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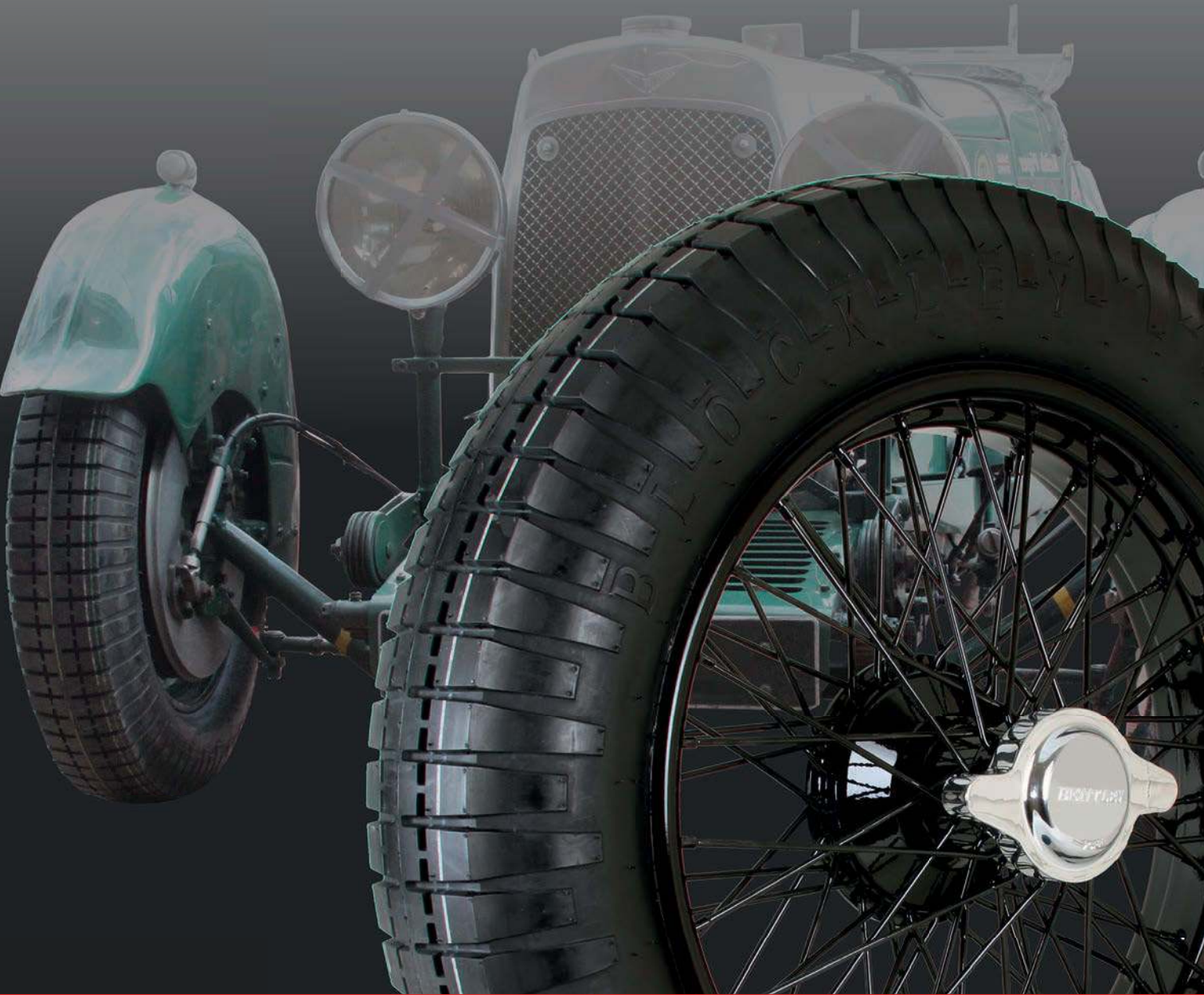
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## Looking to the future

Just as the last issue of *Rolls-Royce & Bentley Driver* featured the unusually young owner of an impressively well-presented Silver Shadow, this one follows suit with Hassan Mustafa's 1968 Bentley T-series – a car that he acquired via his uncle and has improved and enhanced ever since. At the age of just 25, Hassan is certainly among the youngest Bentley owners we've come across in recent years.

I can't help feeling optimistic about the future of the classic car scene whenever we encounter young enthusiasts with a genuine passion for their vehicles. The industry might be facing challenges when it comes to maintaining traditional skills and recruiting young apprentices, but there's certainly no shortage of youngsters keen to spend their own hard-earned cash on running and maintaining old cars. If you know of anyone in their teens or twenties with a passion for all things Rolls-Royce and Bentley, and who has perhaps recently acquired their first car, we'd love to hear about them. Drop me a line via the email address below – and let's get celebrating the next generation's passion for classics.

This issue is, of course, packed with variety as always, including an in-depth look at the latest GT Convertible from Bentley – a car that we had fun putting through its paces, despite atrocious weather conditions at the time. The conclusion? This is quite possibly the best all-year-round high-performance convertible currently available. Check out our test for the full rundown.

We also take a look at the development story behind the Continental R of the early '90s, we examine the vital role played by Claude Johnson during Rolls-Royce's early years, and we pay tribute to the 'Standard Steel' Silver Cloud (and its S-series sibling) in time for its 65th anniversary. Enjoy the ride!

## Paul Guinness

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## BESPOKE PHANTOM

A Stockholm-based entrepreneur with a passion for flowers has taken delivery of a bespoke new Phantom. The one-off car – known as the Rose Phantom – features an extraordinary interior that “immerses its occupants in a beguiling floral scene”. The end result is what Rolls-Royce Motor Cars proudly calls a “sanctuary of true luxury, a vision of flowers, created

with a million embroidered stitches”.

The Rose Garden at Rolls-Royce’s Goodwood headquarters was the main inspiration for Ieuan Hatherall, one of the company’s bespoke designers. It is the only place in the world where the Phantom Rose is grown, bred exclusively for Rolls-Royce by British rose specialist, Philip Harkness. Hatherall commented: “There is a transcendent beauty

when a rose garden is in full bloom.

The patron wanted to create that same feeling of awe; an abundance of flowers to lift the spirit and celebrate nature’s decadent beauty in the Rose Phantom’s serene interior.”

The Peacock Blue exterior of the Rose Phantom is punctuated with a Charles Blue twinned-coachline, which also features on the wheels. Inside the car, the Phantom Rose is illustrated in varying stages of maturity, from bud to full bloom, in an asymmetrical design that appears to grow across the roof lining from the rear of the car. Peacock and Adonis Blue butterflies also feature, while the Rose Phantom’s starlight headlining illuminates the entire scene, the roses being interspersed with individually placed fibre-optic lights. Upon taking delivery of his bespoke Phantom, the unnamed client said: “I wanted to have flowers and roses everywhere. It became an amazing piece of art.”



# NEC EXTRAVAGANZA

Classic car enthusiasts flocked to the National Exhibition Centre, Birmingham, in November to enjoy the annual Classic Motor Show, the traditional season finale that was celebrating its 35th anniversary. Over 71,000 attendees joined the three-day extravaganza, which saw over 300 car clubs and 3000-plus vehicles on display, plus a host of desirable classics

on offer via Silverstone Auctions – including a trio of Bentleys, which you can read about in our Market Watch section, starting on page 24.

The RREC and Bentley Drivers Club had an array of desirable classics on display at the show, with each club presenting a highly impressive stand that attracted huge crowds throughout the long weekend. You can read more

about the clubs' representation at the NEC in this issue's Clubhouse features.

If you didn't make it along to this excellent end-of-season event, next year's show is set to take place (again at Birmingham's NEC) from Friday 13th to Sunday 15th November. For more information, including details of when tickets will be available, go online to: [www.necclassicmotorshow.com](http://www.necclassicmotorshow.com).



One of the most modern classics on the RREC's stand was this 1999 Bentley Azure



The BDC proudly displayed this superb 1921 Bentley 3 Litre short chassis on its stand



For sale on a dealer stand was this 23,000-mile Silver Dawn, a real rarity priced at £39,995



The RREC team did a superb job of dealing with visitor enquiries and recruiting new members



A former front cover star of ours, this immaculate Silver Spirit II featured on the RREC stand



This late-model R-Type was one of just 34 built by Mulliner in this particular style



Finished in Orange Flame, the Continental T on the BDC's stand was a real head-turner



The RREC's Bentley 4 1/4 Litre was impressively original, having been in long-term storage

## BLACK BADGE CULLINAN

Almost four years after introducing the first of its Black Badge models as permanent members of the Rolls-Royce line-up, the company has completed the process with the launch of the Black Badge Cullinan – featuring a Spirit of Ecstasy in high-gloss black chrome, which for the first time ever

also extends to its mounting plate.

The R-R badges on the front, side and rear invert to become silver-on-black, while chrome surfaces such as the front grille surround, side frame finishers, boot handle, boot trim, lower air inlet finisher and exhaust pipes are darkened. While they appear black,

the vertical grille bars remain polished, however, reflecting the blackened surfaces that surround them. The Black Badge Cullinan also features all-new 22-inch forged alloy wheels, made all the more distinctive via the high-gloss red paint used on the brake calipers – a first for Rolls-Royce.



## RALLY ADVENTURES

Rally Round, the company that organises some of the world's most challenging classic rallies, has announced its itinerary for 2020 and beyond – with such epic events as the Trans-Himalayan Adventure, Maharajah Marathon, Japanese Samurai Challenge and Ethiopian Adventure being among the most tempting.

If you've never taken part in long-distance rallies before, Rally Round also offers various UK-based training days to help get you prepared. For the full list of events and details of what's involved and how to enter, check out the website: [www.rallyround.co.uk](http://www.rallyround.co.uk).



## SILVERSTONE CLASSIC

Tickets for the 2020 Silverstone Classic – which takes place from July 31st to August 2nd – are now on sale, as organisers prepare to celebrate the three-day festival's 30th anniversary. Owners of pre-1990 classics can take advantage of a special Celebration Package, which includes two adult weekend tickets, space for their cars in the dedicated anniversary display area, plus an opportunity to take to the track on the Friday for an anniversary parade.

All tickets – which must be purchased in advance – provide access to both race assembly areas and paddock complexes, as well as to all the open trackside grandstands and the static displays of classic cars. Admission prices start from £35, with the price of a three-day weekend ticket being frozen at £99. To book, go online to [www.silverstoneclassic.com](http://www.silverstoneclassic.com).



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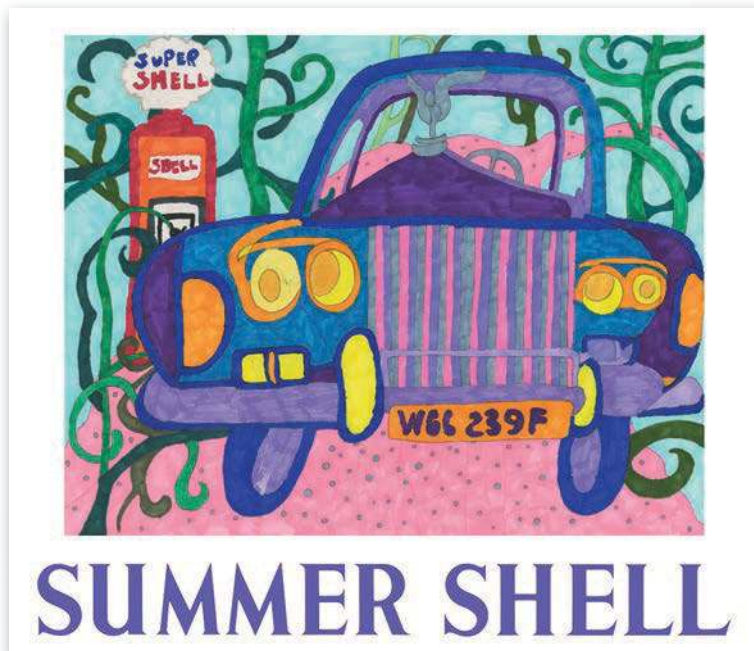
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## POSTER ART

Students from Oak Lodge School, a specialist arts college for pupils with special educational needs and disabilities, have created posters to be incorporated into the Shell Heritage exhibition at the National Motor Museum, Beaulieu. The pupils were tasked with creating a contemporary poster inspired by the museum's renowned Shell collection.

Eight students visited the Shell exhibition to see the iconic posters, using their own sketches and photographs to create new posters as part of their GCSE art coursework. Shell Heritage art collection manager, Nicky Balfour Penney, commented: "It was a real privilege to meet and work with these young adults. The diversity and skill shown in their finished artwork is so impressive and they have brilliantly executed the brief that we gave them." Further details of the museum's Shell collection can be found at [www.nationalmotormuseum.org.uk/collections/shell-heritage-art-collection](http://www.nationalmotormuseum.org.uk/collections/shell-heritage-art-collection).



## LIMITED EDITION GT

Bentley has announced its new Limited Edition Continental GT, restricted to just 15 examples to celebrate the company's record-breaking achievement at Pikes Peak in 2019, the marque's centenary year. The Continental GT managed to shave an impressive 8.4 seconds off the existing record for the 12.42-mile course

in Colorado, making it the fastest production car ever at Pikes Peak.

The Limited Edition GT is distinguished by a carbon-fibre body kit and Radium by Mulliner paintwork. Gloss black detailing has also been added to the front lower bumper inserts, roof panel, wing mirrors and rear surfaces, while Acid Green brake disc calipers, Pirelli P

Zero Colour Edition tyres in Radium Finish, and a Pikes Peak decal to the front bumper are unique to the Limited Edition. The car also comes with 22-inch Mulliner Driving Specification wheels in Gloss Black, as well as an interior that's been given the Pikes Peak treatment, including special embroidery to the headrests and unique Pikes Peak treadplates.



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# PRODUCT NEWS

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

## ADVENTURE STORY

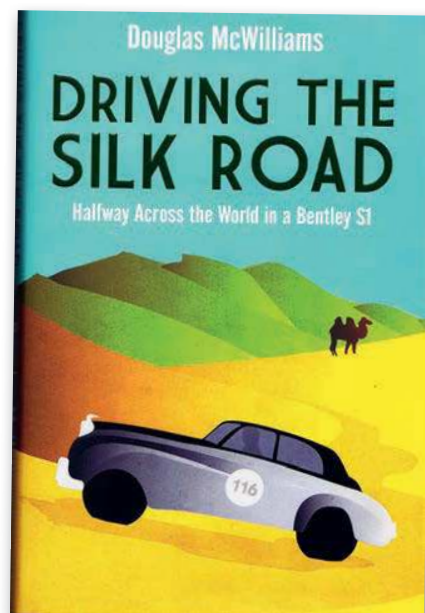
Regular *Rolls-Royce & Bentley Driver* readers might recall the 1958 Bentley S1 belonging to Douglas and Mike McWilliams, which we featured in our May/June 2019 issue – a car that was about to embark upon the gruelling Peking to Paris endurance rally as we went to print. The Bentley went on to successfully complete the rally, one of just 21 entrants to do so. And now, all these months later, co-owner Douglas tells the whole fascinating tale in this brand new 272-page hardback.

The book explains how the entire adventure came about, from the brothers' initial chat through to buying

and preparing the ideal car capable of taking on this 16,000-kilometre classic rally. Several pages of colour photography feature in the book, showing many of the highs and lows of the whole trip – including the occasional mechanical malady – as well as the people involved in creating such a memorable experience.

The text is split into daily sections, enabling the reader to easily follow the pair's progress on an as-it-happened basis. Naturally, Douglas is full of praise for his trusty Bentley, which was fully kitted out and prepared for the rally by the experts at Padgett Motor Engineers. After the arduous event, the long-suffering S1 was sent back to Jeremy Padgett for a thorough examination, during which Douglas was told "that the suspension was hanging on by only one bolt – a sobering thought".

The Peking to Paris is perhaps the world's toughest motoring challenge, which makes this 60-year-old Bentley's achievement all the more impressive. This is a truly fascinating read,



guaranteed to thrill and entertain in equal measure. Order your copy (priced at £20) from any bookshop, quoting ISBN number 978-1-9128-927-16



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# TRADITION MAINTAINED

We get to spend a few days behind the wheel of the latest soft-top Bentley, a high-performance leviathan with the capacity to impress... no matter what the weather conditions

WORDS: PAUL GUINNESS PHOTOGRAPHY: GERARD HUGHES



## BEHIND THE WHEEL BENTLEY CONTINENTAL GT



**A**n email from the director of communications at Bentley Motors was a welcome surprise back in October, praising *Rolls-Royce & Bentley Driver* and asking whether we'd yet had a chance to sample the latest Continental GT Convertible, a model that had been completely reinvented for 2019. The end result of our correspondence was delivery of the car you see here – featuring Verdant paintwork and a Tweed hood – for a few days in November, which surely has to be one of the worst months for putting a convertible through its paces. The fact that this particular period of November was one of the wettest on record added a touch of extra irony.

In many ways, however, the timing also made perfect sense. Unless you're lucky enough to live in southern Europe or sunnier climes elsewhere, any convertible you buy will have to cope with hostile weather conditions on a regular basis. Here in the UK, November can bring just about any mix of early wintry weather, although for 2019 the



**Our test car featured Portland and Burnt Oak two-tone leather, plus top-quality Liquid Amber veneer**



trend was rain. Heavy rain followed by more of the same. And so if an upmarket new convertible manages to impress against that kind of a backdrop, imagine how much of a delight it will be when the rain ceases, the sun shines and the hood can finally be lowered.

During my brief stint with the Continental GTC, the rain did stop occasionally, albeit only for brief periods. On the day of our photo shoot, we managed to grab an hour-long window of opportunity between heavy showers, during which time I busied myself with cleaning the car and drying it off once again, whilst photographer Hughes set about positioning his camera and lighting. Halfway through the shoot, the rain returned with a vengeance, the hood was raised once again and your ever-patient magazine duo completed the photographic task while becoming increasingly sodden. Still, that's all part of the glamour – or otherwise – of the job.

Before the photo shoot took place, however, the latest-spec GT Convertible had already managed to prove itself

## “Even if they shy away from ticking any options boxes, UK customers are still looking at an outlay of £176,000”

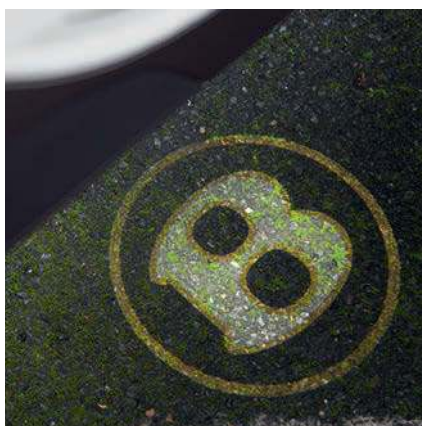
over a couple of days of mixed driving, coping with extreme rain and flooded roads with aplomb, whilst still managing to offer highly impressive levels of grip and roadholding no matter what the surface conditions were. We'll come to that in more detail further on, as this latest sporting Bentley's technical specification is truly impressive. First though, let's have a brief introduction to our particular test car and its impressive array of extra-cost options.

### FULLY LOADED

Even if they shy away from ticking any of the options boxes when ordering a brand new Continental GT Convertible, UK customers are still looking at a hefty outlay of £176,000. This is a

seriously upmarket convertible, which explains why it's not exactly inundated with obvious rivals. The Mercedes-Benz AMG-GT Roadster costs from £152,000 and the Ferrari Portofino is listed at £166,000, while the Rolls-Royce Dawn is radically more expensive at £282,000. To compare such models, however, seems almost pointless, as each offers its own distinct solution to the upmarket convertible conundrum – and the end result is a quartet of very different automotive personalities.

In the case of the Bentley, the emphasis isn't just on outright power and performance, as this is a machine that also oozes sophistication, style and luxury – both inside and out. And with most buyers of the Continental not being shy when it comes to »



## BEHIND THE WHEEL BENTLEY CONTINENTAL GTC



personalisation and extra-cost options, it was only appropriate that our particular test car came extremely well-equipped. The optional Mulliner Driving Specification pack (at £10,045) brought such desirable features as 22-inch five-spoke black alloys, quilted upholstery, embroidered door trims, indented leather headlining and sports pedals. The Touring Specification (at £6290) added lane assist, adaptive cruise control, night vision and a heads-up display to the mix, while the Front Seat Comfort Spec (at £4005) brought adjustable cushion length and adjustable side bolsters, as well as seat ventilation and massage functions.

The list goes on, as our test Bentley also benefited from mood lighting (at £1510 extra), which meant some extra on-board ambience as well as illuminated treadplates. Rather more useful, however, was the City Specification option (at £4020), which incorporated such practicalities as



automatic dimming mirrors, traffic sign recognition, hands-free boot opening and a brilliantly effective top-view camera that helped to make light work of manoeuvring this leviathan of a convertible into tight spaces.

Combine all of the aforementioned extras with a 'Naim for Bentley' premium audio system and a rotating dashboard display and we end up with a fully-loaded test vehicle retailing at exactly £213,235.

## MAJOR CHANGES

The latest GTC is, of course, identical in most respects to the new Continental GT coupé that first appeared in 2018, aside from its superbly engineered hood that takes just 19 seconds to lower or raise, and which can be operated at speeds of up to 30mph. It's an impressive design, being swift and quiet in operation. Inevitably though, given the extra chassis stiffening required to create an impressively rigid convertible, there's a penalty to pay in terms of kerb weight, with the GT Convertible's extra 100kg or so taking the latest soft-top Bentley to around the 2400kg mark.

The GTC's platform is a reworked version of what can be found under the current Porsche Panamera, although the requirement from the outset for Bentley to offer a convertible meant this was taken into account at the earliest design stage. Compared with the previous-generation GT Convertible, the latest model's hood intrudes less into the cabin and has only a marginally negative effect on the car's aerodynamics.

First impressions of the latest sporting Bentley inevitably revolve around its sheer scale, as this is a seriously big machine. At 4850mm (15ft 11ins) in length, it's only fractionally longer than the previous GTC, but its width of 1964mm (6ft 5.3ins) certainly gives it extra presence, as does the new model's dramatically imposing grille and brightwork. Despite only a moderate increase in overall length, the GTC's wheelbase is 100mm (4ins) longer than before, which results in the front wheels being further forward and the car benefiting from improved proportions and a shorter overhang.

Under the bonnet is, of course, Bentley's version of the VW Group's familiar 6.0-litre W12, albeit now heavily re-engineered and featuring both direct and indirect fuel-injection (to spread torque and cut CO2 emissions)



## “Under the bonnet is Bentley’s version of the VW Group’s 6.0-litre W12, albeit now heavily re-engineered”

as well as variable valve timing and a host of other technical refinements. The conclusion is an engine that's more efficient than before despite pumping out a mighty 626bhp at 6000rpm, as well as an astonishing 664lb.ft. of torque – figures that comfortably exceed even the most powerful versions of the previous-generation Continental line-up. All that power is fed through a new eight-speed twin-clutch transmission, which offers a choice of fully automatic or 'paddle' changes according to your preference.

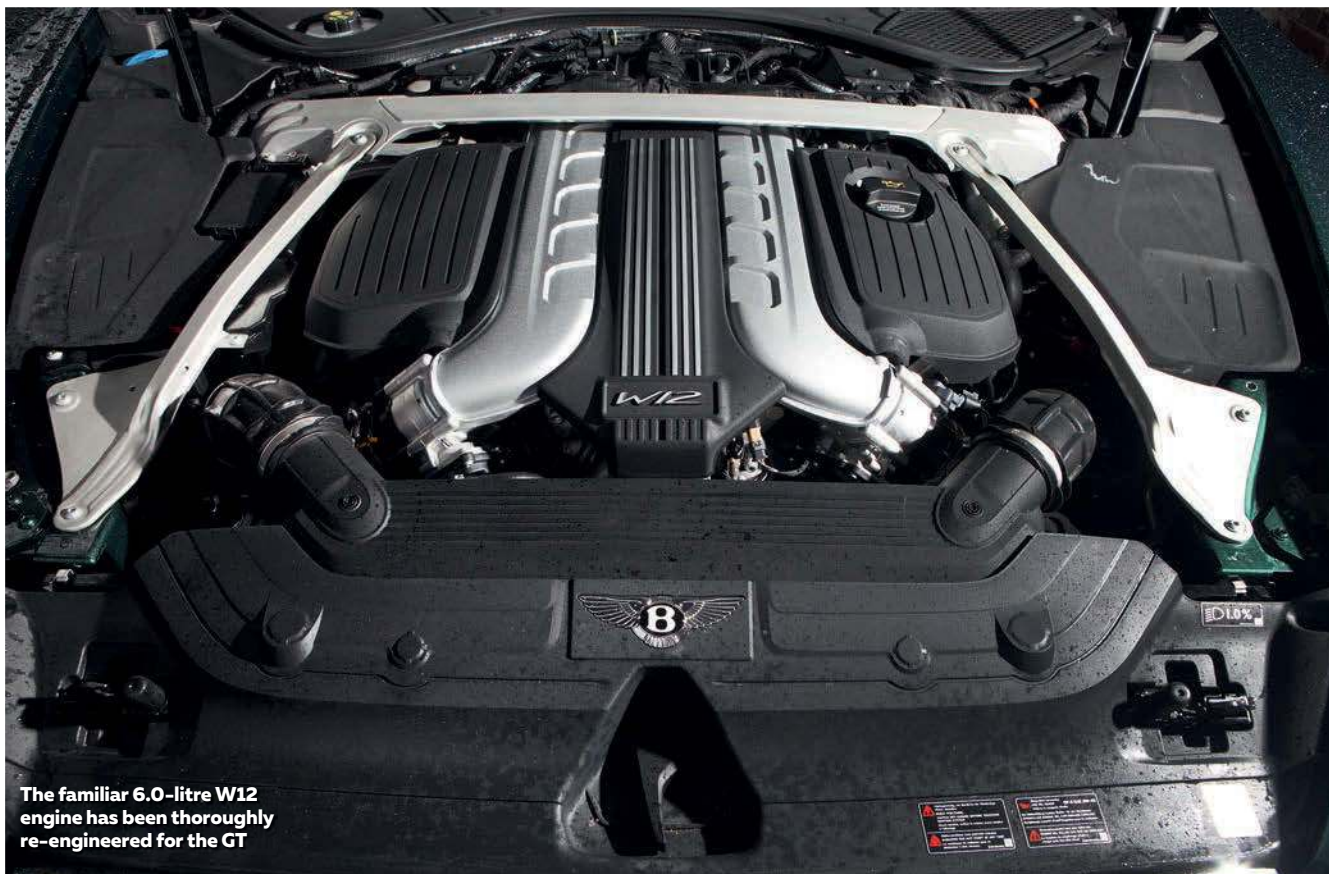
As before, the GT Convertible comes as standard with four-wheel drive, although it's a system usefully more advanced than that of its predecessor. Most of the time, the latest model offers rear-wheel drive, but when necessary will divert up to 38% of its torque to the front wheels when in 'Bentley' or 'Comfort' suspension

settings, or up to 17% when 'Sport' is selected. The sophisticated chassis electronics determine what is required in terms of torque distribution, with the car also benefiting from the same three-chamber air suspension units as the GT coupé and Porsche Panamera.

## BEHIND THE WHEEL

Climbing aboard the GTC, relaxing into the perfectly contoured driver's seat and gazing around the cockpit is itself a rewarding experience. The company's designers have done a top job of ensuring the latest Continental is thoroughly modern in its interior aesthetics, yet with an unmistakable Bentley twist. The dashboard and centre console, for example, are an ergonomic masterpiece in terms of their layout, with premium-quality controls being perfectly placed for »

## BEHIND THE WHEEL BENTLEY CONTINENTAL GTC



The familiar 6.0-litre W12 engine has been thoroughly re-engineered for the GT

maximum convenience, complemented by the rotating touch-screen that's commendably simple to use. The beautifully finished Liquid Amber veneer trim, meanwhile, not only provides a fitting final touch to the dashboard, but also impresses with the way it sweeps seamlessly round to the front doors, running their entire length in a tapering style and providing a wonderful contrast to the two-tone (Portland and Burnt Oak) leather trim fitted to our test car.

The various extra-cost options that are also a feature of this particular GT Convertible enhance the experience still further, especially the novelty of ventilated front seats complete with multi-mode massage function. Cruising at motorways speeds whilst having your lower back either gently caressed or quite rigorously pummeled is an experience I'm more than happy to repeat in the future.

As for the rest of the latest GTC's driving experience... well, let's just say that it more than lives up to expectations. With 626bhp on tap, this is obviously a very, very quick car, with a 0-60mph sprint time of just 3.7 seconds to its credit. Even more



impressively, it will hit 100mph from standstill in a mere eight seconds, which means it's very nearly a match for the more slippery-shaped GT coupé.

Those kinds of figures look great on paper, but could be a potential nightmare if the car's chassis wasn't up to the job. The truth, however, is that Bentley's engineers have done a brilliant job of eliminating the chassis flex and scuttle shake that are so often present in big convertibles, with the torsional strength and rigidity of the new GTC ensuring it feels taut and reassuringly

capable at all times. A heavy right foot sees the Continental being thrust forward in supercar-like style, the speed mounting at an astonishing rate as the car makes the most of the impressively smooth changes through its eight-speed transmission. The scenery becomes a blur and the Bentley keeps on accelerating, quickly blasting its way to the kind of speeds that could result in an instant driving ban if your right foot stayed firmly pressed.

Here's the thing, though: at all times, the GT Convertible feels utterly



**“With 626bhp on tap, this is obviously a very quick car, with a 0-60mph sprint time of just 3.7 seconds”**

‘planted’, with the kind of drama-free on-road behaviour that proves just how capable it truly is. There are no issues with torque steer even when accelerating hard from a virtual standstill; and even on rain-soaked roads, once the traffic clears and it’s possible to make the most of what’s on offer, the car grips like few others, its brilliantly effective all-wheel drive set-up transferring torque forwards and ensuring adhesion to the road is the number one priority at all times. Cornering is roll-free, combined with

no loss of traction or deviation from the chosen line even when conditions are less than perfect. And yet at all times, the Bentley’s ride quality remains firm but cossetting, with a surprising level of suppleness for a machine designed for class-leading handling.

### **PERFECTLY PRACTICAL**

Equally enjoyable is the fact that this is no high-powered handful. The GT Convertible is a car that’s just as happy pottering around town at 29mph as it

is powering its way towards Bentley’s claimed top speed of 207mph. And that’s important, because when the hood’s down and you find yourself in more of a ‘cruising’ than a ‘bruising’ mood, there’s nothing finer than settling into that massage-providing driver’s seat and enjoying the highly capable heating system, incorporating neck warmers built into the head restraints up front. Even in the middle of winter, with outside temperatures in the low single figures, the GTC is capable of keeping its occupants warm »



**“Hood-up is how we spent most of our few days with the GTC, thanks to depressingly wet conditions”**

and cosy with its beautifully engineered hood in the lowered position. And, of course, hood-down is also the optimum choice for making the most of the Bentley's glorious exhaust note, the murmur of the engine switching to an instant roar whenever the accelerator is pressed into urgent action.

Hood-up, however, is how we spent most of our few days with the GT Convertible featured here, thanks to the depressingly wet conditions of the time. But once again, it's a credit to Bentley that its latest convertible involves no real compromises, aided by the design and execution of that hood. The leather headlining of this particular car helps to isolate its occupants from the torrential rain above their heads, while the impeccable fit and finish of the trim around the hood means it's all too easy to forget that you're actually aboard a convertible. Noise suppression is impressive, as indeed are the car's levels of overall refinement.

Bear all that in mind, and it's possible to look upon the latest Continental GTC as one of – if not *the* – finest all-weather, high-performance convertible in the world. To describe it as highly capable would be to grossly underestimate its sheer brilliance, although like everything in life it's not without fault. We could argue, for example, that for a car of such generous

proportions, rear-seat passengers might expect rather more legroom; and with the hood being stowed fully out of sight when in the lowered position, it's inevitable that the GTC's boot space suffers as a result, with the relatively narrow boot aperture (due to the width of the rear lights) being another slight frustration.

To criticise what is essentially an upmarket 2+2 in such a way is rather unfair, however, as those who

demand new-Bentley spaciousness will inevitably be looking towards the Bentayga or the latest Flying Spur instead. Meanwhile, the current GT Convertible manages to combine awe-inspiring power with exemplary levels of handling and grip, plus all the thrills of top-down entertainment when weather conditions allow. So is it the best high-powered convertible on sale today? Quite possibly... and not just when the sun's shining. ■



**The GT Convertible's boot space is inevitably fairly restricted**



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# 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



## BENTLEYS AT THE NEC

The Silverstone Auctions sale that took place at the Classic Motor Show, held at Birmingham's NEC in November, saw a trio of interesting Bentleys finding new homes – including the MkVI-based Special that you see here. Built around a modified 1952 chassis but featuring a B81 straight-eight engine, this recently completed one-off creation incorporated handsome aluminium panelwork, painted and trimmed to a very high standard and with superb detailing throughout. Given the standard of the build, we weren't surprised to see this Bentley Special changing hands for £85,500 including auction fees.

Rather more affordable was a 1990 Bentley Turbo R that found a new owner for exactly £12,000. This 67,000-mile example had been given a mechanical 'going over' by marque specialist Clarke & Carter twelve months earlier, with a list of jobs that included new drive belts and an air conditioning compressor, a full engine service, new front discs and pads, rear hydraulic gas springs and more. The car came with a comprehensive history boasting 14 official stamps in the service book and looked to be an exceptionally well cared for example.

Finally, a 2002 Bentley Arnage

RL also attracted plenty of interest, achieving a sale price of £25,875. Although its mileage of 70,000 was unremarkable, this Arnage had been in the hands of the same driver from new and came with a complete service

history by Bentley Glasgow, its original supplying dealer. One of just 328 long-wheelbase Arnages built, this particular RL looked to be in superb condition throughout, with an absolutely immaculate interior adding to its appeal.



**This one-off MkVI-based Bentley Special achieved a sale price of £85,500**



**This excellent Turbo R was fully prepared and ready to enjoy by its new owner**



**One of 328 long-wheelbase Arnages, this superb RL achieved almost £26,000**





## RADIANT R-TYPE

For sale at the time of writing is this very handsome Bentley R-Type 'Standard Steel' saloon, a 1954 example that was supplied new to Spirax-Sarco Ltd of Cheltenham, a company that's still going strong today. Optional extras ordered at the time included a light-coloured headlining and an interior grab handle for each door.

This is a very eye-catching example of the R-Type thanks to its Masons Black and Silver Sand paintwork, and presents itself extremely well. The interior benefits from new carpets and the sunroof is still fully operational.

Over the five years that the current custodian has owned the Bentley, it's been treated to a total brake overhaul, as well as the removal and complete rebuild (by a well-known specialist) of the automatic gearbox. Five new Blockley radial tyres and new inner tubes have recently been fitted, which are said to have noticeably improved this R-Type's ride quality.

A total of 2323 R-Types were built (the vast majority with 'Standard Steel' bodywork) during the model's 1952-55 career. Derived from the MkVI that it replaced, the R-Type

featured a more prominent boot line that almost doubled the 'Standard Steel' saloon's luggage capacity. The 4566cc straight-six engine was carried over from the later MkVI models, fed via twin SU H6 carburettors and linked to either four-speed manual or automatic transmission.

This particular R-Type is being offered for sale by Essex-based Pride & Joy Classic Cars, with its price available upon request. To find out more, give the company a call on +44 (0)1702 615999 or go online to [www.prideandjoyclassiccars.com](http://www.prideandjoyclassiccars.com).



## LOW-MILEAGE SHADOW

When a Silver Shadow is advertised with an asking price of £45,000, you know it's likely to be something special. This particular survivor has covered just 21,000 fully documented miles and is described by its selling dealer as a "wonderfully well-preserved and original example in a particularly attractive colour scheme". The car's original owner requested his new Rolls-Royce in the special-order hue of Coffee Bean Brown, with Beige hide upholstery complemented by Fawn headlining, the latter in woolcloth for an even more unusual touch.

Ordered from Murkett Brothers, the Rolls-Royce dealership based

in Peterborough, the car was finally delivered to Mr F. Farey of Girton, Cambridgeshire, in August 1973 – after a sixteen-month wait. The original invoice shows the total price paid was £10,942.54 including delivery. Sadly, however, Mr Farey died soon afterwards, and the Silver Shadow was passed to his nephew, Mr R. Everdell of Huntingdon, who kept it stored in a heated garage in order to preserve it.

Stamps in the service history show that Murkett Brothers maintained the Silver Shadow until 2004, at which point it was purchased by its only other owner with 20,000 miles showing on its odometer. Maintenance

was then passed to marque experts Colbrook Specialists, who in 2018 carried out major recommissioning of the car – including new front and rear brake calipers and pads, new front dampers, four new tyres and a service, the total cost being £5600.

The special Silver Shadow obviously comes with an extensive history file containing many original documents, invoices, MoT certificates and tax discs, as well as the original sales brochure with a Murkett Brothers stamp on its cover. For more details of this low-mileage saloon, call +44 (0)1252 755255 or go to [www.goodwin-business.co.uk](http://www.goodwin-business.co.uk).

# THE REGAL CHOICE

Although the Phantom VI enjoyed a long career, launching in 1968 and available to order for well over two decades, it remains a rare sight now thanks to a total build of just 374 examples. This particular car was ordered in July 1973 but took over two years to be delivered, with its first owner – the insurance company, Alexander Howden Group – finally receiving the car in August '75.

By the early 1980s, the Phantom VI was the Lord Mayor of Manchester's official transport, and was used by Princess Anne and the Duchess of Kent whilst on official engagements in the area. It then passed to a Huddersfield-based businessman, who had a small fleet of Phantoms, and was treated to a full respray in Ascot Grey. The car was finally acquired by Vintage & Prestige in 2011, at which point it went to a bodywork specialist for some expert remedial attention, particularly to the lower wings, sill ends and lower front body mounts.

Other work carried out included the fitment of new front coil springs, one front kingpin, upper and lower pivot pins, rebuilt rear springs and so on. Phantom specialist John Smith



fully rebuilt the original engine in 2015, fitting new bearings, rings and seals, as well as an updated rear crank oil seal using original Rolls-Royce parts. The interior of the car remains in excellent original condition, and is finished in Baroda Blue wool cloth.

Vintage & Prestige is asking £130,000 for this excellent Phantom VI, describing the vehicle as being "in top condition" thanks to its careful maintenance and restoration. To see more images, check out the website: [www.vandp.net](http://www.vandp.net).



# FAMILY AFFAIR

We take a trip to Cheshire to meet the proud owner of a 1968 Bentley T-series, a much-loved example that's benefited from countless hours of attention in recent years

WORDS & PHOTOGRAPHY: ROB HAWKINS

When Hassan Mustafa joined the Bentley Drivers Club, he was informed that he was probably their youngest member. Now aged 25, he's owned the 1968 Bentley T-series seen here for almost four years, spending the first three of those sympathetically improving and restoring it, completing many of the jobs himself. It's a car that Hassan has truly fallen for, appreciating the Bentley's charms as well as the family connection of this particular example.

The T-series was previously owned by Hassan's uncle, who has an extensive collection of cars, including a Bentley S1, a Mulsanne Turbo, several Jaguar E-Types, an Alvis TD21, a Daimler 420 and many more. "From the start, I have always been inspired by his outstanding collection," admits Hassan, "which is why I wanted to start one of my own."

What he has ended up with is, of course, one of the rarest four-door members of Rolls-Royce's 'SY' family of cars, launched alongside its Silver Shadow sibling in 1965 and enjoying a twelve-year career before being usurped by the usefully updated Bentley T2, which was then replaced by the Mulsanne in late 1980.

Back in the mid-1960s, a first for Rolls-Royce was the Silver Shadow's monocoque design, under the bonnet

of which sat the Silver Cloud III's 6230cc V8 producing around 200bhp, although obviously no official power figures were released. The suspension system was another innovation for the company, featuring a Citroen-licensed self-levelling set-up at the rear, with the same system providing assisted power to the brakes. Naturally, the Silver Shadow's impressive technical specification was shared with the T-series, as the two were essentially the same design.

Inside the latest Rolls-Royce and Bentley was an inevitably high level of luxury, including the finest Connolly leather upholstery, electric windows (front and rear) and a full-width walnut dashboard with matching door cappings. The 'SY' generation of cars may have been smaller than the Silver Cloud and S3 saloons they were replacing, but they certainly didn't miss out in terms of on-board opulence or generously proportioned accommodation.

## T-SERIES ACQUIRED

The 1968 T-series that you see here was acquired by Hassan Mustafa in 2016, its original owner having been a Mr R.G. Soothill, the sales director of Rochdale-based Turner Brothers, a company that specialised in asbestos and was producing 2.25 million yards of asbestos cloth and 5.5 million miles »





## FEATURE CAR BENTLEY T-SERIES



The Bentley's  
25-year-old  
proud owner



Some engine bay detailing is on  
Hassan's 'to do' list of future jobs

of asbestos yarn by the start of the '70s. Over the ensuing decades, the car has obviously changed hands and seen many miles pass under its wheels, with its current reading of 5578 (at the time of our photo shoot) suggesting it is now past the 100,000 mark. For Hassan, however, this isn't a concern; he's clearly proud of what he has and is understandably eager to maintain the Bentley to a high standard.

The T-series was a little tatty around the edges when Hassan acquired it, although its new owner was prepared to get stuck in to repairing and restoring

### “What he’s ended up with is one of the rarest four-door members of the ‘SY’ family of cars”

it. He admits that despite having owned several modern cars, he had yet to get involved in a restoration, although he was experienced when it came to basic maintenance: “On my previous cars, I did all the oil and filter changes, swapped the spark plugs, upgraded the headlights to xenons, flushed the radiators and so

on.” With a car as relatively complex as the Bentley, however, Hassan knew he had to be aware of his personal limitations, calling in the experts when necessary – including the inaugural job of servicing the brakes, which back then felt spongy and slow to respond.

An independent Mercedes-Benz specialist in Oldham, near Manchester, »

## CARE AND ATTENTION



When acquired in 2016, Hassan's Bentley T-series was in reasonable condition but had only average paintwork and was in need of some mechanical repairs



A respray of the bodywork was completed by 2019, during which the exterior trim was removed, leaving the glass and interior in situ



The bodyshell prepared and painted in primer, ready to receive several coats of Masons Black paint – a genuine Rolls-Royce colour



Back in 2018, Hassan (shown here with fellow Bentley enthusiast and vice-chancellor, George Holmes) took his T-series to his graduation ceremony at the University of Bolton

## FEATURE CAR BENTLEY T-SERIES

was tasked with the brake repairs, which involved fitting over £3500 worth of parts from Flying Spares, including new discs and pads, calipers, flexi-hoses and a pump. They also replaced the exhaust, which had corroded in places, fitting a complete stainless steel system from Flying Spares at a cost of around £1200.

Hass has used Flying Spares on several other occasions since, and his Bentley is even featured on the customers' cars page of the company's website (see [flyingspares.com/customers-and-their-cars](http://flyingspares.com/customers-and-their-cars)). "I

**"An independent specialist was tasked with the brake repairs, which involved fitting over £3500 worth of parts"**

think they're the best Rolls-Royce and Bentley independent specialist that sells brand new and secondhand spares," explains Hassan. "The team is always so helpful with any questions I ask, and can usually answer all queries

within 24 hours. I'm also extremely impressed with the quality of the company's aftermarket products."

Hassan became more involved with the maintenance of his T-series when a friend offered him the use of a ramp



### T-SERIES: THE EXCLUSIVE CHOICE

The T-series was the Flying B-badged variant of the ground-breaking Silver Shadow, incorporating all of the newcomer's advanced features – including unitary construction, hydraulic-assisted fully independent coil-sprung suspension, power-hydraulic brakes and standard-fit power steering. The model was also the first Crewe car to be primarily designed for the owner-driver, and thus represented a major step forward in terms of handling, roadholding and overall dynamics. The Silver Shadow and T-series impressed with their surefooted feel, considering these were luxury saloons measuring in at around 17 feet and tipping the scales at well over two tonnes.

Unfortunately for Bentley, while

the T-series was an engineering triumph, it represented something of a low point for the marque in terms of sales, making up less than ten per cent of total production for the Silver Shadow family. It benefited from the same upgrades throughout its career, however, including adoption of the larger 6.75-litre V8 in 1970 (to replace the ex-Silver Cloud 6230cc original) and the arrival of the T2 seven years later – that final update bringing rack and pinion steering, improved handling, an updated fascia, larger rubber-faced bumpers and twin-zone climate control.

Fewer than 2500 T-series and T2s were made in total, and these days they're viewed by many enthusiasts as a distinctive and collectable

alternative to the more commonplace Silver Shadow. The Bentley offers the same qualities as its Rolls-Royce equivalent, being a superb all-rounder with a very real sense of luxury and 'specialness'. It is, however, a remarkably easy car to live with (assuming you find a decent example), with few compromises in terms of owner-driver enjoyment or ownership issues.

Anyone in the market for a T-series needs to carefully check any prospective purchase, as owning a poor example can be a miserable and expensive experience. Corrosion in the body (particularly where the sills join the front wings, the front and rear valances, the inner rear wings, lower rear quarter panels, rear wheelarches and front



in his workshop. Naturally, he took up the offer and used the opportunity to drain and refill the engine oil with Shell 20W-50 Super, whilst also bleeding the brakes using the correct RR363 fluid. "The engine oil was very easy to drain," recalls Hassan. "Just get her up on the ramp and undo the oil drain plug underneath the car. The bleeding of the braking system was a more complicated procedure, but I had the invaluable assistance of my good friend, Dean Jaggard, who has many years of professional Rolls-Royce and Bentley experience behind him. We video-called each other and went through all the steps systematically from start to finish."

## THE AESTHETICS

Once the mechanical components of the Bentley had been dealt with, Hassan realised he had to take a deep breath and start considering the car's corrosion issues, which were fortunately restricted to the offside front wing. He decided to buy a replacement wing from Flying Spares for £112 and have it fitted, which obviously involved welding it into position. Hassan was lucky that there was no other major corrosion, although a section of the roof was replaced because it had bowed. He was, however, keen to have the whole exterior of the T-series resprayed, which meant that all the exterior trim was removed, with the glass carefully covered in order to avoid removing the interior.

Hassan decided to choose a new »

subframe) is commonplace, as are poor quality previous repairs. The suspension must work correctly, both in terms of levelling the car and providing a suitably good ride.

Leaks from corroded joints and perished hoses on both the suspension and brakes are a cause for concern, as are any signs of worn bushes in the suspension. And, of course, putting right any tatty veneer or torn leather is expensive, as is sorting out a defunct climate control system. Locate the right example, however, and this Bentley-badged member of the 'SY' generation might well be one of today's best buys – and 55 years on from its introduction, is arguably more tempting than ever.



The original 'Chippendale' dashboard remains in good order



Hassan rejuvenated the rear seat using a restoration kit



## “Hassan decided to choose a new colour for his Bentley, eventually opting for Masons Black”

colour for his Bentley, eventually opting for the traditional Masons Black (code LB31819) that could be specified for both the T-series and Silver Shadow when new. Throughout the year that the car was away at the body shop, he received regular photographs to keep him updated. In the meantime, he decided to tackle the exterior trim of the Bentley, including the radiator grille, asking local blacksmith David Nash to help. The process started by dismantling the grille, drilling out the rivets that hold the assembly together and undoing numerous bolts: “The grille shell and vanes, front and rear bumpers, over-riders and door handles all went off to Birmingham-based Chromefix for re-chroming,” explains

Hassan. “The company stripped and re-chromed everything to a very high standard, using a twelve-layer process.” With all of the components that make up the grille having been re-chromed, the next stage was to begin reassembly: “David and I had to hand-rivet the main body of the grille together,” recalls Hassan. “After that, I had to fit over a hundred bolts along the grille top and bottom to the bracket which sits inside the grille shell. It was a very long and tedious job, especially hard for us as we both have big fingers!”

### **FINISHING TOUCHES**

Once the T-series had been painted, reassembled and returned, Hassan was



The Bentley has been fitted with an LPG system at some point



eager to make the interior look as good as the exterior, a process that can all too easily turn into an expensive job. In this instance the carpets needed to be renewed, and so a new set from Coverdale was ordered. Hassan hoped he could restore the leather upholstery and trim, however, and began by removing the door cards and cleaning them. He also removed the back seat and used a leather restoration kit to clean it, fill in the cracks with specialist flexible filler and re-colour the hide using a process involving a matching pigment, which is then sealed with a protective lacquer. Fortunately, the walnut-veneered 'Chippendale'

dashboard in Hassan's T-series was in good order, requiring nothing more than a thorough clean with French polish.

By 2019, this much-loved Bentley was back on the road, with its enthusiastic young owner making the most of it around the lanes of Cheshire, where he lives: "It's the easiest car to drive, and the ride quality is extremely comfortable over even the worst bumps. It effortlessly glides through the gears and is an absolute joy to be behind the wheel of, with the lightest steering of any car I've owned. The brakes are now as good as new – if not better – and I've tested them quite significantly."

After having spent many hours

restoring parts of his T-series and liaising with specialists, Hassan is keen to continue improving his Bentley and has plans to detail the engine bay in the near future. The car is also equipped with an LPG system, which was already fitted when Hassan's uncle took ownership. Having revived the car both mechanically and aesthetically, the next job is to get the LPG set-up checked and tested to ensure it's in good working order; and with LPG being roughly half the price of unleaded petrol in the UK, Hassan is looking forward to cutting his fuel costs at some point.

At the end of our photo shoot, meanwhile, we had one final question to ask of this enthusiastic newcomer to the Rolls-Royce and Bentley scene: would he ever be tempted to sell the T-series? He's certainly had plenty of offers at classic car shows and from passers-by at home, but Hassan is determined in his response: "No, I wouldn't ever part with this car. I know how much time and effort I've put into it.... and it's definitely not for sale." ■



## THANK YOU

We're grateful to the staff of Bramall Hall, near Stockport, for the use of its stunning grounds and the Tudor manor house itself as our photo location. More details of this impressive venue can be found online: [www.stockport.gov.uk/topic/bramall-hall](http://www.stockport.gov.uk/topic/bramall-hall).

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# YOUR SHOUT

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

Send an email to [rbb.ed@kelsey.co.uk](mailto:rbb.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

## ROLLS-ROYCE DUO

I was very interested to see the Silver Seraph being highlighted in an article in your magazine (November/December 2019 issue), not least because I bought one on our move from London to Dorset two years ago. Of all the more recent models, the Silver Seraph shone out as combining the very best of the past with some useful re-engineering to make it one of the best-handling Rolls-Royces of the period. On top of that, it is the last Rolls-Royce model to be made by the original owners, which has great significance.

I tried a superb, low-mileage Silver Shadow II and what was to become my Seraph back-to-back at DD Classics, and I was astonished at the difference. The key here is that the Seraph monocoque is 60% stiffer than its immediate predecessor, and straight away I could feel its high-tensile integrity on the road. They were as different as chalk from cheese. The Shadow seeks to isolate its driver from the world – and the road – whereas the Seraph is designed to engage and delight the driver with its involvement. And yet passengers still enjoy a fabulous ride.

My car is a 2000 model, which offers improved rear legroom over the earlier cars, and is finished in Deep Aqua with Tangier leather – a combination I like very much – while the interior woodwork features several veneers plus discreet inlaid R-R badges. It had covered fewer than 50,000 miles on purchase, and that muted V12 snarl on acceleration still gives great pleasure.

My Seraph keeps company with my 1954 Silver Dawn – another low-volume model with just 760 made – so you can see a theme developing here. Like the Dawn, the

Seraph has a lean and understated appearance, whereby the coachwork seems to subtly clothe the mechanicals but no more. Neither car shouts “look at me”, but instead offers a discreet elegance that even many non-Rolls-Royce enthusiasts find appealing. I think this classic pair suits me very well and I look forward to many more miles in them both.

**Brian Palmer**

Via email

***What a fantastic choice, Brian. As you say, the Silver Dawn and Silver Seraph were produced in relatively small numbers, which gives them plenty of rarity appeal. Yet because they're so different in style and character, you have a car available to suit just about any occasion. Thank you for sharing – Ed.***



## STANDING DRIVER

I was only recently reading my November/December 2019 issue of *Rolls-Royce & Bentley Driver* magazine, as it takes a while to reach the left-hand side of the Atlantic. The photo featured on page 90 is certainly a favourite of mine. I don't know how many people have noticed, however, that one of the drivers is standing in the middle of the shot – and I always wondered who he was.

Anyway, I'm a fifty-year collector of Rolls-Royce and Bentley books, catalogues and literature, and your magazine makes a nice addition. Happy motoring!

**Dave King**  
Via email

**Well spotted, Dave! If anyone knows more about this photograph, do get in touch – Ed.**



## CORNICHE REMINDER

I refer to the recent wonderfully illustrated feature on the recreation of the one-off Bentley Corniche of 1939, as featured in the November/December 2019 issue of *Rolls-Royce & Bentley Driver*. The article shows the completed car as launched at Salon Privé, held at Blenheim Palace last September, and mostly describes the final stages of recreating the Corniche. However, there remains a need to give more credit to those in Derby who initiated and carried out the bulk of the fundamental work on the project from 2001, without whom there would be nothing to show.

It is particularly wonderful that after 17 years, the Corniche was finally completed in 2019, the centenary year of Bentley Motors, and joins the handful of MkV saloon cars that survive. Although the Corniche never entered production due to the outbreak of the Second World War, its spirit lived on to inspire the design of the R-Type and S-series Continentals in the 1950s.

When tidying some of my documents, I came across the Rolls-Royce Heritage Trust's Newsletter No.35, which was published in August 2005. It contains a detailed progress report, three years into the mechanical work on the recreated Corniche, under the leadership of Ian Neish, John Toms, Ken Lea et al. The article describes



some of the impressive tasks carried out at the RRHT workshops in Osmaston Road up until 2005, plus an outline of the proposed way ahead.

The same article gives credit to the many internal volunteers and several outside specialists that were involved, including Fiennes, Ristes and P&A Wood, without whom the sourcing of necessary components and their repair would not have been possible. Anyone attempting to tell the whole story of this epic project would be well advised to study this six-page introduction.

The project stalled at some point due to financial constraints, with Bentley Motors then eventually injecting the necessary funds (in around 2014) to enable the body to be recreated by Ashley & James in

Hampshire, working to drawings by Georges Paulin (by kind permission of his heirs) before being sent to Crewe for trimming and final painting by the Mulliner division of Bentley Motors.

The background to the original Corniche is well covered in the magisterial account, *Entente Cordiale: Georges Paulin, Rolls-Royce and the Bentley Corniche*, written by James Flack and published in *The Roycean*, number 3-2012.

**Bryan McGee**  
Via email

**Thank you for reminding us about the work carried out on the Corniche recreation by the RRHT, Bryan. The Trust's early input was certainly crucial to the car's eventual completion – Ed.**

## LOOKING AHEAD

I was recently reading the September/October 2019 issue of your excellent magazine, which always promises to be an enjoyable read featuring some fine models. I was particularly

interested in the news story on Bentley's all-electric EXP 100 GT concept coupé – a very nice looking car, although hopefully it will be more driver and passenger friendly inside

if and when it goes into production.

I suppose it will only be a matter of time before electric cars are the norm – and no matter how much it will infuriate the purists, Bentley and Rolls-Royce have to move with the times if they are to survive. The same could be said about their move into SUVs with the Bentayga and Cullinan respectively, models that I still have some reservations about, albeit more how they look than anything else.

**Stephen Williams**  
Croydon, Surrey

**Thank you for your letter, Stephen. How do other readers see the future of electric cars, particularly in terms of Bentley and Rolls-Royce? – Ed.**



## MULSANNE MAGIC

I read Paul Guinness' column on page 98 of the January/February 2020 issue with interest, as he was discussing the fact that this year marks the 40th anniversary of the Rolls-Royce Silver Spirit and Bentley Mulsanne.

According to Malcolm Bobbitt's book on the 'SZ' cars (published by Veloce), just 531 of the non-turbo Mulsannes of 1980-87 were produced in regular-wheelbase guise, and I'm the proud owner of one of them – a 1982 example known as Walter. I thought you'd be interested in seeing a couple of photographs, especially as early Mulsannes are now quite rare thanks to the vast majority of buyers specifying the Silver Spirit version at the time.

**Paul Capper**  
Via email

**Many thanks for sending over your photographs of Walter, Paul. Let's get him featured in the magazine this year! – Ed.**



# 'STANDARD STEEL' SENSATION

With the Rolls-Royce Silver Cloud and Bentley S-series about to celebrate their 65th anniversary, we take a look at the decade-long career of the factory-built 'Standard Steel' models

WORDS: IAN SEABROOK, JACK GROVER & PAUL GUINNESS PHOTOGRAPHY: KELSEY ARCHIVE

The post-war era was a challenging one for Rolls-Royce. While the development and production of the Merlin and Meteor V12 engines, for aero and tank applications respectfully, had kept the company busy, the return to car production could have been

problematic. Austerity was raging in Great Britain, with war having left the cupboard bare. There were also societal changes, which saw Rolls-Royce suddenly catering for a new kind of buyer. A chauffeur was no longer an essential part of Rolls-Royce ownership, and many customers

wanted to be able to drive away in a brand new car without the time and trouble involved in recruiting a coachbuilder to finish things off.

The Silver Dawn of 1949 marked Rolls-Royce's response to this, with the Wraith moving upmarket to offer the traditionalists something





of comfort. But, of course, the Silver Dawn was essentially a reworked Bentley MkVI, the latter having been a major success for its maker – the first fully-built model to be offered by the firm, achieving total sales of 5200-plus during its 1946-52 career, with over 80% being fully factory-built with 'Standard Steel' saloon bodywork. The MkVI was replaced by the R-Type, which ran for three years from 1952 and featured such useful upgrades as an extended boot line for increased luggage capacity, a move that was followed by the Silver Dawn.

What both Rolls-Royce and Bentley desperately needed, however, was a new range of saloons capable of meeting the changing demands of the '50s. And so the company turned to in-house chief stylist John Blatchley, who had joined Rolls-Royce during the war years and subsequently proved his worth via the Silver Dawn

and MkVI's detailing, creating an elegant interior and ensuring the door hinges were concealed. This is hardly surprising, for he had studied his craft at noted coachbuilder Gurney-Nutting, becoming chief designer there at the age of just 23.

## CHANGE OF STYLE

Blatchley's first sketches for the new Rolls-Royce and Bentley family were deemed a bit too radical, although he carefully filed these away for use much later, using them as inspiration during the very early days of subsequent Silver Shadow development. As an alternative, Blatchley managed to skilfully bring a blend of traditional style to a more modern design, and so the Silver Cloud was born.

The newcomer was clearly influenced by the coachbuilt Bentley Continentals of H.J. Mulliner, with similarly rounded »



## THE STYLING TEAM

Rolls-Royce stylist John Blatchley, aided by his small team of Cecily Jenner and Bill Allen, began work in earnest on the 'Siam' project – destined to become the new Silver Cloud and S-series – from the start of the '50s. Working drawings and supporting artworks dating from 1950 already suggested a Cloud glasshouse and rear section, but featured a more straight-through, flush wing-line from the rear doors forwards and ending with headlamps set in the front wing extremities.

Much effort had gone into creating something that looked like a respectably up-to-date post-war car, free of any visual excesses. Yet the result, presented to the Rolls-Royce top brass in 1951, was rejected for being too modern, as Blatchley recalled: "So I was asked to do a quick sketch of something more traditional, more in keeping with the Rolls image, which I did in about ten minutes. It was taken into a board meeting and they decided to make it there and then".

With a last-minute fashioning of full-blown, sculpted front wings, headlamps set closer together and a sharper roof and window profile, the ten-minute wonder embarked



on a ten-year production run from April 1955, in both Rolls-Royce and Bentley forms. "The best thing I ever did," was how John later described his handiwork. The styling was altered subtly only once, for the Silver Cloud III and Bentley S3 models in October 1962, when twin headlamp units were successfully grafted on together with a lower bonnet line, squarer-edged front wings and repositioned

flasher and sidelight units.

By the time those Series III cars appeared, Cloud and S-series sales were falling off, although plans were well in hand for the succeeding models. Indeed, a planning programme had begun several years earlier, with much chopping and changing along the way before a timeless style and size common to both Rolls-Royce and Bentley versions was agreed upon.

## MODEL HISTORY

### SILVER CLOUD & S-SERIES



wings falling somewhere between the increasing tastes for full-width styling and the flowing, separate wings of the past. Similarly, the wing line continued down to a notable 'hip' ahead of the rear wheel, before rising over that wheel and tapering down to the rear. The retention of a separate chassis meant that the Silver Cloud and S-series sat high, giving driver and passengers a commanding view, while the width and length of the flowing rear styling gave a great boost to luggage space at the same time.

The curved, raked windscreen also helped to mark out the new Rolls-Royce and Bentley family as a leap forward into a new age. Conversely, the thick C-pillar was an obvious nod to earlier designs, and gave some privacy to rear seat passengers. Overall, however, Blatchley's style was perfectly proportioned, combining a touch of modernity with the elegance demanded by the company's loyal customer base.

**“What Rolls-Royce and Bentley needed was a new range of saloons capable of meeting the demands of the '50s”**

### UNDER THE SKIN

With the benefit of hindsight, the new Rolls-Royce and Bentley range



The Silver Cloud and S-series inevitable featured a beautifully finished interior

The Silver Cloud III's biggest visual change was the adoption of quad headlamps



represented the crossing point of two different eras for the company, bridging the gap between the coachbuilt models of old and the high-tech, more dynamic world ushered in by the Silver Shadow in 1965. With their separate chassis, live rear axle, conventional suspension and imposing size, the Silver Cloud and what we now refer to as the S1 were a logical continuation of the two marques' lineage, whilst also marking something of a break with tradition.

The channel-frame chassis of previous models, for example, was replaced with one made from welded box sections that improved rigidity by 50%, while the bodywork of the 'Standard Steel' saloons was once again produced by the Pressed Steel »



Rolls-Royce's all-new V8 engine debuted in the Silver Cloud II and S2



## SALES SUCCESS

A total of 6699 Silver Clouds and 7164 Bentley S-series cars were made, although nearly half of the Bentleys were S1s, with the winged-B model initially outselling its Spirit of Ecstasy-sporting sibling. With the V8-engined cars, however, the split was tilted more in Rolls-Royce's favour – with 4461 built to the Bentley S2 and S3's 3636. Of these, slightly more Silver Cloud IIs were made than Cloud IIIs, and nearly double the number of S2s were built than S3s.



**“John Blatchley’s first sketches for the new Rolls-Royce and Bentley family were deemed a bit too radical”**



### **ATTENTION TO DETAIL**

This fascinating photograph from the late '50s shows a trio of Silver Cloud and S1 bodyshells having rectification work carried out by craftsmen at Crewe, with each car featuring various chalk marks showing where minor issues needed sorting. Even the tiniest

imperfections would have been spotted, marked and then dealt with, ensuring that each bodyshell was in tip-top condition before making its way through to the paint shop. Bentley buyers expected perfection... and the experts at Crewe knew how to supply it.

Company. The rear suspension was redesigned and now included a Z-link control rod to improve axle location and roadholding. And there were fully-hydraulic brakes for the first time on a Rolls-Royce, with 30 per cent more friction area, although the unique mechanical disc servo system was retained to allow maximum stopping power with very light pedal loads.

The steering system was also updated for the Silver Cloud and S-series, making it lighter to use and with a smaller turning circle, in deference to the fact that increasing numbers of customers were driving their cars themselves. At the same time, the overall size of the Cloud was greater than its Silver Dawn predecessor, allowing for a more spacious and airier cabin, greater luggage space and more appeal in the crucial American market.

Rolls-Royce’s familiar six-cylinder inlet-over-exhaust engine was used in 4887cc guise in the Silver Cloud and its Bentley S1 cousin, meaning this impressive duo could top the magic ‘ton’ despite coming as standard with



## ROLLS-ROYCE REFINEMENT

Even before the Silver Cloud had adopted V8 power, Rolls-Royce was boasting about the car's overall refinement, particularly in its American advertising. This particular ad carried the following bold claim: "At 60 miles an hour, the loudest noise in this new Rolls-Royce comes from the electric clock". It was actually a quote from the technical editor of *The Motor* magazine, but was soon adopted by Rolls-Royce – and made for a memorable headline.

The advert went on to boast that the Silver Cloud had been "designed as an owner-driven car", with an overall length that was "eighteen inches shorter than the largest domestic cars". Any American buyers who didn't fancy a Rolls-Royce, meanwhile, could opt for the Bentley S1 instead: "Except for the radiators, they are identical motor cars".



**"At 60 miles an hour the loudest noise in this new Rolls-Royce comes from the electric clock"**

What makes Rolls-Royce the best car in the world? "There is really no magic about it—it is merely patient attention to detail," says an eminent Rolls-Royce engineer.

1. "At 60 miles an hour the loudest noise comes from the electric clock," reports the Technical Editor of your motor. These and five times our usual reputation—consequently.
2. Every Rolls-Royce engine is run for seven hours at full throttle before installation, and each car is road-tried for hundreds of miles over varying road surfaces.
3. The Rolls-Royce is designed as an owner-driven car. It is eighteen inches shorter than the largest domestic cars.
4. The car has power steering, power brakes and automatic gear-shift. It is very easy to drive and to park. No chauffeur required.
5. The finished car spends a week in the final test-shop, being fine-tuned. Here it is subjected to 90 square-miles. For example, the engine runs a mile-square to test for reliability.
6. The Rolls-Royce is guaranteed for three years. With a new network of dealers and part-depart from Coast to Coast, service is no problem.
7. The Rolls-Royce radiator has never changed, except that when Sir Henry Royce died in 1933 the monogram RR was changed from red to black.
8. The road-track is given five coats of primer paint, and hand rubbed between each coat, before nine coats of finishing paint go on.
9. The steering is such on the steering column, you can adjust the shock absorbers to suit road conditions.
10. A picnic table, covered in French cut-out, slides out from under the dash. You may swing out behind the front seat.
11. You can get such optional extras as an Epstein coffee-making machine, a shaving machine, a bed, hot and cold water for washing, an electric stove or a telephone.
12. There are three separate systems of power brakes, one hydraulic and one mechanical. Damage to one system will not affect the other. The Rolls-Royce is a very safe—and also a very lively car. It crosses country at eighty-five. Top speed is in excess of 100 m.p.h.
13. The Bentley is made by Rolls-Royce. Except for the radiators, they are identical motor cars, manufactured by the same engineers in the same works. People who feel difficult about driving a Rolls-Royce can have a Bentley.

14. The Rolls-Royce illustrated in this advertisement—Each principal part of every—  
**RR2095.**  
 If you would like the increasing experience of driving a Rolls-Royce or Bentley, write or telephone to one of the dealers listed on the opposite page.  
 Rolls-Royce Ltd., 10 Bedford Way, New York 20, N. Y. Circle 5-1144.

automatic transmission. Four years after the cars' introduction, however, Rolls-Royce announced its all-new V8 engine, the L-series unit that would go on to enjoy an astonishingly successful six-decade career.

## V8 ARRIVAL

The new 6320cc unit – fitted to what was now known as the Silver Cloud II and Bentley S2 – was deemed essential if Rolls-Royce was to make further inroads into the American market, where V8 engines traditionally ruled the automotive roost. But it was a welcome move elsewhere too, with the British motoring press in particular praising the latest engine's extra power and smoothness.

Indeed, at an estimated 190-200bhp, the new engine offered around 25% more power and noticeably better acceleration than the outgoing six-cylinder (although, of course, Rolls-Royce refused to disclose either power or performance figures), and with a raised final drive ratio the Cloud II was »



## “Rolls-Royce’s familiar six-cylinder inlet-over-exhaust engine was used in 4887cc guise in the Silver Cloud”

also a quieter and more refined cruising car. This helped to make it even more relaxing than before, despite being able to hit 115mph and with over a second whisked from the car’s 0-60mph time – which now stood at around 11.5

seconds if one felt churlish enough to make an attempt. The only other noticeable difference was the fitting of the steering wheel at a shallower rake angle – a further sop to the increasingly commonplace owner-driver.

The new V8 was a rather tight fit in the engine bay, and we should pity the poor unfortunate tasked with replacing the spark plugs, located beneath the exhaust manifolds. Not that this was of any great concern to the occupants, who could just enjoy the refined performance, albeit at a slight increase in fuel consumption.



### FRESHER LOOK

Three years after the 1959 arrival of the Silver Cloud II and Bentley S2 came the logically-named Silver Cloud III and S3, bringing with them the biggest cosmetic change since the debut of the original range – plus a host of under-the-skin updates. Most noticeable upgrade was the adoption of quad headlamps, which at a stroke gave both the Rolls-Royce and Bentley ‘Standard Steel’ saloons a more modern appearance as well as greatly improving their illumination. The radiator grille was also lowered in

**This 1959 Silver Cloud II is a particularly early example of the V8 models**





The Silver Cloud III was usurped by the Silver Shadow in late 1965

height by 1.5 inches (3.8cm), with the bonnet being sloped to suit, a move that increased forward visibility as well as giving the cars more of a svelte look.

Inside the Cloud III and S3, the front bench seat was swapped for individual chairs and the dashboard was capped by a leather-bound and padded rail for safety reasons. Meanwhile, the V8's compression ratio was increased to 9:1 and treated to larger SU carburetors, usefully increasing both power and torque.

With these new-look versions not arriving until 1962, the Silver Cloud and S-series twosome was in the autumn of its career by then, with just three years of 'Standard Steel' saloon production remaining. Late 1965 would see the debut of the revolutionary new Silver Shadow and T-series, giving both Rolls-Royce and Bentley a truly modern luxury saloon with which to tackle the changing market of the late '60s. The Silver Cloud III and S3 quietly faded away, effectively bringing to an end the company's tradition of separate-chassis design.

Not all Rolls-Royce and Bentley fans welcomed the Silver Shadow when it made its debut at the 1965 Earl's Court Motor Show, with many mourning the loss of the Silver Cloud and S-series' combination of elegance and traditionalism. The final Cloud III and S3s leaving the production line at Crewe marked the end of an era for the company – as well as the start of a whole new adventure. ■

*A new engine for the best car in the world*

The Rolls-Royce Phantom V and Silver Cloud II are powered by a new aluminium 8 cylinder engine. It gives more power with greater silence and smoothness.

**Aluminium Alloy Engine.** Developed by Rolls-Royce over the past five years, the new engine is the most powerful and most efficient in its class, yet with 1000 cc. It is a masterpiece of aluminium alloy and with capacity of 1000 cc. It weighs less than the 6 cylinder engine which it replaces, delivering greater torque over the entire speed range. For its smoothness and silence are such that there is little indication of the increased engine performance.

**High Safety Factor.** Other features include automatic transmission, power-assisted steering, side control, and the high safety factor of Rolls-Royce designed structural bodies, with new specially designed hydraulic system plus a mechanical linkage to the new wheels.

**Air Conditioning.** The heating, ventilating and air-conditioning units are designed to give increased capacity and flexibility of control. More window insulation and glass between windows also are available.

## MAJOR ANNOUNCEMENT

The autumn of 1959 saw this two-page advert published in Britain's motoring magazines to announce the arrival of Rolls-Royce's new V8 powerplant, an engine that would go on to enjoy an incredibly long career powering a vast array of different models right through to the 21st century. This is where it all started, however, with the advert explaining that the V8 had been "developed by Rolls-Royce over the past five years".

The ad went on to boast that the new 6230cc engine fitted to the Phantom V and Silver Cloud II "weighs no more than the six-cylinder engine which it replaces", but was capable of "delivering greater torque over the entire speed range". Rolls-Royce also stressed that the V8's "smoothness and silence are such that there is little indication of the increased engine performance".

# THE IMPORTANCE OF HYPHENS

The fledgling company might have floundered had it not been for the diligence and dedication of Claude Johnson, the oft-overlooked businessman who saw himself as “the hyphen in Rolls-Royce”

WORDS: RICHARD GUNN PHOTOGRAPHY: VARIOUS



Even to those with little knowledge of the motoring world, the names of Charles Rolls and Henry Royce are well-known. They came together to create Rolls-Royce and are guaranteed immortality in the annals of history because of this. But there was a third person in the partnership; the firm’s founding managing director. Claude Johnson was an astute organiser and business brain, complementing the sales skills and showmanship of Rolls and the engineering expertise of Royce. Content to stay out of the limelight and let others take credit, CJ – as he became universally known at Rolls-Royce – was arguably the most significant member of the trio. His commercial decisions laid the path to prosperity and a reputation for excellence, but it could all have turned out very differently without the man who referred to himself as “the hyphen in Rolls-Royce”.

Claude Goodman Johnson was born on October 24th 1864 in Datchet, then part of Buckinghamshire. The village is just across the River Thames from Windsor, making it a rather appropriate location for CJ to emerge into the world, given how closely associated the family with the big house over the water would become with the marque Johnson would much later be responsible for. The Johnson clan was a large one; father William and mother Sophia had four other sons (Leslie, Douglas, Norman and Basil) and two daughters (Mildred and Evelyn). This severely tested finances, which William Johnson’s job in the glove trade couldn’t really cover. He eventually got a job within the science and art department at London’s South



Kensington Museum (now the V&A) and relocated his household to Ealing.

This obviously improved the family's fortunes, for the young CJ was sent to the well-respected St Paul's School and then moved on to South Kensington's Royal College of Art. His father, who had grown into a renowned art expert thanks to his museum role, no doubt had a hand in this; but once there, Johnson discovered that his artistic talents were minimal. He did, however, meet Sir Philip Cuncliffe-Owen, the assistant director of the South Kensington Museum, who nurtured his organisational abilities instead and was instrumental in securing him his first job in 1883, as a 19-year-old clerk at the Imperial Institute. Soon afterwards, he eloped with a local Ealing girl, Fanny Morrison, and got married, against the wishes of his parents. The two went on to have eight children, but only one – a daughter – survived childhood. Some have attributed Johnson's hard work ethic to this great personal sorrow; he threw himself into jobs as solace from an unhappy home life.

At the Imperial Institute, Johnson's responsibilities included organising exhibitions that showcased the British Empire, which first brought him into contact with Royalty, meeting Queen Victoria and Edward, Prince



**The Imperial Institute, where Claude Johnson honed his organisational skills, was next door to the South Kensington Museum where his father worked**

of Wales. The latter was fascinated by the new-fangled automobile and in 1896 pressed CJ, who'd swiftly risen to become the chief clerk of the institute, to organise an international exhibition of motor vehicles. This also gave the Prince of Wales the handy excuse for his first ride in a car, something that CJ made possible.

The event ran from May 9th until

August 8th and by the end of the three months of being surrounded by these latest inventions, CJ also had a profound interest in them. Indeed, when the Red Flag Act (which dictated that all self-propelled road vehicles should travel at no more than 4mph, with somebody holding a red flag walking in front) was repealed in November of the same year, Johnson was one of »



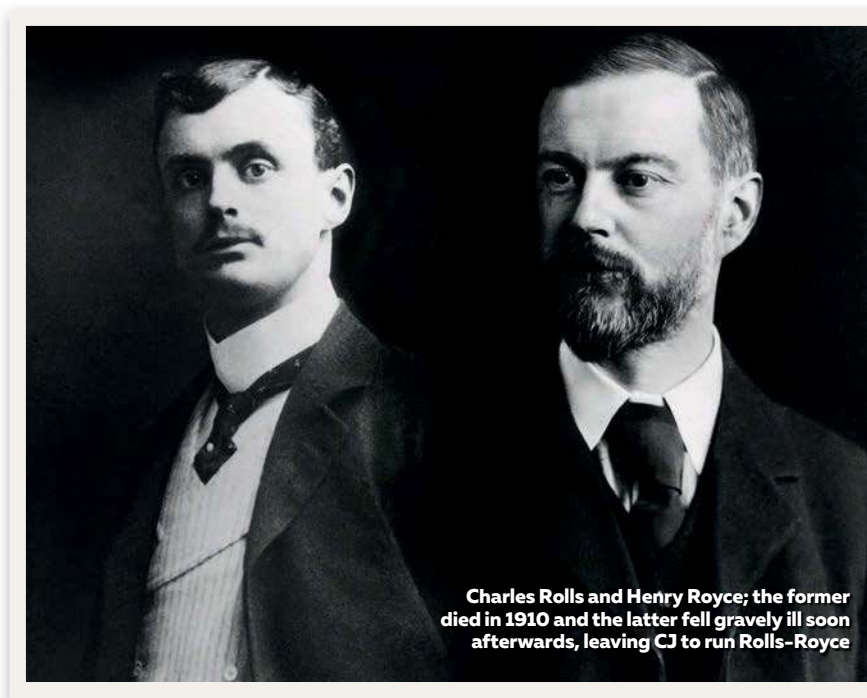
**The second Phantom ever built, with Claude Johnson at the wheel**

those who turned out to participate in the celebratory run from London to Brighton. Granted, he only had the luxury of a bicycle with which to follow the horseless carriages, but seeing as the speed limit had only been raised to 12mph, he probably didn't have to struggle too hard to keep up.

## CAREER MOVE

The Imperial Institute exhibition had brought Johnson to the attention of Frederick R Simms, founder of the Motor Car Club behind that first London to Brighton run. Simms had become dissatisfied with his original organisation and wanted to start afresh. In 1897, he did just that, with the Automobile Club of Great Britain (which would later metamorphose into the Royal Automobile Club). A secretary was needed, and Simms offered the position to Johnson in November. His recompense for leaving the Imperial Institute was £5 per week – a not untidy sum back then – with the added bonus of ten shillings for every new member signed up. At that point, there were just 163 of them.

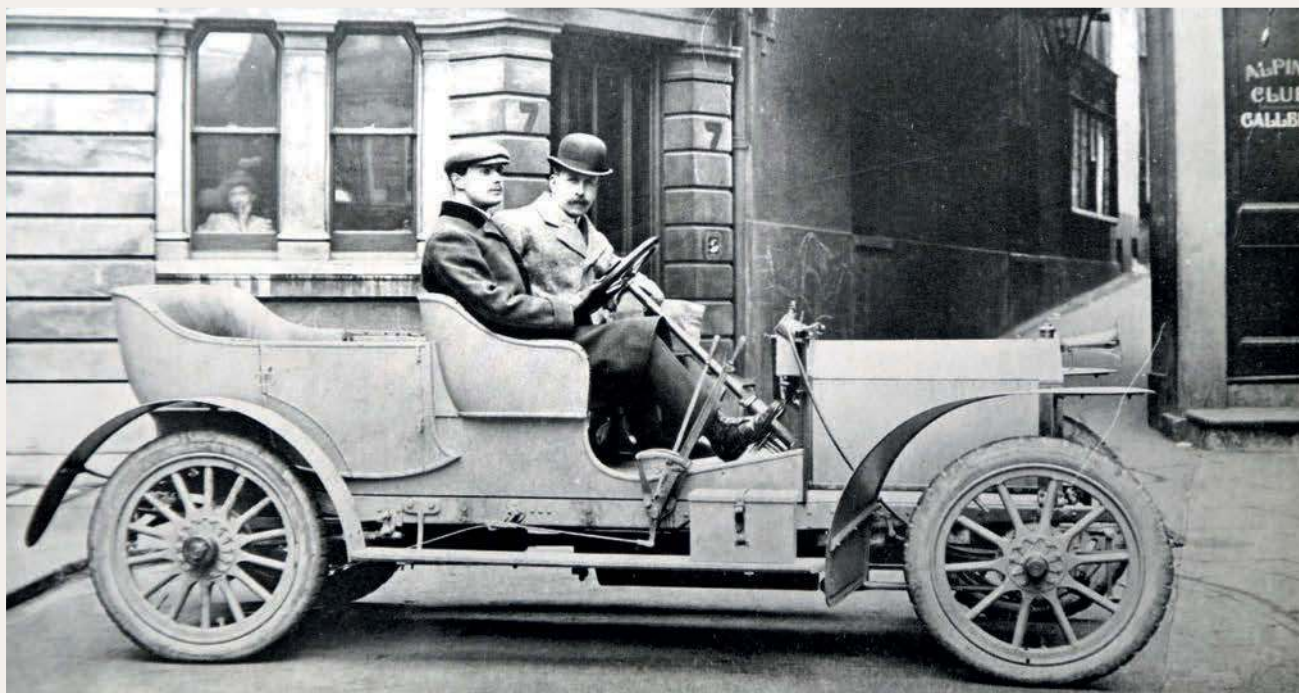
CJ's destiny was now set; the newly-converted petrolhead was suddenly in charge of the day-to-day running of the organisation established to promote



**Charles Rolls and Henry Royce; the former died in 1910 and the latter fell gravely ill soon afterwards, leaving CJ to run Rolls-Royce**

the motor car in Britain. However, just a year later he was ready to resign, dismayed at what he perceived as a lack of interest in both cars and the club itself. The committee convinced him to stay and, by the start of 1899, membership had risen to 380. During

the summer of that year, Johnson organised another car show, this time in Richmond Park, closely followed by the club's first trials, at which electric vehicles proved themselves rather more adept than the petrol ones, albeit over limited distances. However,



**One of the earliest 20hp Rolls-Royces, with Charles Rolls taking Claude Johnson for a quick spin in 1905**



The 40/50 became known as the best car in the world thanks to its extraordinarily high standards of engineering

Johnson's usual flair for planning seems to have deserted him slightly, as the show and the trials left the club with an enormous loss of £1500. Even to this day, it's not clear quite how such a staggering deficit was incurred.

That put CJ's next scheme – a 1000-mile trial across Britain – in doubt, but a friend and fellow club member came to his rescue. Alfred Harmsworth was a publishing magnate with a string of newspapers and magazines, including the *Daily Mail* with circulation in the hundreds of thousands. He promised widespread publicity for the trial, and this convinced the club's committee to back it. Johnson planned out the route himself using a borrowed Panhard and Daimler. The route went from London to Bristol, and then north via major cities to Edinburgh before returning to London by an alternative route. The total distance was 1060 miles.

The 1900 1000-mile trial of the Automobile Club of Great Britain and Ireland, to give it its formal title, then took place between St George's Day on April 23rd and May 12th. A gold medal went to a certain Charles Stewart Rolls driving a 12hp Panhard, which managed »

## “The mysterious Mr Exe was none other than Johnson himself, masquerading under a pseudonym”



While secretary of the Automobile Club, Claude Johnson organised a 1000-mile trial across Britain



**It was Claude Johnson who commissioned the Spirit of Ecstasy mascot, as a response to what he regarded as very inappropriate 'comic' figurines**

to hit a blistering 42mph. Hot on his heels was William Exe, who netted the silver medal in a 6hp Daimler. The mysterious Mr Exe was none other than Johnson himself, masquerading under a pseudonym, perhaps to deflect attention from any unfair advantage he might have had as the architect of the route. Nowadays, the *Daily Mail* would have no doubt delighted in exposing such subterfuge. That Johnson's – sorry, Exe's – top speed was 27mph shows just how impressive Rolls' performance was.

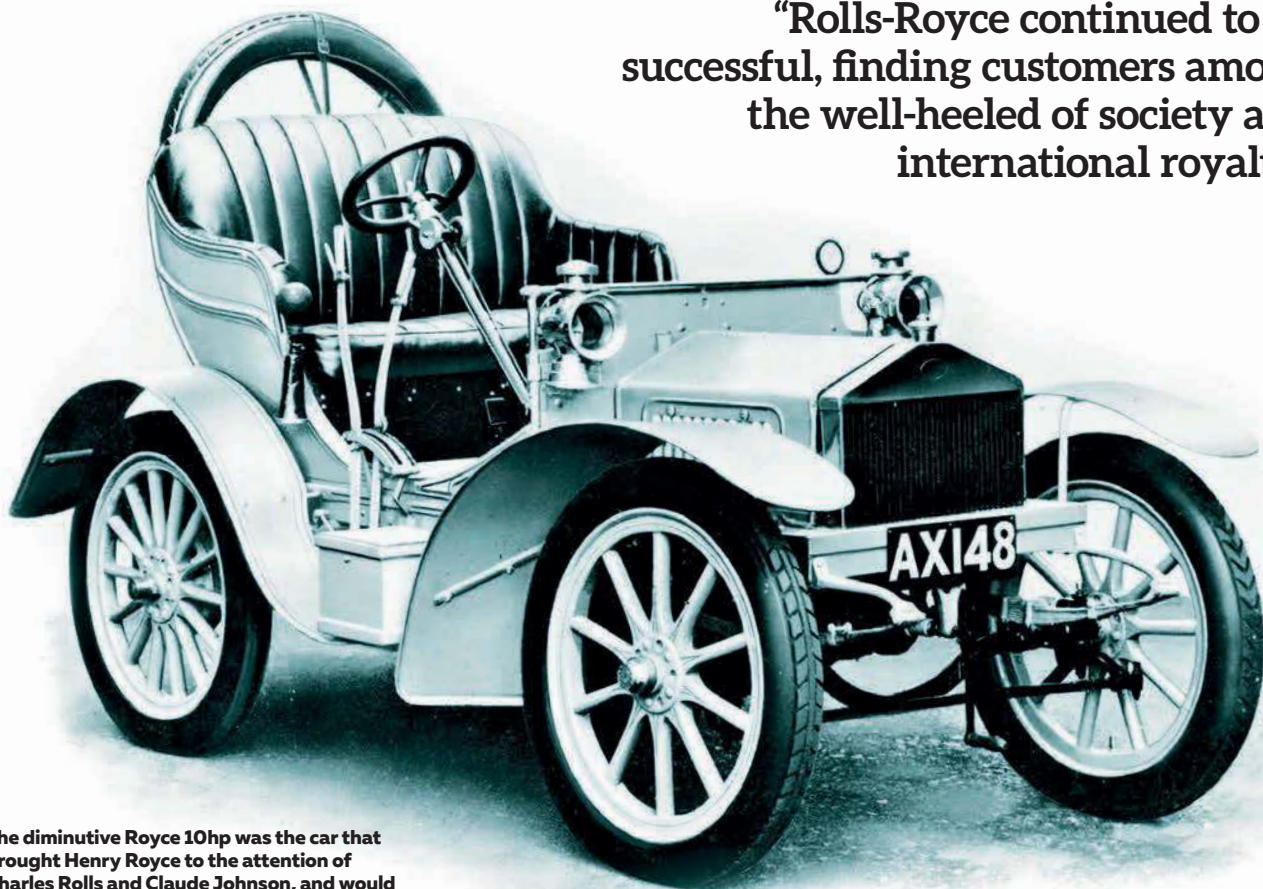
More trials followed, as did a suggestion from CJ that cars should carry number plates so that police could identify them more easily. While there was a burgeoning public interest in the motor car, there was also considerable hostility thanks to speeding incidents and traumatised horses, which still represented the main form of road transport. Even Johnson himself was found guilty of "furious driving and refusing to stop" and fined £20 with £11 14s costs during 1901. Evidence does suggest, however, that the normally very careful driver was made an

example of by over-zealous authorities.

In 1903, Johnson resigned as the secretary of the Automobile Club, having seen its membership rise to over 2000. Three men had to be appointed to fulfil his duties; a mark of how much pressure and responsibility had been increasingly heaped upon him. His wife had finally given birth to a healthy daughter, Elizabeth, which probably also influenced his decision. Home life was suddenly a lot happier. He joined the City and Suburban Electric Car Project, but his stay there lasted only a few months before he was lured away by Charles Rolls to help run his car showroom and workshops in London.

The two worked well together. The aristocratic Rolls was one of the UK's most prominent motorists and a competent engineer with plenty of money and contacts in high places, while Johnson was a superb organiser and business mind. However, the two found themselves selling foreign makes such as Panhard et Levassor and Minerva because they were more advanced than British machines of

**"Rolls-Royce continued to be successful, finding customers among the well-heeled of society and international royalty"**



**The diminutive Royce 10hp was the car that brought Henry Royce to the attention of Charles Rolls and Claude Johnson, and would go on to be rebadged as a Rolls-Royce**

**The Rolls-Royce factory at Derby, opened in 1908 on a site chosen by Claude Johnson**



the time. Rolls in particular harboured a desire to build a British car that could compete with the best of the sophisticated European marques.

## **GREATEST ENGINEER**

That opportunity came when Rolls was introduced to Henry Royce in April 1904. Royce, a very brilliant and intuitive engineer, was building his own cars in Manchester, albeit based on a Decauville design that he'd extensively improved. When Rolls got back to London after his trip up north, he told CJ that he had "found the greatest engineer in the world". All the bits of the jigsaw were falling into place. Johnson was also impressed with the 10hp Royce car when he saw it, and the firm of C.S. Rolls and Co entered into an agreement with Royce Limited to sell the car. There was one important proviso; the name would change to Rolls-Royce. The arrangement was that Royce would build the chassis and Rolls would be responsible for the body, via London coachbuilder Barker's, with the range expanding to include 15hp three-cylinder, 20hp four-cylinder and 30hp six-cylinder models.

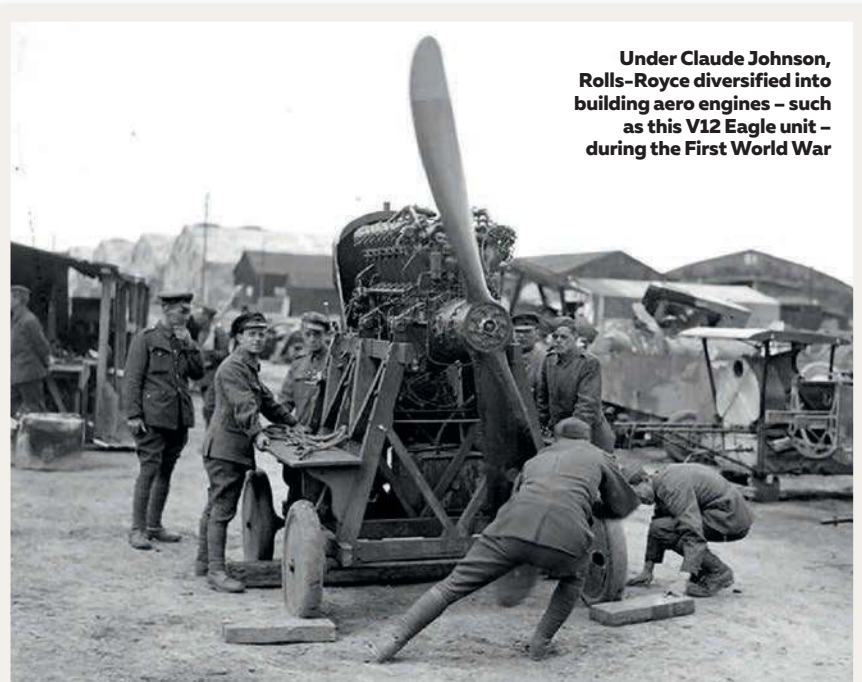
A new company – Rolls-Royce Limited – was founded in March 1906, with CJ running it. All the other marques that Rolls had been selling were dropped by the end of the year. CJ made sure that publicity for the new company's products remained high,

from trials and international shows to more prosaic demonstrations, such as proving that a 30hp Rolls-Royce wasn't too large to turn in a London street. Johnson won the £10 bet by personally managing to swing the leviathan around in just 32 feet. At London's November 1906 Motor Show, a new and expansive 40/50 chassis debuted, which proved so popular that CJ took the risky decision to focus just on this

vehicle and drop all other models.

It turned out to be the right decision, and Rolls-Royce found itself with more orders than it could fulfil. It was obvious that a new factory was needed and Johnson eventually settled on Derby, lured by the prospect of a readily available cheap workforce (thanks to the railway workshops there) and the city corporation offering to lay on gas, water and electricity at very »

**Under Claude Johnson, Rolls-Royce diversified into building aero engines – such as this V12 Eagle unit – during the First World War**

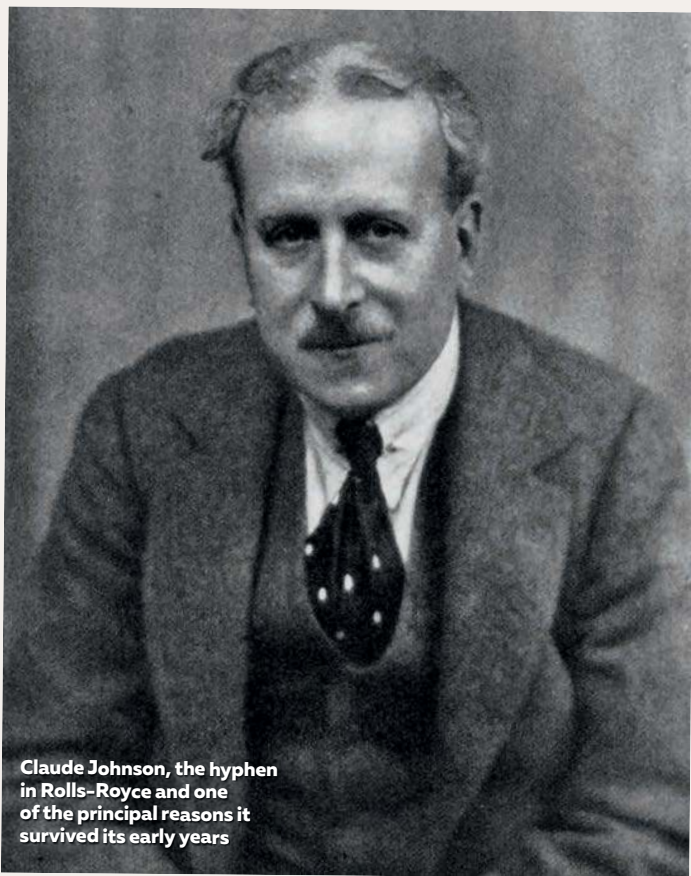


## “There was only one true Silver Ghost – AX 201 – and Claude Johnson was the man behind its creation”

reasonable rates. To raise cash for the new plant, Rolls-Royce issued £100,000 of shares to the public and Johnson formally became general managing director.

CJ decided to make the twelfth 40/50 model something special, so it could be used as a demonstration and promotional vehicle. The April 1907 chassis was fitted with Barker four-seater open touring bodywork finished in aluminium paint with silver-plated fittings. Johnson himself christened it The Silver Ghost, with a plaque proclaiming its title on the scuttle. The name would soon become unofficially associated with all 40/50s, which the press had also labelled “the best car in the world”. There was, however, only one true Silver Ghost – AX 201 – and CJ was the man behind its creation.

The new Derby factory was opened by Lord Montagu of Beaulieu on July 9th 1908. It all seemed to be going very nicely for Rolls-Royce but then Charles Rolls, whose interest in cars had waned somewhat when he took up flying, was killed in a plane crash in July 1910, aged just 31. He was the first British person to die in a powered aircraft accident. CJ and Royce vowed to carry on without him, with Johnson’s next

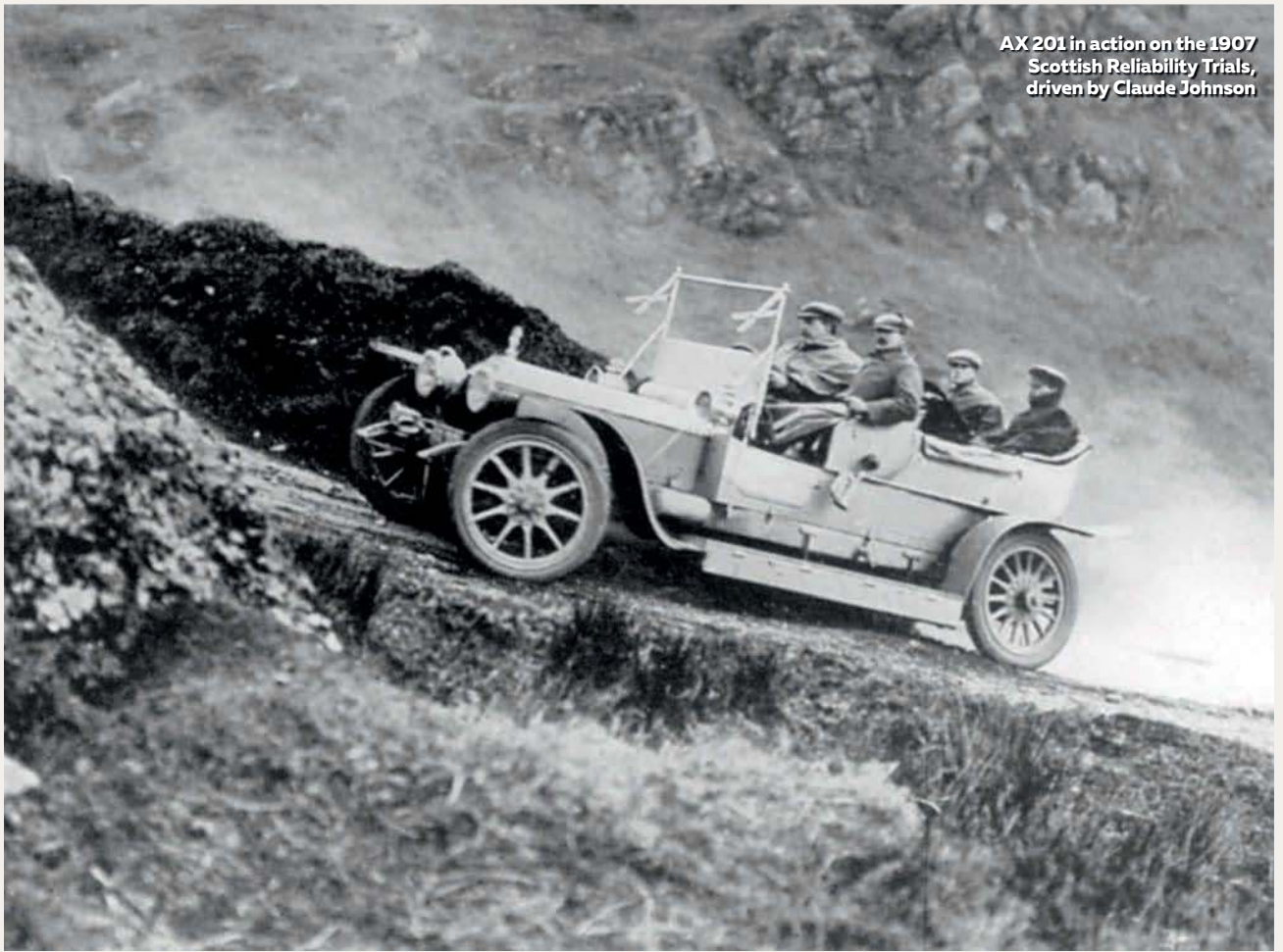


**Claude Johnson, the hyphen in Rolls-Royce and one of the principal reasons it survived its early years**



**It was Claude Johnson’s decision to make the 40/50 Rolls-Royce’s only model from 1907 to 1922**

AX 201 in action on the 1907 Scottish Reliability Trials, driven by Claude Johnson

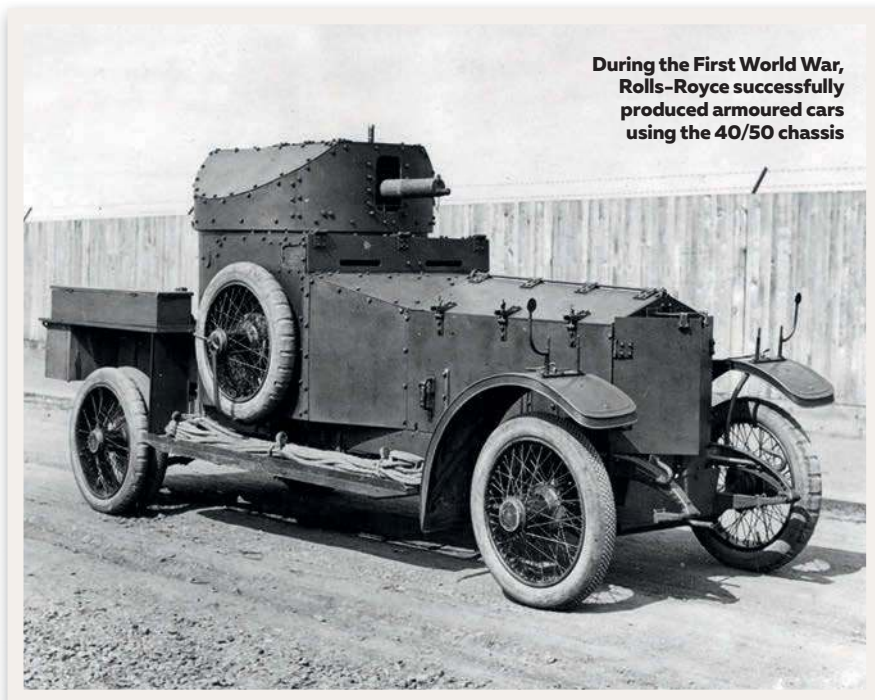


significant move being to commission a mascot exclusive to Rolls-Royce. He'd become concerned about the appropriateness of some of the radiator adornments he'd seen on the firm's vehicles and thus asked Charles Sykes to come up with something more suitable. The Spirit of Speed figurine, designed by artist Charles Sykes and modelled for by Lord Montagu's secretary and mistress Eleanor Thornton (as detailed in our last issue) was unveiled in February 1911, becoming known as The Spirit of Ecstasy soon afterwards.

## IN SOLE CHARGE

Years of very hard work caught up with Henry Royce at around the same time, as his health seriously deteriorated, the situation inevitably being exacerbated by stress from the death of Rolls. Doctors gave him just three months to live, but CJ arranged for him to recuperate in Norfolk and then, when well enough to travel, in the south of »

During the First World War, Rolls-Royce successfully produced armoured cars using the 40/50 chassis



France where Johnson owned a villa in Le Canadel. He bought the adjacent land to enable Royce to have his own home in a much kinder climate. This was soon joined by a third building, complete with a design office, so Rolls-Royce engineers could work with the sick technical genius. It must have been quite a contrast to industrial Derby.

Royce eventually became well enough to split his time between France, Kent and Sussex but never went back to Derby. This effectively left CJ as the only one of Rolls-Royce's founders to still have day-to-day input into the running of the company. He also had a new wife following the death of his first one. Evelyn was affectionately referred to by her husband as Mrs Wigs, with Joan, their daughter, known as Tinks. It seemed a much happier relationship than his first marriage.

Rolls-Royce continued to be successful, finding customers among the more well-heeled of society and international royalty. But in August 1914, the First World War broke out and the company had to set aside luxury to concentrate on vital military work. Instead of decadent machines, 40/50s started to be produced with armoured car bodies, and Derby also expanded into aircraft engines, designed by Royce. CJ adopted the policy of naming them after birds of prey, dubbing the first three types the Eagle, Hawk and Falcon. By the end of

**Right: Even the Germans regarded the 40/50 as the best car in the world – or rather 'Der beste agen der Welt'**

hostilities, Rolls-Royce had become the world's largest aero engine manufacturer.

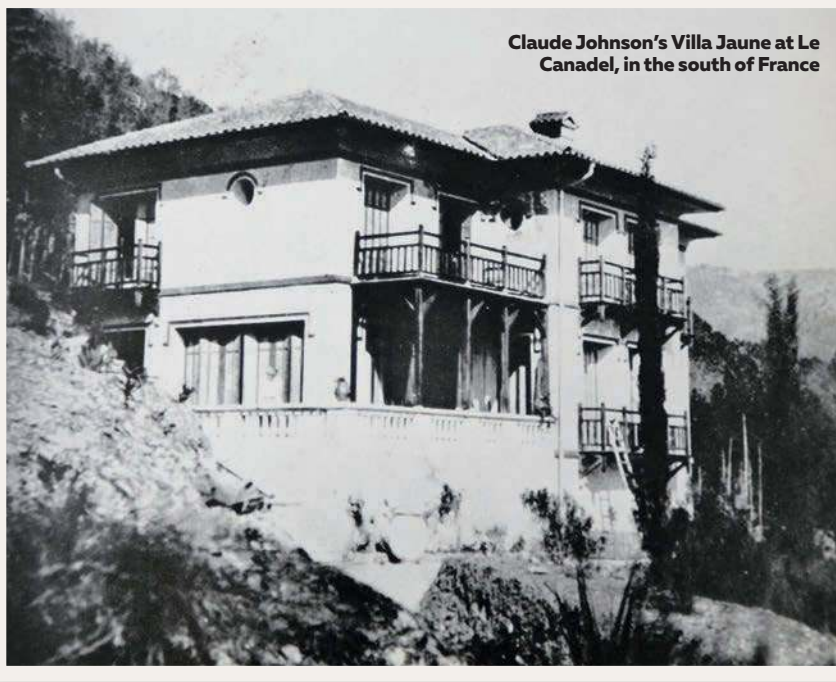
Immediately post-war, a lot of Johnson's time was taken up by trying to establish an American division, Rolls-Royce of America Incorporated, in Springfield, Massachusetts. It resulted in him having to make many tiring trips to the USA, with his brother Basil serving as acting managing director in the UK while he was abroad. He also realised that the 40/50 model was getting long in the tooth and so asked Royce to come up with a new, smaller 20hp car. His admiration for his colleague remained undiminished; when CJ was offered a knighthood in recognition of Rolls-Royce's wartime efforts, he declined and recommended it go to Royce instead.

The Rolls-Royce Twenty was launched in 1922, with the 40/50 being upgraded to four-wheel brakes soon afterwards and then being superseded by the New Phantom in 1925. By

contrast, Johnson's personal cars were a Ford shooting brake and small Morris Cowley, the latter chosen because it "will do well for shopping rather than the new Ford one-ton ambulance", as CJ referred to the Blue Oval estate.

The strain of the many trips to the United States took its toll on Johnson and he went into 1926 feeling unwell and losing weight, but still working as hard as ever. On April 6th, he attended his niece's wedding in Buckinghamshire but felt so ill there that daughter Elizabeth rushed him back to London by car to see a doctor. A severe bout of pneumonia was diagnosed and CJ died on April 11th. His brother Basil – whose daughter's wedding it had been – succeeded him as managing director, but it was still a monumental and shocking loss. Henry Royce probably summed it up best by saying: "He was the captain and we were only the crew".

Johnson's ashes were scattered, with little ceremony, in Golders Green Crematorium's Garden of Remembrance, but a more notable memorial was put up in the form of an arcade at the Derby works. The tablet there contained the words of CJ's friend, Rudyard Kipling: "He had the imagination to foresee and the energy to meet the needs of his country both on land and in the air, and his ideals were reflected in all his work". ■





# SENSATION: Bentley Eight (Award: "Best Unrestored Automobile") with only 3,333 Kilometers and fabulous history:

## BENTLEY EIGHT (chassis number: SCBZE 02 DXNCX 44495)

Bentley Eight (Chassis: NCX 44495 - 12th-from-last to be built) with 4-speed gearbox already, has only covered 3,333 Kilometers from new. It's a genuine time-warp car with a fascinating history, which has won the cup: "Best Unrestored Automobile" on Concours d'Elégance "Zurich Classic Car Award" in August 2019.

The car, having sat in the showroom in Rome, Italy, from 1992 til January 1995, when it was bought by a lady, who lived in a castle on the Lake of Orta, Italy. The castle as well as the car where confiscated by the Italian State already one month later. The owner of the castle proved to be the boss of the Napolitanian Mafia, who was arrested. The car wasn't released until the end of the trial in 2015.

I was able to buy it in 2018 and brought it to it's former, as new glory, which resulted in the award "Best Unrestored Automobile" in Zurich, Switzerland. The car has, of course, also been serviced by Zurich specialists and has a Swiss MOT. But the car has also it's EU papers and can therefore easily be imported back to the EU. The Eight is in immaculate condition and is as close to a brand new Bentley Eight as it is possible to get. Even the first and original tyres (Goodyear Eagle) are present, even when I put brand new Avons on it. **Asking price: CHF 75,000.**



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

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



## Bright news for older cars

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

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

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



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

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

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**  
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# CLASSIC ADVENTURE

Bruno Leunen, rally director at Destination Rally, recalls one of his company's most memorable classic events of recent months, a 5000-kilometre trek featuring an array of impressive vehicles

WORDS & PHOTOGRAPHY: DESTINATION RALLY

**T**he mighty Mekong that feeds into China, Thailand, Laos, Myanmar, Vietnam and Cambodia is one of the great rivers of the world, and is the seventh longest in Asia. It was the inspiration behind the Mekong Road Classic, a historic vehicle rally created to show the finest parts of a vast region that's rich in culture and UNESCO World Heritage sites. Those taking part came from eight different countries (the UK, Belgium, Hong Kong, New Zealand, France, Liechtenstein, Finland and Thailand), and we started out with fourteen cars in the quaint village of Hoi An in central Vietnam, from where we were to make our way along the East Sea coast to the Imperial city of Hue,

progressing to the resort town of Dong Hoi and following the Ho Chi Minh trail.

After a few adjustments to some of the cars, we made our way to Hue, with the Ho Chi Minh trail's green lushness and winding roads providing plenty of amazing sights for our drivers and co-drivers. The Laos section of the Mekong went according to plan, all the way to Phonsavan, home of the famous Plain of Jars and an area heavily bombed during the Vietnam War. A local museum gave us an insight into the suffering of the local population, as well as their determination to go forward. The participating 1926 Bentley performed admirably throughout the long and dusty day, as did its drivers – Erich and Oliver – who were always in high spirits.

The following day saw us driving down to the beautiful city of Luang Prabang, with a Porsche from New Zealand getting into a 'kiss' with a local truck en route, damaging its offside front wing but fortunately not the headlamp. Knowing that this might cause an issue at the Chinese border, we had to arrange emergency repairs to the Porsche before making the crossing.

## **RUNNING REPAIRS**

A well-deserved two-day stopover in Luang Prabang was next on the agenda, giving us enough time to have all of the cars inspected at the garage in front of the hotel. The Porsche's wing was properly sorted and the front axle »

## RALLY REPORT MEKONG ROAD CLASSIC

of one of the Mercedes was welded, while the Pagoda from Belgium had an electrical issue solved. Minor problems were dealt with and all of the cars were washed in readiness for the start of the China section of the rally, with only a Mercedes from Thailand having to stay behind due to an electronic failure.

The road conditions were very poor for the first fifty kilometres, but upon reaching Oudomxay and the wonderful Eco resort along the small river, we were in for a treat at dinner thanks to a performance by the local Lamu tribe. After a hundred kilometres we finally reached Boten, the Lao border city leased to the Chinese for thirty years, and a couple of hours later we were driving into China and on to

## “The Ho Chi Minh trail’s green lushness and winding roads provided plenty of amazing sights for our drivers”

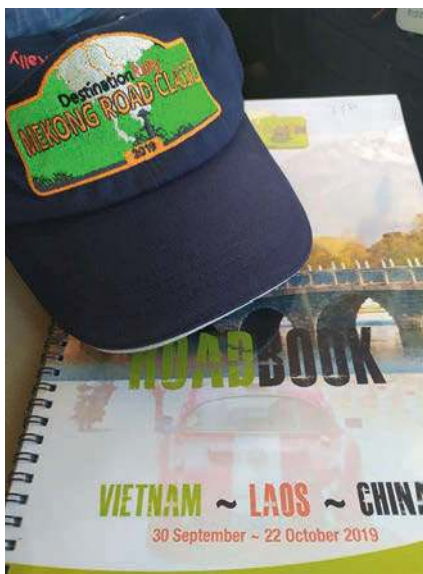
the city of Mengla. All cars passed through technical control without a problem, and all drivers were given their Chinese driving licenses. The Thai team also received their rental car and we were on our way once more, all set for eleven days of Chinese driving, passing thousands of radar speed checks along the way. We stayed in beautiful, luxurious hotels like the Anantara in Menglun and the

Misty resort, where we had many wonderful experiences, including an interview for a local TV station.

Day twelve involved another encounter with the Mekong, with the scenic drive following the route of the river. A few problems with an Austin-Healey and a French Porsche proved challenging, but our expert mechanics got to work and the cars were back on the road as soon as possible, all set



In each country visited, the classic vehicles managed to attract plenty of attention



Alastair Caldwell's 1965 Silver Cloud III is a veteran of classic rallying



Participants encountered stunning scenery throughout the rally



The Destination Rally team specialises in long-distance adventures

for the following day's short drive to Dali – the ancient walled city, packed with fascinating stone houses and plenty of shopping opportunities.

Leaving Dali, we embarked upon a long but rewarding day, spending time with the local Bai community, driving through villages and having coffee with an elderly couple who opened their house and their hearts to us. We then started climbing towards the Himalayas and the holy city of Shangri-La, situated at 3300 metres above sea level. A small ceremony was arranged at a monastery, where all the drivers got to hang their wishes and their prayer flags. Our amazing hotel was situated at the back of the famous Sumseling Monastery, from where we got to enjoy some picturesque views.

The following day, we managed to

get all of the cars together for a rally photograph in front of the monastery, after which we set off once again, this time tackling the winding road that took us back down the mountain, through some of the most beautiful scenery towards the Yangtzi River. We then made our way to the wonderful ancient city of Lijiang, a maze of wooden houses, where the Banyan Tree proved to be the ideal stop for a couple of nights. The cars were re-checked while participants got to enjoy a spot of shopping, a jacuzzi and a good rest.

## STUNNING SIGHTS

Leaving Lijiang, we crossed over to the Sichuan Province and the industrial city of Panzhihua, while the next day we drove to the Yanmou Earth

forest, a wonderful national park with a breathtaking landscape formed by natural erosion. A lovely picnic basket was given to each team, with plenty of time allowed to enjoy our amazing surroundings. After lunch, however, the highway drive through Kunming (the vast capital city of the Yunnan province) proved too much for one of the VW Beetles, which stopped in the middle of a frantically busy street during rush hour, creating plenty of interest among the locals as a result. A dynamo change did the trick and the Beetle was soon on its way, enabling us all to reach the wonderful Hilton Fuxian Lake hotel in time for a drink in the top floor clubhouse.

The following day saw us tackling yet more scenic roads, albeit with several unforeseen stops due to local »



**“The following day saw us tackling yet more scenic roads, albeit with several unforeseen stops”**



accidents and roadworks. We still made it just in time to see the lights over the UNESCO World Heritage rice terraces of Yuanyang, however, with a fantastic array of colours shining on the water-filled terraces. That night, we all toasted the Chinese team with a glass of Ganbei rice wine while our mechanics busied themselves fixing the exhaust of an Austin-Healey.

Day twenty saw us crossing the border back into Vietnam, involving another experience with Chinese administration. Our baggage had to be transported on the back of fully-loaded Vietnamese bicycles just to cross the 300-metre bridge that separates the two countries, with a co-pilot walking the bridge while our drivers passed at low speed from Hekou to Lao Cai. From the border it was then just a thirty-kilometre drive to the famous town of Sapa, where we got to enjoy the

delights of the MGallery art deco hotel.

On the last stretch to Halong Bay, our minds weren't exactly focused on the speed limit, which explains why we managed to get a friendly reminder from the local highway police that 80km/h on the highway did not mean the 120km/h that we were travelling at...

Finally, after 22 days and with more than 5000 kilometres driven, our cars all arrived on time in Halong, where the teams were welcomed with a well-earned glass of gin each. The following day, the cars were driven in convoy to the port of Haiphong, to be shipped to their various homes. All participants then boarded the Paradise Elegance cruise ship for the last memorable night in the middle of Halong Bay, where they enjoyed the final speeches, awards ceremony and dancing beneath the stars.

The 2019 Mekong Road Classic

proved to be a wonderful voyage of discovery through the region of this mighty river, with the thousands of kilometres covered bringing an unrivalled mix of famous cultural sights, scenic winding roads, the remains of the Vietnam War and other unforgettable experiences. Thanks to all the people involved in Vietnam, Laos and China, we'd finally made it to Shangri-La. What an event... and what an amazing adventure for everyone involved. ■

## THANK YOU

Destination Rally specialises in organising international rallies for classic and historic vehicles, with plenty of events still to come for 2020 and beyond – including the Trans-Africa Rally and Myanmar Road Classic. To find out more about the company and its forthcoming itinerary, go online to [www.destination-rally.com](http://www.destination-rally.com).

  
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# BORN-AGAIN BENTLEY

Ian Adcock reveals the development story behind the bespoke Bentley Continental R, a tale of crucial management decisions and engineering triumphs

PHOTOGRAPHY: BENTLEY MOTORS & KELSEY ARCHIVE

It's 11.30am on Tuesday 5th March, 1991. It's press day at the Geneva Salon and the crowds surrounding the Bentley stand are ten deep with journalists and photographers elbowing each other for the ultimate vantage point, me amongst them. All we had was an enigmatic invitation to attend a Rolls-Royce/Bentley press conference... and that was it. Although there had been rumours of a new Bentley, the stand was decked out in the blue and silver of Rolls-Royce, with the linked Rs and Spirit of Ecstasy dominating the walls.

It wasn't until a forty-second video presentation had finished – during which time Bentley logos had replaced the Rolls-Royce graphics – that it

started to dawn on the gathered media that this could indeed herald the arrival of a new Bentley.

Presentations from Malcolm Hart, Mike Dunn and Peter Ward – director of sales and marketing, engineering director, chairman and chief executive respectively – then confirmed it was a Bentley. The car remained absent, however, until a Turbo R on display was slowly driven off the stand to be replaced by a Vermillion Continental R, driven by a very nervous Dave Preece to the unrestrained accompaniment of Elgar's 'Zadok the Priest', which then faded away to allow 'Land of Hope and Glory' to boom from the speakers. For the first time ever, the organisers of the Geneva Salon had

formally allowed a car to be driven on to a stand accompanied by music. It was a very special moment for all at Bentley; and anyone who has witnessed the Last Night of the Proms or rugby at Twickenham will have an inkling of the pride felt by the many Brits attending that show.

As the Continental rotated on its turntable, I glanced across at the Mercedes-Benz stand, where the new 600SEL V12 was being ceremoniously unveiled, the metallic silver paint glinting under the hall's harsh lighting, witnessed only by a group of Boss-suited executives wearing three-pointed star lapel badges, handing out a few business cards bearing a Stuttgart address



to anyone passing by. They looked as lost and confused as Franz Beckenbauer did at Wembley in 1966.

In twenty magical seconds, Bentley had stolen the Geneva Salon and announced that it was, well and truly, out of the shadow of Rolls-Royce.

## ILLUSTRIOUS PAST

Coupés had long been a feature of Bentley's heritage, of course, dating back to Barnato's Gurney Nutting-bodied Speed Six, through to the one-off Embiricos and various coachbuilt specials from Farina and Abbott. Most influential, however, was Evernden and Blatchley's R-Type Continental, a personal favourite of mine.

Despite its glorious back catalogue, Bentley suffered long-term decline in the post-war years, becoming little more than a badge-engineered version of the equivalent Rolls-Royce, although its lower production numbers actually made it more exclusive than its parent marque. Even the development of a Bentley Camargue Turbo – designated DZ – was abandoned in January 1981, although its specifications subsequently formed the underpinnings of what morphed into the Bentley Mulsanne Turbo.

Paradoxically, through the post-war decades, the mythology surrounding the Bentley marque grew stronger, and it was only a matter of time before the suits occupying 'Mahogany Row' – so called, because that's what all the directors' doors at Crewe were fashioned from – would realise that Bentley was an untapped asset. The Mulsanne Turbo's launch in 1982 gave Bentley a product that related to those heady days of Le Mans victories half a century back, for here was a car that (despite all its flaws, of which there were many) appealed to a new generation of younger, owner-driver entrepreneurs who appreciated the Bentley legend.

With that realisation came an influx of new, younger management to Pym's Lane, executives who weren't afraid to question the shibboleths of Rolls-Royce and Bentley, how the cars were engineered and built, how the company was run and, if it was to survive, what its customers actually wanted.

Spool back through the history of the British motor industry and 1983 will go on record as its nadir. In the midst of a global recession, Rolls-Royce and Bentley were fading, with conservative



**A full-size glassfibre mock-up of the Continental R alongside the Bentley Turbo R**

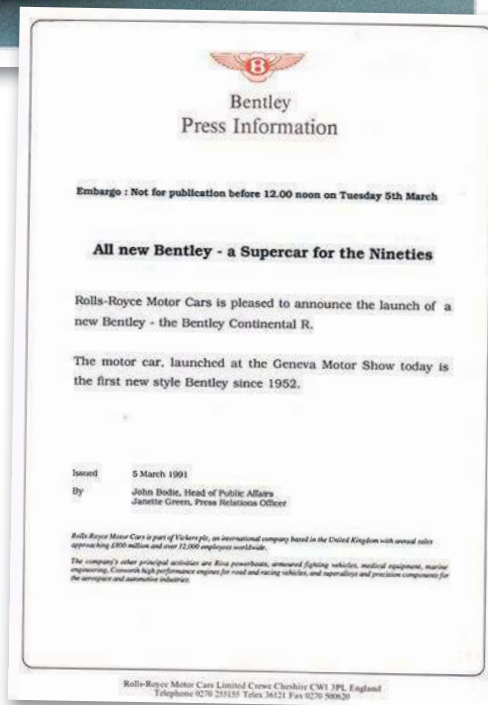


**One of the images used in the original press pack, issued to journalists in 1991**

management clinging desperately to a 'them' and 'us' philosophy of industrial relations and arcane working methods. Sales slumped from a projected 3400 cars to just 1500, and the workforce went on a crippling strike in the October and November – the first in 23 years, and a year after 1200 colleagues had been made redundant. If you walked into a Rolls-Royce or Bentley showroom, you could even – horror of horrors – get a discount.

It was at this point that Ward, Hart and Dunn walked into Pym's Lane with others like »

**Right: The press pack issued on March 5th 1991 hailed the R as a "supercar for the Nineties"**



# BENTLEY HISTORY CONTINENTAL R

John Stephenson, the company's first-ever product planning director. The trio came from different automotive backgrounds: Ward was the former head of Peugeot Talbot's Motaquip spare parts operation, Dunn was a leading light behind Ford's then revolutionary 'jelly mould' Sierra, and Stephenson had been part of BL's product planning department.

Until the early 1980s, Rolls-Royce Motors was predominantly engineering-led. Marketing and customers alike were told what they ought to have rather than customers getting what they wanted, with new-model introductions dictated by engineering timescales rather than a pre-determined sales strategy.

It was decided that a project team, led by John Lake, should be established at Mulliner Park Ward to investigate



**Project 90 – revealed in 1985 – showed how a bespoke Bentley coupé might look**



various niche products, with inputs from Ogle design, Jankel, Heffernan and Greenley. And as Bentley started to assert its independence through products like the entry-level Eight, there was a growing realisation that the marque's less formal grille brought great potential, particularly for a two-door coupé – an idea that eventually emerged as Project 90 at the 1985 Geneva Salon.

## ATTENTION TO DETAIL

Project 90 – or Black Rat as it was quickly dubbed at the factory – was more than just a concept car. By the time it appeared, it had gone through virtually a full engineering programme, including 200 hours of wind tunnel testing with quarter-scale models at Southampton University's facility prior to validation with a full-scale model at MIRA's wind tunnel.

Those early tests predicted a 0.35 Cd figure (not bad for such a bluff-fronted car) as well as revealing some serious shortcomings, including 80% higher rear lift than a Mulsanne Turbo and a 50% increase in yaw caused by the centre of pressure being significantly further forward. Various rear spoilers were tried but ended up diminishing the car's aesthetics, while concern over wind noise and dirt deposition demanded detailed work around the A-pillars and header rail from the design team.

**Left: Bentley's bespoke new coupé made headlines around the world upon its debut**

**“Spool back through the history of the British motor industry and 1983 will go on record as its nadir”**



Usually, designers aren't that fastidious about concept cars since that is exactly what they are: concepts. But to win Crewe's approval, John Stephenson knew that Project 90 had to look real, with a chance of series production based on the contemporary Mulsanne Turbo floor pan and running gear. This was a challenge in itself, as basic engineering requirements like the scuttle height, engine mounting and cooling package couldn't be re-engineered.

Meanwhile John Heffernan worked closely with Graham Hull and Martin Bourne from the Crewe design department to develop and design the car's lipstick red interior, using modified standard seating and fascia. It was such attention to detail that fooled the press at the '85 Geneva Salon into thinking that Project 90 was heading for production. What they didn't appreciate was that it had two different profiles, with one side having a less pronounced 'Coke bottle' effect over the rear haunches.

Nevertheless, the car was generally greeted with enthusiasm by the media. The Germans and Americans appreciated its post-modernist looks, although the British press thought it a little too retro. What none of us knew at the time, however, was that we were in for a six-year wait...

The camp was split in two over Project 90's future: John Stephenson was convinced that a limited-edition run of two- and four-door versions was viable, but Peter Ward as well as Heffernan and Greenley were less

**Bentley's proud boast was that the R offered "outstanding sporting performance"**



*Bentley's Grand Tourer for the 1990's combines a dedicated coupé body with outstanding sporting performance.  
By Warren Allport*

convinced: "Project 90 was fine for the 1980s but it wasn't a Bentley for the 1990s," Greenley was quoted as saying. Ward had more pressing matters on his mind, however, uppermost being a ten-year programme of investment, restructuring the factory and developing new models, as he explained to the author: "We had to have a solid infrastructure in place before we could even contemplate launching a top-

of-the-range Bentley coupé."

A more efficient component production and ordering process, called Manufacturing Resource Planning, was introduced in 1988 along with an almost continuous stream of model revisions. A new £20 million paint shop was opened and new work practices put in place, with demarcations between skills removed and new labour agreements signed. It was a £200 million gamble; »

## BENTLEY HISTORY CONTINENTAL R

but without it, Ward and his team were convinced that neither brand would have a long-term future.

### PROJECT NEPAL

Whilst Project 90 proved there was an appetite for a new Bentley coupé, there was a realisation that existing products needed updating. Heffernan and Greenley produced about ten proposals for future models, the majority being replacements for the ageing Corniche, a model that dated

**“We had to have a solid infrastructure in place before we could contemplate launching a top-of-the-range Bentley coupé”**

back in design (if not in name) to the late '60s. Between 1985 and '87, these gradually morphed towards Bentley, with a growing belief that if the Corniche was updated technically, its classic lines still had sales potential.

In 1986, Ward took over from Dick Perry as managing director, and twelve months later Project Nepal got the green light. Subsequent investment in tooling and engineering for the new coupé coincided, fortuitously, with global sales for both Rolls-Royce and Bentley growing in 1989 and '90.

Other changes were also afoot; the long-time head of design, Fritz Feller, had retired in 1984 but neither Graham Hull, manager of styling, nor Martin Bourne, assistant chief styling engineer, were promoted. Ward argued that freelance designers working with in-house experts would be a more imaginative design direction for each marque.

As Heffernan and Greenley busied themselves in a specially-built design studio at Hythe Road, developing what would eventually become the Continental R, Hull and Bourne were at Crewe investigating the feasibility of a two-door developed from a Mulsanne bodysell by raking the windscreen further back, combined with a modest 'Coke bottle' line over the rear haunches. Good as these were, the management encouraged Heffernan and Greenley's more radical approach for a heavily sculptured design fine-tuned by the clay modellers, who spent hundreds of hours highlighting the surfaces down to the last millimetre. Simultaneously, wind tunnel



The press launch of the Continental R attracted huge crowds at the Geneva Salon

These monochrome press photographs of '91 show the Bentley's elegant profile and handsome rear



 Bentley Continental R



 Bentley Continental R

lessons learnt from Project 90 were applied to quarter-scale models, and although 0.35 Cd was achieved, there was once again a problem with rear-end lift. To eliminate this, Heffernan and Greenley developed the fluted wing crowns leading to the large, flat rear deck whilst fine-tuning its relationship to the rear header and window, resulting in a 40% reduction in lift. While Graham Hull designed new cheater door mirrors that helped keep the side windows clear, Martin Bourne re-sculptured the radiator top tank and repositioned the vanes to obscure the mechanical hardware behind them. In the end, a Cd figure of 0.365 was achieved, significantly undercutting the saloon's 0.42.

The final digitalisation of the gloss black buck was undertaken by the experts at International Automotive Design, who did the body-in-white engineering, taking 35,000 readings off one side of the car to make this one of the most complex digitalisations ever undertaken by the firm.

The easy route for the interior would have been to transfer the Turbo R's in its entirety, but Ward and Hart were determined to have a unique four-seater with a through console and a floor-mounted gear shift. The interior concept might have been Heffernan's, but Hull and Bourne turned it into a true Bentley, with their fine detailing of



**The interior of the Continental R provided the ultimate in four-seater coupé luxury**

the veneers, leather and chromework. Similarly, the two obsessed about the external brightwork, wheels and location of the lights and indicators to ensure the project stayed true to Crewe's obsession with perfection.

## DRIVING DYNAMICS

If the Continental's styling was the most contentious issue, then its

dynamics were equally challenging. The original Mulsanne Turbo might have had an impressive turn of speed for such a bulky car, but its dynamics left much to be desired and came under Mike Dunn's scrutiny. Suspension design and development engineer Peter Hill worked alongside vehicle chief engineer Phil Harding to develop Bentley's and Rolls-Royce's suspension, culminating in »





## “Launching the car early and then telling customers they couldn’t have one for twelve months was a risky strategy”

the Automatic Ride Control that launched in 1990, appearing a year later in the Continental R.

Although Project Nepal was conceived to be essentially a re-bodied Turbo R floorpan, powertrain and running gear with a new wheel/tyre package (Avon Turbospeed 255/60 ZR 16), it quickly became apparent that the coupé suffered from a very harsh ride and no discernible improvements in dynamics caused by cracks appearing in the front section. Being a two-door, the car was stiffer from the A-posts rearwards, although the main problem was the front spring towers levering against the longerons, cured by using a pair of ‘shotguns’ running from the outer side of the spring towers back to the bulkhead.

The newcomer’s powertrain at launch was, to all intents and purposes, a carry-over from the saloon, with 314bhp at 4300rpm and 485lb. ft. torque at 2250rpm. The challenge was to find a transmission capable of coping with those loads, with Crewe

eventually settling on GM’s four-speed Hydramatic 4L80-E used in both car and light truck applications, suitably refined and developed over more than a million miles of testing.

### GLOBAL SUCCESS

As the development programme continued and more test mules were seen in public, there was growing concern that Project Nepal’s existence would be revealed ahead of its scheduled 1992 launch. Moreover, there were the first hints that the global market for luxury cars was shrinking. Although there was no sense of immediate panic at Crewe, at an operations meeting in October 1990 it was decided to debut the car at the following spring’s Geneva Salon – and impressively, the company’s engineering department met that challenge.

Launching the car early and then telling customers they couldn’t have one for twelve months was a risky

strategy at a time when the motor industry was in recession. Within two weeks of the Continental R being unveiled, however, 600 cars (two years’ worth of production) had been ordered, each with a £20,000 deposit. It was the first time that such a deposit had been demanded for either a Rolls-Royce or a Bentley, but was instigated in an effort to deter speculators from ordering several cars and forcing prices up beyond the quoted £160,000.

The Continental R family – encompassing various updates and new-model designations during its successful career – remained in production for an impressive twelve years, bringing welcome extra revenue to Rolls-Royce Motors thanks to its positioning at the very top of the new-car price lists. More importantly though, the Continental R helped to safeguard Bentley as a separate brand, its future reassured thanks to the vision and determination of Peter Ward and the team he gathered around him in the 1980s. ■

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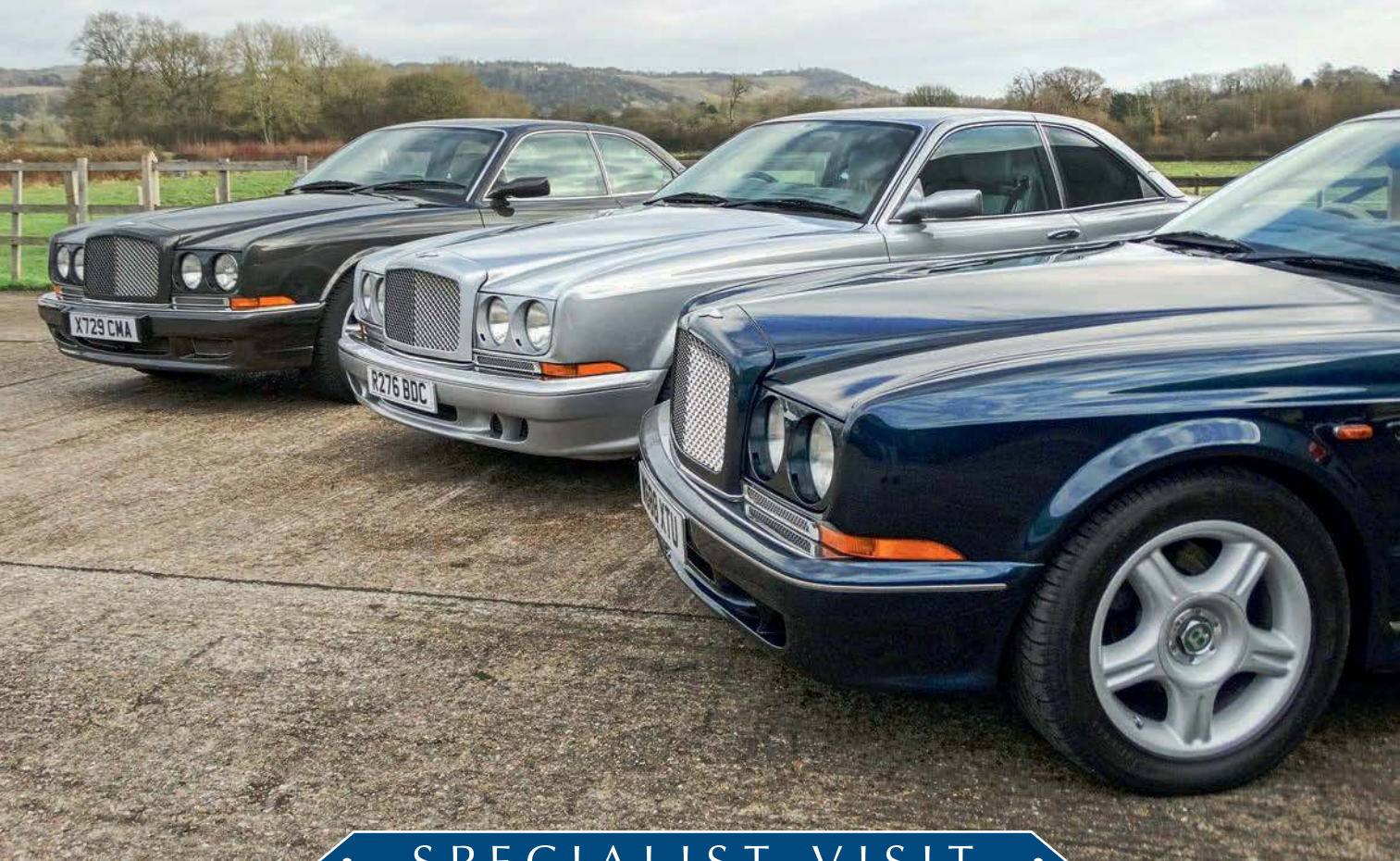
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• SPECIALIST VISIT •

# STORY OF SUCCESS

Two years on from our last visit, we take a trip to Surrey-based Royce Service & Engineering to find out more about the company and to catch up with its latest news and updates

WORDS & PHOTOGRAPHY: PAUL GUINNESS

**T**he classic Rolls-Royce and Bentley scene certainly isn't lacking when it comes to independent UK-based specialists, many of which have been in business for several decades. That's certainly the case with Royce Service & Engineering, the marque specialist founded by Paul Brightman and Patrick Lloyd-Jacob more than 35 years ago, since when the company has expanded, moved premises and added to its workforce in order to meet the increased demand for its services over the years.

These days, of course, Royce

Service & Engineering is well known in classic Rolls-Royce and Bentley circles for selling high-quality cars, as well as offering maintenance and restoration facilities within its dedicated workshops. But it's taken a huge amount of hard work, dedication and determination to get to this stage, not to mention the sheer bravery of Paul and Patrick giving up full-time jobs and going into business together at a remarkably young age.

"We first met when each of us tried to gain an apprenticeship at Jack Barclay," recalls Paul. "That was in 1976, at a time when there'd be anything up to 300

applicants for no more than sixteen apprenticeships. Neither of us managed to get in that year, but Jack Barclay knew how determined we were and suggested we worked on the forecourts for a year. It was a way of getting us involved in the company's customer service side, which meant working on the petrol pumps, as well as checking the oil and cleaning the windscreens of clients' cars. Once we'd done that, the company would hopefully offer each of us an apprenticeship the following year."

Everything went to plan, with both Paul and Patrick beginning their three-year apprenticeships at Jack Barclay in





This stunningly presented Silver Shadow has covered just over 20,000 miles from new



Patrick (left) and Paul first went into business together back in the early 1980s

1977, after which they remained with the firm as full-time employees. Both youngsters were passionate about all things Rolls-Royce and Bentley, and each became highly skilled when it came to servicing, maintaining, repairing and restoring models of all ages. There was, however, a desire to create something special for themselves, and so in 1983 the twosome formed the partnership that would lead to the success of today's Royce Service & Engineering.

"We had no money really," explains Patrick, "and so we got an overdraft facility and leased a 2000-square-foot unit in Ashted, Surrey. We were both 24 then, and didn't have a business plan as such. We just knew that we wanted to work on Rolls-Royce and Bentley cars, and offer their owners a top quality service."

With each of them working up to 80 hours a week, Paul and Patrick's business became increasingly successful, hence the need for some extra space by 1986. The end result was a move to Ashted High Street, while further expansion saw the company occupying three separate buildings in order to house the workshops, stores and – from 1989 onwards – the cars that Paul and Patrick began offering for sale. At that point they were able to provide customers with an entire package, from selling them their ideal car to keeping it maintained, serviced and repaired, as well as taking on restoration work.

## FINAL MOVE

As the company grew, so Royce Service & Engineering began employing extra technicians and other specialists. But being based across three separate



The workshop boasts a team of highly experienced Rolls-Royce technicians

buildings wasn't ideal, even if they were all fairly local to each other, as Paul explains: "We never seemed to be in the right place at the right time, and so we decided to look for a new location where all aspects of the business could come together."

The final move for the company occurred in 2001, when Paul and Patrick acquired a dormant farm in Betchworth, Surrey, a village located roughly halfway between Dorking and Reigate. Not only was it an ideal location geographically, with easy access to the motorway network as well as London airports, the premises themselves were perfectly suited to the long-term future of Royce Service & Engineering.

A large barn now houses the cars for sale, as well as those that customers

pay to have stored on-site (another service offered by Paul and Patrick), while converted stables contain the company's smart reception and office areas. A dedicated valeting bay has been added, enabling both customer cars and sales stock to be cleaned and immaculately presented, while at the rear of the premises lies the company's restoration area. "The restoration side of the business is always popular with our clients," says Paul, "with the latest arrival being a Corniche convertible from Hong Kong."

A further barn transformation is home to the impressive workshop area, with no fewer than six ramps – some of which have been replaced since our last visit – enabling numerous customer cars to be worked on at once. A room »

## SPECIALIST VISIT ROYCE SERVICE & ENGINEERING

to the side contains the company's stocks of spares, although twice-daily deliveries of genuine factory parts from Jack Barclay reduce the chances of any workshop delays.

Royce Service & Engineering has even expanded into having certain items exclusively remanufactured, including the rear spring cups (to replace the rusty originals) for all Silver Spirit-based models, and often investigates supplying items that are no longer available. The company also uses parts manufactured by fellow members of the Rolls-Royce & Bentley Specialist

Association, providing another guarantee when it comes to quality.

### WIDE RANGE

Royce Service & Engineering obviously has a full team of technicians, each one trained as a Rolls-Royce and Bentley expert, as Paul explains: "We've got six people in the workshop now, as well as all the specialist equipment needed to undertake any job, from general servicing to full restorations. We're very proud of our reputation, and have been involved in preparing numerous national

conours winners over the years." This has included engine bay detailing, with customers often entrusting the team to transform the underbonnet of their otherwise immaculate looking classics: "We've had some clients with very nice cars that really look the part, but when they lift their bonnets at shows they realise their engine bays aren't up to concours standard. We're more than happy to do all the hard work for them."

The good news for owners is that Royce Service & Engineering can work on the vast majority of post-war Rolls-Royces and Bentleys, although there's



Great care is taken with every car that passes through the workshop



This 85,000-mile Bentley S1 of 1957 vintage has an asking price of £48,950



This Bentley convertible is one of the rarer members of the 'SY' generation of cars



Paul's involvement with Rolls-Royce and Bentley began as a Jack Barclay apprentice



## “Royce Service & Engineering can work on the vast majority of post-war Rolls-Royces and Bentleys”

less focus on the most recent models: “We’re so heavily involved with the older classics that we’ve moved away from the Continental GT and Flying Spur era, although we’ll still advise clients and are happy to act as an agent for those later cars when required,” explains Paul. “Our emphasis is very much on the post-war classics, up to and including the Silver Seraph and Arnage. The Silver Cloud and Silver Shadow

generations are particular popular with our customers, as are the SZ cars and, of course, the Continental R and T.”

Aside from offering a high standard of workmanship, Paul and Patrick also insist on providing each client with a very personal service experience: “As partners, one of us will personally inspect each vehicle and report directly to the owner, with a full breakdown of work required, the costs involved

and so on. We also carry out a road test on every vehicle ourselves. And we find there are plenty of customers who also appreciate our free collection and delivery service for any car booked in for work.”

### CAR SALES

Another important part of the company’s turnover is obviously the »



This ‘wide body’ Continental R Mulliner looks glorious in Deep Aqua with Barley hide



£61,950 will get you behind the wheel of this superb 56,000-mile Continental R

## SPECIALIST VISIT ROYCE SERVICE & ENGINEERING



**Royce Service & Engineering has been at its current Betchworth base since 2001**

sales side of its business, with a wide selection of Rolls-Royce and Bentley classics always available. At the time of our most recent visit, there was an excellent assortment of 'SY' and 'SZ' models in particular, with the latter including a 47,000-mile example of the long-wheelbase Bentley Turbo RL, a 1997 model priced at £21,500.

Among the 'SY' classics, meanwhile, was a concours-winning 1972 Silver Shadow, a genuine 20,000-mile car that can be yours for just shy of £45,000 – and which we'll be featuring in our next issue. For anyone craving something a little older, meanwhile, a 1957 Bentley S1 (in Shell Grey over Tudor Grey) with 85,000 miles under its wheels looked tempting value at £48,950.

The Continental R and T range is particularly popular among Royce Service & Engineering's clients, with three excellent examples in stock as this issue goes to print: a 2000 Continental R at £61,950; a Continental



**The ultimate coupé of the '90s might just be this 28,000-mile Continental T from 1998**

R Mulliner 'wide body' from the same year at £92,950; and a 28,000-mile Continental T from 1998, offering arguably the ultimate spec of its time and available now for £104,950.

Each of the cars on sale at Royce Service & Engineering is presented to a high standard, which helps explain why so many customers are willing to travel significant distances in order to buy from Paul and Patrick – with plenty of interest from overseas buyers, too.

Two years on from our last visit, it's good to see this long-established specialist company still enjoying success, with its workshops being

particularly busy all year round. Paul and Patrick pride themselves on the personal touch they offer – and almost four decades after setting up in business together, that's as important to them now as it's always been. ■

### THANK YOU

We're grateful to Paul Brightman and Patrick Lloyd-Jacob for our recent guided tour of Royce Service & Engineering. For more information on the company's various services or to view the latest cars for sale, go online to [www.rsandc.co.uk](http://www.rsandc.co.uk) or call +44 (0)1737 844999.



**Paul and Patrick always have a wide selection of post-war classics in stock**



**The company has its own valeting bay for preparing both customer and sales cars**

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• PART 5 •

## PROJECT SILVER SHADOW II: IN THE FIRING LINE

A stable and hugely quietened exhaust system brought to light a misfire on this 1980 Silver Shadow II, which also now benefits from a fully overhauled ignition system

WORDS & PHOTOGRAPHY: DAN FURR

With my Silver Shadow II wearing a finely fettled stainless steel exhaust system, brand new manifolds and renewed supporting hardware, the drive back from the Lincolnshire workshop of independent Rolls-Royce and Bentley exhaust manufacturer, Servicentre, was an absolute joy. No longer was I subject to lumpy engine operation and the distinct sound of blowing exhaust joints resulting from corroded and compromised factory pipework. Power was restored and the note emanating from the car's back end was a delight.

Combined with the significant overhaul of the car's mechanical components and the comprehensive blitz of its suspension and braking systems at Rolls-Royce servicing and sales outfit, Colbrook Specialists, this latest round of work at Servicentre has resulted in the car running better

than at any other time during my ownership, which reaches five years at the point this issue of *Rolls-Royce & Bentley Driver* goes to print. Time flies almost as fast as a Continental R...

Quieter (less embarrassing) operation and a smoother ride is obviously hugely welcome, but after coming down from the high of automotive bliss, I couldn't help but notice what seemed like a slight misfire under load. As you'd expect, the car was treated to a major service at Colbrook's Stilton headquarters, where new NGK spark plugs were added to a huge parts pile; but the effects of the blowing exhaust joints, cracked nearside manifold and leaking offside manifold gasket appear to have been masking an ignition fault. Flicking through the car's substantial history file, I can find no evidence of new ignition system components, save for a set of NGK leads many, many moons ago. With this in mind, and working on the

assumption that much of what was in place could well be original equipment, I reasoned a thorough overhaul of the ignition system was in order.

Leading independent Rolls-Royce and Bentley spares specialist, IntroCar, came to my aid with the required parts. I ordered a new set of HT leads (including the separate king lead), a new distributor cap, a new distributor rotor arm, a new ignition coil and fresh set of NGK spark plugs. Delving deep into the engine bay, the coil in place had clearly been in operation for many years, with muck-coated terminals and a pitted casing suggesting renewal was long overdue.

### SETTING TO WORK

Removal of the offending items wasn't particularly tricky, but it was very messy due to previous owners neglecting to keep the car's engine »





**1**  
Supplied from IntroCar's Prestige Parts range, the new ignition coil was shipped with a selection of new terminal fasteners



**2**  
The new distributor cap was another low-cost part direct from IntroCar's constantly expanding Prestige Parts portfolio



**3**  
Rotor arms are a thorn in the side of many owners of classic cars, but replacing this oft-failed part is a quick, easy and cheap process



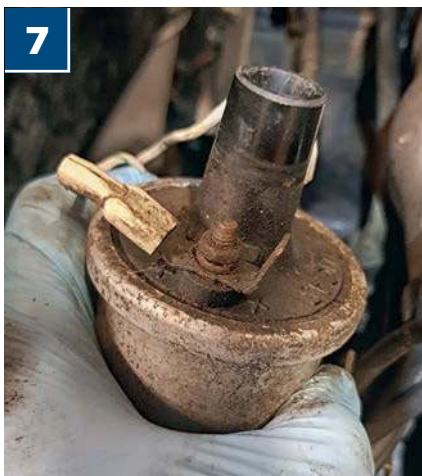
**4**  
If buying a new set of ignition leads, check whether or not the kit you're investing in is supplied with a new king lead



**5**  
NGK's trusty BPR5ES offering is the go-to spark plug for many Rolls-Royce and Bentley models



**6**  
This set of new OEM-specification ignition leads from IntroCar completed this part of the puzzle



**7**  
The old ignition coil and its terminals had seen better days; replacement of this low-cost part appears to be well overdue



**8**  
The new IntroCar ignition coil (left) and the old part side-by-side on the workshop floor



**9**  
A universal joint on the end of a ratchet extension will assist with removal and installation of ignition coil mount bolts

**10**



Here are the terminal connectors supplied with the IntroCar ignition coil...

bay clean. An oily film of dirt covered pretty much every visible surface, which is why I opted to rid items of muck as I went along. The ignition lead trunking attached to each rocker cover, for example, was in a terrible mess, as were the rocker covers themselves, their raised grey-silver Rolls-Royce lettering seemingly colour-matched to the black surrounding them. I was unhappy about introducing new and perfectly clean equipment to filth, and so out came the carb cleaner (excellent for clearing component surfaces free of unwanted residue), a scrubbing sponge and plenty of elbow grease.

A ratchet angle extension was required to undo the ignition coil mount, which is a two-bolt affair. Pulling the part free provided extra space to play with when unscrewing the clamps that help to direct the ignition leads from the distributor cap to each spark plug. For two very good reasons, I was careful not to remove the leads from the cap itself. Firstly, when they were free of the engine bay, I wanted to check that the leads were in the right order; but I was also keen to keep the old lead and cap combo as a point of reference when installing the new parts.

Unclipping the cap and pulling it free revealed the old rotor arm. A pull-off, push-on fix, the old part looked a little dog-eared, but there were no cracks in the plastic body, which as many owners of old cars will tell you, is a common complaint. Thankfully, a new rotor arm can be picked up for as little as twenty quid, so if you're about to embark on a process of elimination to detect the source of an ignition

**11**



...and here are two of them fitted to the car's ignition coil wiring

**12**



With the distributor cap unclipped and pulled to one side, the old rotor arm (right) could be removed and replaced with the new part (left)

**13**



The new distributor rotor arm shown in its new home

**14**



To gain access to all spark plugs on the offside bank, you'll need to remove intake pipework – a simple case of loosening jubilee clips and pulling hoses to one side

**15**



You also need to remove the hot air duct for the air cleaner, freeing the part from its position above the offside exhaust manifold



**16** Earth straps are fastened to the rocker cover on each side of the engine, occupying the same spot as the rear mounting point for each ignition lead tube trunking



**17** With the old ignition leads pulled clear, it was time to clean the tube assemblies in advance of them being united with the new set of IntroCar leads

fault, you could do a lot worse than this quick and easy fix, which might save you valuable time (and money).

With earth straps unfastened, various nuts and bolts unscrewed, leads pulled from their respective spark plugs and the old ignition components put to one side, I continued cleaning the rocker covers and surrounding metalwork, simply to clear the worst of the mess before introducing the new ignition parts beneath the bonnet of the large barge. Perhaps surprisingly, the HT leads caused the biggest headache, not only as a consequence of their convoluted routing in a confined space (the aforementioned trunking isn't particularly generous with the space allocated for each bank of leads), but also due to the exceptionally tight

## “Flicking through the car’s substantial history file, I can find no evidence of new ignition system components”

rubber cable support assembly used to tidy the offside set of leads. Feeding them into one end of the rubber sleeve is no problem, but the other? It was tighter than a clam with lockjaw! The spark plugs weren't a straightforward removal or installation either, requiring the elimination of intake pipework before access could be achieved.

Carefully observing the correct placement of leads on the distributor cap and ensuring the right lead

met the right spark plug (I hope the illustration overleaf serves as a useful point of reference if you're planning to do the same job), I installed the last of the new parts. Those of you starting with a clean engine bay and not being concerned with taking photographs every two minutes will undoubtedly achieve success far quicker than I was able to manage from within the cosy confines of my workshop, but I'm delighted to report »



**18** Not a degreaser in the traditional sense, but if you're looking to clean the surface of oil-covered components, then carb cleaner takes a lot of beating!



**19** Carb cleaner, a scrubbing sponge and elbow grease made light work of the decades of grime covering the car's ignition lead trunking



**20** New and old spark plugs alongside one another; the colour of the used plug is to be expected after a long overdue tune-up following years of lack of use

# WHAT IS AVAXHOME?

# AVAXHOME-

the biggest Internet portal,  
providing you various content:  
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21

22

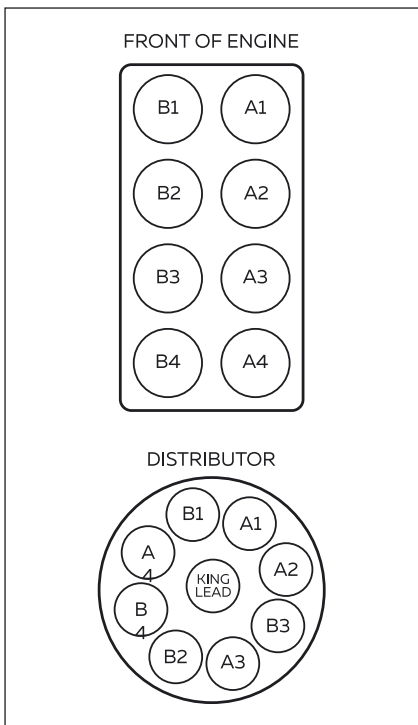
The awful state of the car's engine bay, with decades of dirt left to fester by previous owners; a full detail is on the cards, but for now a decent clean-up was a priority

It won't win the car any concours competitions, but a wipe around in the engine bay removed most of the grime the new parts were otherwise likely to come into contact with



23

Observing the correct firing order and checking the vintage leads and distributor removed from the car, the helpfully labelled ignition leads were connected to the new cap



24

Dealing with dirt aside, perhaps the most challenging part of the job was feeding four chunky ignition leads through the very tight rubber cable support assembly

successful completion of the job and the elimination of the troublesome misfire.

It might have been a wet, muddy and cold day in November, but half a tank of petrol gave me all the excuse I needed to hit the road for a long, leisurely test drive. Now all I have to do is decide what job to carry out in advance of the next *Rolls-Royce & Bentley Driver* project update. Yep, my to-do list is still very, very long. Watch this space... ■

## THANK YOU

We're grateful to the following for their input and assistance: IntroCar (tel. 020 8546 2027, www.introcar.co.uk), Servicentre (tel. 01754 820798, www.rrexhausts.co.uk).



25

With the work complete and a leisurely test drive along muddy roads proving successful, it was time to pop the car away before planning the next job in the saga

# PARTS SOURCING

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

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 who have unique skills and equipment which enables 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/prestigeaparts](http://bit.ly/prestigeaparts)).

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.

The most recent *Prestige Parts®* additions are Polyurethane Suspension Bushes for the Arnage and Seraph. Dubbed as 'Lifetime' bushes thanks to the longer lasting material but also easier to fit due to the adapted and improved design: [bit.ly/lifetimesuspensionbush](http://bit.ly/lifetimesuspensionbush).

Another design improvement upon an existing range of products are our coolant hoses for six-cylinder cars. Remanufactured to concours level design, featuring the characteristic stockingette material, external convolutions and also meeting the modern standards for internal cotton reinforcement.

All our remanufactured products are available

online alongside over 245k original, recycled and reconditioned options for these cars. 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](http://bit.ly/1945_55)  
 Models 1955-1965: [bit.ly/1955\\_65](http://bit.ly/1955_65)  
 Models 1965-1980: [bit.ly/1965\\_80](http://bit.ly/1965_80)  
 Models 1980-2003: [bit.ly/1980\\_03](http://bit.ly/1980_03)  
 Models 1997-2010: [bit.ly/1997\\_10](http://bit.ly/1997_10)  
 Models 2003 onwards: [bit.ly/2003on](http://bit.ly/2003on)

### TECHNICAL

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### COMMUNITY

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 Saving Pandora: [bit.ly/SavingP](http://bit.ly/SavingP)

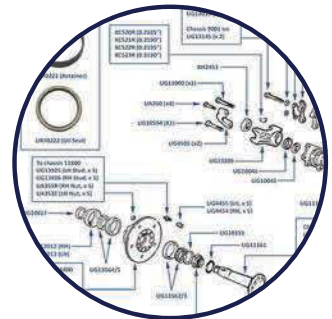
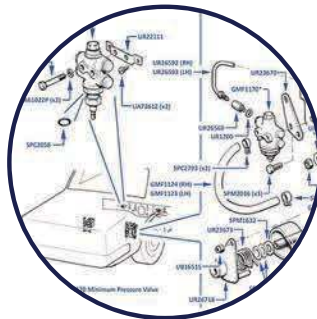
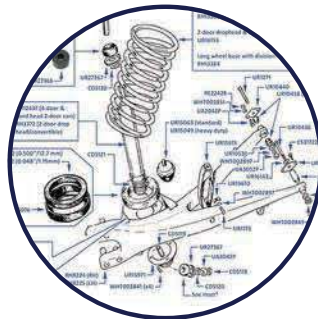
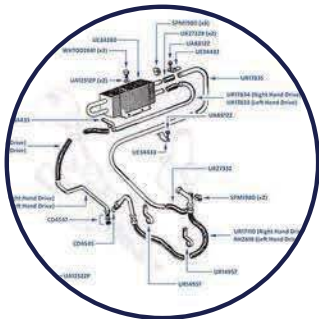
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# PUTTING ON A SHOW

The RREC reports on a successful three days at the annual Classic Motor Show, the UK's traditional end-of-season indoor event

The crowded Rolls-Royce Enthusiasts' Club stand was buzzing with activity at the NEC's Classic Motor Show in November, one of the major attractions being a highly bespoke brand new Ghost Black Badge provided by Rolls-Royce Motor Cars. A team from the Goodwood factory was on hand to answer questions from show visitors about the Dark Emerald and Black Diamond car, which featured a Seashell and Black interior with Technical Fibre veneer.

The Ghost was introduced at

the Frankfurt Motor Show in 2009 and quickly went on to become the most popular model of the modern Goodwood era. Like all Rolls-Royce Black Badge models, the Ghost Black Badge is differentiated from standard cars by having more power and torque, with a drivetrain and chassis specially tuned to be even more responsive.

Historic cars on the Club stand included a Rolls-Royce 20hp, a Silver Ghost and a Silver Spirit II, while Bentley was represented by a 3½ Litre, an R-Type, an Azure and a Continental GT,

all belonging to club members. Hundreds of people enjoyed the chance to see these cars at close quarters, and were free to touch them, see inside and feel the quality for themselves throughout the three-day show. During this time, the club was delighted to welcome 23 new members, all of whom joined the RREC while visiting the stand.

Visitors also flocked to get a close look at the pristine 6.75-litre Silver Spirit V8 engine in full working order on display. This wasn't any old Silver Spirit engine, however, as it originated from the original press car, registered 100 LG. It has been fully restored by teenagers Jonathon O'Neill and Matthew Gleeson, who are both apprentices with independent Rolls-Royce and Bentley specialist, Nigel Sandell.

The pair spent 160 hours stripping, cleaning and rebuilding the engine to as-new condition, and in recognition of their achievement they were jointly named Sir Henry Royce Memorial Foundation Apprentice of the Year 2019. The prestigious award was presented to them on the Live Stage at the show, while the engine will now be put on display at the RREC's headquarters at The Hunt House, where it will be used for demonstrations and instruction at future technical seminars. ■



The RREC's stand at the Classic Motor Show saw the club recruiting 23 new members



Sir Henry Royce Memorial Foundation Apprentices of the Year, Jonathon O'Neill (left) and Matthew Gleeson, with Nigel Sandell (centre)



The Ghost Black Badge on loan from Rolls-Royce Motor Cars attracted plenty of attention





THE INTERNATIONAL CLUB FOR  
ROLLS-ROYCE  
& BENTLEY  
ENTHUSIASTS

# Annual Rally & Concours d'Elegance

SAVE THE DATE  
19 - 21 JUNE 2020 - BURGHLEY HOUSE



# ALL REVVED UP

Not content with the many highlights that made last year so special, the BDC has the pedal fully to the metal, with its members looking forward to another packed calendar in 2020



The dust has finally settled on a momentous 2019 for the Bentley Drivers Club, which helped to celebrate the centenary of Bentley Motors in truly fitting style. And although we're already looking forward to a packed calendar for 2020, it's a good time to look back on last year's combination of records, awards and magnificent events for the BDC, the most memorable being the world-record Bentley gathering of 1321 cars at the club's Concours

d'Elegance at Blenheim Palace

Other highlights included three legendary pre-war race cars sharing a racetrack for the first time during a Cavalcade of Titans run at the BDC Silverstone race meeting; three magnificent club members' Bentleys (a 3 Litre short chassis, R-Type Special and Continental T) adorning the club stand at the NEC Classic Motor Show; and the Centenary Extraordinary Drive, comprising a two-week tour from John O'Groats to Brooklands, the scene of

many pre-war Bentley racing triumphs.

We can't forget, of course, the BDC winning the Club of the Year accolade at the Historic Motoring Awards, nor being runner-up in the Motoring Spectacle of the Year at the RAC Historic Awards for its Concours d'Elegance event. On the back of such remarkable achievements, the BDC's stock has arguably never been higher, perfectly illustrated by the signing up of an encouraging number of new members throughout the year.

The club will not, however, be resting on its laurels, and is determined to build on the successes of 2019 by continuing to offer both new and established members much to enjoy this year. Top of that list will inevitably be the Concours d'Elegance, which will return to its traditional June slot, although this year's venue is still to be confirmed at the time of writing. Meanwhile, the BDC's 72nd consecutive Annual Race Meeting at Silverstone has been set for Saturday 8th August.

Also on the agenda in the coming weeks and months are a Competitions Day on Saturday 25th January and the club's AGM on Saturday 25th April. At both events, motorsport awards and prizes from the 2019 season (including BDC Silverstone) will be presented. And talking of motorsport, the club's traditional and popular MIRA Sprint day – which normally draws a strong field of around 100 entries – has been scheduled for Saturday 16th May.

Club chairman, Richard Parkinson, acknowledged that last year was a special one for the BDC, but stressed there is still much to look forward to in 2020: "We were incredibly pleased with our achievements in 2019, a year which will undoubtedly go down as one of the most significant in the club's history," he said. "But with ever more new members signing up and joining our established faces, we are confident that this coming year will prove yet another existing and busy one for the club." For more details or to join, go online to [www.bdcl.org](http://www.bdcl.org). ■



A world-record Bentley gathering at its Concours d'Elegance was the high spot of the club's 2019 season

# Bentley

## DRIVERS CLUB

THE  
HISTORIC  
MOTORING  
*Awards*  
2019  
CLUB  
OF THE YEAR  
WINNER

**F**ounded 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 already in the Club's calendar for 2020, 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**



**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

## TOTAL ISOLATION

As part of a large-scale new Silver Shadow brochure issued by Rolls-Royce in 1969, this particular double-page spread focused on the car's ability to isolate its occupants from the outside world. The close-up image was very effective in that respect, showing a chauffeur-driven Silver Shadow tackling heavy rain at speed, while those on board relaxed in lavish luxury. The text

accompanying the photograph explained that the Silver Shadow "defies external conditions", creating a world of its own: "Smooth, silent, luxurious, yet swift and businesslike".

The brochure covered the entire Silver Shadow line-up, which at the time comprised the standard- and long-wheelbase four-door saloons and the two-door saloon and convertible, the latter pair featuring

"coachwork by H.J. Mulliner Park Ward". Whichever version you chose, Rolls-Royce promised that "beneath the gleaming finish and luxurious interior of the Silver Shadow is some of the most advanced automobile engineering in the world". Combine that with "unique standards of workmanship" and it was easy to see why the brochure hailed the Silver Shadow as "the best car in the world".



## WHEN SHOULD YOU TRADE IN YOUR 1976 ROLLS-ROYCE?

When most people purchase a new automobile, they already know how long the relationship will last. They recognize, from the outset, that the car they drive out of the showroom today will rapidly lose both its value and its appeal.

Fortunately, there is an exception to this rule. The Rolls-Royce Silver Shadow or the Rolls-Royce Corniche. Traditionally, these cars have been designed, engineered and built not for the moment—but for the ages. Of all the Rolls-Royce motor cars built since 1904, more than half are still on the road. Perhaps this is why the Rolls-Royce holds its resale value better than any ordinary luxury car.

**1979** After just 3 years, most luxury cars have been separated from their original owners in the classic syndrome of trade-in or trade-up.

Meanwhile, you and your Rolls-Royce are still enjoying the honeymoon. Practically every day you're still discovering new Rolls-Royce features: A sympathetic green light that comes on when your fuel supply is down to three gallons, an automatic speed control system, eight different adjustments for leg room, seat height and angle. Your Rolls still smells like a new car with its English-leather bucket seats, all-wool carpets and rare wood work.

**1986** Maintenance is important with any car. Your Rolls-Royce owner's manual reminds you that after every 96,000 miles you should fit new flexible hoses into the braking systems. It is interesting to note

that every Rolls carries not one, but three, independent braking systems, including two sets of massive disc brakes.

**1994** An automobile with 180,000 miles under its belt can usually be expected to develop some rather disturbing noises and mannerisms.

Your Rolls-Royce will surprise you. The front and rear suspension systems will continue to support you with unflappable dignity, regardless of speed. The aluminum V-8 engine will purr in muffled silence, responsive to your every wish.

**2011** Any 35-year-old car, which is still on the road, is certain to make heads turn. But it won't be dated styling which people will admire in your Rolls. It won't even be the miracle of mechanical endurance, for this has come to be expected from these fine motor cars. Rather, your Rolls will represent a worthy and almost timeless investment in the highest art of 4-wheeled transportation.

At your earliest convenience visit your Rolls-Royce Dealer (check listing on opposite page). And at the same time send for the 388-page, leather-bound Owner's Manual—a virtual encyclopedia of fascinating information on the specifics, maintenance and operation of this legendary motor car. Mail \$20 to Mr. Lynn Perkins, Public Relations and Advertising Manager, Rolls-Royce Motors Inc., Department S388A, Box 567, Farmingdale, N.Y. 11735.

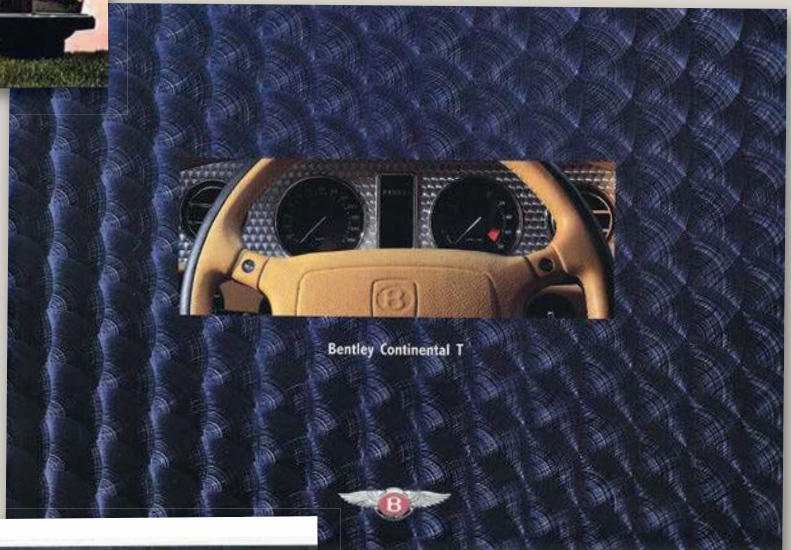


## WHEN SHOULD YOU SELL?

This American-market advert posed an interesting question: "When should you trade in your 1976 Rolls-Royce?" Issued that year, it went on to offer several suggestions, including 1979 – at which point your three-year-old Silver Shadow "still smells like new". So how about 1986? Your ten-year-old car might have almost 100,000 miles under its wheels by then, but being a Rolls-Royce it would still be in fine fettle. The advert suggested you might even want to keep your Silver Shadow until 2011, by which time it would be 35 years old. But the ad insisted that "it won't be dated styling that people admire" about your car, but rather the fact that your Rolls-Royce represents a "worthy and almost timeless investment in the highest art of four-wheeled transportation".

## ULTIMATE POWER

This issue's look at the development of the Continental R and its 1991 launch (starting on page 64) is a fascinating read, featuring lots of background information about Bentley's first bespoke coupé since the 1950s. What was arguably the ultimate version, however, didn't arrive until late 1996 in the form of the Continental T, featuring a wheelbase four inches shorter than that of the R, as well as



Bentley Continental T



noticeably extended wheelarches.

Under the bonnet of the Continental T was a tuned version of the venerable V8 delivering 400bhp (raised to 420bhp in 1998), combined with a weight saving of 90kg over the standard Continental R. It was noticeably more responsive to drive, aided by what this launch-year brochure described as "lowered and firmer suspension", as well as a wider track. This was a "single-minded machine", insisted Bentley, boasting that the high-performance Continental T was a "thoroughbred that makes few compromises and accepts none from its driver".

**INTERESTING FIND**

The 1971 launch of the Corniche was a particularly important event for Rolls-Royce, coming just weeks after the collapse of the company and the appointment of an official receiver. Although the Corniche was effectively an updated and re-badged version of the Silver Shadow-based MPW two-door models, similarly available in hardtop and convertible guises, its debut demonstrated confidence from Rolls-Royce, announcing to the world that the company's car-making division was fighting back.

This launch-year brochure explained that the Corniche was "completely assembled and finished by hand to exacting standards", with such attention to detail as a paint finish "made up of



**Specification**

**ENGINE**

Eight-cylinder 90° V-unit with overhead valves, hydraulic tappets. Bore 4.1 in. (104.1 mm). Stroke 3.9 in. (99.1 mm). Cubic capacity 412 cu. in. (6 750 c.c.) compression ratio 9.0:1. Cylinder block of high silicon content aluminium alloy with wet cylinder liners of cast iron. Aluminium alloy cylinder heads with austenitic steel valve seats. A nitride hardened chrome molybdenum forged steel crankshaft runs in five main bearings. Oil pump with helical displacement gears and integral relief valve feeds high pressure oil to the camshaft, connecting rods, crankshaft bearings and engine gears. Full flow oil filter. Coolant circulation maintained by a centrifugal pump mounted in tandem with fan and twin V-belt auxiliary drive. Viscous coupling to fan drive. Twin SU carburettors, automatic choke for cold starting.

**TRANSMISSION**

Automatic torque converter transmission providing three forward speeds and reverse. Large diameter propeller shaft with needle roller universal joints. Hypoid bevel final drive. Electrically operated gear selection by lever mounted on steering column. Overall gear ratios —  
1st 7.64:1 3rd 3.08:1  
2nd 4.58:1 Reverse 4.41:1  
Torque converter multiplication at stall 2.04:1

**SUSPENSION**

Independent front suspension by double wishbones, coil springs and telescopic hydraulic shock dampers mounted on the front sub-frame. Suspension design incorporates anti-dive characteristics. Independent rear suspension by trailing arms, coil springs and telescopic hydraulic shock dampers mounted on the rear sub-frame. Suspension design incorporates anti-lift characteristics.

**Rolls-Royce Corniche Two-Door Saloon and Convertible with coachwork by H. J. Mulliner. Park Ward**

**HEIGHT CONTROL**

Two speed automatic height control operated by engine driven hydraulic pump maintains optimum ride height and attitude regardless of loading. Fast height control when doors open or neutral gear is selected.

**STEERING**

Power assisted, rotary valve, integral ram steering box. Mechanical elements by low friction recirculating ball. Three and a half turns of steering wheel lock-to-lock. Turning circle 38 ft. (11.58 m).

**WHEELS AND TYRES**

15 in. steel disc wheels on five studs carrying 205 x 15 radial ply tyres.

**BRAKES**

Triple hydraulic system including two independent power circuits and one direct master cylinder circuit. One power system provides 53% of the total braking, operating one caliper on each front disc and part of the rear brake, whilst the other power system provides 33% of the total braking, operating the other caliper on each front disc. The direct master cylinder to part of the rear brake provides 16% of the total braking. 11 in. (27.9 cm) damped discs on all four wheels. Deceleration concisor, pressure limiting valve prevents premature rear wheel locking. Mechanical handbrake.

**COACHWORK**

Four seat, 2-door coachwork of stressed steel monocoque construction. Boot lid, doors and windows of aluminium alloy. Individual front seats electrically adjustable for height, tilt and forward/rearward movement with backrest mutually adjustable. Upholstery in English hide. Deep pile wool carpets. Walnut veneer facia and garnish rails. Extensive application of

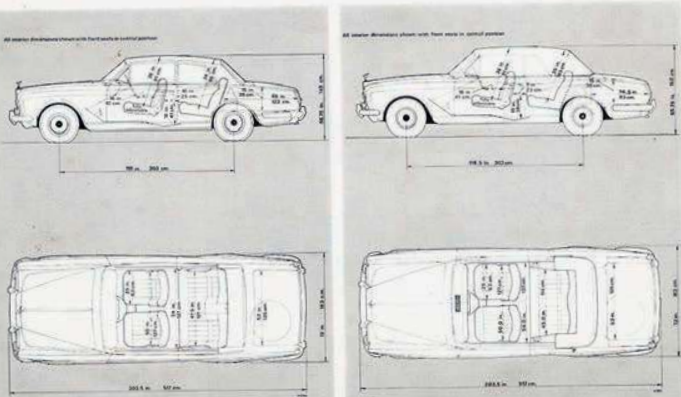
energy absorbing material to facia, doors, and backs of front seats. Rear window of saloon electrically demisted. Electrically operated windows, rear quarterlights, central door locking system, and radio aerial. Full air conditioning. Convertible has power operated hood in Everflex with cloth lining.

**ELECTRICAL EQUIPMENT**

12-volt negative earth fully fused. Automatic voltage regulation of generator current. Starter motor with pre-engagement solenoid. 71 ampere-hour battery. Twin electric fuel pumps. Four headlamp system. Foot controlled dipping switch with safety circuit. Direction indicator switch on steering column. Side lamps and front direction indicators in combined unit in nose of front wings. Two fog lamps mounted on front valance (standard except in certain markets where they are available as extras at no extra charge). Combined stop and tail lamps in rear wings and separate reversing lamps. Windscreen washers and two-speed wipers. Warning lamps on facia for hydraulic accumulator pressures, engine oil pressure, coolant level, ignition and handbrake on/stop lamp failure. Anti-theft provision incorporated in gear-range selector circuit. Solenoid operated fuel filler flap. Radio with four speakers. Stereo tape deck installation optional. Cigar lighters in smoker's companion between front seats and on rear armrests. Two-door Saloon has one interior roof-lamp and two courtesy lamps. Convertible has one courtesy lamp in each door and two interior roof lamps.

**CAPACITIES**

Fuel 23½ Imp. gall. 28 U.S. gall. 107 litres  
Engine oil 14½ Imp. pints 17½ U.S. pints 8 litres  
Transmission fluid 19½ Imp. pints 23½ U.S. pints 11.2 litres  
Coolant 28½ Imp. pints 34½ U.S. pints 16 litres



**E. R. NICHOLSON**

All Rolls-Royce and Bentley motor cars are the subject of a continuous development programme and as a result their specifications may change and differ in detail from those outlined in this catalogue. Your Rolls-Royce dealer will always have the latest information.  
APPOINTED  
Rolls-Royce Limited 1971  
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between fourteen and twenty layers of fillers, primers and colour coats", each of which was "rubbed down and polished by hand". This was a bespoke machine, with each Corniche apparently taking up to four months to build because "the work of a craftsman cannot be hurried".

What makes this brochure especially interesting, however, is the small rubber stamp mark in the bottom right-hand corner of the back cover, which simply states: "E.R. NICHOLSON, RECEIVER AND MANAGER, APPOINTED 4th FEBRUARY 1971". Is this particular brochure therefore from the office of Rupert Nicholson, the official receiver – or were all the publications of early 1971 stamped in such a way? If you know the answer, do get in touch.

## FAMOUS OWNER

Most British readers will instantly recognise the Silver Shadow owner in this photograph as Larry Grayson, the comedian and television presenter who died in 1995 at the age of 71. Grayson's famously camp style won him countless admirers throughout his long stage and small-screen career, with one of his most famous roles being presenter of one of the UK's biggest game shows, *The Generation Game*, from 1978. Fame came relatively late in Grayson's career, but when it did he went on to own a succession of Rolls-Royces, including the white Silver Shadow shown here – inevitably featuring his 'personalised' registration number, 3 LG.



Rolls-Royce Corniche saloon



## CORNICHE CLASS

Another Corniche-based artefact is this early press photograph, a monochrome effort showing Rolls-Royce's latest two-door hardtop on what looks to be a deserted beach. It successfully shows off the clean lines of this hand-built

creation, first introduced in 1971 but effectively an updated version of what was previously known as the Silver Shadow Mulliner Park Ward two-door fixed head coupé. The solid-roofed Corniche survived only until 1981, although its convertible

sibling still had almost another decade and a half of sales ahead of it by then. If any *Rolls-Royce & Bentley Driver* reader owns a hardtop Corniche and is interested in it being featured in the magazine, we'd love to hear from you via [rrb.ed@kelsey.co.uk](mailto:rrb.ed@kelsey.co.uk).

1975

**HANWELLS  
OF LONDON**

2020



**2008/57 Bentley Arnage T Mulliner Level 2.** Finished in Black Sapphire with latest style diamond cut alloys and electric sunroof. Cotswold interior with DVD screens, picnic tables, electric rear seats with heating and lumbar, and rear park camera. Only 42,000 miles with FSH. Known to us for 3 years. Immaculate.....**£42,950**



**2007/57 Bentley Continental GT Mulliner.** Finished in Silver Tempest with 20 inch Mulliner alloys. Magnolia interior and Beluga secondary hide with Beluga stitching and Beluga Flying B's. Dual coloured steering wheel and power boot opener. Only 35,000 with Full Service History. Immaculate condition throughout.....**£31,950**



**2001/51 Bentley Continental R Wide Bodied Mulliner.** This extremely rare car is finished in Silver Pearl with Cotswold interior, French Navy carpets piped in Cotswold and Walnut veneers. A fantastic investment, only 32,000 miles with a documented service history, 4 brand new tyres just fitted.....**only £88,950**



**1999/7 Rolls Royce Silver Seraph.** Finished in Fountain Blue with whitewall tyres and parking sensors. Magnolia interior piped in French Navy, French Navy carpets, Walnut veneers and picnic tables. Electric rear seats, vanity mirrors and power fold mirrors. Only 36,000 miles with FSH. Immaculate throughout.....**£46,950**



**1997 P Bentley Brooklands Turbo.** Finished in unmarked Racing Green with 16 inch alloys and St James coach lines. The interior is in Spruce leather with St James piping and Laurel carpets piped in St James, with Walnut veneers. One owner with only 44,000 miles and FSH. Totally immaculate and must be seen.....**£18,950**



**1997 P Bentley Turbo RL MK IV.** Finished in beautiful unmarked Wildberry with twin coach lines in Cream and Sandstone interior piped in Mulberry, with Mulberry carpets piped in Sandstone and Walnut veneers. Fitted with DAB radio. Only 58,000 miles with Full Service History. Immaculate condition throughout.....**£19,750**



**1997 Model/ P Rolls Royce Silver Dawn.** Finished in Royal Blue with Silverstone interior, French Navy carpets and Walnut veneers. Fitted with park sensors. Known to ourselves for last 9 years and maintained regardless of cost, this car is a credit to its previous owner.....**£24,950**



**1980 V Rolls Royce Silver Shadow Series II.** Finished in 1980's classic Walnut with Gold fine lines and London Tan interior. Lockable centre cocktail cabinet, Walnut veneers and Fawn carpets bound in London Tan. Only 29,000 miles with lots of history. A stunning car, realistically priced at.....**only £38,950**



**1979 T Rolls Royce Silver Shadow Series II.** Finished in beautiful Seychelles Blue with Silver coach lines and whitewall tyres. Slate Grey interior with French Navy carpets. The first owner shipped the car back to the UK from Hong Kong 2 years ago. Only 27,000 miles, with history. Amazing value....**£36,950**



**1969 Rolls Royce MPW Convertible.** Corniche style. Finished in Oxford Blue with a Silver coach line and later style wheel trims with a Dark Blue hood. French Navy interior with matching carpets and Walnut veneers. Complete history, only 76,000 miles and superb throughout. A real investment at ..**only £62,950**

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**1933 20/25 Salmons 'Tickford' Four Door Cabriolet**  
A lovely, well cared for example of this rare style in excellent condition mechanically and cosmetically throughout. Easy, quick, crank handle operated roof (see video), lots of character & overdrive! **£87,500**  
Good selection of other 20hp, 20/25 & 25/30's in various styles.



**1951 MKVI HJ Mulliner 'Lightweight' Four Door Saloon**  
Structure/mechanics very sound, drives exceptionally well, has decent paint and a good interior with well re-trimmed front seats. Much recent expenditure and a good, interesting, history; **£37,500.**  
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**1927 Phantom I Mann Egerton Drophead Doctors Coupe**  
A rare configuration on the PI Chassis, charming, original and delightfully scruffy but sound, one owner since 1969! Runs well and might even be Mot tested soon. Use almost 'as is' or fully restore; **£95,000.**

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**BENTLEY**

**3½ THRUPP & MABERLY**



**1934, £72,500.** Very handsome and finished in dark Green with lovely green leather interior. Please call 01248 602649 and visit our website [www.realcar.co.uk](http://www.realcar.co.uk). (T)

**3/4.5**



**1927, POA.** Up rated to 4.5 litre power in 1986 whilst owned by former DEUVET chairman Peter Schack. Rebodyed by Harrison in its current two-seater configuration during 1937. Enjoyed at a variety of historic events including: Mille Miglia, Liege-Rome-Liege, Le Mans Classic and Zoute Grand Prix etc. Please call 02039 062100, Surrey (T). 12269

**4¼ PARK WARD SPORTS SALOON**



**1937, £69,500.** Very smart, sound and good all round with much spent. Re-wired, high axle ratio, good red leather, impressive history file. Well campaigned, ready to go. Please call 01248 602649 and visit our website [www.realcar.co.uk](http://www.realcar.co.uk). (T)

**ARNAGE**



**2000, 11,843 miles, £37,950.** An excellent example, beautiful paint and interior. The 6.75 litre V8 started immediately and runs very smoothly. The gearbox operates as it should and overall this is an exceptional vehicle to drive. Please call 02039 062100, Surrey (T). 12270

**ARNAGE**



**2001, 47,000 miles, £21,999.** Amethyst blue with magnolia with dark blue piping interior, fitted sat nav, parking sensors, automatic, power steering, electric seats, 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, Southampton. (T) 12337

**CONTINENTAL SC**



**1999, 16,000 miles, £139,950.** Good service history, finished in silver pearl, removable glass roof panels, 1 of just 73 cars built, continual T seats and matrix mesh grill to complete the ultra stylish look. The SC was acquired by its last owner 12 years ago and has been well maintained during his ownership. Please call 02039 062100, Surrey (T). 12272

**MULSANNES**



**1989, 43,000 miles, £16,000.** Light Blue piped Dark Blue with matching carpets and over rugs. Please call 01732 886002, Kent. (T) 12133

**R-TYPE MANUAL**



**1953, 119,000 miles, £22,000.** Large history file. Last owner for 15 years. Regularly maintained by Sergeants of Goudhurst. A smart, very presentable example. In excellent mechanical condition. Please call 01732 886002, Kent. (T) 12129

**S2 CONTINENTAL FLYING SPUR**



**1961, 68,000 miles, £130,000.** Magnolia piped Red, known to us for many years. Excellent history file. A stunning example of the scarce and much sort classic. Please call 01732 886002, Kent. (T) 12134

**S3 RHD**



**1965, 160,000 miles, £4,500.** Same owner for 26 years. New Ac + heat, new head liner and carpets. Small tools, owners, manual and first place. Please call 202 330 9681, USA. 12119

**SERIES III**



**1964, £48,750.** Finished in dawn blue over silver with dove grey hide interior, picnic tables to rear, lambs wool overugs power windows, automatic, stereo system, power steering, original example of this model and becoming quiet rare. Complete with all tools and always garaged. Please call 07836 250222 and 01322 669081 or [peterjarvis.net](http://peterjarvis.net), Kent (T). 11437

**TURBO R**



**1993, 52,000 miles, £17,000.** Last of the pre head gasket cars. Exceptional condition throughout. Please call 01732 886002, Kent. (T) 12130

**TURBO R**



**1993, 70,600 miles, £17,000.** Full service history with main agents and specialists. One of the finest we have seen. Please call 01732 886002, Kent. (T) 12132

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**20 HP DOCTORS COUPE CONVERTIBLE**



**1923, £62,000.** Finished in Maroon with black wings. The interior is trimmed in Black hide with Black Wilton carpets. This extremely pretty example runs and drives beautifully. Please call 01732 886002, Kent (T). 12060

**20/25 GURNEY NUTTING THREE POSITION DHC**



**1934, £145,000.** An 'Owen Sedanca' often considered the most stylish coachwork major work early 2000's, engine and gearbox rebuild, rewire, re-cored radiator, overdrive, etc. Please call 01248 602649 and visit our website [www.realcar.co.uk](http://www.realcar.co.uk). (T)

**20/25 PARK WARD TWO DOOR SALOON**



**1929, £POA.** Very appealing, full of vintage character but with overdrive for faster cruising. Well fettled by enthusiastic last owner. Please call 01248 602649 and visit our website [www.realcar.co.uk](http://www.realcar.co.uk). (T)

**20/25 SPORTS SALOON**



**1935, £35,000.** Finished in two tone white and black with brown hide interior. The interior has been recently re-trimmed in brown hide and looks very smart. Being a sports saloon without a division both front seats are adjustable making her a very drivable car suited to touring. Please call 01732 886002, Kent (T). 12064

**CLOUD 1**



**55,000 miles, £27,500.** Silver over blue, grey leather upholstery, blue carpet and overrugs, chassis SLG 118, body off restoration, new wings and rebuilt engine. Please call 07803 049706 or email masteroftherolls@hotmail.com. 11365

**CORNICHE CONVERTIBLE**



**1982, 87,000 miles, £65,000.** The car has been known to us for many years and has always been regularly serviced either by ourselves, other Rolls-Royce specialists or main agents such as Bentley Pangbourne. Recent work has included a full radiator overhaul and new discs and pads. Presented in 1st class condition inside and out, this Corniche has been maintained to the highest possible standards. Please call 01732 886002, Kent (T). 12059

**PHANTOM 1 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 602649 and visit our website [www.realcar.co.uk](http://www.realcar.co.uk). (T)

**SILVER CLOUD 1 SC10**



**1956, £155,000 miles.** The car has been maintained to an extremely high standard, recent work has included a new radiator, new stainless steel exhaust, period seatbelts, a new water pump, new whitewall tyres and a reconditioned rear axle and differential being fitted, the choice was made to fit a Silver Cloud 3 differential with higher ratios which allows this car to cruise happily at motorway speeds. The history file includes MoT test certificates. Please call 01732 886002, Kent (T). 12056

**SILVER CLOUD III**



**1965, 68,000 miles, £95,000.** This Silver Cloud was fully restored by our team of ex Rolls Royce mechanics to the highest possible standard using new, reconditioned and original parts. Finished in midnight blue with red fine lines and beige hide interior. Please call 01732 886002, Kent (T). 12052

**SILVER SHADOW II**



**1980, 60,528 miles, £28,500.** Fully documented with full and comprehensive service history. The history file includes the original Handbook folder with a fully stamped service book, Drivers handbook, audio handbook and other Rolls Royce supplements. Please call 01732 886002, Kent (T). 12055

**SILVER SPIRIT**



**1982, 46,000 miles, £16,500.** Full service history, known to us for 8 years and is a beautiful example. The files also includes many invoices and past MoT test certificates. Presented in fantastic condition throughout. Please call 01732 886002, Kent (T). 12050

**SILVER SPIRIT**



**1985, 37,000 miles, £17,500.** 2 owners, first for 28 years. Impeccable service history mainly with Rolls-Royce. Comments exceptional throughout. A true collectors car. Please call 01732 886002, Kent (T). 12051

**SILVER WRAITH FORMAL SALOON**



**1947, £29,000.** Adjustable foot rests which can be folded into the floor when not in use, glass centre division and a small wood faced cabinet. The Barker formal saloon body stands in excellent condition as does the interior. History files with invoices and past MoT test certificates. Excellent condition throughout. Please call 01732 886002, Kent (T). 12065

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## PAUL GUINNESS

Our two favourite marques have traditionally played a major role in the wedding car market, explains our editor... and continue to do so in the 21st century

**W**hen you're in the company of classic Rolls-Royce and Bentley enthusiasts, it's not unusual for the subject of wedding cars to crop up. It's understandable, of course, as many a wedding car fleet has been enhanced by our two favourite marques, with countless brides and their grooms having been transported in white Silver Clouds and Silver Shadows over the years.

Many wedding car fleets are, of course, highly professional small businesses run by people who spend healthy sums ensuring their cars are presented to a high standard. But not everyone in the wedding car business has the same ethics, which explains why many of us will have encountered a Rolls-Royce or Bentley with copious quantities of filler beneath its Wedding Car White paintwork, the latter the result of a poorly prepared respray carried out by a mate called Barry. Or something like that.

These days, of course, the less fastidious wedding car owner is likely to run a member of the 'SZ' family, the range of saloons that kicked off in 1980 with the Silver Spirit and Mulsanne. They're the models that offer the best

value now, being the cheapest entry point into Rolls-Royce and Bentley ownership. They are, if you like, where the Silver Shadow was five or ten years ago in terms of affordability, which means they're sure to attract those buyers who like to operate at the lower end of the wedding car market.

Don't get me wrong, many of the 'SZ' cars that operate as wedding transport are well presented and impeccably maintained; indeed, I personally know several enthusiasts with immaculate examples, who help to supplement the cost of running and maintaining their cars by performing wedding car duties in their local area. For both owners and brides-to-be, it's a win-win situation.

My own late father became involved in the wedding car business many years ago, having acquired a 1970 Silver Shadow in the late '80s. He wasn't a particular fan of its white paintwork, preferring instead the car's original maroon. But once he

realised that a white Silver Shadow had potential as wedding transport, he saw it as an opportunity to contribute towards its upkeep.

Little did my father realise at the time where this would all end up, with the years that followed seeing the Silver Shadow being sold in order to make room for a succession of Silver Wraiths – the kind of Rolls-Royces that better suited him, as he always had a penchant for separate-chassis models. By the time he was in his seventies, Dad was running up to four Silver Wraith wedding cars at any one time, each having been renovated by him before being resprayed in two-tone grey. Rather unusually at the time, he felt there was a market for non-white wedding cars, and went on to prove this via his personal mini-fleet of Rolls-Royces.

My father died fifteen years ago but two of his Silver Wraiths are still in the family, albeit purely for personal use rather than any kind of wedding activity. But what about your cars? If you're the owner of a Rolls-Royce or Bentley that performs wedding car duties, make sure you send us a photograph via [rrb.ed@kelsey.co.uk](mailto:rrb.ed@kelsey.co.uk), as we'd love to see what you're running. Let's get some of today's top wedding cars featured in our next issue's Letters section... ■

### “By the time he was in his seventies, Dad was running up to four Silver Wraith wedding cars at any one time”

Paul's late father, Peter, and one of his Silver Wraith wedding cars



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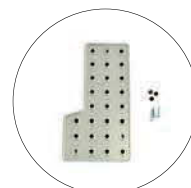
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