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# ROLLS-ROYCE & BENTLEY *driver*

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## Out and about

Since the last issue of *Rolls-Royce & Bentley Driver* went on sale, the UK has seen a softening of its 'lockdown' measures, enabling us to begin arranging photo shoots again – with social distancing, of course. We're now busy sorting as many shoots as possible for the remainder of summer 2020, providing us with enough feature cars to see us through the next few issues. To be able to plan ahead again feels good.

This issue marks the start of it, with me heading out into the Herefordshire countryside to meet the new owner of a particularly early Silver Shadow. Having owned numerous examples over the years, Chris Spaett was keen to reacquaint himself with a 'Chippendale' car – and seeing his most recent acquisition close up, I can understand why. There's something wonderfully pure about that original dashboard design; this is the Silver Shadow exactly as its designers originally intended.

At the other extreme, I've also been getting to grips with the Continental GT Speed that you see on the front cover – the 602bhp version unveiled by Bentley for the 2008 model year, offering a top speed of 200mph-plus. The Speed is arguably one of the most desirable modern-classic GTs – and you can read all about it, starting on page 12.

One of this issue's most interesting features, however, comes courtesy of Richard East, a reader who contacted us regarding a 1936 Rolls-Royce 25/30 limousine by H.J. Mulliner, a car that he and a friend bought way back in the '70s for a mere £580. It's a wonderful tale from the days when pre-war Rolls-Royces were temptingly cheap.

Finally, regular readers will notice that we've gone from a perfect-bound design (with a magazine spine) to a stapled layout this time, which is how we'll be for a couple of issues. We'll be back to our regular layout (and hopefully back to 100 pages) at some point very soon, though. In the meantime, don't forget to keep in touch – especially if you'd like to see YOUR car in a future issue.

## Paul Guinness

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# CONTENTS



## COVER STORY



### 12 CONTINENTAL GT SPEED

We take a look at what made the Speed version of Bentley's GT so special – and experience it out on the road

## REGULARS

### 6 UP FRONT

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

### 10 NEW PRODUCTS

An array of goodies to tempt you, including a handy new tool roll

### 24 MARKET WATCH

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

### 41 YOUR SHOUT

A couple of pages packed with the latest emails from our readers

### 66 SUBSCRIPTION OFFER

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

### 68 PERSONAL CHOICE

Jonathan Goldsmith tells us about his long-term Bentley Eight ownership



# ROLLS-ROYCE & BENTLEY *driver*

“The search for a ‘Chippendale’ car began last autumn, with Chris keen to relive some memories from the 1980s”



# 34

## 70 THE CLUBHOUSE

A useful history lesson from the RREC and Bentley Drivers Club

## 79 CLASSIFIEDS

Advertise your cars and parts – free of charge!

## 98 THE FINAL PAGE

Paul takes a look back at his first 15 issues as editor of this magazine

## FEATURES

### 18 CONTINENTAL GT SCOOP

Craig Cheetham tells the tale of how Bentley's new GT was 'papped' in 2002

### 26 THE LIFE OF CHARLES ROLLS

Despite his short life, there was more to the co-founder of Rolls-Royce than you might think

### 34 1966 SILVER SHADOW

Our editor meets the buyer of a 'Chippendale' Silver Shadow to hear his interesting tale

## 44 WHEEL TO REEL

We take a look at some of the classic movies featuring Rolls-Royce and Bentley star cars

## 50 VINTAGE & PRESTIGE

A catch-up with the ever-charismatic Richard Biddulph at his company's new location

## 56 BACK TO THE SEVENTIES

Richard East recalls buying a Rolls-Royce 25/30 for less than £600 back in 1972

## 61 ARNAGE UPDATE

Dan Furr's Arnage T benefits from some attention to its LPG system

## 74 FROM THE ARCHIVES

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

**SUBSCRIPTION  
OFFERS**  
PAGE 66



# RACE MEETING GOES AHEAD

Despite so many classic motorsport events being cancelled this year, the Bentley Drivers Club has announced that its 2020 Silverstone Race Meeting will take place on Saturday 22nd August (two weeks later than originally planned), although no spectators will be allowed due to the ongoing Covid-19 situation.

The BDC's president, Duncan Wiltshire, made the announcement about its 72nd annual race day: "We are delighted to have agreed with Silverstone an alternative date on which to hold our annual Race Meeting, which is always one of the highlights of the British historic club racing calendar. With the Covid-19 pandemic having brought activities to a virtual standstill, we are keen to keep flying the flag on behalf of the club."

Along with other motorsport events taking place in the UK during this period, the Race Meeting will be held 'behind closed doors' in line with the government's current guidelines for sporting fixtures. "It will be unusual not to welcome club members and other spectators," confirmed Duncan, "but we have to ensure we operate to strict guidelines, including an adherence to social distancing. We can assure all competitors that we will



have full plans in place allowing us to run the event as safely as possible."

The scheduled full race programme is expected to take place over the Silverstone National Circuit, with nine grids featuring a new all-comers pre-war race, the usual Bentley scratch

and handicap events, the BDC Classic Sports Car Challenge and grids for FISCAR, Morgans and Aston Martins. However, the popular lunchtime Bentley track parade – which traditionally sees up to a hundred members taking to the circuit – won't go ahead this year.

# HANDOVERS RESUME



Clients are once again being welcomed to Rolls-Royce Motor Cars' Goodwood-based headquarters for official vehicle handovers, following the company's reopening of the plant and its resumption of car production. Having shut down operations voluntarily on March 23rd to protect its workforce, Rolls-Royce became the first UK automotive manufacturer to restart production when it reopened on May 4th.

Client collections have resumed as lockdown restrictions are eased in the UK and elsewhere, and the number of clients choosing to personally receive the keys to their new car at Goodwood is steadily returning. One of the first customers to benefit from the reintroduction of handovers was there to collect this Rolls-Royce Wraith, finished in Red Velvet Sparkle with a Saddlery Tan and contrasting Anthracite interior.



# RROC UPDATE

With car clubs around the world adopting new working methods and postponing countless events due to the Covid-19 pandemic, the US-based Rolls-Royce Owners' Club is obviously no exception. But as the club's executive director Mark Lizewskie explains, it continues to be fully operational: "Like most individuals and businesses, the Rolls-Royce Owners' Club and its sister organisation, the Rolls-Royce Foundation, has looked hard at how we function and conduct business in many ways. In mid-March, the Governor of the State of Pennsylvania [where the RROC and RRF Headquarters are located] declared a Stay at Home mandate... and as I write

this, we are still in that situation."

Fortunately, however, the club was well-prepared for this major disruption, says Mark: "A few days before the mandate was initiated, staff began preparing for the inevitable and made plans to start working from home. With the exceptions of not allowing museum visitors and the inability to ship and receive merchandise, this transition has been virtually seamless. Incoming phone calls are transferred, mail is carefully and safely sorted and distributed, and everyone is set up electronically to ensure that the service to RROC and RRF members remains top-notch."

One of the biggest unknowns at



**RROC**  
Rolls-Royce Owners' Club

the time was obviously the future of RROC's Annual Meet in Gettysburg, set to take place at the end of June: "As it was over three months away, we tried to remain positive that time would be on our side, but as days became weeks it was apparent it was not to be," Mark admits. "We started communicating with the Annual Meet venues and other contractors about postponing to late in the summer months, but ultimately we made the decision to cancel it completely. Unravelling a week-long event, working with our host hotels, contacting vendors for refunds and in turn issuing registration refunds to our members takes a considerable amount of time, but the safety of everyone is paramount."

This is the first year since 1952 that the RROC's Annual Meet hasn't taken place, but the focus is now on the 2021 event, set to take place in Lake George, New York. "The RROC's Annual Meet and other events may need to change how they are presented, but the spirit and camaraderie of the club and our members will remain," insists Mark. "The 2021 Annual Meet in Lake George promises to be a memorable event, and we look forward to seeing you there!" For further details of the Rolls-Royce Owners' Club and its various activities, head online to [www.rroc.org](http://www.rroc.org).

The background of the advertisement is a photograph of a man and a woman, likely a family, looking at a document together. The man is wearing glasses and a blue shirt, and the woman is also wearing a blue shirt. They appear to be in a professional or office setting.

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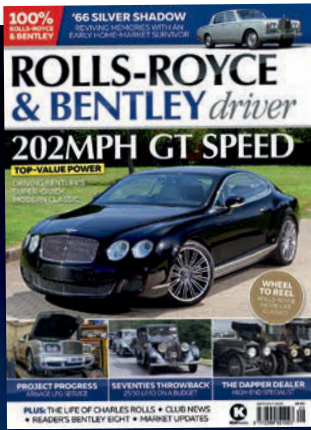
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If you'd like to subscribe, we have some terrific offers available to readers around the world via this link: <https://shop.kelsey.co.uk/subscription/RRB>. Or if you fancy stocking up on various back issues or simply want to order the latest magazine every few weeks (with free postage for UK-based readers and reduced shipping for those overseas), you need to head here: <https://shop.kelsey.co.uk/issue/RRB>. Oh, and don't forget to follow us on Facebook (by searching *Rolls-Royce & Bentley Driver*), where we announce our special offers and subscription deals first, as well as previewing our future magazine features. See you there!



## REPLICA CULLINAN

Rolls-Royce Motor Cars has unveiled a 1:8-scale replica of the Cullinan, a model that's claimed to faithfully reproduce in miniature every detail of the original. It gives future Cullinan customers an opportunity to personalise a scale model to match their full-size version.

Each scaled-down Cullinan is said to be individually and painstakingly crafted by hand from over a thousand individual components, a process that can take up to 450 hours – over half the time required to build a full-sized

Cullinan. The replica is hand-painted using Rolls-Royce colour-matched paint, and even the coachline is applied using a fine brush.

The fully-functioning exterior lights are operated by a Cullinan-branded remote control, while under the bonnet is a perfect likeness of the company's 6.75-litre twin-turbocharged V12 engine. The model comes presented in a display case measuring almost a metre in length. And the price? You'll need to speak to your nearest Rolls-Royce dealership about that...



## AUCTION SALE

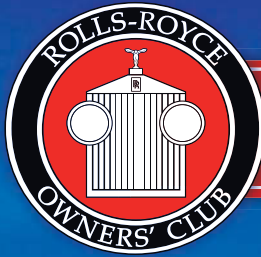
A 1928 Rolls-Royce 20hp supplied new to top cricketer and footballer Reginald Francis when he was just 36 years old is set to be sold by H&H Classic Auctions just before this issue of *Rolls-Royce & Bentley Driver* goes on sale. The auction will take place as a live online event, with this particular lot expected to fetch £35–45,000.

The 20hp was originally bodied by H.J.

Mulliner as a Weymann Saloon, only to be later re-bodied as a four-seat tourer. It has been the subject of a £75,000 restoration which is now said to require only the final touches. The car has matching chassis and engine numbers and comes with its original chassis card records and reproduction manuals. For details of what this handsome tourer actually sold for on June 24th, check out [www.handh.co.uk](http://www.handh.co.uk).







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# PRODUCT NEWS

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

## SMART TOOL ROLL ►

Suitable for just about any 'period' classic car is this traditionally-designed leather tool roll (part number 77168) from Gunson, ideal for those owners looking to carry their tools smartly and neatly. The sturdy tool roll features strong stitching, reinforced with metal rivets and a buckled strap. It also has twelve slots for spanners or screwdrivers (tools not included), plus three useful press-stud secured pockets for smaller items like screws and fuses.

The tool roll is made from pre-distressed, oiled leather and measures 305mm in length when rolled. It is available from any Gunson stockist, priced at less than £58. For a list of local and online stockists, visit [www.gunson.co.uk](http://www.gunson.co.uk).

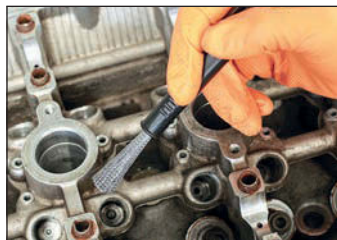


## DETAILING HELP ►

If you're a Rolls-Royce or Bentley owner looking for help with concours-style preparations, this four-piece detailing brush set from Laser Tools is a useful addition to your toolbox. The brushes are suitable for a wide range of materials and applications, from engine parts and components to interior vents, buttons and controls.

These pen-style items fit neatly in your pocket, measuring just 170mm long with the brush heads retracted. There are four brush types (steel, stainless steel, brass and nylon) and the brush length is adjustable, which changes the stiffness of the bristles. The brushes can be used both wet and dry, with the metal-bristled brushes being ideal for engine components. The non-scratch nylon-bristle brush, meanwhile, can be used wet on bodywork detailing and dry on interior cleaning, getting dust out of heater vents or removing dirt from switches.

The full set costs around £65 including VAT and you'll find a list of Laser Tool stockists via [www.lasertools.co.uk](http://www.lasertools.co.uk).



## SUSPENSION OVERHAUL ►

On offer from IntroCar at the time of writing is this Prestige Parts suspension bush and ball joint kit for overhauling the front suspension lever arms on the Rolls-Royce Silver Seraph (all models) and Bentley Arnage (chassis numbers 01001 to 08394). The bundle includes all polyurethane upper and low arm suspension bushes (leading and trailing), upper and lower ball joints, and two damper ball joints.

Normally priced at £1926 including VAT, the front suspension bundle is available as this issue goes to press for a tempting £1251.90. To find out more or to order, go online to [www.introcar.com](http://www.introcar.com) or call +44 (0)208 546 2027.







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# NEW POWER GENERATION

The 2003-on Continental GT is firmly established as a modern classic, but does the later GT Speed's extra power make that the better choice? We try to find out...

WORDS: PAUL GUINNESS PHOTOGRAPHY: GERARD HUGHES





It's impossible to overstate the importance to Bentley of the new-for-2003 Continental GT, a car that represented the start of a whole new era for the marque. The company had been under Volkswagen control for the best part of five years by then, resulting in extra investment at Crewe and further improvements to the four-door Arnage line-up. But what it really needed was a brand new sportster, the kind of car that combined 21st century technology with more than a hint of familiar Bentley style.

The last true Bentley coupé had been the bespoke Continental R range, unveiled in 1991 (when Rolls-Royce Motors was under Vickers control) and still hand-built to order once VW was in charge at Crewe. But the Continental GT of 2003 was set to be a very different product indeed – and even relatively

affordable by Bentley standards, at just over £100,000. To put that into perspective, the outgoing Continental R was roughly twice the price.

Naturally, the Continental GT made full use of VW Group technology, hence its self-levelling air suspension, all-wheel drive and 6.0-litre (552bhp) W12 twin-turbocharged engine. Bentley traditionalists may have been appalled, but there were plenty of other potential buyers (many of them new to the marque) who thought differently – and that meant huge sales potential for the GT. The old Continental R had sold only around 250 units a year, while the GT went on to average around 4000 per annum during its lengthy production run. Indeed, this handsome, new-generation model was set to become the most successful Bentley of all time.

Even a launch as successful as that

of the Continental GT can't be relied upon indefinitely, however, hence Bentley's decision to further develop the model during its early years. The Mulliner Driving Specification arrived in 2004, bringing bespoke wheels, two-tone leather and veneer combinations, drilled alloy pedals, quilted door and dashboard facings, plus optional piano-black dashboard veneer. But it was the 2008 model year that brought the most changes, with a minor facelift for the Continental GT seeing lighter aluminium suspension components that produced a minor improvement in ride quality, while new multi-mode variable-assistance steering injected some extra 'feel' at the wheel without sacrificing refinement. Biggest news, however, was the arrival of the GT Speed, with an engine tuned to 602bhp and a lower standard ride height, »







more powerful dampers and stronger anti-roll bars, as well as unique wheels and tyres, a bespoke steering set-up, stiffer suspension bushes and other performance-related enhancements.

The GT Speed's role as the most powerful Continental didn't last long, as by 2009 there was a Supersports derivative available, with a whopping 621bhp at its disposal. But that does nothing to detract from the Speed version's role as the first of the higher-performance new-generation Bentley GTs – a derivative that's now a tempting proposition for many a modern-classic enthusiast.

## **VALUE FOR MONEY**

So just how affordable is a GT Speed? In the case of the 2008 example featured here, the answer is £29,450 – or around the same price as an unexciting compact SUV from your nearest mainstream new-car dealer. What makes this particular car even more interesting, however, is that its original owner ordered it with a plethora of extra-cost options.

According to the vendor, Metallic Black Crystal paintwork added £2170 to the price, while carbon ceramic brakes came in at over £8500. The powered bootlid was £500, the rear view camera

cost £638, and the enhanced tracking system came in at over £1000. Add in the 20-inch multi-spoke alloys, Mulliner alloy fuel filler, lumbar massage front seats and other niceties, and you have an options list in excess of £15,000 – taking the cost of the car

## **“Biggest news was the arrival of the GT Speed, with an engine tuned to 602bhp and a lower standard ride height”**

when new to well in excess of £152,000. By any standards, that was a heck of a lot of money twelve years ago.

It was the kind of outlay that makes today's sub-£30,000 price tag seem almost bargain-like, but naturally there is a catch. While the GT Speed's hefty depreciation means many of us could stretch to buying one in 2020, there's no point even contemplating the idea unless you have sufficient funds to properly maintain it. This two-owner Bentley has covered just shy of 73,000 miles and comes with a comprehensive service history, with nine of the twelve services to date being of the 'main dealer' variety and the remaining three by independent marque specialists.

This is, of course, crucial when buying, as it adds a certain peace of mind as to how the car's been looked after.

Let's not forget, however, that a major service on even a standard Continental GT can set you back in excess of £2500, which means little chance of running

one on a tight budget. Add in this GT Speed's extra feature of carbon ceramic brakes (notoriously expensive to replace, should they ever need it) and you have even more potential outlay up ahead... and that's before you begin to factor in the kind of regular consumables that

every car needs. After all, there are many folk out there who spend less buying a secondhand family saloon than you might expect to pay for a set of quality tyres for a Continental GT.

These are not cheap cars to run, something that won't surprise *Rolls-Royce & Bentley Driver* readers. While the mainstream motoring press loves nothing more than a headline screaming how you can “Buy a Bentley for the Price of a Fiesta!”, most marque enthusiasts reading this will know that acquiring the car is just the start of the story – and that running costs are likely to be expensive. It's a simple fact of upmarket motoring life.

On the other hand, assuming you





In the GT Speed, Bentley's highly successful W12 engine produced a mighty 602bhp

have sufficient left in your budget to maintain a Continental GT in the manner to which it should be accustomed, which means adhering strictly to the service intervals and entrusting your car to a knowledgeable specialist, then the sums can stack up. This one has already lost 80% of its original price, so any future depreciation is likely

to be quite minimal. And that alone means one of motoring's biggest costs is suddenly brought under control.

### SMART SURVIVOR

First impressions of this particular GT Speed are very positive, with the original Black Crystal paintwork still being in

fine fettle (apart from the inevitable tiny stone chips on the vulnerable front end), with an almost metalflake effect from some angles on the brilliantly sunny day of our recent photo shoot. The car's Beluga Black leather interior is equally well preserved and is obviously 'fully loaded', featuring the GT's usual climate control, cruise control, electrically »





The GT Speed offered a reduced ride height and stiffer suspension settings



adjustable (and heated) seats, tyre pressure control and much more.

The seating position will be familiar to anyone who has driven a standard-spec Continental, as will the overall cabin and ergonomically successful dashboard layout – one that still looks reasonably contemporary to this day. But how does this high-powered flagship of 2008 perform twelve years after its debut? To find out, we took to a range of different roads in and around Worcestershire, putting the GT Speed through its paces on everything from straight-line dual carriageways to entertainingly twisty A-roads – and, of course, it behaved admirably.

**“It was the kind of outlay that makes today’s sub-£30,000 price tag seem almost bargain-like, but naturally there is a catch”**

When creating the GT Speed, Bentley didn’t just add extra turbo boost, as that would have played havoc with the torque curve. Instead there were new pistons, con-rods, improved crankcase breathing and a new engine management system, as well as a tiny rise in boost from 0.6-bar to a still-very-light-pressure 0.7-bar. The standard GT’s

9.0:1 compression ratio was retained, with the real improvement being in the GT Speed’s peak torque – with the astonishing new figure of 553lb.ft. being achieved from as little as 1750rpm. The end result is awe-inspiring mid-range acceleration, making for safer overtaking and the kind of driver thrills normally reserved for supercar buyers.





The Continental GT's cabin was like no previous Bentley's – and still impresses all these years later



## THANK YOU

We're grateful to Kidderminster-based Simon Rayner for allowing us access to his Continental GT Speed, which is still for sale at the time of writing. For further details, call +44 (0)1562 820131 or visit [www.sjraynercars.co.uk](http://www.sjraynercars.co.uk).

When new, the 602bhp GT Speed offered a top speed of 202mph (making it the fastest production Bentley at that time) and a 0–60mph time of just 4.3 seconds (just under half a second quicker than the standard GT), and all these years later it feels scarcely any less rapid. Standing-start acceleration still impresses, and not just in terms of the car's pace; the lack of drama is also a revelation, with the GT's superb all-wheel drive set-up providing instant 'oomph' with no wheel spin, torque steer or other impediments. On the right kind of twisting A-road, meanwhile, the GT Speed's updated and stiffened suspension helps to provide

roll-free cornering to complement its immense grip, allowing the experienced driver to make seriously rapid cross-country progress with confidence.

Not that you need to be an expert driver in order to successfully pilot a GT Speed, of course. Like any 2003-on Continental, this high-performance behemoth is capable of being driven sedately and safely by just about anyone, with an ease of operation that will please the less enthusiastic driver. The car's super-smooth six-speed automatic transmission adds to the simplicity, with no need to use the wheel-mounted gearchange 'paddles' if you're not that way inclined. And,

of course, the abundance of grip and drama-free handling both help to instil a feeling of self-assurance.

Inevitably though, anyone who buys a GT Speed now is likely to be an enthusiast – and yet, after a day with this particularly pleasing survivor, I can't help pondering what it offers over the standard version. The easy answer is extra power and torque; but on today's modern-classic market, are many buyers likely to notice the GT Speed's relatively marginal performance advantage in real-world conditions? I'm not convinced; but then, I guess there will always be Continental GT buyers for whom only a flagship version will do. ■

# CONTINENTAL DIVIDE

The very first Bentley to be designed, developed and built under the Volkswagen Group umbrella became one of the worst-kept secrets in motoring history, as Craig Cheetham explains

PHOTOGRAPHY: BENTLEY MOTORS, CRAIG CHEETHAM

**A**lthough under Volkswagen Group control since 1998, it wasn't until four years later that Bentley's biggest changes began to appear. The end of 2002 would see Rolls-Royce officially leaving Crewe, heading for its new home at Goodwood under BMW stewardship. At Bentley, meanwhile, the soon-to-be-revealed Continental GT and Flying Spur were to mark the start of a whole new era for the marque, ushering in a range of models with no connection to any previous Crewe product.

This new twosome was undoubtedly the biggest news in Bentley Motors' recent history, which inevitably meant plenty of speculation as to how the cars would look, as well as how much they would be VW-based – and, of course, whether Bentley would retain any degree of independence. Ever since a deal had been struck between Volkswagen and BMW to take on Bentley and Rolls-Royce respectively, it was essential for the two brands to diverge. Understandably, having a Bentley based around a Rolls-Royce

didn't sit well with Bentley owner Volkswagen, although the cessation of Silver Seraph production in 2002 at least meant the Arnage was now more of a standalone model, as well as hugely improved thanks to continuing investment by VW.

Any brand new Bentley therefore had to be different, although there were clues as to what was coming thanks to VW's efforts with its mainstream flagship brand, Audi. The A8 acquired a 12-cylinder engine in four banks of three – essentially two V6s side by side





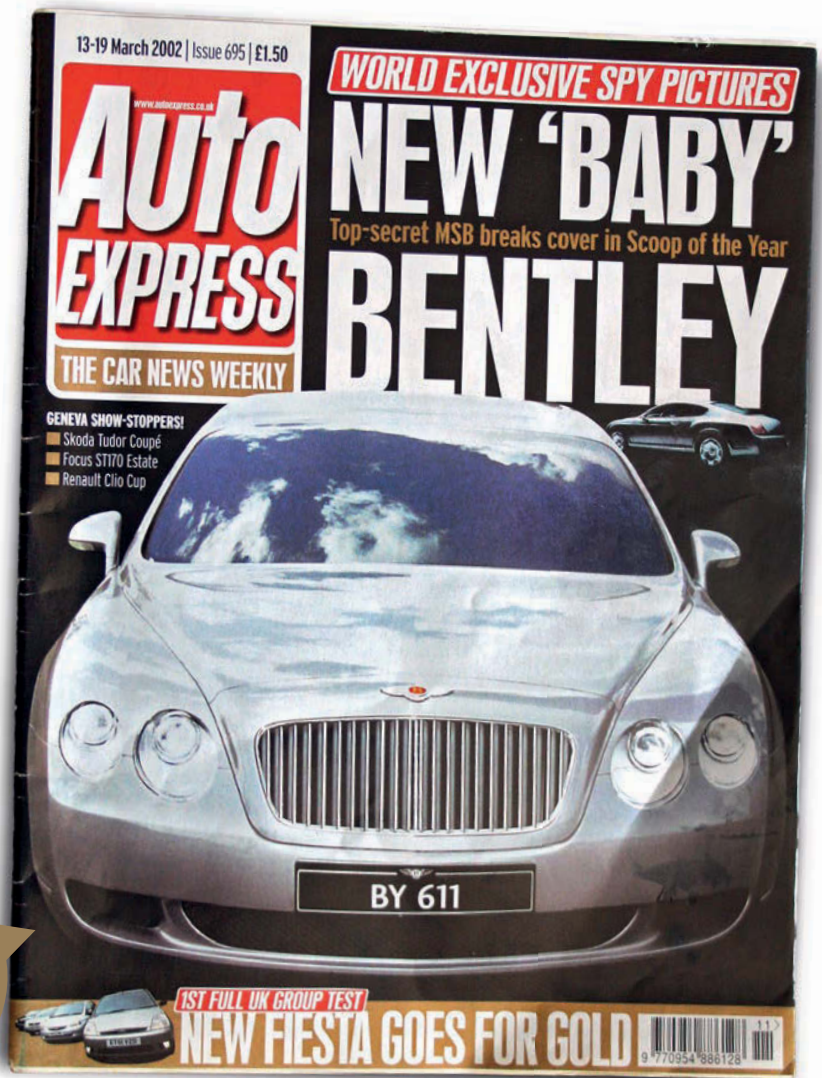
to create a W12. There was also some electronic trickery going on, including drive control systems and F1-style launch control, all of which would find their way onto the production Bentley. But we didn't know that – yet.

The new sporting Bentley was due to make its public debut at the 2003 Geneva Motor Show, but in a scoop that sent shockwaves through the car industry, it appeared virtually undisguised almost a year earlier (on March 13th, 2002) on the front cover of Britain's best-selling weekly car magazine, *Auto Express*, a move that led to fury within Volkswagen AG and some pretty heavy-handed action from the company and its lawyers.

Tom Barnard, Motoring Editor of *Auto Express* at the time, was the man who broke the story: "I was in the office one morning when I picked up a call from a random stranger. He claimed that he worked at Bentley and wanted to sell us some pictures from inside the styling studio. Was I interested? Of course I was, but he wanted a brown envelope full of cash. Quite a lot of cash. If I got my hands on it, then he would meet me at a motorway service station and hand over a floppy disc (remember those?) with the pictures."

To any journalist, the promise of a world exclusive is too good to

The front page that created such a strong reaction from Bentley Motors in March 2002



Tom Barnard was the journalist who was offered the 'exclusive' for *Auto Express*

pass over, but the publishing company's accounts department didn't quite see it that way. A journalist from one title asking for a cash advance akin to the cost of a nearly new hatchback for something that he couldn't even prove existed set some alarm bells ringing in the company's corridors of power. "I had to go to the accounts department and ask them for several thousand pounds in cash, for an item that could be worthless and for which I would not be able to provide a receipt," recalls Tom. "They didn't laugh, instead looking at me with an expression of incredulous pity. I left empty handed."

But Tom's tenacity continued. What he was potentially sitting on was the biggest automotive news scoop of the 21st century and, like the proverbial dog with a bone, he wouldn't let go. Luckily for Tom, the magazine's Publishing Director, Phil Parker, was a man who liked the occasional roll of the dice, and was quite pally with »



## MARQUE HISTORY CONTINENTAL GT SCOOP

the late Felix Dennis, who was owner of the publishing company, a former journalist, a lifelong eccentric and also a Bentley driver. A conversation between the two took place behind the glass façade of Phil's office, while the newsdesk staff and editor – quite literally – held the front page.

Tom recalls: "An hour later, a disgruntled-looking man from the accounts department slapped a brown envelope on my desk and told me to sign for it, before flouncing off back to his spreadsheets. I tucked the cash down the back of my trousers and headed off to a service station on the M40 for a nocturnal meeting with a man I had only spoken to on the phone. I didn't even know his name. What could possibly go wrong?"

"As it happened, nothing. He knew which car I'd be in, so came out of the shadows and sat in my passenger seat. He handed over the floppy disc that he promised contained the images, which he had helpfully printed out to show me what I was buying. They included a full set of the Continental GT [or BY 611 as it was known internally] completely undisguised, including interiors and

*Auto Express also included details of a new saloon that would be launched as the Flying Spur*



different grille treatments. The picture we used on the cover the next week had a vertical slatted grille which never made the cut for production."

But there was more to come, as the Continental GT scoop wasn't the only news story to come out of the clandestine meeting. "He was quite chatty about the car, telling me some of the technical details and other stories from inside Bentley," says Tom.

"This all made great content for the magazine and we were also able to sell the pictures and our news story to other magazines around the world for a sizeable profit. The company owner was pleased and the accounts man never looked me in the eye ever again."

Then, a fortnight later, Tom got a call on his mobile phone from a withheld number. It was 'Mr Bentley' again: "He said he had more pictures, this time of

**The launch of the Continental GT marked the start of a brand new direction for Bentley**







At its 2003 launch, the Continental GT was hailed as a technological masterpiece

## “A disgruntled-looking man from the accounts department slapped a brown envelope on my desk and told me to sign for it”

the saloon that we later knew would be called the Flying Spur. Once again, I was dispatched to the same service station to swap brown envelopes, with less resistance from Finance this time.

“Although the Flying Spur wasn’t such a scoop, what could be seen in the reflections next to it in the studio was a 4x4. The mole told me that a Volkswagen Touareg-based styling

buck had been built for assessment. It later turned out that it had been rejected, only to be revived years later as the Bentayga once a management change made a 4x4 more acceptable.

“The other car that was only just visible was the Queen’s Jubilee limousine, built by Mulliner. The mole explained that the plan was for a whole series of these cars to be built

for world leaders, and the Queen’s would be the showcase. It was called the Diamond Series, he said. Whatever happened to this idea, I can’t tell you.”

What was for definite was Bentley’s sense of humour failure over the situation. The company hired in private investigators to try and plug the source of the leak, and also called a freelance photographer, who had done some »



The vertical-slatted grille of this BY 611 developmental car never did make production



The Bentley insider even managed to provide interior shots of the pre-production GT

Interior shows how traditional Bentley luxury has been brought bang up-to-date, with wood veneers, leather and chrome blended with latest technology. Prototypes (below) reveal plans for conventional saloon and four-door coupé



“He said he had more pictures, this time of the saloon that we later knew would be called the Flying Spur”

Auto Express also featured details of a styling buck predicting the future launch of a Bentley 4x4



work for both Bentley and Auto Express, to head to Crewe for a German Inquisition. It wasn't him, nor did he have the foggiest idea who it might be...

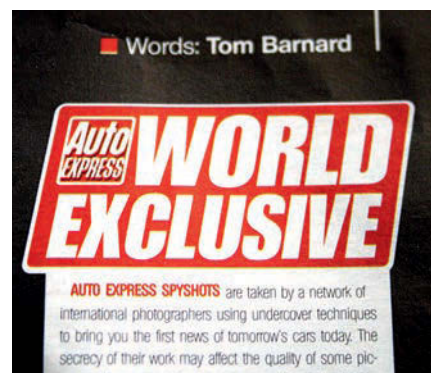
Meanwhile, VW was told to stop all advertising with Auto Express and its sister titles in order to hit the publishing company in the pocket, as well as banning its writers from attending VW Group press launches. But this didn't matter; the Bentley images were rattling the company's cash tin, with motoring titles from Germany, the USA, Japan and Australia all buying the rights to use them.

The Continental GT's cover was blown a year before it was seen in the metal, something that hadn't happened in the car industry since the Austin Metro was spotted doing road testing on the Isle of Man in 1978. But perhaps this

News of the forthcoming Bentleys in Auto Express attracted international attention

isn't the best title in which to recall that particular story... How did the battle of wills end? "Eventually, two bigwigs from Crewe were dispatched to the Auto Express offices with a solicitor's letter," he recalls. "They threatened to sue us and demanded we reveal our sources. We weren't going to do that, but also understood that we were making them look a bit silly and possibly could cause some commercial harm if we carried on revealing some of the cars that were coming further in the future. So we told them that we had pictures of the 4x4 and the Diamond limo and watched the colour drain from their faces. We suggested that we wouldn't use them if they didn't use the solicitors. Hands were shaken and I never heard from the mystery mole again."

So who was the anonymous spiller of Bentley's secrets? A disgruntled



The British weekly magazine was proud of the 'world exclusive' provided by a Bentley insider

designer, a sacked senior executive, or the office cleaner? Tom never did find out, and nor did Bentley. If you're out there, sir, and you're reading this, we'd love to hear your side of the story. We'll meet you in the northbound car park at Warwick Services, next Thursday at 10.00pm. ■



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



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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



## LOW-MILEAGE SHADOW

With fewer than 22,000 miles recorded from new, this 1973 Rolls-Royce Silver Shadow has had just three owners to date (two of them from the same family) and comes with a comprehensive and fascinating history. It was ordered new from Murkett Brothers (the Peterborough-based Rolls-Royce dealership) by a Mr Farey, who had to wait 16 months for delivery of what was an unusual-spec car at that time.

Mr Farey asked for his new Rolls-Royce to feature non-metallic Coffee Bean paintwork and fawn-coloured West of England cloth headlining rather than the standard Silver Shadow offering, plus nylon over-

rugs in Cumberland Stone. Beige hide was specified for the interior, along with an internally-adjustable driver's door mirror. The car was given the registration number NEW 70M, which it still has all these years later.

Sadly, according to a handwritten note in the history file, Mr Farey died shortly after taking delivery of his Silver Shadow, and so it was passed on to his nephew who kept it in a heated extension to his house. Stamps in the history file show that Murkett Brothers maintained the Silver Shadow until 2004, when the 20,000-mile car was purchased by its third and only other owner. Regular servicing

was then entrusted to Peterborough-based Colbrook Specialists, the same company that recommissioned the car as recently as 2018.

This highly original Silver Shadow comes with both of its tool kits and a set of spare keys, as well as its original wallet containing the owner's handbook, stamped service schedule, warranty card and Radiomobile car radio instructions. The car is described as a "wonderfully well-preserved and original example of a Silver Shadow in a particularly attractive and period colour scheme", and is being sold "price on application". To find out more call +44 (0)7771 856960 or check out [www.goodwin-business.co.uk](http://www.goodwin-business.co.uk).



## THE 'R' FACTOR

If you're craving a modern classic offering a combination of style, performance and exclusivity, the Bentley Continental R remains one of today's finest choices – and this 1996 survivor looks tempting, having covered just 46,000 miles from new. Priced at £54,950, it looks particularly handsome in Peacock Blue complemented by Sandstone hide with blue piping, plus a dashboard top and centre console in Royal Blue with matching Wilton carpets.

The Bentley is currently for sale via marque specialist Phantom Motor Cars, the same company that first sold it in 2005 (at just 14,000 miles) and has since serviced and maintained it on behalf of its last three owners, hence its detailed service history throughout that time. The car also benefits from 18-inch alloys (rather than the 17-inch originals) clad with Pirelli P Zero tyres, and has been fitted with stainless steel matrix grilles beneath its headlamps.

This particular Continental R features the 386bhp V8 with Zytex engine management and a liquid-cooled charge cooler, which Phantom Motor Cars describes as giving a "more responsive and more powerful engine output over the earlier Bosch KE2 or Motronic systems". The last



major service was carried out in May, along with additional work to its front suspension (to reinstate the correct ride height and geometry) as well as new brakes and hydraulics, and the whole car has also been professionally detailed. To find out more, go online to [www.pmcuk.com](http://www.pmcuk.com) or call +44 (0)1252 850231.





# THE ROLE OF ROLLS

Charles Rolls' involvement with Rolls-Royce was all too brief, although his early input was vital – as without his celebrity and cash, the cars of Henry Royce might never have emerged from obscurity

WORDS: RICHARD GUNN PHOTOGRAPHY: KELSEY ARCHIVE

This year marks the 110th anniversary of the first British person to be killed in a powered aircraft accident. The identity of that unfortunate individual might have been buried in the history books, or tucked away in some little-browsed

corner of Wikipedia, had the gentleman in question not already made a name for himself during his short life. The 32-year-old who died in that accident of July 12th, 1910 was none other than Charles Rolls, and immortality would be assured by his surname coming first in

the title of the car firm he co-founded with Henry Royce and Claude Johnson.

Arguably, the Honourable Charles Stewart Rolls' pre-eminence in the Rolls-Royce name makes him seem more significant than he actually was in the marque's narrative. The cars are often colloquially referred to as 'Rolls' or 'Rollers', yet the man whose surname afforded them those monikers was only involved with the firm for a scant six years. Royce's connection lasted 29 years, until his death in 1933, while Johnson's tenure at the top of the company was 22 years, until he also died (in 1926) – and all he was infamously afforded in the branding was the hyphen.

Johnson was the businessman, responsible for the company's day-to-day running and keeping everything together, while Royce was the technical guru, the engineering mastermind behind the cars and road and aero engines. Rolls, by way of contrast, was the money, the glitz and the glamour, his upper-class position and fortune helping to promote Rolls-Royce motor cars during the company's formative years. And his attention was soon distracted away from new-fangled automobiles to even newer-fangled aeroplanes... which, ultimately, would be his undoing. However, without his influence, the creations of Royce might never have been noticed by those whose patronage would soon help the firm forge its reputation as the maker of The Best Car in the World.

Charles Stewart Rolls entered the Victorian world on August 27th, 1877. He was born to John Allan Rolls and Georgiana Rolls, who would eventually become the 1st Baron and Baroness Llangattock. His birthplace was on London's Berkeley Square, a rather appropriate location given that this leafy and exclusive bit of Mayfair





would later become the home of one of the most renowned Rolls-Royce and Bentley dealerships, Jack Barclay. The Rolls family was extremely rich, after an 18th century dairy farmer forebear struck gold by buying up freeholds and leaseholds in London and Monmouthshire in south-east Wales. There's some conjecture that Henry Royce might even have been a tenant of the Rolls family when he lived in an Old Kent Road flat during the early 1880s. Certainly, as young Charles was growing up with his two older brothers and sister, his father was landlord to around 60,000 working class Londoners, as well as owning 6100 acres of Monmouthshire.

After being educated at Mortimer Vicarage Preparatory School in Berkshire, Charles inevitably ended up at Eton, as his father and two brothers had before him. It was here that his passion for technology was sparked – quite literally, as on one trip back to the Monmouthshire ancestral family home, The Hendre, he installed a dynamo to generate household electricity. The fascination for tinkering with electrical and mechanical items soon earned him the nicknames of Dirty Rolls and Petrolls.

In 1894, Charles attended a 'crammer' – a private school specialising in helping students to achieve particular goals – in Cambridge, with the intention of getting into Trinity College. He succeeded in this ambition, studying Mechanical and Applied Science.



**Just three Royce 10hp cars were made before the model's evolution to Rolls-Royce status**

## **“In January 1903, Charles Rolls founded one of Britain’s very first car dealerships – C.S. Rolls and Co”**

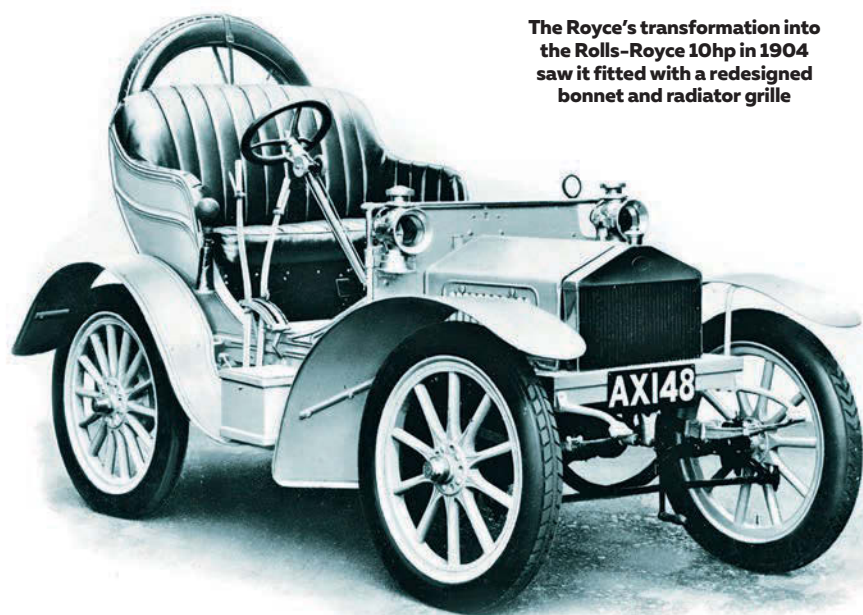
This also indulged his Eton interests, although any need for speed was fulfilled by taking up cycling, something he seems to have rather excelled at.

Two wheels would soon be replaced by four, however, as early 1896 saw Charles being introduced to the wonderful

world of the automobile by pioneer motorist, Sir David Salomons. “I intend going in for one of these some time, and have been saving up for a considerable time for the purpose,” Charles wrote to his father. Soon, he was on his way to Paris with those savings (and a parental loan) to pick up a Peugeot Phaeton. While it might have seemed an excessive trip just to buy a car, there was no real British motor industry at this point, with no more than fifteen cars in use on British roads by the start of 1896. By comparison, countries like France and Germany were much more advanced in their car usage.

### **NEW ARRIVAL**

When he returned to university, Rolls' Peugeot was almost certainly the first car in Cambridge. Although he didn't drive it all the way back from Paris – unsurprisingly, given that it needed to be topped up with water every ten miles – he did undertake the final leg from London to Cambridge, which took twelve hours at an average speed of about 4.5mph. This was despite covering some stretches at the heady speed of 20mph, as a few words had been had with the chief constables of Hertfordshire »



**The Royce's transformation into the Rolls-Royce 10hp in 1904 saw it fitted with a redesigned bonnet and radiator grille**



and Cambridge, who just happened to be family friends. This meant that the usual requirement for a man with a red flag or lamp walking ahead of any 'locomotive on the highway' at a maximum speed of 4mph could be 'overlooked' on this occasion. (If you were Victorian aristocracy, such things were easily possible.) Rolls soon joined the Self-Propelled Traffic Association, set up by Sir David Salomons, to try

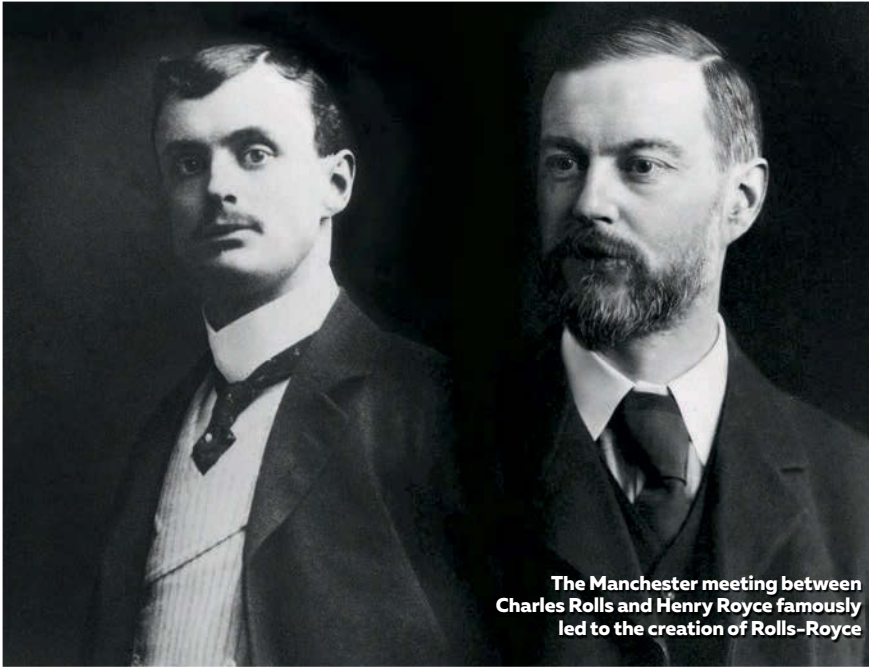
and repeal such laws, and was also a founder of the Automobile Club of Great Britain (later to become the RAC), which the Association merged with in 1897.

Thanks to what he was studying, Rolls was able to use the university engineering laboratories to work on his Peugeot, plus the De Dion-Bouton and Bollee mechanical tricycles that followed it. This no doubt spurred him on to even more ambitious motoring adventures

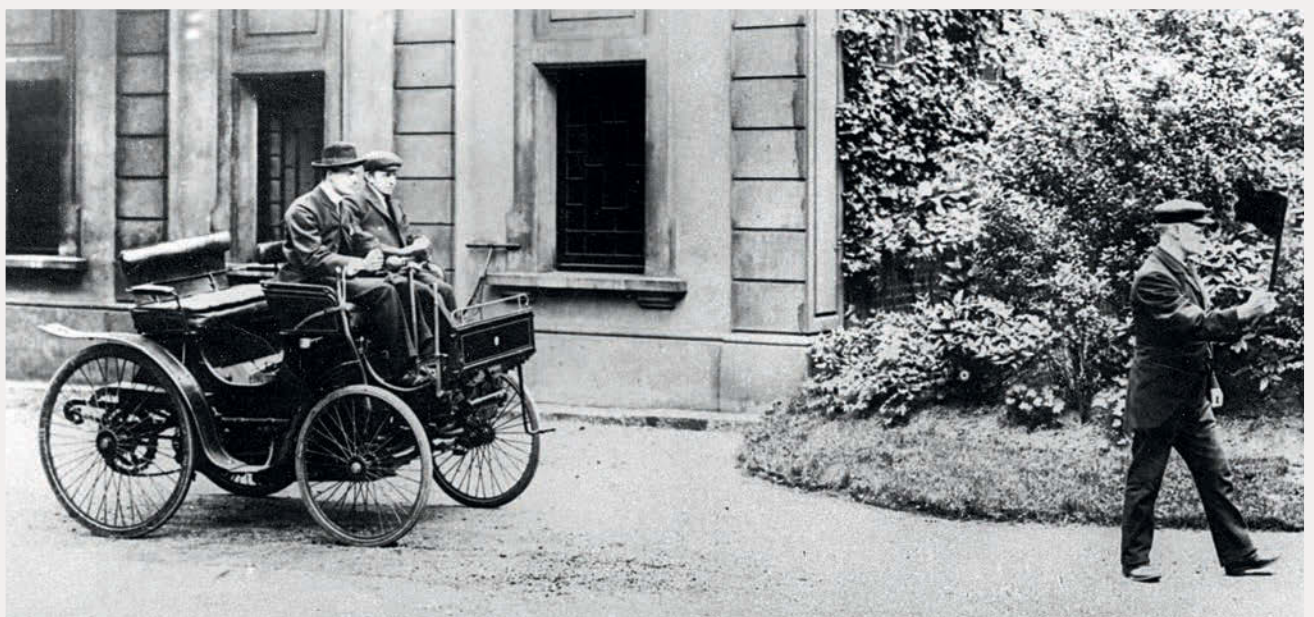
– such as driving home for Christmas from London to Monmouthshire, quite a mammoth undertaking of around 150 miles during winter on unmade roads without any kind of motoring services. He nearly didn't make it when the brakes failed on a steep one-in-six hill, but fortunately he managed to steer the runaway Peugeot safely down. Once in Wales, the French vehicle would have been just one of three cars in the entire country.

When Rolls left Cambridge in the summer of 1898 with his degree in Mechanical and Applied Science, he furthered his knowledge with a spell in the engine room of the family's steam yacht, *Santa Maria* – because, of course, the family had its own boat – as well as in the London & North Western Railway workshops in Crewe. However, working for others was never going to be the norm for this young man, and in 1899 he established a workshop equipped with drilling and milling machines.

Rolls' enthusiasm for motoring only continued to blossom. He started entering organised events, including – memorably – the Thousand Mile Reliability Trial from London to Edinburgh in 1900. This was organised by his future business partner, Claude Johnson, on behalf of the Automobile Club; and although Johnson took part himself and won a silver medal, the star of the show was Rolls, who took gold and also managed to reach



**The Manchester meeting between Charles Rolls and Henry Royce famously led to the creation of Rolls-Royce**



**Rolls at the wheel of his first car, a Peugeot Type 15 Phaeton – complete with obligatory man walking ahead with a red flag**





**The 1900 Thousand Mile Reliability Trial saw Charles Rolls win a gold medal – and hit an impressive speed of 42mph**



**Charles Rolls and relatives aboard a Rolls-Royce 40/50, alongside the *Santa Maria* family yacht on which he briefly served as an engineer**

a terrifying 42mph in his new 12hp Panhard. Johnson's maximum velocity was just 27mph by comparison. Just three years later, Rolls would unofficially become the fastest man on Earth by achieving 83mph in a 30hp Mors in Dublin; but because the timing equipment wasn't approved, the record was never officially acknowledged.

In January 1903, Rolls founded one of Britain's very first car dealerships, C.S. Rolls and Co, in Fulham, London, with the help of a £6600 loan from his

father. To help run his new concern, he head-hunted Claude Johnson, who had become renowned for his organisational abilities whilst at the Automobile Club. While the nascent British motor industry was now finding its feet, with companies like Daimler, Lanchester and Wolseley making machines, Rolls wasn't impressed with their quality or performance, and so chose to import Peugeots and Panhard et Levassors from France, as well as Minervas from Belgium. However, he was keen to sell British vehicles, should any

meet his high standards... which is where Frederick Henry Royce enters the story.

Talented engineer Royce had begun building his own cars in Manchester, after initially modifying and improving a Decauville in 1902. The third two-cylinder Royce 10hp was bought by Henry Edmunds, a shareholder in Royce's company. He was also a friend of Rolls, and told him about his new car. Although Rolls had been looking for three- and four-cylinder cars for his well-heeled clientèle, he was sufficiently intrigued to agree to meet Royce at the Midland Hotel in Manchester on May 4th, 1904. After a drive, Rolls quickly agreed to sell Royce's cars, calling him "the greatest engineer in the world". The proviso was that the vehicles would bear the name Rolls-Royce.

## CELEBRITY MOTORIST

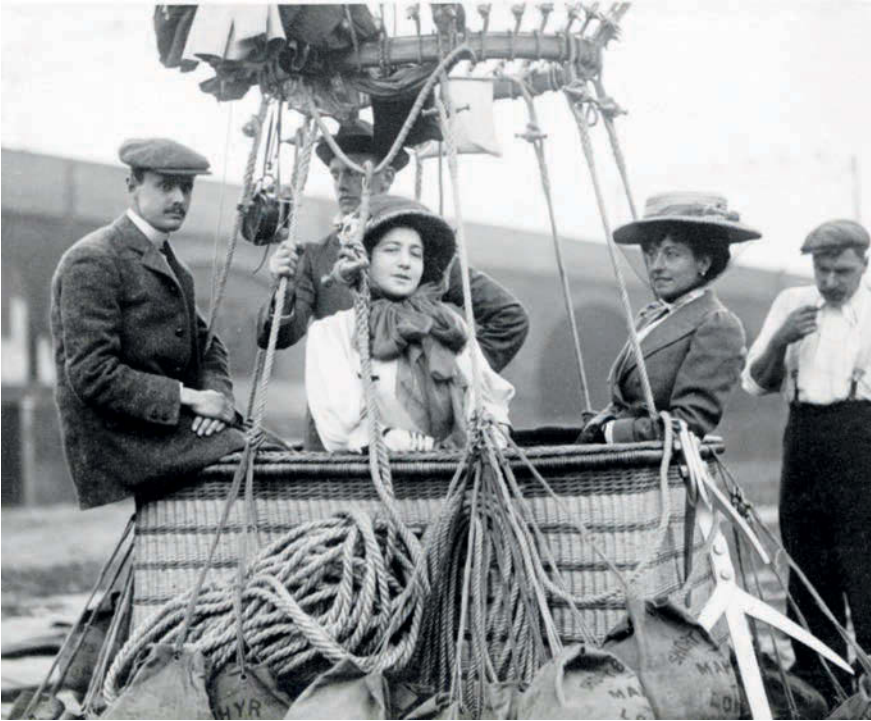
The agreement came into effect in December 1904, the same month that the first Rolls-Royce – effectively the Royce 10hp embellished with the now trademark triangular-topped radiator surround and priced at £395 – was unveiled at the Paris Salon, where it won a gold medal. Early advertising focused much more on Rolls rather than Royce; after all, the Honourable Charles was the celebrity motorist with all the right connections. He knew the rich, he knew the famous and he knew journalists. He even cheekily suggested that when Edmond Warre, his old headmaster at Eton, retired, a Rolls-Royce would make the ideal leaving present. Well, a horseless carriage beats a carriage clock any day...

Almost behind the scenes, meanwhile, Royce worked on new models, with three-cylinder 15hp, four-cylinder »

**Charles Rolls had an early fascination with the motor car, as well as all things mechanical**





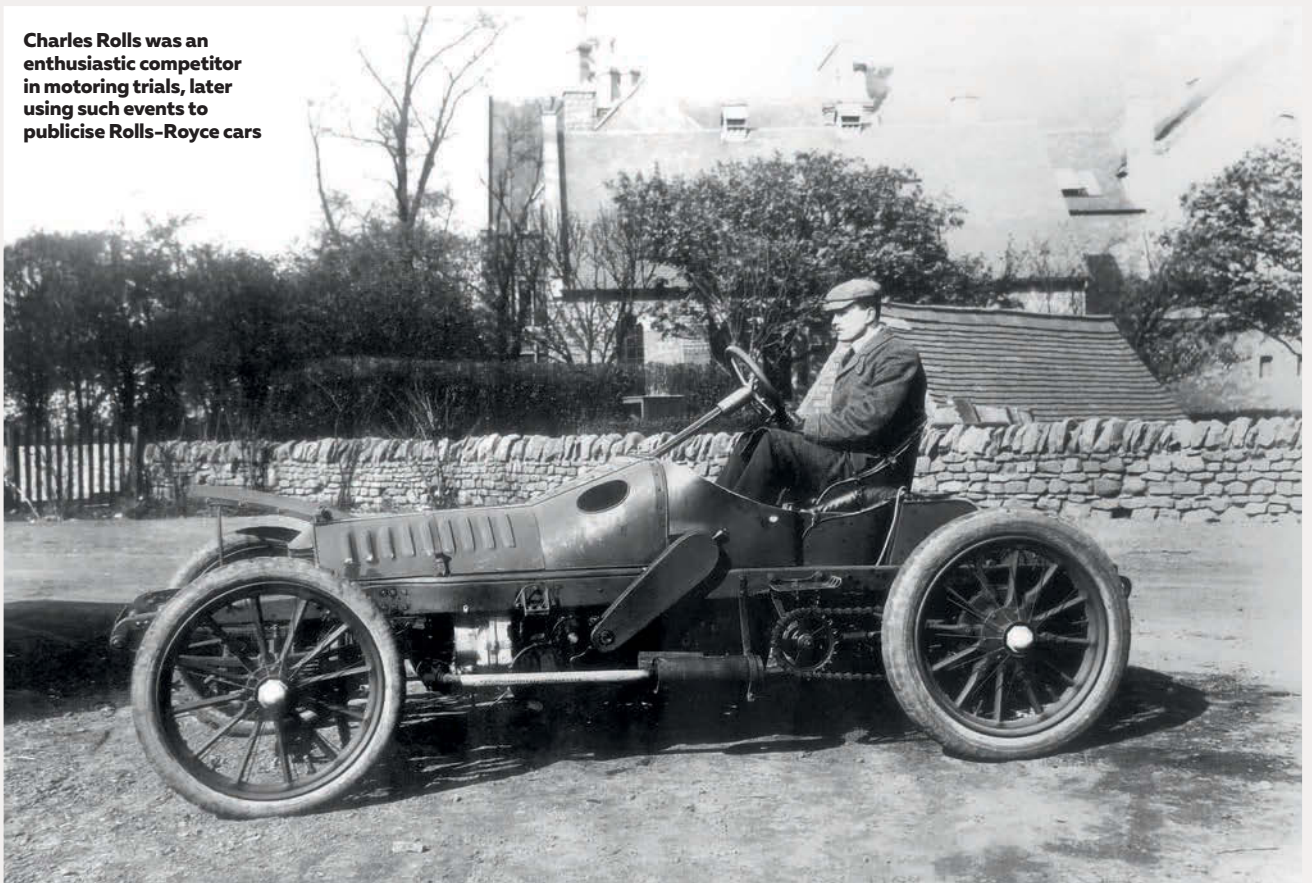


**A 1901 pre-ascent ballooning shot of Rolls (left) with Vera Hedges Butler, with whom he founded the Aero Club of Great Britain**

20hp and six-cylinder 30hp machines all arriving during 1905. Initially, Rolls continued to sell other imported marques, but as the reputation and success of Rolls-Royces grew, these were dropped. On March 15th, 1906, Rolls-Royce Limited was officially founded, buying out C.S. Rolls and Co in 1907 and establishing a new factory in Derby, which was up-and-running by the following year.

There were other diversions for Rolls, though. Always keen to try anything new, he had taken up ballooning at the close of the Victorian era, but in late 1906 was introduced to the Wright Brothers. They'd been responsible for the world's first powered aircraft flight during 1903, and Rolls met them during a visit to the USA to promote Rolls-Royces. Although his trip did result in the start of exports to America, it seems he was far more interested in meeting those pioneer aviators. Indeed, flying became Charles Rolls' new obsession upon his return, especially after a later meeting with the Wrights in France gave him the chance to actually go up in an aeroplane – making him only the

**Charles Rolls was an enthusiastic competitor in motoring trials, later using such events to publicise Rolls-Royce cars**







Rolls always embraced new technology, which explains the prominently-placed telephone equipment in this photograph

**“After a drive, Rolls quickly agreed to sell Royce’s cars... but the proviso was that the vehicles would bear the name Rolls-Royce”**



**The Hendre was the Rolls family’s ancestral home in Monmouthshire, used by Charles as a base for his ballooning exploits**

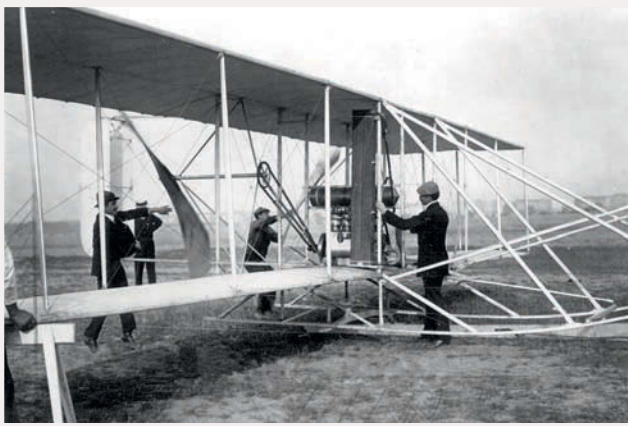
second Englishman to do so. “After experiencing every sort of locomotion, including cycling and motor racing, a voyage in a French army dirigible, and over 130 trips in an ordinary balloon, there is nothing so fascinating or exhilarating as flying,” he commented.

Motors on the ground were suddenly second fiddle to motors in the air. Rolls used some of the men at Rolls-Royce’s London workshops to work on the first British airship, *Nulli Secundus*, when they should have been maintaining customers’ cars instead. He urged Henry Royce to design an aero engine, and wanted to obtain a licence to build the Wright Flyer aircraft in Britain. »

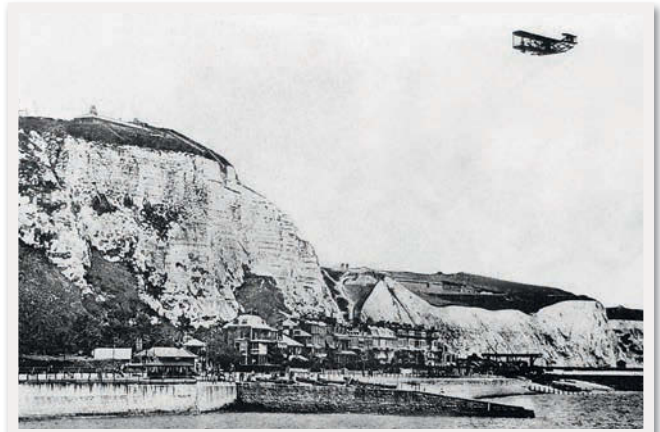


**The Midland Hotel in Manchester, where Charles Rolls and Henry Royce met in 1904**





**Not only did Charles Rolls own two Wright Flyer aeroplanes, he also wanted Rolls-Royce to build them under licence**



**Rolls in his Wright Flyer, returning to Dover at the end of the first ever non-stop-return powered flight across the English Channel**

Royce refused, believing the market to be too limited, while chairman of the Rolls-Royce board, Ernest Claremont, refused permission to manufacture aircraft. Ironic, really, given that within a few years, the company would become heavily involved with aviation.

Nevertheless, Rolls bought a Wright Flyer for himself in 1909 and started piloting it regularly, making 200 trips in just four months. His interest in cars in general and Rolls-Royce in particular, already waning, virtually vanished as he immersed himself in his new love. Those he worked with at Rolls-Royce recalled him as becoming erratic, forgetting and ignoring appointments, and sometimes disappearing for up to three weeks at a time. The inevitable came at the end of 1909, when Rolls stepped down as technical director of the firm he'd helped to create, although he did remain as a non-executive director.

## **FOCUS ON FLYING**

Just as Rolls had been keen to set new standards in motoring, so it was with aviation. In July 1909, Frenchman Louis

Blériot had become the first person to cross the English Channel by airplane. Rolls wanted to do better by crossing the sea to France and flying back, non-stop. He managed it in June 1910, the flight from and to Dover taking 95 minutes. The adventure made him a national hero, and arguably provided just as much favourable publicity for Rolls-Royce as his earlier motoring exploits; after all, the cars still bore his name, even if he wasn't personally demonstrating their superiority anymore.

Just over a month later, however, it all came to a sudden end. Charles Rolls was taking part in Britain's first international air show at Hengistbury Airfield, near Bournemouth. A perhaps rather fanciful journalist claimed that Rolls had arrived (by train, as he'd just been booked for speeding in Hyde

Park) with "a look of doom – a strange foretelling of a sudden and fearful end that turned his cheeks grey". During an attempt to demonstrate a precision landing at the show, the experimental tail-plane of his Wright Flyer gave way and it plunged to the ground. Rolls died at the scene, aged just 32. He was buried among his ancestors at St Cadoc's Church in Llangattock Vibon Avel, Monmouthshire. There are further memorials in the town of Monmouth, at Dover, and at the site of his death.

While Charles Rolls' involvement with Rolls-Royce may have been limited to just a few years, it was still highly significant. Henry Royce was just one of many engineers experimenting with cars at the start of the 20th century and, as good as they were, they might have gone largely unnoticed had Rolls not injected the money to allow him to build more powerful and sophisticated machines, not to mention supplying an outlet to sell them in London and providing the sort of publicity that attracted wealthy buyers. By the time Rolls' attention drifted elsewhere, Rolls-Royce was sufficiently established that it could look after itself, especially given that the 40/50 'Silver Ghost' was in production at the new Derby factory. Charles Rolls may only have been there right at the start of the story... but without him, the story might not have started at all. ■



**The aftermath of the crash that ended Charles Rolls' life at Britain's first international air show**

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**FEATURE CAR**  
1966 SILVER SHADOW





# RECENT ACQUISITION

Rolls-Royce enthusiast Christ Spaett began searching for a 'Chippendale' Silver Shadow late last year, finally snapping up this impressively original example – and rekindling many memories in the process

WORDS & PHOTOGRAPHY: PAUL GUINNESS







**D**espite the regular four-door Silver Shadow being among the most ubiquitous of all the post-war Rolls-Royces, certain survivors will always stand out from the crowd. Immaculately restored or extremely low-mileage cars are among the ones most likely to attract attention; but for aficionados of the original Silver Shadow, it's the earliest examples with their 'Chippendale' dashboards that are often the most sought after, as well as being among the hardest to find in top condition.

It's easy to see the appeal of the 'Chippendale' dashboard, of course, a handsome feature of the Silver Shadow and Bentley T-series upon the twosome's launch in 1965. Left-hand drive cars saw the design phased out as early as 1968, although right-hand drive examples still used the original dashboard through to May '69. A completely redesigned dashboard was required thanks to changes in American

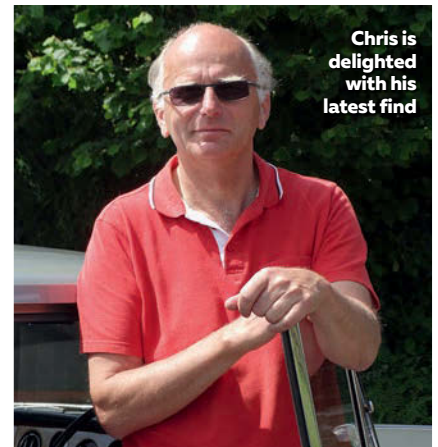
## "The search for a 'Chippendale' car began last autumn, with Chris keen to relive some memories from the 1980s"

safety legislation, hence the new-look version featuring extra padding as well as a rejigged instrument layout and a modern-looking centre console.

Among the Silver Shadow enthusiasts for whom the original 'Chippendale' design is so desirable is Chris Spaett, proud owner of the 1966 example featured here. "I've previously owned plenty of Silver Shadows, as well as a number of SZ-generation cars, an Arnage Red Label and so on," explains Chris, as we relax in his Herefordshire garden following our recent photo shoot. "But for me there's a certain purity to the 'Chippendale' cars, so when I started looking for another

Silver Shadow late last year I decided it had to be an early example."

Chris' passion for the Silver Shadow has seen him owning around twenty examples throughout his motoring career. He still views it as one of the finest ways to travel in classic luxury, although for him the earliest cars are by far the most appealing: "I know plenty of people who prefer the driving characteristics of the Silver Shadow II, and a lot of those with earlier cars have had suspension upgrades and handling kits fitted to improve their experience behind the wheel. For me though, the original Silver Shadow's softer handling is all part of its







The original 'Chippendale' dashboard shows the early Silver Shadow as its designers intended

charm, and I much prefer driving one that's had no modifications at all."

## MEMORABLE TRIP

The search for an early 'Chippendale' car began last autumn, with Chris keen to relive some memories from the 1980s: "Back then, when I was in my twenties, I treated myself to a 1966 Silver Shadow and immediately set off on a European adventure. I wanted to spend that winter touring the continent, and decided to do it in style – covering thousands of miles in the Silver Shadow and blowing all my money staying in some of the best hotels. I started in Paris and ended up taking in Cannes, Saint-Tropez, Monaco, the Swiss Alps and down into Italy. I was away for three months in all, before coming home with no money. I ended up swapping the Silver Shadow for an Aston Martin V8, which shows just how much has changed in the world of classic cars over the last thirty-odd years."

As he began his latest quest for an early Silver Shadow, Chris saw various examples advertised for sale, some of them needing more work than he was willing to take on: "I wanted a »





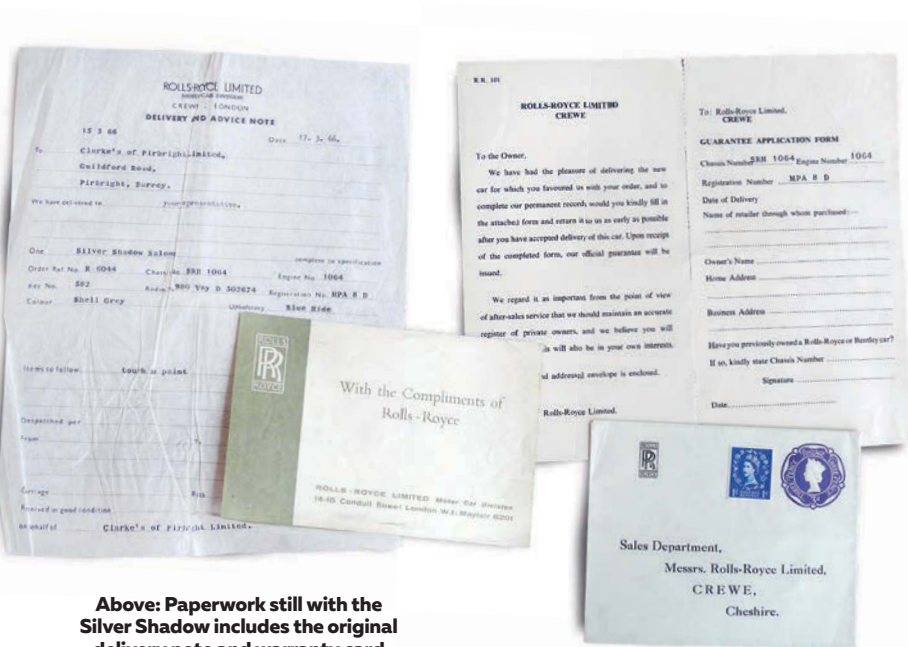
## FEATURE CAR 1966 SILVER SHADOW

'Chippendale' car that was ready to enjoy – one with solid bodywork and no major rust issues. I don't mind carrying out fairly minor jobs, but I certainly didn't want to take on a full-scale project. And that's when I spotted this 1966 Silver Shadow for sale – the same year as the one I'd owned in the '80s."

The car was advertised online, initially with an asking price of £20,000, as Chris explains: "That seemed far too expensive to me, despite this being a very early car in very sound condition. Nevertheless, I kept an eye on it over the next few weeks and gradually saw the price being reduced, dropping as low as £11,000 in the end. I made contact with the seller and asked if he'd be interested in doing a deal with a Series I Jaguar XJ6 that I owned at the time. He said he would be happy with the Jaguar as part payment, and so I went to view the Rolls-Royce."

When Chris first caught sight of the Silver Shadow, he wasn't over-impressed: "It was fairly dirty and was being stored in a rather damp unit. As a result, the leather upholstery had started to go slightly mouldy, the wood veneer was dull and the whole interior looked sorry for itself. But after a good look around, I could tell that this was an extremely solid, unmolested example of its type – and I didn't hesitate in doing a deal."

Chris planned to drive the car from the vendor's place in the south of England to its new home in Herefordshire, but was told that the brakes were sticking due to recent lack of use. Remedial attention with a large hammer managed to free them enough for the journey to begin, only for the brakes to start smoking



**Above: Paperwork still with the Silver Shadow includes the original delivery note and warranty card**

after a few miles, forcing Chris to pull over and carry out the same procedure: "Eventually, once the miles started to mount, the brakes became free and the car drove faultlessly home. I was probably expecting a lot from it, given that it had been used very little in recent years, but the car performed really well and I thoroughly enjoyed the journey."

### GET STUCK IN

Chris wasted no time in giving his newly acquired Rolls-Royce a thorough clean and a careful inspection, as well as carrying out various essential tasks – including an engine service. "The more I investigated the car, the more I realised just how original and well-preserved it is," he recalls with a smile. "It's not perfect, of course, and there are parts of its Shell Grey paintwork that

certainly need attention, including the bonnet. Some localised respraying is necessary to really bring it up to scratch, and yet it's still quite presentable as it stands. I've been underneath it, and have started to scrape off the muck in the wheelarches – all of which look to be really sound and problem-free."

Car number SRH1064 started life in March 1966, being delivered from the factory to the supplying dealer, Surrey-based Clarkes of Pirbright Ltd. It was given the registration number MPA 8D and, from the large folder of paperwork that came with the car (which even includes the original delivery note and warranty card), we can see that it remained in place for many years before a subsequent owner decided upon a 'personalised' registration. When that was eventually removed from the car, the DVLA issued the Rolls-Royce



**Chris has spent time improving the car's interior**



**This '66 survivor is impressively original throughout**



**“Car number SRH1064 started life in March 1966, being delivered from the factory to Surrey-based Clarkes of Pirbright”**



with the age-related number (MCH 997D) that we see in place today. Understandably, however, Chris would like to reinstate the old registration at some point – and judging by the amount of original paperwork still with the car, we can see no reason why the DVLA should refuse such a request.

The large wad of invoices and receipts passed on to Chris show that his Silver Shadow has been extremely well looked after, with no shortage of care and maintenance being lavished upon it over the years. The paperwork also proves that the current indicated mileage of just 61,000 is genuine and correct, which helps to explain why the car drives so well. “It’s an absolute delight out on the road,” confirms Chris. “The only slight issue at present is an intermittent problem with number two brake pump, which will be resolved shortly. My aim is to gradually get the car as near perfect as I reasonably can.”

Frankly, this isn’t likely to be an arduous task. What Chris has managed to find is a corrosion-free early Silver Shadow that already looks drastically better than when he bought it in

### EARLY EVOLUTION

The original Rolls-Royce Silver Shadow and Bentley T-series were steadily developed during their early careers, a key change occurring when the old General Motors-derived Hydramatic four-speed automatic transmission was dropped in favour of the smooth-operating GM400 in the summer of 1968. That same year saw the dashboard

redesigned on left-hand drive cars to comply with the latest American safety legislation, with right-hand drive versions following suit in May ’69. The L-Series V8 engine that had first appeared in 1959 was adopted by the Silver Shadow and T-series, initially in 6230cc form before being upgraded to 6750cc in July 1970.

January, largely thanks to many hours spent bringing the interior back to full cleanliness, a process that revealed just how well-preserved the leather remains after 54 years. With only the paintwork requiring minor localised attention at some point, this has the makings of one the finest ‘Chippendale’ cars not to have been fully restored.

“I was after an early Shadow to use and improve, and that’s exactly what I have here,” concludes Chris. “I didn’t expect to find one quite as early as this, as apparently it was the 63rd home-market Silver Shadow built – but that’s certainly a welcome bonus. I couldn’t be more pleased.” ■





A.W. Lymn fleet circa 1950



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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 [rrb.ed@kelsey.co.uk](mailto:rrb.ed@kelsey.co.uk) or write to: The Editor, Rolls-Royce & Bentley Driver, Kelsey Publishing Ltd, The Granary, Downs Court, Yalding Hill, Yalding, Kent, ME18 6AL

## EXPERIMENTAL BENTLEY

Your article on the developmental Bentley now owned by the Real Car Company (July/August issue) was interesting, particularly as most of Rolls-Royce's experimental cars were scrapped when they were no longer required by the company.

There is a most interesting book on Rolls-Royce and Bentley experimental cars written by Ian W Rimmer, published by the RREC in 1986. I obtained it when I first joined the club in 1993, at a Silver Shadow Seminar that year. Ian was one of the tutors and was working at Crewe at the time. He later became chairman of the RREC for the statutory two years.

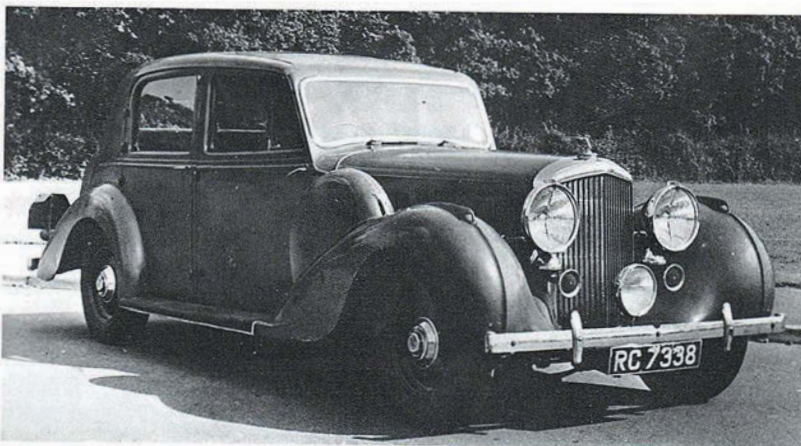
The car in your article (chassis number of 3B50) is described on pages 167-168 of Ian's book. He describes it as a Park Ward-bodied saloon with division. One of the photographs in the book shows a very battered car with damage to the front and rear wings; it seems that many Rolls-Royce experimental cars suffered accident damage.

Finally, in the Your Shout section of the same issue, there's a letter about the Rolls-Royce Cullinan. My own initial reaction to the Cullinan's styling was that it looked like a 'grown-up London taxi', and many other people have made a similar comment. Rolls-Royce cars

### 3-B-50

A Park Ward Saloon body with division was fitted to 3-B-50 which also had a cast iron B 60 engine. The total car weighed 38 cwts and carried the registration number RC7338.

Testing began in May 1939, mainly on performance and carburation. At Brooklands the fastest lap speed was 89.74 mph and the best half mile speed 93.26 mph. Acceleration from 10-80 mph was achieved in 38.4 seconds.



*Park Ward Saloon body with Division on Bentley 50 chassis 3-B-50.*

are supposed to be elegant and stylish, and I'm afraid many of those from Goodwood fail this measure – including the Phantom and the Cullinan. Why does the Phantom have those terrible rectangular headlamps? The P&A Wood round-headlamp modification

was a vast improvement. I think the styling of the current Bentley cars is far superior, with the new Flying Spur being a significant improvement on the two earlier versions.

**David Towers**  
Via email

## SILVER CLOUD FAN

So which is the best Rolls-Royce to own? It's the unanswerable question, of course. For me, as a non-owner, it would have to be a Silver Cloud or its Bentley equivalent... but which one? I favour the original Silver Cloud I and S1, with its classical styling and in-line six-cylinder engine. But what do actual owners think? It would be great to hear from them with their stories of living with such a car.

Perhaps there is a fellow reader out there who has a restoration of a Silver Cloud I or S1 that

they could tell us about? Congratulations on such a marvellous magazine, by the way!

**Stephen Beetlestone**  
Moreton-in-Marsh

**We're always on the lookout for Silver Cloud and S-series feature cars, Stephen. If any of our readers want to put theirs forward for a photo shoot, we'd love to hear from them – Ed.**





## CONTINENTAL DRIFT

Having owned a Continental R and more recently a Continental T, I feel that they are wonderful (if flawed) cars. That they exude a unique, delicate charm of a bygone hand-built era will always remain an asset to those aspiring to own one. However, for me there is no doubt that the more modern cars are far better to drive and are easier to own and operate.

So much so that when I purchased a first-generation Continental GT Supersports, I enjoyed driving it so much that I traded the aforementioned Continental T for a Continental GT Supersports ISR convertible – and have not regretted the decision. By all means get the older cars if one wishes to collect and preserve them; but for me, the later GTs are better to drive and live with.

**Mohamed Kanoo**  
Abu Dhabi, UAE



## DESIGN COMMENTS

I'm writing in response to The Final Page column in your May/June issue. Big, luxurious cars used to show that the owner was of wealth and taste. Now it's not a question of taste; the luxury SUVs made in recent years are bought just to show that the owner has money. People buying them never use their off-road potential (if any). They are impractical in everyday traffic and almost impossible to park.

Of course, car manufacturers have to follow the money or they will be out of business. But are the new luxury cars beautiful? No. Are they impressive? Yes. Are they comfortable? Yes. Are they practical? No. An estate car is definitely more practical and useful than an SUV, and can also be more attractive. However, from a practical point of view, how often does one need the cargo space of an estate?

Most of the Rolls-Royces of the last century had a traditional but refined design, although to me some Phantoms are too big to be beautiful. Nowadays, the recent trend of making the headlights a narrow slit may fit the design of small cars, but on the massive front of the Cullinan and other large cars it looks ridiculous.

I just pity those who need to show that they have more money than taste, and I wish that Rolls-Royce would produce better looking cars in the future. I am happy with my Silver Shadow; and if I upgraded, it would be to a Silver Spirit or Silver Seraph, each of which retains the marque's classical proportions and appearance, with a radiator grille resembling the pillars of a Greek temple.

**Bo Edlén**  
Dénia, Spain



## MOVIE SURVIVOR

I very much enjoyed reading the feature on James Bond's Bentleys in the May/June 2020 issue of *Rolls-Royce & Bentley Driver*, having been brought up on both the films and the books (which my grandfather had the collection of). I thought you would like to know that the Bentley 3 Litre from David Niven's 1967 adaptation of *Casino Royal* is still in existence today, as it belongs to my good friend, Mike Warner of Devon.

Mike is a former chairman of the Bentley Drivers Club, and his wife Kathy is the current chairperson of the BDC's Western Region. The photograph shows the car as it is currently, recently upgraded to a 4½ Litre and in regular use. It can be seen at lots of BDC events each year.

**David Reynolds**  
Via email





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Most responsible owners of older Rolls and Bentley models recognise that the lighting needs upgrading to make the cars safe to use in modern traffic.

This has involved quite a lot of time and effort in the past, but now Better Car Lighting of Warwickshire have announced a revolutionary new conversion which uses the latest technology to make the upgrade

surprisingly quick and easy to install.

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

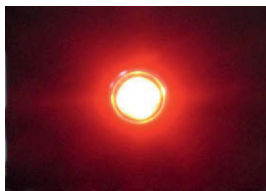


## Bright news for older cars

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

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

**One bulb - 3 functions**



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

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

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

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

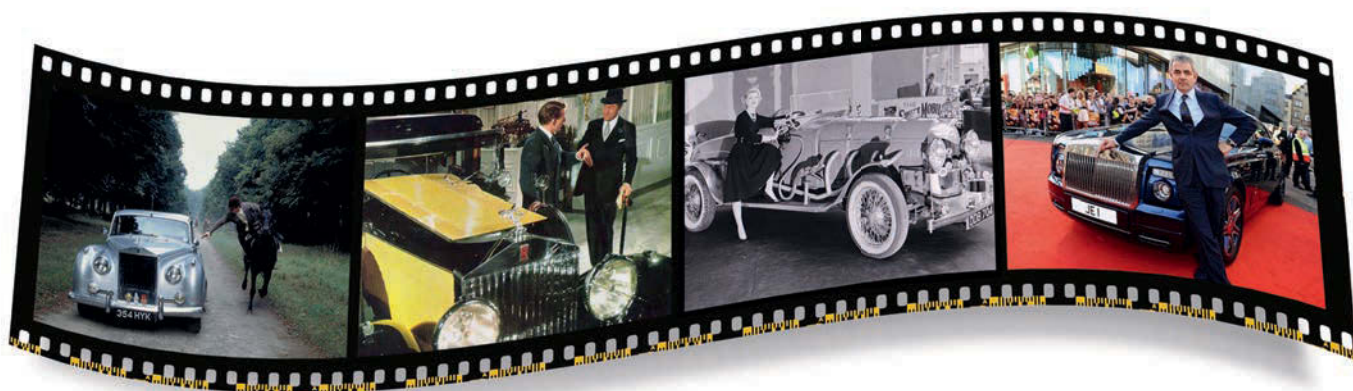
an upgrade that used to take days can now be done in hours.

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# WHEEL TO REEL

We take a trip to the cinema for this issue, remembering some of the most famous – as well as a few lesser-known – movies featuring our two favourite motoring marques

WORDS: RICHARD HESELTINE PHOTOGRAPHY: VARIOUS

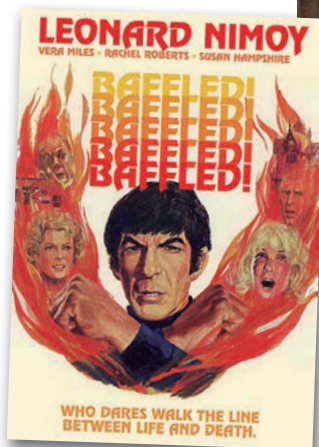
**R**olls-Royce and Bentley have featured strongly on the big screen almost as long as there have been motion pictures. They represent visual shorthand for wealth and status, but occasionally their roles became more prominent. Indeed, the car would become the star.

And so gathered here is our selection of some of the most memorable film appearances by Rolls-Royces and Bentleys. Some of these movies were good, some even great, while others require suspension of belief and a high tolerance for suffering. None were in the realms of the ordinary, though...

## BAFFLED!

*Baffled!* was not a great film. It barely qualifies as a film per se, as it was originally mooted as an Anglo-American TV series to be made by Britain's ITC Entertainment in association with the creative types behind *The Man from U.N.C.L.E.* The show wasn't picked up, however, and so the pilot became a film instead.

It will take far more space than we have here to describe the 'plot', but in essence it stars Leonard Nimoy as an ace racing driver who discovers he is ever so slightly clairvoyant, and psychic investigator Susan Hampshire who 'assists' him. They investigate some rum goings on in a decidedly gothic hotel in the UK and... well, it makes little sense. There is some fun staged footage of



a Nike Formula 5000 car in action, but the real star turn is a red Bentley 3 Litre that is driven on its door handles in hot pursuit of... an Austin J4 van. If that sounds rubbish, it is by far the best part of the film, despite some rather obvious continuity errors.



## GOLDFINGER

Everyone remembers James Bond's Aston Martin DB5 from *Goldfinger*, but the car owned by his nemesis wasn't without significance. The 1937 Rolls-Royce Phantom III of Auric Goldfinger (the always watchable Gert Fröbe) played an important role in several key scenes, not least when 007 and the gilded megalomaniac first meet at the Stoke Park Golf

Club. Bond places a tracker on the car which allows him to follow Goldfinger to Switzerland. There, he learns how he has been smuggling gold – as Rolls-Royce body parts.

The yellow and back Sedanca de Ville used in the film featured coachwork by Barker & Co (a year before the London firm was acquired by Hooper). It was originally custom-

built at the behest of Lord Fairhaven of Cambridgeshire. In a nice touch, the AU 1 registration number used in the film denoted not only the first two letters of the baddy's first name, but also the periodic table symbol for gold. The car still exists and often appears at Bond events. A Phantom II, meanwhile, was later used as the villain's car in *Octopussy*.



## JOHNNY ENGLISH REBORN

Bringing things more up to date, we have the one-off Phantom that appeared in the 2011 Rowan Atkinson vehicle, *Johnny English Reborn*. The James Bond spoof featured a coupé variant, but not any coupé. The persuasive comic actor managed to wangle a prototype 16-cylinder engine from the factory which was then substituted. He later told a British classic car magazine: "I felt that the Aston thing had been rather overdone, and I'd become quite a

fan of the Phantom. But I wanted to give the car a little USP; something special that no other Phantom had." Such as a 9.0-litre V16 engine...

"Rolls-Royce had built three or four of these engines while developing the Phantom, and then stuck them away in a warehouse somewhere," continued Atkinson. "But I knew that they existed, so I got in touch with Rolls-Royce and said, 'Would you mind squeezing one of them into our Johnny English Phantom Coupé?' Very sweetly, they agreed to do it."

This being a spy-fi flick, the Phantom boasted several other decidedly non-standard options, the most memorable being a Spirit of Ecstasy mascot that fired laser beams. Ironically, while the V16 was dropped into the Phantom without the need to alter the bulkhead, the production car's electric retracting mechanism for the mascot was a casualty of the shoehorning. Close-ups of the mascot rising out of the radiator surround necessitated a certain amount of filmic trickery.





## THE YELLOW ROLLS-ROYCE

The clue was in the title – although, strictly speaking, it should have been ‘The Yellow and Black Rolls-Royce’. This long-forgotten 1964 drama was, nevertheless, a box office success at its launch, despite some rather tepid reviews. Starring a stellar cast that included the likes of Rex Harrison, Alain Delon, Ingrid Bergman and Omar Sharif, the anthological plot centred on the titular star, a Barker-bodied 1931 Phantom II Sedan de Ville, which frames the story of three different owners: an English aristocrat, a Miami mafioso and a moneyed American socialite.

The film depicts fictional events up to and including the start of the Second World War, and includes everything from extra marital naughtiness in the Rolls-Royce’s ample back seat to aerial bombardment from the German air force. While not a great movie, *The Yellow Rolls-Royce* remains watchable despite (or perhaps because of) some decidedly hammy acting. As an aside, the helmsman for this film was Anthony Asquith, son of former British Prime Minister, H.H. Asquith.



## SCHOOL FOR SCOUNDRELS

The original *School for Scoundrels* from 1960 features several car-related cameos. Rotter-in-chief Raymond Delauney (the always watchable Terry-Thomas), for example, drives an Aston Martin DB3S – or rather a ‘Berlini’, complete with a bizarre-looking dorsal fin. However, the ‘1924 4-Litre Swiftmobile’ is pivotal to the plot. Hapless hero Henry Palfrey (Ian Carmichael) is bamboozled into buying this pre-war monstrosity in a bid to impress the film’s lovely love interest (Janette Scott). With its comedy grille, giant elephant mascot, serpentine horn and faux exhaust pipes, it was as ghastly to look at

as it was unforgettable to watch in action (strictly speaking, inaction).

In reality, the Swiftmobile began life as a 1928 Bentley 4½ Litre with fixed-head coupé bodywork by Freestone & Webb. The car was sold by the studio in 1961 for the

princely sum of £50 (around £1000 in new money) and the new keeper subsequently rebuilt it, adding a replica Vanden Plas tourer body painted in a Land Rover green hue. The car was sold at auction by H&H in 2003 for £110,000.





## THOMAS CROWN AFFAIR

Whatever your view of Steve McQueen as an actor, the man certainly had style. While the 1967 Rolls-Royce Silver Shadow Fixed Head Coupé with coachwork by Mulliner Park Ward appeared sparingly in *The Thomas Crown Affair*, it left an indelible impression. It appeared 'cool', and that impression has yet to fade after more than half a century. Ordered new by movie producer Jerry Bresler, it was loaded to the gunwales with every conceivable extra.

Once its career on the big screen came to an end, the Rolls-Royce was sold to persons unknown. In the early 1980s it was acquired by a woman who divided her time between Beverley Hills and New Orleans. The car was sold for a whisker over £53,500 in 2006 at an auction of McQueen-related vehicles and memorabilia, staged at the Petersen Automotive Museum in Los Angeles, California.



## THE FAST LADY

The Vanden Plas-bodied short-chassis 1927 model that appeared in 1962's *The Fast Lady* was referred to by this handle. This 'lesser' Ealing Comedy was another of the type where a diffident sort attempts to woo a lovely lady by means of a desirable motor car while dissuading her from falling for the charms of a blackguard. The cast,

which included star Stanley Baxter, real-life former 'specials' builder/racer James Robertson Justice, Julie Christie in only her second film role, and über-cad Leslie Philipps, seemed to enjoy themselves, while the memorable chase sequence where the Bentley hunts down bank robbers is played for laughs. There are also cameos by John

Surtees, Graham Hill and even journalist/broadcaster John Bolster.

As for the car itself, it was dried off following a visit to the drink; and as recently as 2010, it was sold by dealer/racer Gregor Fisker for north of £500,000. As an aside, director Ken Annakin went on to make the superb *Those Magnificent Men in Their Flying Machines*.





## A VIEW TO A KILL

This 1985 James Bond flick is not among the most fondly remembered among the 007 canon, but it did feature a Rolls-Royce in a starring role. Well, briefly. What's more, it was a car with quite a backstory. The 1962 Silver Cloud II can be seen in several scenes shot in and around the sublime Château de Chantilly, with Bond being chauffeured by Sir Godfrey Tibbert (the always watchable Patrick Macnee). The car's final appearance sees it being pushed into a lake by wrong 'un Max Zorin (Christopher Walken) and his henchwoman, May Day (Grace Jones), with an unconscious Tibbert and Bond in the back. 007 saves himself by breathing air from one of the Silver Cloud's tyres.

In reality, the 'car' that went for a swim was a glassfibre replica. The genuine article was owned by legendary Bond film producer, Albert R. 'Cubby' Broccoli, and wore the number plate CUB 1 (354 HYK in the movie). Interestingly, this wasn't the car's sole role in the spy series, as it also made a blink-and-you'll-miss-it appearance in 1965's *Thunderball*. The Rolls-Royce remains in Broccoli family ownership to this day, and often appears at Bond premiers and other 007-related functions.



## ALSO FOR YOUR CONSIDERATION...

### CANNONBALL RUN

Admittedly, it was a rubbish film, but it did have Jamie Farr as a racing-mad sheik in a Silver Shadow complete with rally spot lights. Quote from a patrolman who pulls him over: "I never seen a Rolls-Royce do a hundred and forty before..."

### THE AVENGERS

No, not the cult 1960s TV series but the risible Hollywood reboot. They couldn't even get the car right: John Steed's vintage Bentley was a MkVI 'chop', complete with dashboard-mounted tea dispenser.

### FROM RUSSIA WITH LOVE

James Bond was a Bentley man in Ian Fleming's novels early on, and here he briefly appears in his 'own' 1935 3.5-litre Drophead Coupé Park Ward. Novelties included an in-car phone – in 1963.

### NEVER SAY NEVER AGAIN

Connery returned as 007 in this unofficial Bond flick from 1983. He briefly materialised in one scene aboard a 1937 Bentley 4¼ Litre Three-Position DHC by Gurney Nutting.

### ROLLS-ROYCE BABY

Confession time: we haven't seen this 1975 German 'adult' comedy involving a young lady in a Rolls-Royce looking for a (cough, cough) 'good time'. Somehow, we doubt that the Crewe company's legal department was aware of it in period, either.

### BATMAN

Not the camp 1960s TV series but rather the Tim Burton film adaptation from 1989. Hero Bruce Wayne's transportation was a Silver Wraith Hooper Empress.

### IRON MAN 2

We're not huge fans of this film, not least because a 2009 Phantom gets sliced and diced by 'electrical whips'. It's hard to watch...

### ON HER MAJESTY'S SECRET SERVICE

This criminally underrated Bond flick featured a 1968 Rolls-Royce Silver Shadow Drophead Coupé in the scene where 007 is kidnapped and escorted in the back en route to meeting Marc-Ange Draco.

### LORDS OF DOGTOWN

Brace yourself, this 2005 biographical drama features a stretched Silver Cloud II powered by a 350cu.in. Chevrolet V8. Yes, we know. We feel the same way...

### GRAND THEFT AUTO

No, not the game but the 1977 car chase flick, directed by Ron Howard and memorable for the wanton destruction of a Rolls-Royce Silver Cloud. Oddly, though, a Silver Shadow appeared on the movie poster in its place.



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# THE DAPPER DEALER

We take a trip to Northampton to visit Vintage & Prestige Classic Cars' exciting new premises and to catch up with Richard Biddulph, the man who's made it all happen

WORDS & PHOTOGRAPHY: PAUL GUINNESS

If you ever meet Richard Biddulph, the larger-than-life character behind Vintage & Prestige Classic Cars, you're sure to remember him. From his broad smile to his colourful sense of fashion, from his confident charm to his highly entertaining anecdotes, Richard is one Rolls-Royce and Bentley specialist guaranteed not to be forgotten. He's a true individual; and so, just as other companies temporarily

scaled back their operations during this year's Covid-19 pandemic crisis, Richard saw it as an ideal time for expansion. Here's a man who is anything but predictable, as anyone who saw *The Dapper Dealer* (a fly-on-the-wall mini series featuring the debonair Richard) on Amazon Prime will testify.

"I'd been thinking about moving from our previous Essex showroom for a while," he confirms as we start

the tour of his new premises, "and found this fantastic new location in Northampton long before the health crisis kicked in. We've carried on trading and have obviously been observing all social distancing guidelines, as well as welcoming visitors strictly by appointment only. But the whole move has gone really smoothly and I'm delighted with the extra space and facilities we have here."





Richard prides himself on the number of 40/50 Silver Ghosts that he has available



Although selling cars of all ages, V&P always has healthy stocks of early Rolls-Royce models

Vintage & Prestige now operates from a series of large industrial units close to Northampton town, inside which lies a labyrinth of storage and showroom facilities. "We've effectively doubled our showroom capacity to around 200 cars," says Richard. "The previous showroom in Grays closed at the end of March, although we have retained our separate workshop nearby, which means that work carried out on any of our cars is still done in-house to the highest standard." The same workshop continues to be open to the public, offering Rolls-Royce and Bentley owners full servicing, repair and restoration facilities at the very competitive price of £75 per hour plus VAT. The entire operation is run by workshop manager Bill Adams, whose vast experience includes previously working at Jack Barclay and Frank Dale & Stepsons.

"Having the workshop still located in Grays is terrific, as it means we can properly test a car on its drive down there," explains Richard. "We won't sell any car I've not personally driven, ideally for a good fifty miles or so, just to make sure everything is as it should be. We sell a lot of cars for six-figure sums, and the customer has to be confident that each and every one has been fully prepared and is ready to enjoy."

With up to £20m worth of classics in stock at any one time, Richard has developed a reputation for selling high-end cars to discerning clients around the world. Twelve years after founding Vintage & Prestige, he has no shortage of new and returning clients trusting



Manoeuvring cars around V&P's new showroom is a surprisingly easy task

his judgment and vehicle descriptions enough to buy cars from him unseen, often shipping them internationally – a process that has become a whole lot more straightforward since the company's move to Northampton: "We share a site with EM Rogers Transport & Storage, who specialise in securely transporting vehicles worldwide – from brand new Bentleys and Morgans to high-value classic Rolls-Royces. Now when a client buys a car from me and asks for it to be shipped, it goes straight from our showroom into the back of one of the many enclosed transporters we have on site."

The expansion of Vintage & Prestige into larger new premises enables Richard to also offer vehicle storage

facilities with 24-hour security: "We have private and corporate clients alike storing their classics in our state-of-the-art premises," he confirms, "but we have space for many more vehicles and would welcome all enquiries from owners looking for peace of mind when it comes to storage."

## TEST DRIVES

The premises are indeed impressive, with a vast amount of space spread over no fewer than eight floors, with vehicle lifts providing easy access to each level. We were lucky enough to see this process in operation during our visit, when Richard announced we'd be taking a few cars out on the road for a quick »





**A Barker-bodied 1919 Silver Ghost shares showroom space with a brace of Twenties**



**One of the cars sampled during our visit was a Silver Ghost with Cadogan 'Rois-des-Belges' coachwork**

## **“The expansion of Vintage & Prestige into larger new premises enables Richard to also offer vehicle storage facilities”**

spin, the first being a 1910 Silver Ghost with Cadogan-built 'Rois-des-Belges' coachwork. By any standards, this is a vast machine and is therefore a rather snug fit on the vehicle lift that's used to bring it from the upper showroom down to ground level, with Richard manoeuvring it into place with expert precision. The fascinating-to-watch process proves the point, however, that every car in stock at Vintage & Prestige is immediately accessible and ready to be driven, with the care and maintenance of the fleet being the responsibility of Richard's on-site detailer and right-hand man, Simon.

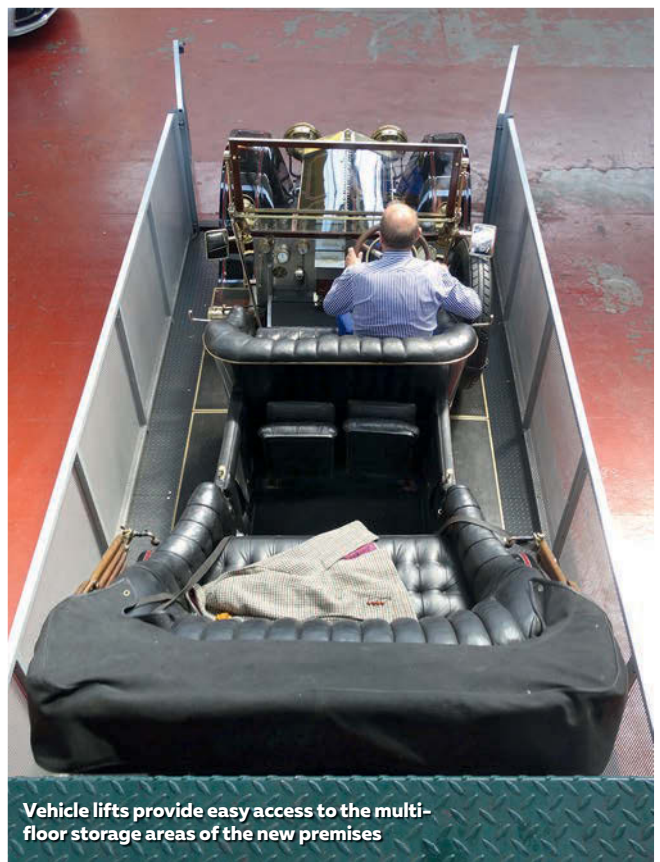
It turned out to be a memorable experience for me personally, as this 110-year-old Rolls-Royce was the oldest car I'd ever driven – which helps explain why, despite Richard's helpfully detailed instructions, I still managed to fluff various gear changes and

prove to be a less-than-perfect pilot. Still, it was a hugely enjoyable short drive, aided by the 40/50's amazingly lofty driving position, as well as the universally positive reaction from other road users: "Drive a Rolls-Royce of this age anywhere and it brings out the best in people," smiles Richard, as he reaches for the hooter one more time, urged on by a group of young lads on bicycles. "Everyone loves it! The Silver Ghost will always be a special car to me, and I usually have anything up to a dozen in stock. How many specialists can make a similar claim?"

Richard is also a fan of the smaller Rolls-Royce models, epitomised by the 20hp – and so it was a 1923 20hp Doctor's Coupe that we took out next, featuring handsome coachwork by Watsons of Liverpool. "A lot of people are under the impression that the 20hp is rather slow and not exactly



**The final part of the fairly complex starting procedure for a 1910 Silver Ghost**



**Vehicle lifts provide easy access to the multi-floor storage areas of the new premises**



ideal for longer journeys, but I think that's nonsense," explains Richard as we both jump aboard, him using his experience of driving such cars to extract the most performance out of this wonderfully prepared example. "If they think a 20hp is ponderous, I can only assume it's because they've not driven one that's really well set-up. A good one will cruise all day at up to 50mph and is one of those cars I'd happily take on any long trip, knowing it would get me there without fail."

To prove the point, Richard pushes this particular 20hp along some of the rural B-roads found within a mile or so of his new headquarters, making the most of the torque on offer and perfectly timing each gear change to ensure he gets the most out of the car. And, of course, it turns out he's right about the 20hp's turn of speed, with the relatively lightweight bodywork of the Doctor's Coupe (certainly compared with a saloon-bodied 20hp) helping this 97-year-old machine to impress with its eagerness.

## MIXED CLIENTELE

Back at Vintage & Prestige, I ask Richard about his client base and the level of loyalty: "We have a lot of clients who have been with us for many years," he confirms. "We'll often have the same car in stock two or three times, brought back for us to sell again when people feel like a change and decide



## WORLDWIDE SHIPPING

Vintage & Prestige is now based on the same nine-acre site as EM Rogers Transport, a company that celebrates its 75th anniversary in 2020 and offers comprehensive vehicle storage and delivery solutions. The team provides professional and flexible transport services throughout the UK and Europe, with an extremely high level of care for all vehicles in the company's professional storage facility. With a fleet of more than fifty high-

spec enclosed car transporters delivering throughout the UK and Europe, EM Rogers' client list includes private individuals, car clubs, auction houses and motor manufacturers. Global shipping and air freight are also vital parts of the business, with a door-to-door hassle-free service available anywhere in the world. For more information, go online to [www.emrogerstransport.com](http://www.emrogerstransport.com) or call +44 (0)1604 755511.

to have another from us. Equally though, we have a lot of new clients throughout the year, many of them fascinating – and often unpredictable."

Richard tells the tale of a wealthy Russian buyer who flew in specifically to

view various cars for sale, surrounded by his own security people: "He couldn't make his mind up from the list of cars he'd seen and tried, so he ended up buying seven – and paid for them there and then at their full asking prices. »



Sharing the same site as EM Rogers makes shipping much more straightforward for Richard





**Richard ensures that every car sold by V&P has been driven and tested by him personally**

I asked one of his security guys why he hadn't haggled with me, and the response was that it would make him look as though he couldn't afford them!"

The ages of Vintage & Prestige's clients also vary widely, despite the fact that much of his stock is the kind of pre-war machinery that many might assume appeals mostly to an older generation: "I had a gentleman in his thirties turn up in a Ferrari F430 Spider who decided to swap it for a Rolls-Royce 20hp – and you can't get much more of a contrast than that. We took the Ferrari in part-exchange and he drove off in the 20hp, heading straight for central London. I also had a call from a young man interested in a Phantom VII EWB, who turned up quite late one evening and bought the car on the spot. When I asked him how old he was, he replied that he was seventeen and wanted the Phantom for ferrying his family around in when they came to the UK for a visit!"

Chatting to Richard, it's easy to



**“He couldn't make his mind up from the list of cars he'd seen and tried, so he ended up buying seven”**

appreciate his genuine passion for all things Rolls-Royce and Bentley, as well as for his business and clients. After a period spent working in the USA, where he owned a succession of classic Rolls-Royces of his own, he returned to the UK fourteen years ago and created Vintage & Prestige just a couple of years later. Since then the company has gone from strength to strength, with a large number of classic models of all ages in stock at any one time – now housed in one of the largest facilities of any marque specialist we've

visited to date. We might be living in uncertain times, but Richard Biddulph is confident of a bright new era for his recently relocated enterprise. ■

**THANK YOU**

We're grateful to Richard Biddulph of Vintage & Prestige for his assistance with this feature, as well as his hospitality on the day of our visit. To find out more about the company's current stock, check out the website ([www.vandp.net](http://www.vandp.net)) or call Richard on +44 (0)7967 260273.



**This Doctor's Coupe proves that a well-prepared Rolls-Royce 20hp can give good performance**



**One of the most stylish cars currently in stock is this 1938 Hooper-built Derby Bentley DHC**



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# BACK TO THE SEVENTIES

Richard East takes us on a journey to the 1970s via this fascinating article, written when he was in his twenties and the proud joint owner of a forty-year-old Rolls-Royce 25/30 limousine

PHOTOGRAPHY: RICHARD EAST, ANTHONY EATON

**M**ention the name Rolls-Royce anywhere in the world and you'll be understood. It means to everyone the world's best car. Yet as a motor manufacturer, Rolls-Royce ranks among the world's smallest producers. The name never occurs in statistics of the British motor industry, except under the pseudonym of 'Others' when the company is lumped together with names such as Aston Martin, Bristol, Jensen and Morgan. In the USA's automobile industry, an annual output on the scale of Rolls-Royce would be inconceivable.

Rolls-Royce has not therefore won worldwide fame by the magnitude of its manufacturing operations. In fact, most of the people who are assured that Rolls-Royce makes the best cars in the world have had no first-hand contact with one. This situation must be the advertiser's dream. Having established the Rolls-Royce's superiority so early in the company's life, the name became a means of describing the best of a host of other products, culminating in the classic campaign that completed the cycle by describing the new Silver Shadow as "the Rolls-Royce of motor cars".

A few years ago, I was one of the great majority. I had never ridden in a Rolls-Royce, let alone driven one. Then a friend's father mentioned that a customer of his had an old Rolls-Royce to dispose of. It was a case of "house purchase

and marriage forces reluctant sale". My friend Anthony and I checked our finances and reckoned we could afford around £100, so we arranged to see the car. Looking back, it's probably just as well that the seller had an inflated idea of its worth and therefore rejected our offer of £110, for the car was an enthusiast's nightmare. True, it had a red badge at the front and had once been a 20hp model; in 1939, however, it had had a hideous owner-driver body fitted by the Southern Motor Company, and sometime in the 1950s a Bentley R-Type engine had been dropped in. The paintwork was cracked, there were several holes in the bodywork and the owner actually told us that it had a knocking big end. Not deterred, we went out for a run, despite the car having not been used for weeks and the tyres being rather 'soggy'.

The owner was keen to show us that a Rolls-Royce was no sluggard. I've never seen a driver so surprised as the chap in charge of a Ford who watched us sweep past and take a sharp corner with all four tyres squealing loudly. On our return to the owner's house, we took advantage of his half-mile drive (this was Surrey stockbroker belt) to pilot the vehicle ourselves. Anybody who has never before sat behind the long, high bonnet with the Spirit of Ecstasy atop the angular radiator, set off by a pair of enormous headlights, cannot fail to be impressed. Of course, we were



and we duly made our offer. We later heard that the car was advertised for £300, which seemed excessive to us.

We didn't buy that particular car, but the seeds of longing had been sown. A few years later, when my friend and I had both finished university and were earning reasonable money (at least, my friend was; I was working in the motor trade), we decided to start seriously looking for a Rolls-Royce, although this time we would make a thorough investigation into the market before taking the plunge. We had already decided we'd not get side-tracked by a Bentley, even though these cars offered better value for money as a means of transport; we were determined on a Rolls-Royce. And whereas during my university days I would have been quite willing to drive around in a hearse, probably the cheapest form of Rolls-Royce on the market, I now realised it could prove embarrassing to friends if I visited in one. The next cheapest type of pre-war Rolls-Royce is a limousine and this is what we eventually bought.

## LENGTHY SEARCH

This is jumping the gun somewhat, as it was only after about eight months that we finally found the right car at the right price. To do this we started reading about Rolls-Royces, buying magazines like *Motor Sport* and the *Exchange & Mart* to check out the adverts and

visiting some of the many dealers in old Rolls-Royces, mainly in London mews. The first dealer we visited had a 25/30 limousine for around £750, and by the end of our research this emerged as probably the best-value car we'd seen. However, we were still wary then, and anticipated spending no more than £500-600 – although further research revealed that cars at such a level were few and far between. The majority were either fully restored at astronomical prices, good original vehicles fetching prices in excess of £1000, or complete wrecks requiring extensive restoration.

We envisaged something in running order, probably



Richard co-owned the 25/30 for about five years in the 1970s



with a tatty interior and exterior, but a car that could be worked on without being taken off the road for more than short periods at a time. By winter we'd seen only one possible contender: a Silver Wraith with good bodywork and trim but a very noisy gearbox. We put in an offer for it, but someone else was obviously less worried by the gearbox and offered more.

It wasn't until March 1972 that two more possibilities appeared. Upon inspection, one turned out to have been hideously and poorly resprayed in silver and blue and to have virtually no interior. It also looked like it hadn't been run in a long time, although as the asking price was £750 this was irrelevant anyway. That same day, however, we travelled to Oxfordshire to see a 1936 25/30 H.J. Mulliner limousine, for which £650 was being asked. This car differed from nearly all »



## READER'S RECOLLECTIONS

### ROLLS-ROYCE 25/30

the others we'd seen; the thermostatic radiator shutters worked, it had a complete set of original instruments, it had the original Berkshire wiper motor in working order, it had double-dipping headlamps, all the window winders worked (including the division) and it had its Spirit of Ecstasy mascot. No other car we'd seen had all of the above. Admittedly, there were no tools apart from the jacking equipment and wheel spanner, the headlamps were non-original P100s and the upholstery and headlining were very tatty. We went for a ride in the car and everything seemed to work; the synchromesh on third and top still functioned, as did the mechanical brake servo, and the steering was light (for a Rolls-Royce).

### OFFER ACCEPTED

We liked the car, went home and later rang the owner to offer £580. This was apparently the highest offer he received and the following Saturday we set off again with a set of trade plates to collect the car. We'd bribed another friend to come along with the promise of a free Indian meal, so we could both ride in the Rolls-Royce. I drove and my motor trade experience stood me in good stead, as I was used to hopping from one car to another, from small to big, manual to automatic, column to floor gearshift and left-hand to right-hand drive. I had also driven cars with no synchromesh, or indeed sometimes with no working clutch; I therefore didn't find it too difficult to adapt to a right-hand gear lever with synchromesh only on the top two gears and brakes that worked well at speed (when the servo provided good assistance) but which were pretty useless when coming to a halt, with the servo assistance reducing as the car slowed down.

It seemed we'd had a good buy. However, we had missed one rather important fault fairly common on the older Rolls-Royce – and something we really should have noticed. There was a bulge about nine inches long on the offside of the cylinder head, symmetrically placed around the rocker shaft and feeder pipe. After a few days we noticed water dripping very slowly down the side of the block. Several (wasted) jars of Bar's Leaks later, we stripped off the lump which turned out to be made of Plastic Padding and uncovered a hole about four inches long by half an inch wide. This we managed to get repaired at a cost of £45 by the Metalock process. Ultimately, a new head would be required but none were available at the time, although there were prospects of the RREC commissioning some new ones in the not too distant future.

This setback did not detract much, however, from the pleasure of ownership. A trip in the 25/30 brought forth smiles and waves from all around, although not from chauffeurs driving modern Phantoms and Silver Shadows. I drove the Rolls-Royce through central London and had both London Transport bus drivers and taxi drivers giving way to me – surely a rare privilege.

The most amazing thing about owning and driving a



Rolls-Royce is that everyone wants to tell you about their own, or their friend's, uncle's, grandfather's or maiden aunt's experiences with the marque. Every British family seems to have a retired Rolls-Royce chauffeur among its menfolk, who will tell you about the "good old days". Everyone has a friend who had a friend who found an old Rolls-Royce after the Second World War that turned out to be fantastically rare. And everyone knows about the man whose back axle

broke when touring on the continent and who, when he approached Rolls-Royce on his return to settle up his bill (the company having sent a mechanic out to repair the car), was told that they knew nothing about it and that Rolls-Royce back axles didn't break!

**“We travelled to Oxfordshire to see a 1936 25/30 H.J. Mulliner limousine, for which £650 was being asked”**

All these and hundreds more are related to you as the truth; after all, it was the narrator's friend's cousin to whom it happened. And yet, when you delve into the actual history of the Rolls-Royce motor car, the stories that crop up are just as incredible. The performance of the cars in the early TT races and in reliability trials and rallies was simply incredible. And let's not forget that back in 1939, Rolls-Royce took a new Phantom III – one of the most complex pieces of automotive machinery on the market – and drove it to Nairobi and back, a trip that would have been regarded as madness (and probably suicidal) in any other type of car. For a Rolls-Royce, however, it was just another 12,500-mile journey. After all, a Silver Ghost had done 15,000 miles around Great Britain in 1907 with negligible wear.

### POSTSCRIPT

My friend and I owned our 25/30 – chassis number GUL19 – for just over five years, selling it at auction in 1977 for around £2600 to a Swiss buyer. My half share of the proceeds made up the deposit on my first house, and thoughts of classic car ownership were put on the back burner until my retirement in 2013, when I bought the 1974 Triumph Stag that I still own. ■





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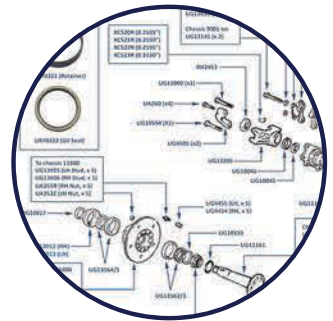
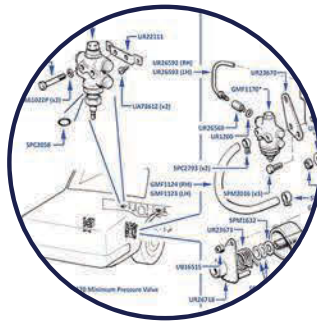
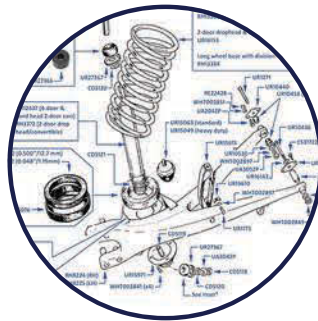
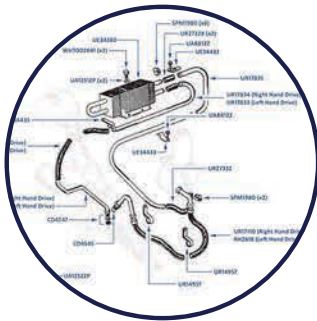
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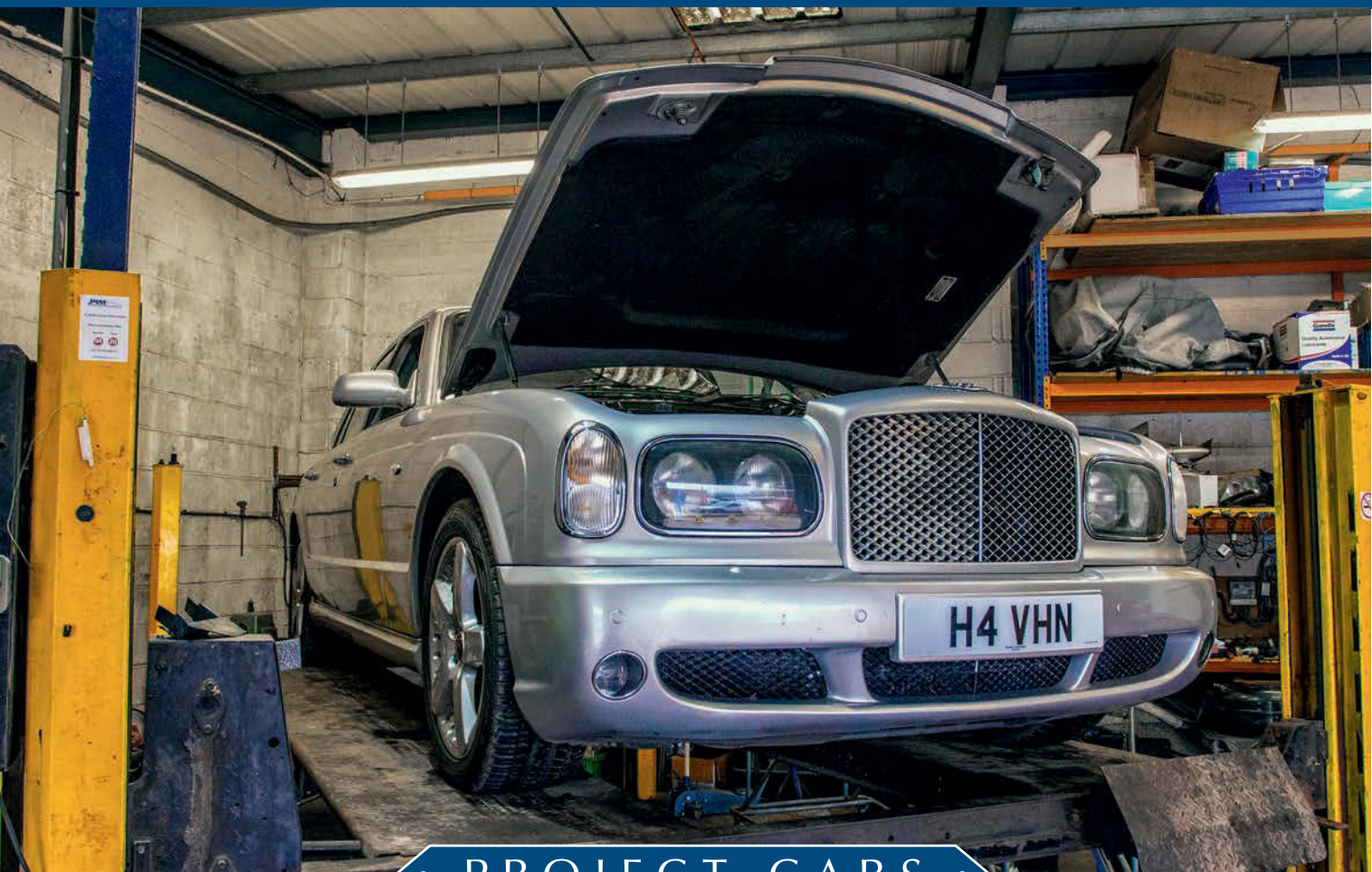
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# HIT THE GAS!

With work on Dan Furr's Rolls-Royce Silver Shadow II taking a back seat, his Bentley Arnage T steps in to take the limelight...

WORDS & PHOTOGRAPHY: DAN FURR

**T**he Silver Shadow II progress report of the last issue outlined hopefully the final chapter in my quest to eliminate what I initially thought was a minor misfire. Much to the dismay of my bank balance, a complete overhaul of the car's ignition system failed to cure the problem, which turned out to be an occasional 'blip' under load caused by a failing fuel pump and the forced permanent operation of the large barge's fuel weakener system. Bizarrely, it was involuntarily active thanks to a small twig stuck in the valve assembly. Work to return the car to normal operating conditions involved a thorough overhaul of its fuel system at post-war Rolls-Royce

and Bentley specialist, Daniel Moore & Co; and as far as I could tell in the short period I was able to enjoy time behind the wheel before 'lockdown' kicked in, the classic V8 is now running smoother than it has at any other time during my six years of ownership.

The Silver Mink saloon isn't the only car on the Furr fleet to be treated to fuel system work in recent weeks. Just before the UK government announced unprecedented measures to restrict the movement of people during the continuing public health crisis, I drove my Bentley Arnage T to the Peterborough workshop of Tore Tocco, owner of CG Gas Auto, an Autogas and liquid petroleum gas (LPG) conversion

specialist. I'd already spoken with Mike Chapman, general manager at Liquid Gas UK (the trade association representing British companies operating in the LPG and bioLPG industries), who was able to confirm that my car was equipped with a BRC LPG system and was appropriately recorded on the UKLPG vehicle register. Beyond a registration receipt included in the car's history file, however, I had no idea when the system was last serviced... which is where Mr Tocco enters the story.

To some of you, an LPG system on a twin-turbocharged V8 might sound like the devil's work. In contrast, assured by evidence of a professional installation carried out by an approved UKLPG Autogas installer, it was one »





**1** Removing the engine covers was necessary to access the LPG system's front-located components, including filter housings, the electronic valve protection pump and diagnostic port; the LPG injector rails can be seen positioned above the intake manifold

of the things that attracted me to this particular Arnage T. Granted, it's difficult to think of anyone buying one of these cars and being concerned about how many miles to the gallon their new four-wheeled friend might return; but at the same time, I intend to cover plenty of ground in the blisteringly quick beast, and when cruising along motorways at steady speed, activating the LPG system is going to save me a significant amount of cash. Doing so won't necessarily improve mpg, but with many fuel filling stations currently offering LPG at little more than 50p per litre, my wallet won't be haemorrhaging cash every time I hit the road. (Famous last words?)

Tore welcomed the car into his workshop and immediately began an inspection of the BRC kit, one which he's seen fitted to a variety of Rolls-Royce and Bentley models over the



**2** The system's new glassfibre filters are a direct swap for the old filters fitted inside original BRC metal housings; there's no need to ditch each complete assembly



**3** Tore serviced the system's vaporiser and installed a new liquid gas solenoid valve assembly



**4** The liquid gas solenoid valve body houses its own filter; the assembly works with the vaporiser in a process whereby liquid gas is fed from the fuel tank in the spare wheel well and turned to vapour, subsequently sent to the system's injectors in the engine bay



**5** Tore whipped out his LPG leak detector after installing the new parts and, as expected, the results were perfect, demonstrating a system safe for continued operation



**6** The reservoir containing the system's lubrication fluid is mounted in the spare wheel well, alongside the LPG tank; this unappetisingly coloured additive is sent towards the front of the car, where it passes through a small pump managed by an electronically programmable controller



years. Needless to say, he had the system's filters and supporting service components in stock, as well as the diagnostic tools required to establish how well the set-up was performing. Using application-specific software, he was also able to change the system's ECU parameters, amounting to a fine-tune of the gas flow feeding eight injectors neatly installed and plumbed into the engine's intake manifold.

The system's sixty-litre tank sits in the spare wheel well, while the filler has been positioned behind the rear bumper. It's an awkward spot to get at – crawling around on the floor of a filling station forecourt is, perhaps, not the most glamorous of images associated with Bentley ownership – but I'm thankful the installation didn't involve the unsightly butchering of bumper or bodywork, as is so often the »



**The opening times of the gas injectors are used to calculate the appropriate additive dosage, which serves to lubricate and protect the system; additionally, the entire LPG kit will be safely deactivated if the valve protection pump detects an empty additive reservoir**



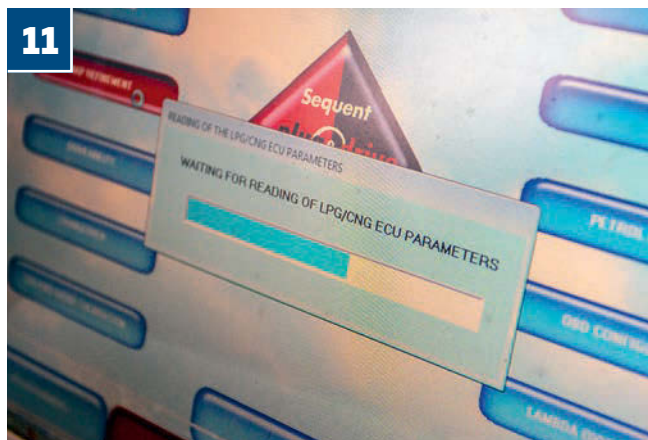
**Error monitoring occurs at multiple places across the system, with warning and operation lights mounted on the electronic valve protection pump body and at a position of the installer's choice – which in this case means hidden from view beneath the engine covers!**



**The LPG system's in-car activation switch and gas tank level indicator is presented as a small, round add-on peeking out from beneath steering column adjustment switchgear, making it difficult to see when driving – and therefore necessitating relocation at some point**



**With the new service items in place and the system successfully tested for leaks, Tore plugged his laptop into the LPG kit's dedicated diagnostic port in readiness for a close look at how the system was configured at the point of installation**



**Before any analysis or fine-tuning took place, a complete download of the LPG kit's ECU parameters was required, with the software Tore used being specific to the BRC system fitted to this Bentley – although he has what seems like a different laptop and an accompanying host of diagnostic gear for pretty much any LPG set-up**



**With the car's engine operational at the other side of the workshop, Tore was able to switch between petrol and LPG feeds remotely, monitoring injector timing on both systems in order to establish where there may have been discrepancies**









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# PERSONAL CHOICE

Here at *Rolls-Royce & Bentley Driver*, we invite readers to share photographs and stories of their much-loved cars. Check out this latest arrival...

## 1990 BENTLEY EIGHT

OWNER: JONATHAN GOLDSMITH

I am based near Tower Bridge in Central London and am the proud owner of a 1990 Bentley Eight. I bought the car in 1997 on my 40th birthday, and it has been with me ever since. It is getting increasingly more difficult to own a car like this in

London, however, despite it having such a tiny carbon footprint from still being in use after thirty years and still running clean. Also, being made of steel, aluminium, wood and leather, it has no polycarbonate in its manufacturing. Had I bought a

succession of Japanese-built Toyota Prius since 1997, there would now be five cars with their 25 batteries sitting in landfill; and of course, the electricity needed to power them would still have been created in fossil-fuel energy plants.



## SHOW US YOUR PRIDE AND JOY

If you fancy seeing your own Rolls-Royce or Bentley within these pages, it couldn't be easier! We're interested in any model of any age – and even its condition isn't important, as we're just as keen to see ongoing projects as we are potential prize-winners. All you need to do is email us a small selection of

good quality jpeg images – and we'll do the rest. Within your email, don't forget to tell us a bit of history about your car, details of any work carried out, or perhaps your future plans for it. The more information, the better!

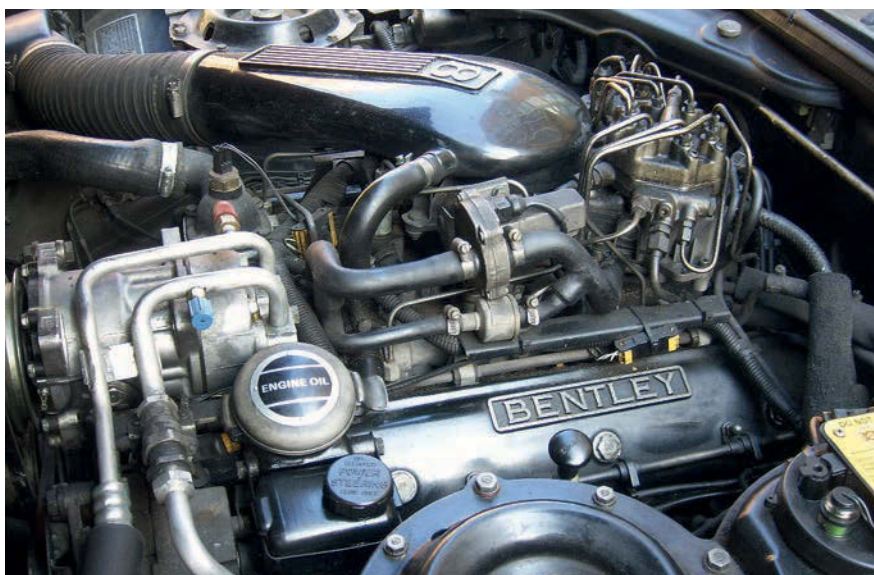
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size. The higher the resolution, the larger we can use your images. If you'd prefer to send non-digital photographs by post, that's also no problem. Simply write to: The Editor, *Rolls-Royce & Bentley Driver*, Kelsey Publishing Ltd, The Granary, Downs Court, Yalding Hill, Yalding, Kent, ME18 6AL.

Most of the minor work on the Bentley I do myself, including interior repairs, modifications and touch-ups, but other work is carried out by independent specialists rather than a main dealer. If you can find a good survivor and a trustworthy garage for maintenance, these cars need not cost the earth to keep on the road.

I had always dreamed of owning a Bentley, and was delighted when I finally achieved my ambition back in '97. Since then I have looked forward to my retirement, enabling me to enjoy my car and my hobby of admiring classic works of automotive art. However, I didn't expect to lose my business due to Brexit, nor my short-time contract work at universities due to a virus. I did expect some help from the government when my income dropped to zero, but Jobseeker's Allowance for six months at £75 a week is all that was on offer, which just about covers my Council Tax. What I didn't expect was for congestion and emissions charges to be reinstated in London, extended both to 10pm and seven days a week, in order to finance a public transport network that we are being told not to use! I really thought it couldn't get any worse, but it did.

Nevertheless, I refuse to be forced into parting with my beautiful work of art that is a classic 'SZ' Bentley. I would sooner not tax it, not take it on public roads and let it sit in my parking space where I can tinker with it and polish it, waiting for the day when I can take it abroad. In the meantime, I have attached a few photographs of my Bentley, a car that I'd describe as being in nice condition but obviously not 'concours'. I guess it could be classed as a very good daily user... ■



## AFFORDABLE BENTLEY

The launch of the Bentley Eight in 1984 was a clever move on the part of Rolls-Royce Motors, as it managed to bring potential ownership to a new breed of buyer. Inevitably, of course, one still had to be well-heeled in order to be able to afford a brand new Eight; but with a UK launch price of £49,497, this latest Bentley managed to come in under the psychologically important fifty-thousand barrier.

With the regular Mulsanne at £55,240 (the same price as the

Silver Spirit) and the Mulsanne Turbo at £61,743, it was easy to see the appeal of this latest variation on the 'SZ' theme. It wasn't just in the value-for-money stakes that the Eight scored, however, as this was a model that also appealed in terms of specification – starting with its mesh grille, reminiscent of the classic racing Bentleys of old.

Throughout its eight-year career, the Eight proved to be one of Bentley's biggest commercial

successes, with 1734 produced in total. This meant that the Eight outsold both the Mulsanne and Mulsanne S (1497 of which were produced during a joint career spanning 1980–92) as well as the Brooklands that replaced it (with 1619 built between 1992 and '98). Indeed, the Eight was the best-selling member of the normally-aspirated Bentley line-up – and these days it represents a tempting introduction to 'SZ' ownership.



# EVOLUTION OF THE RREC

Richard Charnley takes us on a nostalgic journey, reliving the launch and early success of the Rolls-Royce Enthusiasts' Club

It was on July 19th, 1957 that an advertisement appeared in the *Oxford Mail* proposing the formation of a club for the owners of Rolls-Royce motor cars. Eleven people responded and duly assembled at Paternoster Farm, Yarnton, near Oxford. From that modest beginning, the Rolls-Royce Enthusiasts' Club was formed – and little more than a month later, 14 cars attended its first event.

Over the next three years, membership grew to more than a hundred and the club's publication, *The Bulletin*, was introduced. Soon after this, the scope of the RREC was widened to embrace post-1931 Bentleys, and at the 1966 AGM it was agreed that "owners of Rolls-built Bentley cars can be admitted into full membership". In the early days, the focus was on rescuing old cars; after all, a Rolls-Royce 20/25 was 25-30 years old back then and nowhere near as collectable as it is now. The ethos was "Let's just keep them on the road".



In November 1957, up to eighty members and friends of the RREC met in the British Legion Hall in Yarnton



The RREC's early ethos was more about keeping old cars on the road than restoring them to perfection; shown here are Ralph Symmons, Colin Daff and Nigel Hughes

Brothers Colin and Nigel Hughes, members of the RREC for more than 60 years, have recently been looking back at those early days. The two were students at the time and Nigel was looking for an old Rolls-Royce, having decided that a 20hp might suit. Then they heard about the RREC and that Gladys Harris was its secretary at Paternoster Farm. "I tracked Gladys down and she directed me towards Ralph Symmons," says Nigel. It turned out that Ralph had all kinds of bits and pieces in his front garden, including parts from at least four Rolls-Royces, and Colin and Nigel soon became friends of his and stalwarts of the club. Things progressed and a newsletter was required with an editor, and so Nigel took on the role.

"If you went to a car breaker in those days, you might well have seen a gorgeous old Rolls-Royce that had been left out in the fields," he recalls. "Then you might go back the next day, find it had disappeared and be told: 'I put the flame through it, guv!' It would have been reduced to scrap just like that."

Ralph used to collect cylinder heads, radiators, shock absorbers, carburettors, distributors, dynamos, fuse boxes, headlamps, tools... anything

that was portable. He would advertise these in *The Bulletin*, as there was a ready market for such parts among the club members. Meanwhile, because he was hands-on, Nigel soon found himself also given the title of Technical Secretary, which involved answering lots of members' questions.

RREC events often benefited from collaboration with others, such as the 20-Ghost Club and Vintage Sports Car Club (VSCC) to achieve a good attendance in the early days. Getting to meet a large number of like-minded people and admire their cars led to a greater awareness of restoration as opposed to plain maintenance, and thus concours events began to be introduced.

The club has moved with the times, and today's 'entry level' Silver Shadows and Silver Spirits are not as suitable for hands-on maintenance as, say, a 20hp or 20/25, although the desire to keep these more modern classics on the road is every bit as strong, accounting for around 36% of cars owned by members worldwide. There are, however, almost 2000 small-horsepower models (20hp, 20/25 and 25/30) and Derby Bentleys – in generally far better condition than 60 years ago – remaining in the hands of club members. ■



The 1980 Annual Rally saw around 500 cars in attendance, with the concours d'élegance being an important feature by then



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# TREASURE TROVE

One of the key benefits offered to BDC members is access to the associated WOBMF archives, which hold a wealth of club and Bentley-related material

It's not just tours and events that the Bentley Drivers Club's 4000 worldwide members get to enjoy, as the BDC also has close links with the W.O. Bentley Memorial

Foundation, located within the clubhouse premises, near Banbury. Known colloquially by Bentley aficionados as the WOBMF, the organisation – which was founded in 1998 as a charitable trust – exists to achieve its principle aim, which can be summed up in three simple words: honouring Bentley's legacy.

Whilst co-operation with the BDC, Bentley Motors and other historic car clubs is important, the trustees of the WOBMF (all of whom are unpaid volunteers) have to adhere to the law and rules affecting charities, operating as an individual body that's separate from the BDC. Ian Scott, the foundation's administrator, explains more: "The WOBMF endeavours to fulfil a host of important functions within the overall remit of preserving, educating and displaying historic Bentley material, and promoting the legacy of W.O. Bentley by highlighting his life and works."

One of the organisation's initial key roles – which remains true today – was to safeguard the artefacts and memorabilia that had been accumulated by the BDC in its archives. A further objective is to obtain any Bentley-related material that comes to light in order to protect and preserve it for future generations. Archive material, drawings, books, photographs, trophies and much more are all held by the foundation, along with a number of valuable personal items – including W.O. Bentley's MBE, the war medals of BDC founder Keston Pelmore and legendary Bentley Motors engineer Nobby Clarke, as well as numerous motor racing trophies. Regular displays are featured in the museum (also situated in the W.O. Bentley Memorial Building, aka the clubhouse premises) and frequently updated with a fresh historical theme.

In addition, the trustees have a responsibility to provide information and to educate the wider public. To that end, members of the foundation team have presented several

**"...preserving, educating and displaying historic Bentley material, and promoting the legacy of W.O. Bentley by highlighting his life and works"**

fascinating lectures to all manner of organisations and entertained many visitors to the BDC clubhouse and WOBMF archives department.

To help spread the Bentley message far and wide, the WOBMF also publishes books on various aspects of the marque's story. Among the most

recent of these is the latest edition of Dr Clare Hay's monumental work, *Bentley – The Vintage Years*. And another worth getting your hands on is the hugely detailed *W.O. Bentley Rotary Aero Engines* by Dr Tom Dine.

Of course, like all charities, the WOBMF needs to raise funds in order to continue with its valuable work. To help this cause, BDC members are invited to include a £15 (or more) donation to their annual subscription. The foundation has also established a Life Associate category for those supporters willing to make a larger donation. Anyone wishing to find out more about the WOBMF should contact Ian on 01295 738886 or visit its website at [www.wobmf.org](http://www.wobmf.org). ■



The WOBMF library holds a huge Bentley collection of books and magazines



The archives are well stocked with all manner of Bentley and BDC material



W.O. Bentley's MBE is among the key artefacts held by the WOBMF



Club member Nigel Atherstone checks out the WOBMF display on Bentley Speed Queens

# Bentley

## DRIVERS CLUB

THE  
HISTORIC  
MOTORING  
*Awards*  
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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 to look forward to in the future, what better time is there to join us?

**Members enjoy a range of benefits with the BDC:**

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



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

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

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



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



# FROM THE ARCHIVES

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

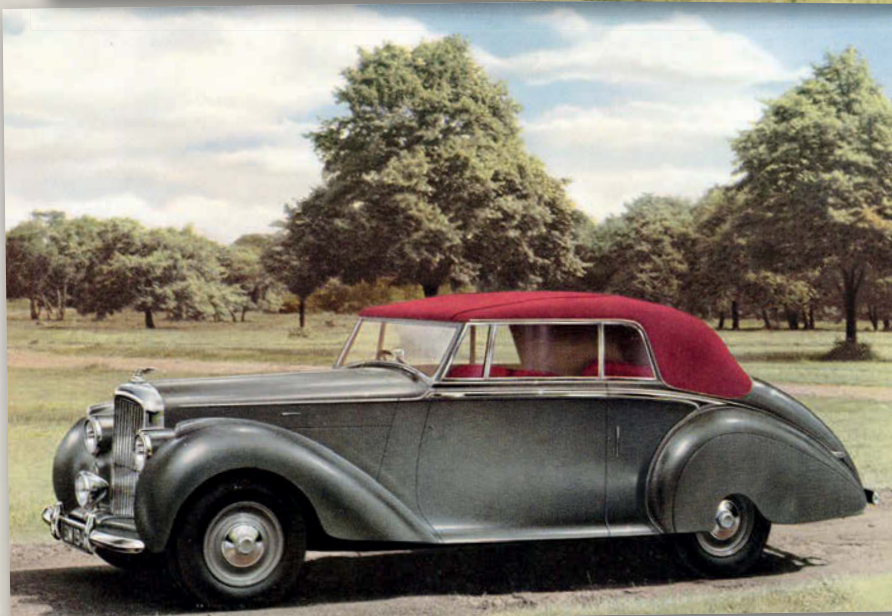
WORDS: PAUL GUINNESS

## POST-WAR SUCCESS ►

Announced in May 1946, the MkVI was the first all-new post-war Bentley – and in Standard Steel guise, it was the first to be completed at the factory rather than via an array of independent coachbuilders. It went on to be a major success, of course, with over 5200 cars sold by the time production ceased in 1952.

These wonderful period illustrations show both the MkVI Standard Steel saloon and the very rare Drophead Coupé built to order by Park Ward. The steel bodies for the MkVI saloon were built by Cowley-based Pressed Steel Company Ltd, an independent manufacturer of bodywork since June 1930, when Morris Motors' previous involvement in the firm was officially severed. Pressed Steel went on to produce bodies for a number of major manufacturers over the years, until its eventual takeover by BMC in 1965.

Initially launched with 4257cc straight-six power, the MkVI was upgraded to 4566cc (usually referred to as the Big Bore version) in 1951. When *The Motor* magazine put the larger-engined MkVI through its paces soon after its debut, the magazine's testers reported a top speed of exactly 100mph, with 0-60mph being achieved in a sprightly 15 seconds.





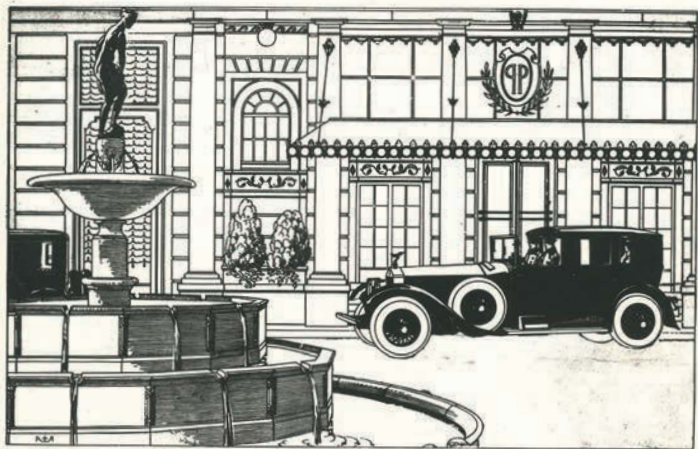
## AMERICAN APPROACH ▶

The USA has always been an important market for Rolls-Royce, particularly in the inter-war years when American coachbuilders would produce their own bespoke bodywork. And among the biggest specialist names was Brewster & Co, a New York-based coachbuilder that actually pre-dated the automobile. By the time this advert appeared in the American press in 1927, Brewster-bodied Rolls-Royces were seen as the epitome of success.

Intriguingly, the advert seemed to be focusing on wealthy female buyers, boasting that "the appeal of Rolls-Royce to women of good taste is inevitable". It went on to explain that "this motor car carries the assurance that it is worthy of its owner", and that "every line of this car expresses quiet elegance".

# LUXURY WITH PURPOSE

FOR 1927



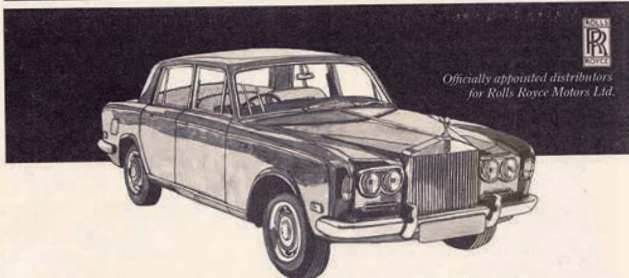
A debutante returns from the smartest tea of the season. A woman of position and influence comes from a concert. After shopping a young matron hastens homewards. . . . This is the gay, the fashionable world—the world of Rolls-Royce.

The appeal of Rolls-Royce to women of good taste is inevitable. This motor-car carries the assurance that it is worthy of its owner. Its reputation for refinement and beauty is more merited today than ever before. Coachwork is designed and built by Brewster & Company, who since 1810 have furnished fashionable equipages to the first families. Through these generations of serving the traveled, the

cultured, the sophisticated, Brewster has built durably as well as beautifully. Coachwork on Rolls-Royce mirrors the appreciation of a patronage which knows, and appreciates, the truly smart in Europe as well as America. No wonder that every line of this car expresses quiet elegance, or that every interior appointment has a purpose of usefulness as well as luxury.

We should be pleased to consider with you the building of a motor-car suited to your requirements—and at the same time expressive of your tastes. Rolls-Royce, Fifth Avenue at Fifty-sixth Street, New York. There are branches in principal cities.

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## ROLLS-ROYCE

BREWSTER COACHWORK

### ◀ SPECIALIST DEALERS

The debut of the Silver Shadow at the Earl's Court Motor Show of 1965 was of crucial importance to Rolls-Royce, with the future of the company hinging on the success of this ultra-modern newcomer. But where could potential customers go if they wanted to place an order? This particular dealer listing (or rather, a page full of Rolls-Royce dealer adverts) provided a few suggestions.

The biggest ad was issued by the Kenning Motor Group, which boasted that the new Silver Shadow was "everything you'd expect the ultimate motor car to be", aided by its "independent suspension with automatic ride height control". Below that, meanwhile, was an eye-catching advert for Eastbourne-based Caffyns Ltd, featuring the new Silver Shadow with the world-famous Seven Sisters coastline providing a fitting backdrop.



## FINAL BODYSHELL ▼

With the Silver Shadow due to be replaced by the Silver Spirit for the 1981 model year, this photograph shows the old car's final bodyshell being produced by the company then known as Pressed Steel Fisher (PSF). The image features workers

at PSF's Cowley-based 'V' plant gathered around the last 'shell. But they needn't have worried about the loss of the Silver Shadow, as PSF was gearing up to produce bodysells for the Silver Spirit at the company's nearby 'R Building'.

The Silver Shadow was an important model for PSF, with around 65 bodysells being built each week by the late 1970s – thirty years after the company became involved with Rolls-Royce body production.



## ◀ EXCLUSIVE CAMARGUE

Four years after the debut of the last two-door Rolls-Royce – the Corniche – came the 1975 Pininfarina-styled Camargue, featured here in a simple leaflet from the late '70s. The Camargue featured sharp, coupé-like styling and a price tag that made the Silver Shadow look like a bargain. By 1978, for example, the Camargue would set you back £47,367, at a time when the Silver Shadow II was priced at 'just' £26,740.

Based on the floorpan of the Silver Shadow but with unique bodywork by Mulliner Park Ward, the Camargue appealed to those who craved the ultimate in exclusivity, hence its success in the Middle East. Rolls-Royce described the Camargue as an "elegant and sophisticated two-door saloon of exceptional grace and beauty", and yet just 531 had been sold by the time production ceased in 1985.

# ROLLS-ROYCE & BENTLEY *driver*

## *Trader*

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Silver Shadow**



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**1935 ROLLS ROYCE 20/25 SPORTS SALOON** by Thrupp & Maberly. Finished in Black and Cream with a Brown Hide Interior. A very pretty example with adjustable front seats without division ..... **£28,000**



**1979 ROLLS –ROYCE CORNICHE 5000 SERIES FHC** Finished in Royal Blue with Magnolia hide interior 65,477 miles. Known to us for many years. Last gentleman owner for 14 years. A wonderful example of these increasingly rare and much sought 5000 series cars .... **£65,000**



**1993 BENTLEY BROOKLANDS.** Finished in Brooklands Green Tan hide piped Green interior. 54,000 miles 4 former keepers. Full service history. Jack Barclay maintained. Exceptional..... **£18,000**



**1964 ROLLS-ROYCE SILVER CLOUD III** finished in Smoke Green over Shell Grey Green Hide Interior. 72,000 miles, Just 4 former keepers. Good Service History. A first class example in outstanding condition..... **£89,000**



**1961 BENTLEY S2 CONTINENTAL FLYING SPUR** by H.J MULLINER. Cardinal Red Magnolia hide piped Red. 68,000 miles Comprehensive history file. Known to us for many years. Simply stunning throughout. .... **£145,000**



**1980 ROLLS-ROYCE SILVER SHADOW 2.** Exeter Blue Magnolia hide interior. 78,000 miles Full and comprehensive service history from new. A very attractive Silver Shadow in exceptional condition throughout. .... **£28,000**



**1963 ROLLS-ROYCE SILVER CLOUD III.** Finished in Georgian Silver over Ming Blue. Grey Blue hide interior. 80,000 miles Excellent history file. Rolls-Royce main agent maintained. Full engine rebuild 20,000 miles ago ..... **£65,000**



**1934 ROLLS ROYCE 20/25 Sports Saloon** by Park Ward in Black Magnolia hide Interior, Just 3 owners from new. Excellent history file. Known to us for last 6 years. A beautiful, rakish Park Ward sports saloon in exceptional original condition. .... **£49,000**



**1998 BENTLEY ARNAGE GREEN LABEL.** Silver Pearl, 62,829 miles, Magnolia piped Blue, Red label look a like. 4.4 BMW Twin Turbo V8. Picnic tables. Electric rear seats. Excellent condition ..... **£16,000**



**1965 ROLLS-ROYCE SILVER CLOUD III.** Midnight Blue Light tan hide, 68,000 miles. Just 3 former keepers. Exceptional. .... **£95,000**



**1951 BENTLEY MK VI MULLINER.** Black and White Beige Hide interior. Comprehensive history file A fine example of an extremely scarce model. .... **£45,000**



**1997 BROOKLANDS SWB LIGHT PRESSURE TURBO** Red Pearl Magnolia piped Red Interior 54,000 miles Full Service history. Known to us for the last 13 years. 3 former keepers. Outstanding condition. Head gaskets replaced ..... **£20,000**



**2000 BENTLEY ARNAGE** Red label Royal Blue Magnolia piped Blue Interior. 97,000 miles Full service history. 2 former keepers. Recent replacement from the head gaskets. Exceptional condition..... **£22,000**



**1972 ROLLS-ROYCE CORNICHE COUPE.** Finished in Garnet with tan hide interior. 75,000 miles. Beautiful original example in exceptional condition throughout. .... **£36,000**



**1971 ROLLS-ROYCE SILVER SHADOW LWB WITH DIVISION.** Finished in Garnet Beige Hide Interior. 99,000 miles Long Wheel Base with Division. Very rare car. Excellent condition with excellent service history. 4 owners from new ..... **£22,000**



**1993 (1994MY) TURBO R Racing Green** Magnolia Hide Interior. 70,600 miles Full service history with main agents and specialists. One of the finest we have seen..... **£17,000**



**1953 BENTLEY R-TYPE AUTOMATIC** Finished in Garnet Tan hide interior. Known to us for many years. Always maintained to a very high standard. A truly stunning example in exceptional condition throughout. .... **£43,000**



**1979 ROLLS-ROYCE SILVER SHADOW 2** finished in Le Mans Blue Magnolia hide interior piped Blue. Covered just 41,000 just 3 former keepers. 1st class condition throughout. Lots of factory options. Not to be missed ..... **£35,000**



**1965 BENTLEY S3 LWB TOURING LIMOUSINE** by James Young SCT 100. Rosewood over Gold Light Tan Hide Interior. Over 200 page history file dating back to the late 1960's. Extremely rare. 1 of 7 made. Division, Drinks cabinet, Air Conditioning ..... **£98,000**



**1978 ROLLS-ROYCE CORNICHE CONVERTIBLE LHD.** Acrylic White Magnolia piped Blue Interior, 94,000 miles Excellent service history. Known to ourselves. .... **£45,000**



**1937 DERBY BENTLEY 4.25 LITRE PARK WARD SPORTS SALOON** Dark Grey and Cream Light Grey hide interior. Very well maintained by specialists. Large history file. Fully restored to a very high standard. Steel frame. A magnificent driving Derby Bentley with up-rated rear axle. Wonderful throughout..... **£68,000**



**1954 ROLLS-ROYCE SILVER DAWN** Midnight Blue Grey hide interior. 60,000 miles Last owner for 24 years. Very well maintained. Automatic, Big bore high compression engine. Truly outstanding original condition. .... **£75,000**



**1979 ROLLS-ROYCE SILVER SHADOW** finished in Moorland over Pewter. 78,000 miles Light tan hide interior. Excellent service history with Jack Barclay and specialists. Very large history file. Ex Earl of Coventry and Sir Robert Atkinson DSC & Two Bars. Rear Picnic tables, Green leather top roll. .... **£28,000**



**1996 ROLLS-ROYCE SILVER SPUR.** Finished in Royal Blue. 37,000 miles. Sandstone hide Interior. Full service history. An exceptional example of this rare and desirable model..... **£29,000**

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**BENTLEY ARNAGE**



**2000, 11843 miles, £37,950.** Originally registered on 17th March 2000, our two owner Bentley has covered just 11,843 miles. The glacier white paint is virtually like new and the Blue Hide interior is in pristine condition. The 6.75 litre V8 started immediately and runs very smoothly. It comes supplied with a V5C registration document and an impeccable service history. Please call 07850 888880, South East. 101247

**BENTLEY ARNAGE**



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

**BENTLEY BROOKLANDS**



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

**BENTLEY CONTINENTAL**



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

**BENTLEY CONTINENTAL**



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

**BENTLEY CONTINENTAL**



**1996, 1855 miles, POA.** Our sensational time warp example Continental R Coupe is finished in beautiful Peacock Blue with Magnolia Hide interior piped in blue and has covered just 1,800 miles from new. It has been owned by the same family since new and is still in beautiful order throughout. Please call 07850 888880, South East. 101251

**BENTLEY CONTINENTAL**



**2000, POA.** The Bentley Continental R Mulliner is the modern day version of a gentleman's express carrying the iconic name. Acknowledged to have saved Rolls-Royce Motor Cars and formed the groundwork which led to the buyout and parting of the Rolls-Royce and Bentley brands in 1998, Bentley was once again capable of standing alone as a marque. Please call 07850 888880, South East. 101252

**BENTLEY CONTINENTAL**



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

**BENTLEY CONTINENTAL**



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

**BENTLEY MULSANNE**



**2016, 21200 miles, £89,950.** Hailed as the first 'clean sheet' Bentley design in eighty years, the Mulsanne was launched at the world famous Pebble Beach Concours d'Elegance in 2009 where one determined enthusiast bid \$550,000 for the privilege of owning the first customer car. Massively engineered, the newcomer utilised a brand new chassis that featured all-round independent air suspension (double wishbone front / multi-link rear), vented four-wheel disc brakes (complete with ABS), Drive Dynamics Control (incorporating Comfort, Sport and Bentley modes) and speed sensitive power assisted steering. Please call 07850 888880, South East. 101253

**BENTLEY T**

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

**BENTLEY TURBO**



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

**ROLLS-ROYCE PHANTOM**



**2004, 70000 miles, £74,950.** Finished in Ice Blue metallic coachwork with Powder Blue wheel centers and sills complements the chic look. With Royal Blue Connolly hide, matching top-rolle, Wilton carpets, lambs wool over rugs and rich Burr veneer woodwork oozes grander of a time gone past. With all of the modern features of Bi-xenon headlights, Soft close boot lid, DVD navigation, Electric front and rear seats, Dual zone climate control and heated seats to just name a hand full. Please call 07850 888880, South East.  
101294

**ROLLS-ROYCE PHANTOM**



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

**ROLLS-ROYCE SILVER SHADOW**



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

**ROLLS-ROYCE SILVER CLOUD II**



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

**ROLLS-ROYCE SILVER SPUR**

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

**ROLLS-ROYCE SILVER SPUR**



**92000 miles, £11,500.** Immaculate condition. New rear springs, tyres, front seat motors. Regularly serviced. Herne Motors and local garage. Previously chauffeur driven. I have owned the car/RR club member for 15 years. Please call 01797362002, South East.  
100791

**ROLLS-ROYCE SILVER SHADOW**



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

With this issue marking his 15th at the helm of *Rolls-Royce & Bentley Driver*, our editor decides to take a quick trip down Memory Lane...



When I first heard back in late 2016 that a new quarterly magazine dedicated to Rolls-Royce and Bentley classics was being launched, I was naturally intrigued. The niche motoring magazine market is tough at the best of times, but I hoped this well-planned newcomer would quickly attract a following. Founding editor Ian Seabrook did an excellent job of that first issue before passing the baton on to Nigel Fryatt for the next three – and naturally I was delighted to be involved as a contributor from day one, given my interest in each of these prestigious marques.

The popularity of *Rolls-Royce & Bentley Driver* grew further under Nigel's stewardship; but when the opportunity came for him to move on to other projects, I wondered what might happen to the magazine. The question was answered when I received a phone call from The Boss, asking if I'd be interested in taking over as editor. Oh, and by the way... the magazine was about to become an every-eight-weeks title rather than a quarterly.

I wasn't particularly looking for another editorship at that stage, as I was quite happy contributing to an array of different magazines.

But how could I refuse? Here was an opportunity to take on a title that genuinely fascinated me, dealing with marques that I had a passion for. As the saying goes, it was a bit of a no-brainer.

So why my sudden trip down Memory Lane now? Well, the issue of *Rolls-Royce & Bentley Driver* that

**“Here was an opportunity to take on a classic motoring magazine that genuinely fascinated me”**

you're reading is our 19th, which means it's my 15th since becoming editor. How that's happened is a mystery to me, as it seems like only a few months ago I was taking over the editorship. And yet, when I look back over the last two and a half years, I realise just how much has been squeezed into the whole experience.

It might sound corny, but the highlight of editing this particular magazine is the passion of its readers. I've previously been editor of motoring titles that have sometimes struggled to attract much reader feedback. But there's no such problem with *Rolls-Royce & Bentley Driver*, which enjoys an amazing response from its loyal supporters. With this magazine, it's a case of deciding which letters we're forced to leave out of each

issue rather than struggling to find ones to include; and when it comes to articles and stories from readers, as well as anecdotes from Rolls-Royce ex-employees, we're again blessed with incredible support. We'll never have the kind of readership numbers that the best-selling mainstream magazines boast, but that's not the point. We have the most passionate family of followers – and for that I'm extremely grateful.

The last 15 issues of this magazine have been a hugely enjoyable experience for me, while the recent publishing challenges brought about by the Covid-19 pandemic have provided the ultimate proof of reader loyalty. To all those who've continued to support us by buying their magazines online or taking out subscriptions, I'm extremely grateful. And I can't wait to bring you more great feature cars and fascinating stories in the months and years ahead.

To our readers, our advertisers and all those within the field of Rolls-Royce specialists who've played a part in my first 15 issues as editor, a heartfelt thank you. It's been a blast... and there's more to come! Oh, and don't forget – if you fancy catching up with some of our older issues, you can get those still available delivered direct to your door via this link: <https://shop.kelsey.co.uk/issue/RRB>. ■

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