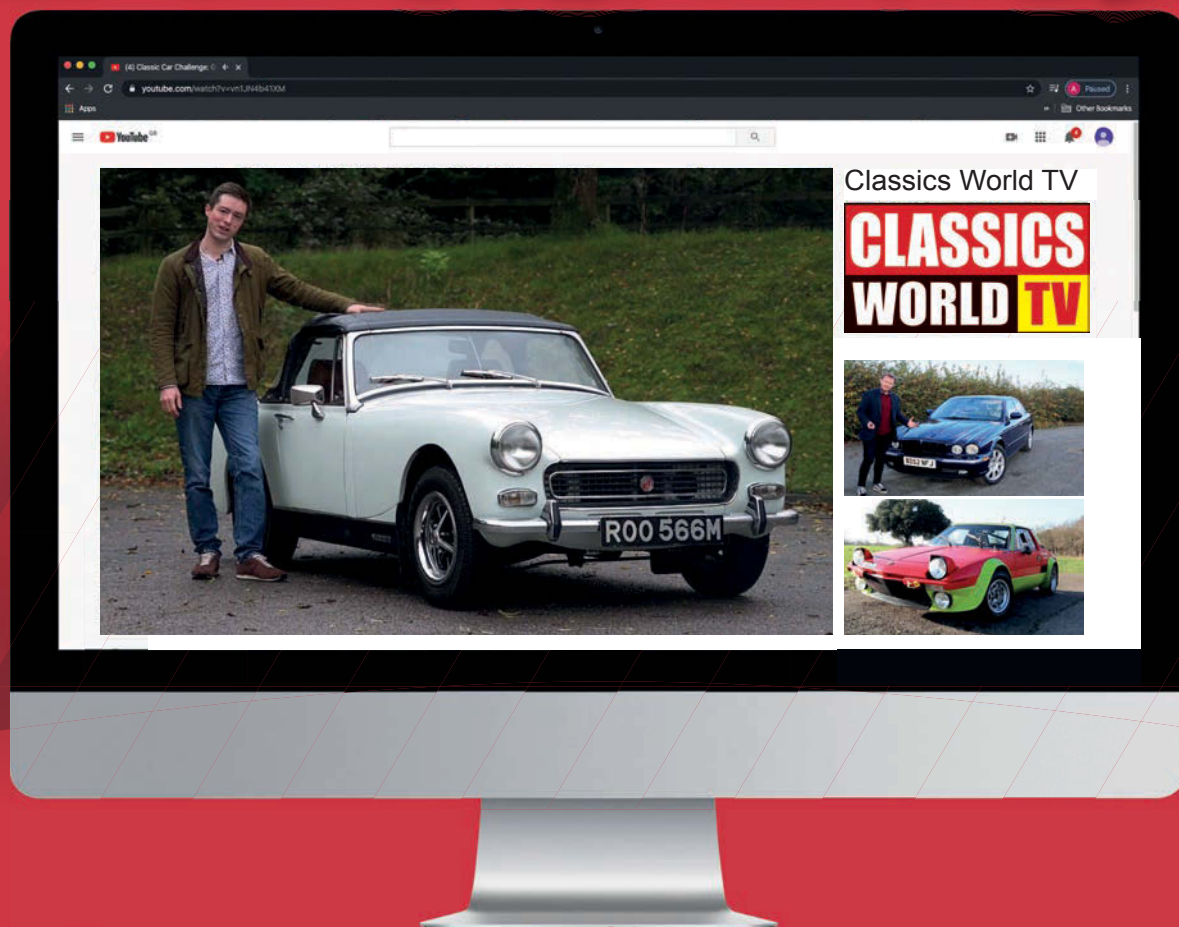
Get even more great classic car content online at **ClassicsWorld TV**

CLASSICS WORLD TV

IN ASSOCIATION WITH



LANCASTER INSURANCE



START
WATCHING TODAY

Visit classicsworld.co.uk

Head to YouTube and search **Classics World**



• PROJECT CARS •

ALL PART OF THE SERVICE

Once again, Dan Furr's Rolls-Royce Silver Shadow II throws a spanner in the works, leading him to turn his attention to his Bentley Arnage T...

WORDS & PHOTOGRAPHY: **DAN FURR**

Followers of my project updates in the pages of *Rolls-Royce & Bentley Driver* will recall my jubilation at the superb operating condition of Pandora, my 1980 Rolls-Royce Silver Shadow II, following the installation of a new SU twin fuel pump assembly and an overhaul of the car's supporting fuel equipment, including its carburettors. Sadly, however, success was short lived. Eager to enjoy the car on the open road after government guidance suggested it was safe to venture back into the wild following weeks of enforced lockdown, I blew the cobwebs off the ol' bus in readiness for its long overdue date at an MoT testing station. To my horror, the new fuel pump assembly proved to be at fault the moment I turned the ignition.

A loud clicking noise (which, as I soon discovered, audibly affected engine rpm) told me something wasn't right. I'd emptied plenty of fresh fuel into the tank, meaning I was confident that fuel starvation wasn't the issue. After much head scratching, I sent a video highlighting the problem to the guys at Burlen (the name behind SU, Zenith and Amal fuel equipment), who confirmed that air was getting into the pump. They advised me to remove the part and return it to their Wiltshire headquarters, where they'd run the assembly on a test rig before sending a replacement part my way.

I was frustrated at not being able to waft as I'd hoped, but despair soon turned to delight as I slapped road tax on my 2003 Bentley Arnage T (you

can read all about it by ordering a copy of the May/June issue via www.bit.ly/rbmdmag) and forgot all about my Rolls-Royce woes. In fact, the Bentley has become my daily driver, which is why it made sense to invest in a filter service kit from the Prestige Parts range offered by independent Rolls-Royce and Bentley parts specialist, IntroCar, before wheeling the 450bhp twin-turbocharged super-saloon into my workshop and attacking it with a spanner or two.

I also took the opportunity to address the Bentley's ill-sounding exhaust system. Inspection revealed badly corroded clamps holding the rear pipework to the middle sections on both sides, with a lack of exhaust olives allowing gases to escape, »

resulting in a nasty rasp. Another call to IntroCar saw genuine olives land on my doorstep a short while later, while the 69mm exhaust clamps were a bargain buy from eBay. And yes, you read that label correctly – they're parts listed for a Citroën Berlingo!

I'm hoping to have Pandora's fuel system finally nailed by the time the next issue of *Rolls-Royce & Bentley Driver* hits the newsstands. That said, being forced to hop out of one Crewe classic into the driving seat of another is a nice problem to have, though that's not to say there isn't plenty of work to be carried out on the later car, including braking system and suspension upgrades. As ever, I'll deliver Furr's Fleet project progress reports to these very pages. Watch this space! ■



'Service Kit 10' from IntroCar's Prestige Parts range includes an oil filter, sump plug o-ring, pollen filters, genuine Bentley pollen filter sealing gaskets and genuine Bentley air filters



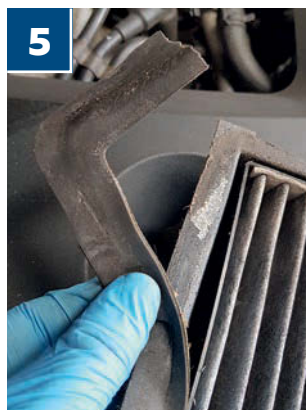
Mobil 1 0W-40 fully synthetic oil was chosen to replace whatever was added during the last service



The pollen filters are positioned either side of the engine bay, close to the bulkhead – held in their own cartridges and accessed by undoing the two crosshead screws holding the cartridges in place



Take care when removing the cartridges, as they're a tight fit and not made of the world's sturdiest plastic; you'll need to reinsert them with the new filters and seals in place



Carefully remove the old filter seals; these are essentially sticky-back foam gaskets and can be peeled free, but can prove brittle if left in place longer than the required service interval



With the filters and cartridges removed, take time to clean the cartridge mating surface in the engine bay; it makes sense to do this now, as access is obviously that much easier



You must remove any old adhesive and dirt from each cartridge before refitting; Dan used carb cleaner to soften the glue and a sharp blade to clear it from the plastic surface



Tadaa! Perfectly clean pollen filter cartridges ready to accept new filters and seals



These are the genuine Bentley seals that need to be fixed to the underside of each filter cartridge's upper frame; take your time to align and press the parts into place, as they can tear and stick together easily



With the upper seal in place, insert a new pollen filter in each cartridge; genuine filters feature a tab to slot into a corresponding hole on the cartridge, which prevents incorrect fitting



Whether you're using aftermarket or genuine filters, each part comes with a handy indicator to show the correct flow of air and, therefore, correct installation



With the filters in place, you can now apply the bigger seals; once done, carefully slot the complete cartridge assemblies back into place and refit their fastening screws



On to the air filters, and you'll need to remove the V8's plastic engine cover; a simple 'twist and turn' of the six retainer clips should be all that's required to lift it out of the way



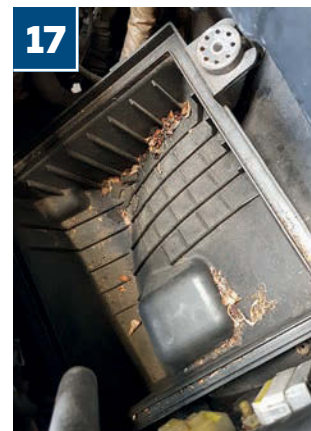
You only have to remove the top half of each airbox in order to fit new filters, a fairly straightforward job unless (as here) you're having to deal with a bunch of extra pipework, cables and control units for an LPG system...



All you need to do is release the jubilee clips holding each airbox to their joining intake pipes, unfasten the mass airflow sensor plug attached to each airbox and unclip the retaining fasteners holding the bottom and top of each airbox together



You can unfasten the bolt holding the bottom half of each airbox to its mount if you need extra manoeuvrability



Before fitting the new air filters, it's a good idea to vacuum the bottom half of each airbox free of any debris that might have collected



Remove the old air filter from each airbox lid and replace with the new parts provided as part of IntroCar's kit; then reassemble each airbox by simply reversing the procedure followed for removal



The oil filter and sump drain plug are surprisingly easy to access; you'll need to drop the under-radiator protective covers to give enough room to remove the filter, and removal of the nearside (UK) road wheel will give you plenty of space to play with



With the oil filter cap removed, place an oil collector beneath the sump drain plug and gently unscrew with a 10mm hex socket; 0w-40 is relatively thin oil, so don't be surprised if it gushes out at rapid pace



Splish, splash, splosh! We warned you it might come out fast!



22

When the last of the oil has found its way into your collector, clean the sump plug, fit the new sealing o-ring and screw into place; then, using an oil filter removal tool, gently unscrew the filter, but keep in mind it contains almost a litre of used oil



23

Clean the oil filter mating surface and smear a dab of oil onto the filter's integrated sealing ring before screwing the new filter into place; neither the sump drain plug nor the filter should be over-tightened



24

Back at the top of the engine, carefully drop in new oil to the required capacity; add a litre less than your handbook suggests, then top up in small increments until the correct amount can be seen when removing and inspecting the dipstick



25

These are the genuine Bentley exhaust valves (sealing rings) to fit where missing components should be residing!



26

69mm exhaust clamps – a common size for European cars, which is why these parts can be picked up at low cost



27

It's safe to say the old clamps had seen better days...



28

A wire brush cleaned up the end of each pipe in readiness for the new parts to be fitted



29

Each new exhaust olive slots between the two corresponding sections of exhaust and will seat properly (creating an airtight seal) with the new clamps wrapped around them



30

Job done! No more raspy exhaust noise from the back end of the Bentley



31

Time to safely dispose of this 'orrible old oil and enjoy a bit of 'seat time'



32

A fresh bottle of Wynn's injector cleaner to accompany a full tank of fuel (it's just as well petrol prices are low at the moment!) and we're good to go!



33

There's plenty more work to be done, including an overhaul of the car's braking, suspension and transmission components, as well as the appointment of new spark plugs

The International Rolls-Royce & Bentley Parts Specialists



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

IntroCar has done more than any other organisation in the world to make new parts available for post-war Rolls-Royce & Bentley motorcars. We excel at finding specialist manufacturers with unique skills and equipment enabling us to develop and bring to market products no one else can.

We have released well over 5,500 products as part of the *Prestige Parts®* range, all of which are sold with a 3 year worldwide warranty, and are produced to meet or exceed the original equipment manufacturer (OEM) specifications (bit.ly/prestigearts).

In the last 10 years we have introduced parts for all models from 1946 to present day. We

dedicate significant time and capital to develop parts that fulfil a need in the marketplace, not just with the reintroduction of products but also providing cost effective solutions to help to keep these cars on the road.

New products more recently reintroduced to market include the full thermostat range for models 1945 onwards and instrument panel switches & knobs for models from 1946 to 1955. We are also excited to bring the Rolls-Royce Camargue bumpers to market this year!

All our remanufactured products are available online alongside over 245k original, recycled and reconditioned options for these cars.

The *Prestige Parts®* range is also available through our multiple resellers worldwide.

Contact us to find out more about new products. In the meantime, happy motoring!

USEFUL LINKS

ONLINE PARTS CATALOGUES

Models 1945-1955: bit.ly/1945_55
Models 1955-1965: bit.ly/1955_65
Models 1965-1980: bit.ly/1965_80
Models 1980-2003: bit.ly/1980_03
Models 1997-2010: bit.ly/1997_10
Models 2003 onwards: bit.ly/2003on

TECHNICAL

Technical Videos: bit.ly/RRandBtv
Workshop Manuals: bit.ly/RRBManuals

COMMUNITY

Restoration Group: bit.ly/RRBResto
Owners Marketplace: bit.ly/RROwners
Saving Pandora: bit.ly/SavingP

PRODUCT RELATED

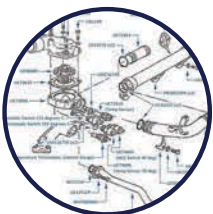
Promotional Products: bit.ly/RRBparts
New Products: bit.ly/RRBnewparts
Gifts & Accessories: bit.ly/RRBgifts

**Rolls-Royce & Bentley Driver
readers use RRBD20 for
Enthusiast Discount**

+44 (0) 20 8546 2027 | sales@introcar.com



Dedicated to re-introducing parts otherwise unavailable from the factory with over 100 projects in progress at any one time. Follow us or subscribe at our web site for product news & updates.



Over 245,000 parts listed online for all Rolls-Royce & Bentley models from 1946 onwards. Our online catalogues list every last nut, bolt & washer with real time stock availability.



Stocked worldwide at multiple resellers, the *Prestige Parts®* brand represents products which meet or exceed Original Equipment Manufacturer (OEM) specifications and are sold with a 3 year global warranty.

www.IntroCar.com





• SPECIALIST VISIT •

PERSONAL SERVICE

With its major fleet of Phantom VIIs as well as older Rolls-Royce classics, AW Lymn is a funeral specialist with a difference, as we discovered during a recent visit

WORDS: PAUL GUINNESS PHOTOGRAPHY: AW LYMN, PAUL GUINNESS

With most issues of *Rolls-Royce & Bentley Driver* running a Specialist Visit feature, I'm used to travelling the UK, dropping in on some of the best-known independent Rolls-Royce and Bentley specialists

and meeting the experts who sell, service, maintain and restore our cars. My recent trip to Nottingham was a little different, however, as this time I'd be paying a visit to a long-established firm of funeral directors – albeit one with a highly impressive fleet of

Rolls-Royce hearses and limousines.

The company now known as AW Lymn The Family Funeral Service (to give it its official title) has a history dating back 113 years, and still remains in the same family to this day. It was in 1907 that Arthur William Lymn and his son, Harold, decided to adapt their furniture making business into one specialising in the manufacture of coffins, as well as offering complete funeral services. The new business proved to be a success, and these days AW Lymn has 27 local offices in and around Nottinghamshire and South Derbyshire, although it arranges and conducts funerals all over the UK – and beyond.

Five generations later, Matthew Lymn Rose is now the managing director of AW Lymn, while his father, Nigel, is company chairman. Other family members are also on board, and these days the company has a number of different divisions to complement the services offered by its local offices,



The company prides itself on its immaculate fleet of vehicles and high standards of service



The vehicles are kept at five different locations, including the Nottingham-based head office



Nigel (left) and Matthew Lymn Rose are AW Lymn's chairman and managing director respectively



Each Phantom VII hearse conversion is carried out in Italy by Biemme Special Cars



The end product is a hi-tech marvel, finished to an exceptionally high standard

including The Craftsmen in Stone (a monumental masonry business) and a floristry section. Of particular interest during our visit, however, was AW Lymn's astonishing fleet of Rolls-Royce funeral vehicles, of both the modern and classic variety.

PHANTOM FLEET

Most prolific Rolls-Royce on the AW Lymn fleet is the 2003-on Phantom VII, with 25 examples now in active use, as Matthew explains: "We were one of the first funeral directors to look at the Phantom VII, after running a Silver Spirit-based fleet of limousines and hearses for many years. In fact, I suspect that even now, we have the only major new Phantom funeral fleet in the world. The Phantom is a car that helps us to stand out from the competition, especially as each of ours is finished in silver »



AW Lymn's Phantom VI line-up is a particularly popular choice among today's clients

rather than the traditional black."

The Phantom VII hearses owned by AW Lymn are a fascinating design, and are unique to the company. Each one is converted in Italy by Biemme Special Cars, a specialist that creates hearses based around such unlikely donor vehicles as the Maserati Ghibli and Mercedes-Benz CLS. Biemme initially created a Phantom VII hearse for another client, only for AW Lymn to see the design and then adopt it for its own exclusive use. Each one of the company's hearses has been built around a Phantom VII sourced by AW Lymn in the UK and then shipped to Italy, where it's transformed into a bespoke four-door model that uniquely retains the rear side doors of the regular Phantom.

The fact that each Phantom VII is so heavily modified, with a significant increase in wheelbase as part of its transformation into a four-door hearse, means it has to receive Type Approval in Italy. From there it's then transported to Stuttgart where it undergoes a European weight test, and finally it's brought back to the UK for Individual Vehicle Approval

(IVA) testing. "Having to undergo such stringent testing with each and every hearse can be both expensive and time-consuming," admits Matthew, "but it means our vehicles comply with every necessary regulation and are therefore fully approved for use anywhere."

That's particularly important to the company, as its Phantom VII

fleet is in demand throughout the UK, with AW Lymn often arranging funerals well away from its East Midlands headquarters. "We've recently been conducting funerals as far south as Portsmouth and the Isle of Wight," says Nigel. "We're obviously willing to go wherever a client needs us to, and we regularly



A look back at how the AW Lymn funeral vehicle fleet looked by the 1960s



No other funeral director in the world boasts such an impressive collection of Phantom VIIs



This 25/30 hearse has been on the fleet since 2012, after being repatriated from the USA

receive requests from potential clients outside our area – often thanks to our unique fleet of Phantoms.”

OLDER OPTIONS

The standard of workmanship on the Phantom VII-based hearses is incredible, with each one being beautifully finished both inside and out, as well as featuring ambient lighting and even external speakers for the ultimate in funeral personalisation. For some clients, however, such vehicles

“The Phantom VII hearses owned by AW Lymn are a fascinating design, and are unique to the company”

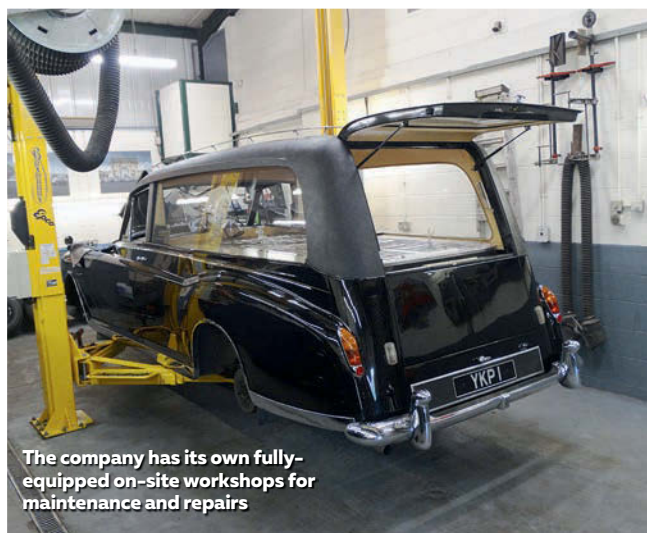
are just a tad too modern, which is where AW Lymn’s classic fleet comes into its own – a range that includes everything from a 1952 Leyland Beaver flat-bed lorry and a 1965 Routemaster double-decker bus through to

various Rolls-Royce 25/30 and Phantom VI limousines and hearses.

The older cars comprise a 25/30 hearse (originally built for a London-based funeral director and then exported to the USA, finally finding »



Luke Rogers is the man responsible for keeping the Rolls-Royce fleet in perfect working order



The company has its own fully-equipped on-site workshops for maintenance and repairs



its way back to the UK in more recent years) and a brace of 25/30 limousines, each one immaculately presented despite being a working vehicle in regular use. The Phantom VI fleet is a particular popular choice, however, with both the hearse (built by Ginns & Gutteridge of Leicester) and the two limousines being in constant demand. Interestingly, one of A W Lymn's Phantom VI limousines assisted at the funeral of Princess Diana in 1997.

Responsible for maintaining the entire AW Lymn fleet is full-time in-house technician, Luke Rogers, who has been with the company for a number of years after previously working at a Porsche dealership. "There aren't many jobs that I haven't yet carried out on a Phantom VII, which makes life easier when it comes to diagnosing any issues," smiles Luke. "I know these cars inside-out now, and there aren't any jobs

"Each one of the hearses has been built around a Phantom VII sourced by AW Lymn in the UK and then shipped to Italy"

we've come across that we couldn't handle ourselves. The older cars bring some extra variety, of course, and I really enjoy the challenge of keeping those in perfect running order."

The fully-equipped workshops at AW Lymn's main headquarters help to ensure that the entire fleet is maintained in-house, with Luke having overall responsibility for up to seventy vehicles at any one time.

Against a backdrop of UK funeral directors running hearses and limousines created from various Jaguar, Volvo and Mercedes-Benz models (amongst others), it's always refreshing

to encounter a company that puts its owners' passion for Rolls-Royce to good use. AW Lymn takes this to another level, however: "Dad and I are both Rolls-Royce and Bentley enthusiasts," explains Matthew, "and we each have our own personal cars. Having such a large fleet of Rolls-Royce working vehicles is therefore a pleasure for us, as well as giving the company a real chance to stand out. No other funeral director has an array of Phantom VIIs like ours, while our older models are perfect for those clients seeking a more traditional Rolls-Royce choice."

More than a century on from the creation of AW Lymn, and despite its impressive expansion over the years, the company continues to be family-orientated, with all those involved priding themselves on the personal service on offer. It is, however, for its vast line-up of Rolls-Royce funeral vehicles that the firm is perhaps best known – helping to ensure that any marque enthusiast's final journey is a fitting one. ■



Even the largest of funerals can be catered for by the 25-strong Phantom VII fleet

THANK YOU

We're grateful to the team at AW Lymn for allowing us access to its unique Rolls-Royce fleet during our recent visit. More details of the various services available can be found via www.lymn.co.uk or by calling 0115 941 4101.

A.W. Lymn fleet circa 1950



A.W. LYMN

The Family Funeral Service®

Over 110 years of service from the same family

Available to hire throughout the country for funerals,
weddings & other special occasions.

A.W. Lymn fleet 2018



0115 911 4401

Please see our website for more details

www.lymn.co.uk/vehicles



[/awlymn](https://www.facebook.com/awlymn)



[/awlymn](https://twitter.com/awlymn)



[/a.w.lymn](https://www.instagram.com/a.w.lymn)

HOW TO BUY YOUR SUBSCRIPTION

OFFER 1. **DIGITAL EDITION:** shop.kelsey.co.uk/RRB2020

OFFER 2. **PRINT EDITION:** COMPLETE THE ORDER FORM BELOW

☒ **YES!** I WOULD LIKE TO SUBSCRIBE TO ROLLS-ROYCE & BENTLEY DRIVER

YOUR DETAILS

Mrs/Ms/Miss/Mr Forename
Surname
Address
.....
Post / Zip code
Country
Daytime phone Mobile
Email

IF DELIVERY IS TO A DIFFERENT ADDRESS, COMPLETE BELOW

Mrs/Ms/Miss/Mr Forename
Surname
Address
.....
Post / Zip code
Country
Daytime phone Mobile

We may wish to contact you regarding our special offers that we believe would be of relevance to you. Please tick the boxes to tell us all the ways you would prefer to hear from us ☐ Email ☐ Post ☐ Phone ☐ Text Message.
We will not pass your details onto third party companies.



BEST UK DEAL • BEST UK DEAL • BEST UK DEAL

☐ I WISH TO SUBSCRIBE BY DIRECT DEBIT PAYMENTS OF £23.99 FOR MY FIRST 6 ISSUES. I UNDERSTAND THAT MY SUBSCRIPTION WILL CONTINUE AT THE SAME LOW RATE WITH PAYMENTS TAKEN EVERY 48 WEEKS - UNLESS I WRITE TO TELL YOU OTHERWISE.

Instructions to your Bank or Building Society to pay by Direct Debit



Name of Bank
Address
Postcode
Account name
Sort code Account number
Signature Date

Originator's Id number

8 3 7 3 8 3

Direct Debits from the account detailed in this instruction are subject to the safeguards assured by the Direct Debit guarantee. I understand that this instruction may remain with Kelsey Publishing Ltd. and, if so, details will be passed electronically to my Bank or Building Society.



PAY BY CHEQUE / DEBIT / CREDIT CARD

- ☐ **UK:** 6 issues (1 year) **£26.99**
☐ **USA / EUROPE:** 6 issues (1 year) **£35.10**
☐ **REST OF WORLD:** 6 issues (1 year) **£37.80**

☐ I enclose a cheque made payable to Kelsey Publishing Limited
(Drawn from a UK bank account)

☐ Please debit my ☐ Visa ☐ Visa Debit ☐ MasterCard

Card number

Security number

Valid from / Expiry date /

Signature Date

PLEASE SEND COMPLETED FORM TO:

Subscriptions, Kelsey Publishing Ltd. The Granary, Downs Court, Yalding Hill, Yalding, Maidstone, Kent, ME18 6AL



PHONE TOLL FREE FROM USA: 1-888-777-0275 (7am-3pm EST)

INTERNATIONAL ONLY PLEASE CALL: 0044 (0)1959 543 747

ROLLS-ROYCE & BENTLEY *driver*

SAVE MONEY

WHY SUBSCRIBE

- **Never miss an issue**
- **Free delivery direct to your door**
- **Be the first to read new content**
- **Save money on shop prices**

OFFER 1

DIGITAL EDITION

PAY JUST
£23.99
FOR 6 ISSUES



**SINGLE
ISSUE ONLY
£4.99**

TO SUBSCRIBE DIGITALLY AND SEE
OUR OTHER GREAT OFFERS VISIT

**SHOP.KELSEY.CO.UK/
RRB2020**

SUBSCRIBE TODAY

ON THESE SPECIAL OFFERS

OFFER 2

UK PRINT EDITION

6 ISSUES FOR £23.99!

→ SUBSCRIBE AND SAVE TODAY

GET BOTH
PRINT
AND
DIGITAL
FOR £28.95



TO SIMPLY SUBSCRIBE TODAY VISIT
SHOP.KELSEY.CO.UK/RRB2020
OR CALL OUR SUBS TEAM ON **01959 543 747**
AND QUOTE OFFER CODE **RRB2020**

Hotline open: Monday - Friday 8:30am - 5:30pm

*UK Direct Debit Offer Only. Only available to new UK subscribers. Gift subject to availability.

OBITUARY: JUERGEN BUECH

The RREC pays tribute to its SZ Registrar, Juergen Buech, a larger-than-life character who enjoyed the friendship of many within the Rolls-Royce and Bentley community

We were deeply saddened to hear of the sudden death of the RREC's SZ Registrar and Facebook group co-ordinator, Juergen Buech, in July. He was a larger-than-life enthusiast and a stalwart of the club, having first joined as a teenager back in the 1980s, and went on to own a succession of Rolls-Royces and Bentleys.

Juergen's working life was as colourful as his many cars. "I always wanted to be a pilot and I learned to fly when I was 17." But it was not to be: "Health issues meant I had to give up the airline training after only a year and I was disappointed not to be able to realise the dream."

Following a spell as a stockbroker, Juergen was recruited by the Bundesnachrichtendienst (BND) – Germany's Federal intelligence agency. Its role is to alert the German government to threats from abroad, as well as looking into organised crime, drug trafficking, money laundering and so on. "It sounds very exciting, like something out of an Ian Fleming novel, but my job was to analyse foreign markets and I was stuck at my desk sifting through paperwork," admitted Juergen. That job lasted only a year or two.

The first car Juergen ever drove on his own after passing his driving test was a Silver Shadow and he bought his first Rolls-Royce (a 1959 Silver Cloud) when he was just 21 years old. "It was a beautiful car but one with the potential to make me very poor indeed," he later confided. "It wasn't just the 18 gallons of petrol it consumed every time we pulled into a filling station, but several obligatory pints of engine oil. Every 200 miles there was a bottle of Dexron needed, too. I loved that car and enjoyed every drive, despite the spray of oil that emanated from her defective hydraulic pipes."

At around this time he wrote to Hooper & Co to say he was coming to London in June, asking if he could visit them to see the Turbo R two-door.



Juergen with his much-loved Brooklands, known as Bunty

"I did happen to mention that I was already the owner of a Rolls-Royce and that my parents were willing to help me get something more modern. That was all perfectly true, of course, but it's possible my English was not quite good enough to explain that the new car they had in mind for me was a VW."

Juergen went on to own another nine cars built at Crewe, covering every major post-war type of Rolls-Royce and Bentley, and he gave them all names. These ranged from a 1952 Bentley MkVI (Bertie), through to an S1, T-series, Silver Wraith II and a metallic green Silver Spirit (Kermit) in which he covered 25,000 trouble-free miles a year.

Juergen and his wife, Ingrid, invited scores of friends from the RREC to their wedding, which was a Crewe-themed affair. "I think there were 25 Rolls-Royce and Bentley cars parked outside the church," he said.

"Then it was off to the restaurant for a party that didn't come to an end until after dawn the next day. It was really good fun. And the cars all had rally plates saying Wedding Bells Rally." Since 2012, Juergen had owned a 1995 Bentley Brooklands called Bunty, announcing recently: "I love her and we have been together for quite a few years with no plans to part – for me, that's quite a record."

The thoughts and prayers of hundreds of Rolls-Royce enthusiasts are with Ingrid and the rest of Juergen's family. He will be greatly missed. Fellow SZ Register member Hugh Featherstone says it best: "Juergen was a great enthusiast, indefatigable champion of the marque, tireless promoter of good fellowship and fine cars in equal measure, raconteur, humourist, bon vivant and all round thoroughly good egg." ■



THE INTERNATIONAL CLUB FOR
**ROLLS-ROYCE
& BENTLEY**
ENTHUSIASTS

Annual Rally & Concours d'Elegance

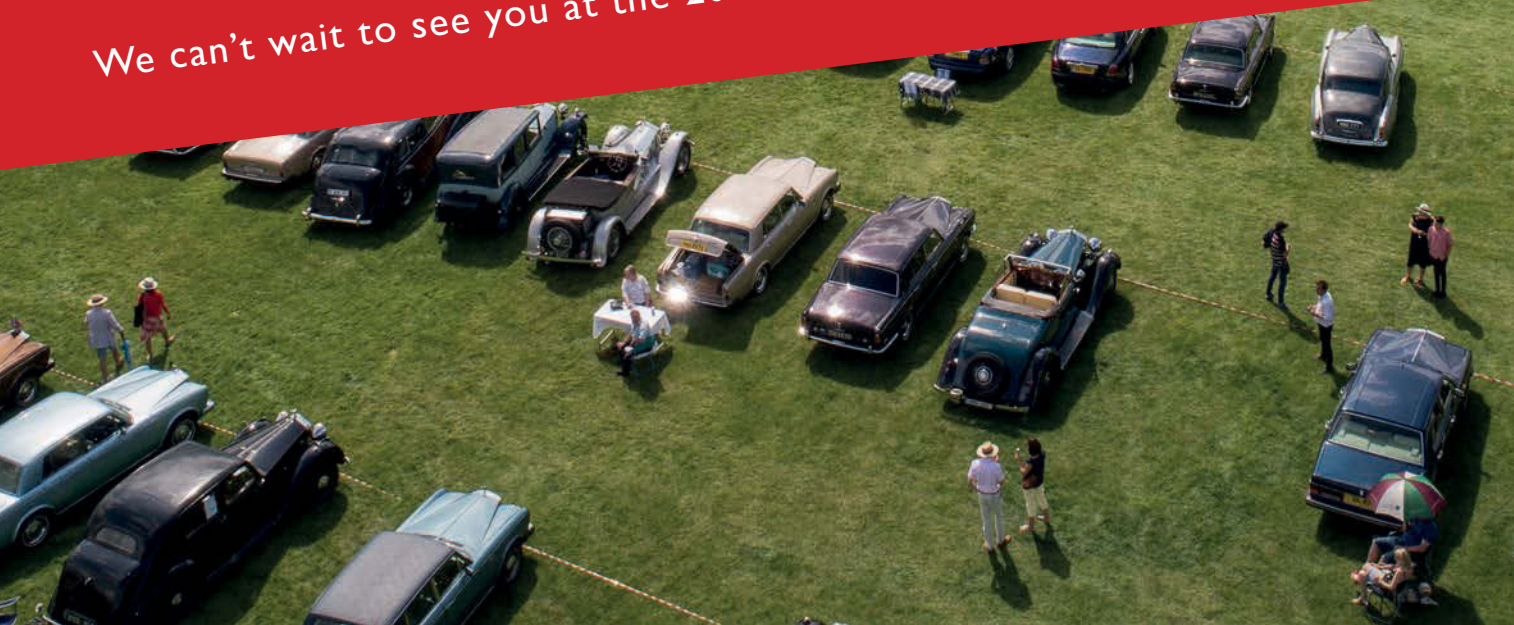
25-27 June 2021
Burghley House, Stamford



SAVE THE DATE

25-27 June 2021 - Burghley House, Stamford

We can't wait to see you at the 2021 Annual Rally & Concours d'Elegance!



SPECIALIST TRADE STANDS | SEMINARS | ENTERTAINMENT

THE (RE)AWAKENING

Life is starting to slowly get back to normal at the Bentley Drivers Club following the enforced inactivity caused by the coronavirus outbreak

"We're living in extraordinary times" has become arguably the buzz phrase of 2020. And there's no doubting the truth of that statement, with the world – including the car clubs sector – finding itself suppressed into lockdown for much of this year due to the Covid-19 pandemic. However, with restrictions in the UK easing towards the end of summer, life has slowly returned to some semblance of normality, including at the Bentley Drivers Club.

While the annual Concours d'Elegance, planned for June, was cancelled (next year's has been provisionally scheduled for June 6th at a venue to be confirmed), the club's other main event – BDC Silverstone – took place in late August, just as this issue of *Rolls-Royce & Bentley Driver* was hitting the streets. Although held behind closed doors in line with many other sporting events of 2020, it was still refreshing to be able to stage this annual meet, which featured its usual packed programme of races including those for vintage Bentleys (scratch and handicap), FISCAR, Morgans and Aston Martins, plus a new all-comers

BDC Silverstone took place in late August, albeit without spectators (library photo)



pre-war encounter. Unfortunately, however, the popular traditional lunchtime track parade of club members' Bentleys had to be shelved this year.

On the back of BDC Silverstone, other club events started to take place once again, including those organised by the club's various Regions. And while there may have been a paucity of activities and events held during the lockdown, plans were still being put in place for the latter part of 2020 and beyond.

As ever, the BDC will be represented at the Concours of Elegance at Hampton Court (September 5-6th), with around fifty club members' cars parked in front of the palace on Bentley Sunday, which will also incorporate the traditional Bentley Trophy. Racing members will enjoy a further competitive fix in the wake of BDC Silverstone, with the BDC being invited to participate in the Aston Martin Owners' Club's sprint meeting at Curborough on September 20th.

Looking further ahead, a big bash will be held at the legendary Brooklands circuit to celebrate 100 Years of Bentley Racing Success (May 15-16th, 2021), with the date commemorating the marque's inaugural race victory in 1921. And to mark Bentley's superb result in the prestigious 1922 Isle of Man Tourist Trophy race (its cars finished second, fourth and fifth), a 3 Litre Bentley Centenary Raid on the island has also been planned for August 19th-21st.

During the pandemic, the BDC clubhouse in Wroxtton was closed from the end of March, with staff working remotely; following the easing of lockdown restrictions, however, the team returned in early August.

Finally, with the club's AGM adjourned from its original April date, a reconvened 'virtual' meeting was held in July, which saw former club president Jimmy Metcalf and deputy chairman Ken Lea both step down as directors after many years of outstanding service. ■



The centenary of Bentley's first win at Brooklands, in May 1921, will be celebrated next year

Bentley DRIVERS CLUB

THE
HISTORIC
MOTORING
Awards
2019
CLUB
OF THE YEAR
WINNER

Founded by enthusiasts for enthusiasts. The Bentley Drivers Club is proud of its ethos: a club of friends who share a love of all things Bentley. It's also the only club directly affiliated with Bentley Motors.

While some follow in the tyre tracks of the iconic 'Bentley Boys', competing in races and rallies, others take pleasure watching their modern-day counterparts in the latest GT3 race cars.

Off track, some simply enjoy driving their Bentley on the road, frequently in the company of other enthusiasts.

No matter what your inspiration, the BDC can help enhance your Bentley ownership and take your appreciation of this classic marque even deeper.

A great feature of our club is the excellent events we hold, both at home and abroad. These include our annual long-established Concours d'Elegance and Silverstone race meeting plus numerous tours and social occasions organised by our ever active Regions worldwide.

So, with lots of activities to look forward to in the future, what better time is there to join us?

Members enjoy a range of benefits with the BDC:

- Bi-monthly Review and monthly Advertiser & Diary publications plus frequent e-newsletters
- Access to comprehensive archives through the club's association with the WO Bentley Memorial Foundation, providing a deep insight into the marque's history
- Access to the spares schemes, covering the three key eras of Bentley production
- Favourable insurance rates and service plus undisputed valuations (for insurance purposes)
- Club forum offering the chance to discuss all things Bentley.



Driving adventures... Driving exhilaration... Driving friendships

We look forward to welcoming all Bentley enthusiasts to the Bentley Drivers Club

While all Club activities have been seriously disrupted by the coronavirus outbreak this year, we look forward to arranging a full programme of events in 2021.



TO FIND OUT MORE, PLEASE CONTACT US AT [INFO@BDCL.ORG](mailto:info@bdcl.org) OR VISIT OUR WEBSITE AT [WWW.BDCL.ORG](http://www.bdcl.org)

FROM THE ARCHIVES

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

WORDS: PAUL GUINNESS



◀ AMERICAN CORNICHE

There's an old adage that a picture can be worth a thousand words, a theory that was used to good effect in this 1986 advertisement for the US-spec Corniche of the time. The advert was placed by the South Tacoma Motor Company and shows a well-heeled couple cruising a busy boulevard in their new Corniche, while on the opposite side of the road the envious driver of a Mercedes-Benz S-Class looks on. The only explanatory text appeared near the bottom of the page, stating that the Rolls-Royce was "simply the best motor car in the world".

AFTER 50 YEARS H·R·OWEN STILL SELL VERY FEW CARS.



Quite simply because H.R. Owen sell the best. And, by definition, there can only be a few such automobiles around.

So, in our showrooms, you'll find just Rolls-Royce, Bentley, Daimler, Jaguar, Ferrari, Range Rover and Lancia.

Plus a carefully screened selection of pre-owned motor cars from the above, as well as other prestigious marques.

What's more, whether you buy a new or a pre-owned car from H.R. Owen, you'll discover here a standard of service you probably thought had long since ceased to exist.

Courteous, well-informed sales staff, engineers behind the scenes to keep your car always in optimum condition.

Outstanding guarantees which are the envy of other, lesser organisations.

At H.R. Owen, our aim is to make every aspect of purchasing and owning one of the fine cars we sell as enjoyable as possible.

As a visit to any of our showrooms will affirm.

H.R. Owen

A HERMAN CROFT GROUP COMPANY

Showrooms at: 17 Berkeley Street, London W1. Telephone: 01-429 0900.
Milton Court, 27 Old Brompton Road, London SW2. Telephone: 01-584 8451.
Western Avenue, Greenford. Telephone: 01-896 2001.
2 Lytton Road, Harpenden, London N2. Telephone: 01-438 1111.
Telex: 266080.

SPECIALIST DEALER ▶

Published in 1983 was this advert for HR Owen, a London-based dealership with four showrooms selling an array of upmarket cars – including, of course, Rolls-Royce and Bentley. As the ad stated, "HR Owen sell the best... and by definition, there can only be a few such automobiles around". That's why you'd find Crewe's finest sharing showroom space with the latest from Jaguar, Ferrari and Lancia, as well as the luxurious new Range Rovers. Do any *Rolls-Royce & Bentley Driver* readers recall buying a new or used car from HR Owen back in the '80s?

CREWE COLLECTION ►

This classic photograph shows the latest Silver Dawn heading up of a row of Bentley MkVI saloons in 1952 – just prior to the latter being replaced by the new R-type, essentially a bigger-booted version of the MkVI. The Silver Dawn in the photograph is a left-hand drive example shod with whitewall tyres, which suggests it would shortly be heading to the USA.

The Bentleys all appear to be right-hand drive, which we assume means they were bound for British buyers. The photograph was taken at Crewe, where the final Silver Dawn and R-type saloons would be built in 1955 – replaced by the new Silver Cloud and Bentley S-series respectively.



company car

First Issue!

£1

*Why the
Rolls-Royce is
Britain's cheapest car*

*The 12 best
company car buys*

*Solving the great cash/
lease/HP/loan dilemma*

*What's right...
and wrong... with
diesel cars*

◀ MONEY-SAVING LUXURY

Back in 1980, *Company Car* magazine appeared on UK newsstands featuring the following curious headline: "Why the Rolls-Royce is Britain's cheapest car". The main feature within explained things in more detail: "If, at the beginning of 1975, you had bought the cheapest Rolls-Royce available, a Silver Shadow saloon unfettered by extra-cost options, you would have paid the list price of £13,999 because at that time demand for the cars was such that no dealer would have sold one for less. If, in the following five years you had looked after the car, saw it serviced faithfully, kept its body blemish-free and drove it a considerate 8000-10,000 miles a year, you could have sold it earlier this year for at least £19,000 – and you might have raised better than £20,000 with a truly prime example. Your profit would have been £5000-6000, representing a return of 35-40% on capital."

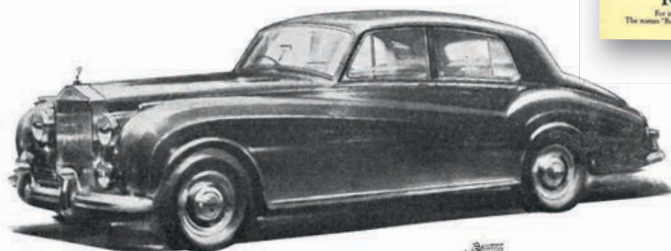
The same couldn't be said of every luxury car of the time, as *Company Car* went on to explain: "Had you bought a Mercedes-Benz (for £9794, early in 1975) or a Jaguar XJ12 (for £5491), you would be between £1000 and £2000 the poorer from a sale early this year, based on typical trade prices."

CREATING A GRILLE ►

Here we have another American advert from the '80s, this time promoting the 1984-model Silver Spirit – albeit unusual for its focus on one man and his highly specialised skill. We're talking about Dennis Jones, described in the ad as "one of the few men walking on this earth who can, with good conscience, call themselves master craftsmen of the old school". Dennis, you see, was one of those rare Rolls-Royce experts who devoted his time to the famous radiator grille, each one being hand-built to the highest of standards.

The ad explained more about the lengthy procedure: "Dennis will slowly and carefully work on a Rolls-Royce grille for days. And in the end, in an unobtrusive corner inside the grille, where it may never be seen by another human being, he will put his initials. A sign of pride in his work. A celebration of a job well done."

Announcing the



ROLLS-ROYCE

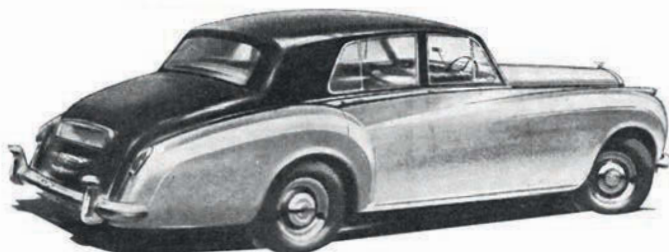
SILVER CLOUD

These completely new motor cars which are introduced after a long period of development by Rolls-Royce and Bentley engineers represent a logical advance in the chassis and coachwork.



BENTLEY

'S' SERIES



There are only 10 people in the world who know how to make the Rolls-Royce grille.

You don't know Dennis Jones. Pity. Because Dennis is one of the few men still walking on this earth who can, with good conscience, call themselves master craftsmen of the old school.

Dennis Jones is a man who uses his extraordinary skill to magically sculpt by hand a fair amount of cold steel into the sparkling silver grille of the finest motor car in the world.



The Rolls-Royce.

Dennis will slowly and carefully work on a Rolls-Royce grille for days. And in the end, in an unobtrusive corner inside the grille, where it may never be seen by another human being, he will put his initials. A sign of pride in his work.



A celebration of a job well done.

Dennis Jones typifies the small band of rare craftsmen who practically hand build the Rolls-Royce.

This is why we can say without hesitation: While ordinary cars may come in and out of vogue, the Rolls-Royce lives forever.

It lives forever because there are craftsmen with the skills

and dedication of a Dennis Jones working on every inch of every Rolls-Royce. Craftsmen who lovingly assemble the Rolls-Royce engine by hand.

The Rolls-Royce you acquire today combines the skill of these master craftsmen along with the most recent technological advances of this day.

In the end, the work of all these craftsmen will produce a motor car that Charles Stewart Rolls or Frederick Henry Royce would be proud to have bear their names.

A motor car to be driven into the next century by someone of great accomplishment who believes, "I give the world my best, I desire its best in return. I drive the Rolls-Royce."



Rolls-Royce. Simply the best motor car in the world.

For information, contact your local authorized dealer or the nearest Rolls-Royce office (212) 460-1800. © 1984 Rolls-Royce, Inc. The names "Rolls-Royce" and "Silver Spirit" and the name, badge, and radiator grille are registered trademarks, as are the Bentley name, name, and badge.

◀ SILVER CLOUD ARRIVAL

This simple monochrome advert was issued in 1955 to mark the arrival of the crucial new Rolls-Royce Silver Cloud and its S-series cousin. Not surprisingly, the limited amount of accompanying text focused on the latest advances from Crewe: "These completely new motor cars, which are introduced after a long period of development by Rolls-Royce and Bentley engineers, represent a logical advance in the chassis and coachwork." The Silver Cloud and S-series were destined for a ten-year career via three different generations, finally bowing out in 1965 to make way for the revolutionary new Silver Shadow.

ROLLS-ROYCE & BENTLEY *driver* — *Trader* —

Exhausts

SERVICENTRE

Manufacturers since 1972 of Mild and Stainless Steel Exhaust Systems for Rolls-Royce and Bentley Motor Cars

Bespoke systems for vintage/classic cars, boats, buses, lorries, planes, tractors, plant etc.

Sales/Accounts Tel: 01754 820798

Sales/Accounts Fax: 01754 820687

www.rrexhausts.co.uk

e-mail: enquiries@rrexhausts.co.uk

The Old Smithy, Fold Hill, Low Road South, Friskney, Lincs PE22 8RG



**Phoenix
AUTOCRAFT**

Crafting Classic Cars for the Future

07740 582 910

enquiries@phoenixautocraft.co.uk www.phoenixautocraft.co.uk

QEST

For all your Rolls-Royce & Bentley needs visit...

www.colbrookspecialists.co.uk

SALES ♦ SERVICING ♦ PARTS

We offer full mechanical and electrical servicing undertaken to Rolls-Royce and Bentley servicing schedules for cars from 1966 Rolls-Royce Shadows, Bentley T Types, up to 2012 Bentley Continental GT and Flying Spurs and everything else in between.

Our bodywork and paint shop repair minor dents and major damage including insurance & accident repairs.

We always have a handful of used cars for sale and these are listed on our website.

Give us a call on **01733 243737**

24 High Street • Stilton • Peterborough • PE7 3RA



LAMBSWOOL OVER RUGS

- Tailored in the UK from the finest sheepskins
- All cars
- Quality built on experience



Easirider Company Ltd Unit G1 Nene Centre,
Freehold Street, Northampton NN2 6EF
+44 (0)1604 714103 mail@easirider.com
www.easirider.com




Motor Wheel Service

Worldwide leaders in wire wheel manufacture and restoration with experience dating back to 1927

Services include supply, fitting and balancing of tyres for vintage and classic cars

+44 (0)1753 549360
www.mwsint.com



Steering Wheel Restoration



Steering wheel restoration, vintage to modern cars, tractors, lorries, buses, boats. Bluelms, Celluloid, Bakelite, Wood & Plastic.

tel: +44 (0)1843 844962

www.SteeringWheelRestoration.com

COMING SOON

in the next great issue of *Rolls-Royce & Bentley Driver*

SPECIAL ISSUE – EXTRA PAGES!

- 55 Years of the Silver Shadow & T-series
- New Rolls-Royce for a new generation
- Expert Silver Shadow buying advice
- Development of the two-door and Corniche
- Owning a Bentley Turbo R
- Phantom V and VI limousines
- Plus: all the latest news and updates

ROLLS-ROYCE & BENTLEY *driver*



NOVEMBER / DECEMBER ISSUE, PUBLISHED **FRIDAY 16TH OCTOBER**

PRE-ORDER YOUR COPY ONLINE:
<https://shop.kelsey.co.uk>

FREE ADS

FOR MAXIMUM IMPACT, INCLUDE A PHOTO WITH YOUR AD

Photos are printed free but cannot be returned. We can only accept one advert per reader per issue.



Email: **cars@kelseyclassifieds.co.uk**



Tel: **0906 802 0279**

(Lines open Mon to Fri, 10am-4pm, calls cost 65p per minute plus network extras. Calls from mobiles and some networks may be considerably higher). Service provided by Kelsey Media.



By post

Kelsey Publishing Ltd,
The Granary, Downs Court,
Yalding Hill, Yalding, Kent,
ME18 6AL

READERS' ADVERTISEMENT COUPON

CATEGORY: ☐ FOR SALE ☐ WANTED

☐ VEHICLES ☐ PARTS ☐ MISCELLANEOUS ☐ LITERATURE & INFORMATION

ADVERT DETAILS:

Make/Model:

Year: Price: Mileage:

Main Text (no more than 30 words):

.....

.....

.....

.....

.....

.....

.....

.....

.....

Ad Contact Number:

ADVERTISER DETAILS:

Name:

Address:

.....

.....

Town:

County:

Country:

Postcode:

Telephone:

Email (optional):

PRIVATE ADVERTISERS ONLY MUST SIGN HERE:

(The goods advertised are not offered by way of trade.)

CONDITIONS OF ACCEPTANCE

- We reserve the right to refuse any advert.
- Adverts are published subject to space. Kelsey Media cannot guarantee specific issues into which adverts will appear.
- This service is for private advertisers only. Anyone trading more than 12 adverts in a year will be regarded as trade.
- Traders please contact the sales team on 01733 353353.
- Each advert can be no more than 30 words. Kelsey Media reserves the right to edit down adverts that exceed this word limit.
- Kelsey Media cannot be held responsible for illegible or inaccurate advert descriptions.
- Advertisers can include one photograph free of charge. This photo will be published subject to space and cannot be returned. Emailed digital photos must be in JPEG format.
- All adverts and images will be kept on file for a maximum of 6 months.
- Advertisements may appear in other relevant Kelsey Media publications.
- When submitting an advert, you all assign all copyright of the words and photos to Kelsey Media and agree to waive all moral rights in relation to the advert.
- Kelsey Media's customer service representatives reserve the right to terminate telephone calls if the caller becomes abusive.
- By submitting advertisements to Kelsey Media you are agreeing to the above Terms & Conditions.
- No other correspondence can be entered into.
- Kelsey Media uses a multi-layered Privacy Notice giving you brief details about how we use your personal information. For full details visit www.kelsey.co.uk, or call 01959 543524. If you have any questions please ask as submitting your details indicates your consent, until you choose otherwise, we/our partners may contact you about products/services to be of relevance to you via direct mail, phone, email and SMS. You can opt-out ANY time via email data.controller@kelsey.co.uk or 01959 543524.

CARS FOR SALE

20/25 GURNEY NUTTING



1934, £145,000. Three Position DHC. An 'Owen Sedan' often considered the most stylish coachwork - major work early 2000's, engine and gearbox rebuild, rewire, re-cored radiator, overdrive etc. Please call 01248 602 649, South East.
102839

BENTLEY



1933, £155,000. 3 1/2 Barker 2+2 Sports Coupe. Striking, almost certainly unique design by Barker with some very unusual touches and lovely light flowing wings. Excellent condition throughout, drives very nicely. Please call 01248 602 649, South East.
102836

BENTLEY ARNAGE



2001, 47000 miles, £19,999. Red Label Model, Colour - Amethyst Blue, Interior - Magnolia With Dark Blue Piping, Fitted Sat Nav, Parking Sensors, Automatic, Power Steering, Electric Seat. Also Windows, Remote Central Locking With Two Keys, Alloy Wheels, ABS Brakes, Stereo And CD player, Full Leather Interior, Head Rests All The Way Round, Walnut Wood Dashboard. Please call 07545 703474, South West.
101754

BENTLEY BROOKLANDS



1995, 35120 miles, POA. Bentley have always been at the forefront of luxury saloon cars and the Brooklands is no exception. Launched in 1992 it replaced the highly regarded, and rather exclusive Mulsanne. Retaining the classic Bentley waterfall grille, the exterior design was contemporary whilst being in keeping to the brands history. Please call 07850 888880, South East.
101248

BENTLEY CONTINENTAL



1988, POA. The Bentley Continental was a worthy scion of this noble British family, impeccably engineered and hand-built in the time-honoured manner by Mulliner Park Ward Limited's peerless craftsmen. Please call 07850 888880, South East.
101249

BENTLEY CONTINENTAL



1990, 47488 miles, POA. The Bentley Continental is powered by a V8 engine incorporating an aluminium-silicon alloy block, aluminium cylinder heads and cast iron wet cylinder liners; the bore was 4.1 and the stroke 3.9 giving a total of 6.75 litres. Fuel was supplied via a Bosch MK-Motronic fuel injection system, with drive provided via a four-speed automatic GM Hydromatic gearbox and a top speed quoted by Bentley of 131mph. Please call 07850 888880, South East.
101250

BENTLEY CONTINENTAL



2004, 80000 miles, £19,999. Power steering, electric windows, remote central locking, alloy wheels, ABS wheels, stereo and CD player, heater seats, air back, air con, cruise control, walnut wood, finished in blue/black, tan leather interior and MoT on purchase. Please call 02380766870, South East.
101226

BENTLEY CONTINENTAL



1954, POA. This Continental has one of the most comprehensive history files we have ever seen, effectively commencing in 1971 when the car was purchased by Fit Lt Allen, who would look after it with no expense spared for the next 40-plus years. It appears that every single invoice has been kept, and the file also contains correspondence with the Rolls-Royce factory and a number of technical drawings. In the 1970s the Continental was re-sprayed white and re-trimmed in light grey, while in 1997 Classic Restorations of Alyth carried out a complete coachwork restoration and bare-metal repaint in Jaguar Metallichrome Blue, retaining the grey trim. Please call 07850 888880, South East.
101254

BENTLEY R TYPE



1955, £38,500. Automatic Sports Saloon. Deep red with excellent original beige leather, very sound, full set of tools and drives superbly. Please call 01248 602 649, South East.
102835

BENTLEY MULSANNE



2016, 21200 miles, £89,950. Hailed as the first 'clean sheet' Bentley design in eighty years. Massively engineered, the newcomer utilised a brand new chassis that featured all-round independent air suspension (double wishbone front / multi-link rear), vented four-wheel disc brakes (complete with ABS), Drive Dynamics Control (incorporating Comfort, Sport and Bentley modes) and speed sensitive power assisted steering. Please call 07850 888880, South East.
101253

BENTLEY S3



1965, £45,000. Bentley S3 Saloon with folding rear seat. Very appealing in the original colour of Dawn Blue and excellent Blue/Grey leather. Good history, interesting features, drives really well, ready to enjoy! Please call 01248 602 649, South East.
102837

BENTLEY T

1968, 51000 miles, £4,995. New gearbox, 30 years worth of history with all MoT's and servicing. Blue with light grey leather car has been sitting for 3 years and has rusty sills and rear wheel arches. Please call 07897477456, South East.
101641

BENTLEY T



1968, 49500 miles, £20,055. RHD. Early model with Chippendale fascia. Ocean blue and magnolia hide. Beautiful condition and drives very well. Maintenance done and new tires. Please call 003 2475235602, Greece.
102647

BENTLEY TURBO



1993, 106000 miles, £9,990. Finished in royal blue metallic with magnolia hide piped blue, service history, upgraded 17 inch alloys, active ride, floor change model, Bentley tool kit, rear foot stalls, Bentley flying B badge, alpine stereo and cd multi changer, this car cost approx £140,000 when new! Superb value now. Please call 07802217318, Greater London.
101680

HJ MULLINER



1935, £37,500. Four Door Sports Saloon. Very handsome design and whilst rather scruffy on the body it has an appealing interior - Blue/Grey leather, good veneers, large sunroof. Drives well, interesting history. Please call 01248 602 649, South East.
102840

PHANTOM I DUAL COWL TOURER



1926, £110,000. Very handsome with twin spares and full weather equipment including rear Auster screen. Powerful and driving well. Please call 01248 602 649, South East.
102841

ROLLS-ROYCE PHANTOM



2004, 70000 miles, £74,950. Finished in Ice Blue metallic coachwork with Powder Blue wheel centers and sills complements the chic look. With Royal Blue Connely hide, matching top-role, Wilton carpets, lambs wool over rugs and rich Burr veneer woodwork oozes grander of a time gone past. Please call 07850 888880, South East.
101294

ROLLS-ROYCE PHANTOM



2008, 19580 miles, £159,950. Our Phantom Coupé has covered 19,580 miles and is finished in Black Diamond Metallic and biege hide with black stitched emblem on headrests and matching carpets. Particularly stunning Piano black veneer adorns the dashboard. Fitted with extremely handsome 21-inch silver star alloy wheels, reversing camera, iDrive navigation, Bi-xenon headlights to name a hand full of its options. Please call 07850 888880, South East.
101295

ROLLS-ROYCE SILVER SHADOW



1975, 19800 miles, £23,950. This 1975 Rolls-Royce Silver Shadow was delivered new to a Colonial Consulate diplomat in Hong Kong and imported to the US in 1984. The car remained in Maryland with the daughter of its original owner until it was acquired by its previous owner. At acquisition the car was showing a total of approximately 17,000 miles. The interior is trimmed in a light blue leather with Bur wood accents on the dash and door panels. A Sony stereo is installed in the dash, thought the factory push-button radio remains in place in the centre console. Please call 07850 888880, South East.
101296

ROLLS-ROYCE SILVER CLOUD



1964, £55,000. total engine rebuild with new pistons and liners etc new water pump, cylinder head and valves reworked and skimmed complete brake overhaul Power steering overhaul, Aircon overhaul. Please call 07938629196, East of England.
102448

ROLLS-ROYCE SILVER CLOUD II



1963, 86000 miles, \$535,000. Original H. J. Mulliner car. Garnet red with champagne hood and interior. Can also email latinoartbeat@hotmail.com for more details. Please call 0017735696942, Rest of the world.
101541

ROLLS-ROYCE SILVER SPUR

1991, 94000 miles, £11,500. Private sale, immaculate condition inside and out. Pewter grey with cream leather and always serviced, new tyres and springs. Please call 01797 362002, South East.
101788

ROLLS-ROYCE SILVER SHADOW



1976, 76000 miles, £3,950. The car has stood for 3 years. Restoration project or spares. Car was running but currently non-runner. Last MoT expired 2017. Please call 07971234241, South East.
101810

PARTS AND ACCESSORIES FOR SALE

BENTLEY ARNAGE WHEEL



£325. Rare chromed aluminium 18" 5-spoked limited edition Le Mans alloy wheel with 255/50 ZR18 Pirelli PZero tyre. Very good condition. Please call 07711147560, West Midlands.
101821

BENTLEY FLYING B MASCOT



£150. Bentley Flying B mascot, mounted. Originated from Mk6 R-Type. Please call 07836548731, South East.
101817

BENTLEY MASCOT



£250. Mascot on cap, FB3601/FC external thread. 1945-1955. Please call 02083997541, South East.
102814

BENTLEY NUMBER PLATE



£395. N11 BTR registration number for sale, would suit Bentley Turbo R. Please call 01763 208158, East of England.
102871

ROLLS-ROYCE



£450. Rolls Royce whisper mascot signed Charles Sykes on base. Please call 02083997541, South East.
101189

ROLLS-ROYCE SILVER CLOUD MASCOT



£220. 1954-1965 4.25 height inchs. Rolls Royce motor ltd on round base. Please call 07534431198, South East.
101552

ROLLS-ROYCE

£55. Silver shadow drophead coupe and 2 door saloon handbook original unused from cha SRX 600 1968 156 pages. Please call 07780123683, East of England.
101558



PAUL GUINNESS

On the eve of the Silver Spirit's 40th anniversary, our editor takes a look at the highly effective upgrade that arrived a decade later

While 2020 marks forty years since the debut of the Rolls-Royce Silver Spirit (and its Bentley Mulsanne sibling, as featured on the front cover of this issue), we should also remember it's the 30th anniversary of the Silver Spirit II. Well, almost. In fact, this heavily updated model made its first public appearance at the Frankfurt Motor Show of October 1989, but it would be early the following year that customer deliveries properly got under way.

The extent of the Silver Spirit update was sufficient for the new model to be sold as the Series II, with this facelifted version featuring revised dashboard and trim details as well as an uprated audio system, one-touch electric driver's window and an automatic parking brake linked to the 'Park' position on the gear selector.

The biggest revisions were mechanical, however, with the fitment of Bosch's Motronic engine management system lifting power slightly (although still officially described as 'adequate', it was estimated to be around 226bhp) and taking the Spirit's top speed up to 126mph. The suspension, meanwhile, gained an adaptive damping system marketed as Automatic Ride Control; this employed electronically controlled dampers front and rear, plus both vertical and horizontal accelerometers, linked to a control module that could vary the settings between soft, normal and hard within fractions of a second in response to steering, acceleration and road surface.



"The extent of the update was sufficient for the new model to be sold as the Silver Spirit II"

The Silver Spirit received other upgrades throughout the '90s, of course. A major revision arrived in 1992, when it was given a new four-speed automatic gearbox offering a lock-up clutch on the overdrive top gear, improving both refinement at speed and economy. This was followed in August 1993 by the announcement of a Series III model, in which the classic V8 engine received redesigned cylinder heads with enlarged inlet ports and exhaust valves, while a new induction system improved low-speed torque. The effect was a further performance boost, giving a top speed of 134mph, with the Bosch Motronic system offering emissions approval until the end of the millennium.

Most Silver Spirit talk of 2020 will focus on the car's 40th anniversary, and rightly so. Four decades on from the Silver Shadow successor's

debut, it has evolved into a classic in the true Rolls-Royce tradition. But let's not forget the importance of the Silver Spirit II, the model tasked with keeping a ten-year-old luxury leviathan at the top of its game. It may have been aesthetically similar to the original Silver Spirit, but the Series II's introduction of a major suspension upgrade helped to ensure it would remain highly competitive throughout the 1990s.

So effective was the evolution of the Silver Spirit, four-door SZ saloons managed to remain in production for a hugely impressive 18 years, eclipsing the careers of their Silver Shadow and Silver Cloud forebears by quite some margin. It's appropriate, of course, that we mark the SZ's 40th anniversary this year; but let's not forget the vital role played by the Series II upgrade of three decades ago. ■

The International Rolls-Royce & Bentley Parts Specialists

IC IntroCar

Proud Members of the RRBSA



Map Light & Fog Lamp Switch Knob

Silver Dawn, Silver Wraith, Mk VI & R-Type
RD3135KB-X & RD5816-X

£19.95 each



Instrument & Window Demister Switch Knob

Silver Dawn, Silver Wraith, Mk VI & R-Type
RD4943-X & RD6953-X

£19.95 each



Wiper & 3-Position Wiper Switch Knob

Silver Dawn, Silver Wraith, Mk VI & R-Type

RD4945-X & RD8342-X **£19.95 each**



Heater & Wiper Wheelbox Switch Knob

Silver Dawn, Mk VI & R-Type

RD6695-X & RD3775KB-X **£19.95 & £29.95**

“No Longer Available?”

**Not any more... IntroCar continues to reintroduce otherwise
NLA parts to market each & every month!**

We have now reintroduced over 5.5k products to market under the *Prestige Parts®* brand - each either meeting or exceeding the OEM specifications and sold with a 3 year worldwide warranty. These, alongside 240k Original Equipment, Used & Reconditioned Exchange parts options, are all available online in 100% complete catalogues.

Prices Exclude VAT. For full applications, more information or discounts please contact us!



+44 (0)20 8546 2027

www.IntroCar.com
sales@introcar.com





Worldwide suppliers of quality parts for Rolls-Royce & Bentley Motor Cars



We provide the widest range of parts for all post-war models:

- Crewe Genuine Parts -

World's largest stock of genuine parts outside of the factory & franchised dealer network with over 190,000 genuine Rolls-Royce & Bentley parts on our database.

- Quality Aftermarket Parts -

Over 8,000 aftermarket parts in our inventory have all followed a rigorous testing & quality procedure.

- Reconditioned Parts -

We offer a comprehensive range of original components, all professionally rebuilt to exacting standards in the UK. We also purchase old core parts – please contact us.

- Recycled Parts -

Quality used parts, sourced from vehicles carefully dismantled on site by our experienced dismantling team.

Fast International Shipping | RREC & BDC Members Discount | Excellent Customer Service



Telephone: 01455 292949



Email: sales@flyingspares.co.uk