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Fighting fit

Although this is the first issue of *Royce & Bentley Driver* to carry a 2021 cover date, it's also the final issue to actually go on sale in 2020... and what a year it's been. My sincere hope is that you've made it through this most difficult of periods in good health. I'm grateful to have done just that – as well as to have the support of such a loyal band of readers, who've continued to champion this magazine through thick and thin.

The last twelve months have been particularly difficult for the publishing industry, yet *Rolls-Royce & Bentley Driver* has achieved plenty. Not only have we continued to publish each scheduled issue (bang on time, too) throughout 2020, our subscription numbers have grown and we've also managed to expand our advertising support. This title is all about the Rolls-Royce and Bentley community, about the people within it and the vehicles we cherish. And to see so much support for the magazine is hugely gratifying.

It's also very encouraging to me personally, as I approach my third anniversary as editor of *Rolls-Royce & Bentley Driver*. The positive feedback from enthusiasts and specialists this year has been remarkable, which suggests we must be doing something right. As ever, your contributions are very important to us – and I genuinely enjoy hearing your stories and learning more about your own cherished motor cars.

Finally, don't forget that we offer some great subscription deals throughout the year, not only saving you money but also guaranteeing direct delivery of each and every issue of your favourite magazine. Wherever you live in the world, all you need to do is go online to shop.kelsey.co.uk/subscription/RRB to see the latest offers in your particular region. Meanwhile, if you feel like pre-ordering the next issue (March/April 2021) and having it delivered to your door, simply visit shop.kelsey.co.uk/issue/view/issue/RRB023.

Paul Guinness

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ROLLS-ROYCE & BENTLEY *driver*

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FLYING SPUR V8 IS GO!

The V8 version of the latest Bentley Flying Spur has entered full production at Crewe, with customer deliveries now under way. Using the same twin-turbocharged powerplant as the eight-cylinder version of the Continental GT, the Flying Spur V8 offers 542bhp (and 568lb.ft. of torque), endowing the newcomer with a top speed of 198mph and a 0-60mph sprint time of just four seconds.

The 4.0-litre V8-powered car is said to offer a "more driver-centric

experience" than the W12, with Bentley highlighting its "more characterful engine note" and increased range between fuel stops. It's also said to feel more agile and responsive, tipping the scales at 100kg less than the twelve-cylinder model. The V8 version retains various dynamic-improving systems – such as adaptive air suspension and torque vectoring – as standard.

With the V8, four cylinders can be deactivated when cruising at

below 3000rpm to reduce fuel consumption, with Bentley claiming that a deactivation time of around 20 milliseconds makes the switch "imperceptible" to drivers and passengers. The only visual clues to the latest model's smaller engine are a new wheel design, V8 badges on the wings and a new quad-exit exhaust system.

For more details of the current Bentley line-up, check out our report on the company's recent 'Toy Box' press event, starting on page 40.



APPRENTICE RECRUITS

Rolls-Royce Motor Cars recently welcomed 18 new apprentices – the 'Class of 2020' – to its Goodwood HQ, drawn from a wide variety of backgrounds and from across the UK. Since the scheme first started in 2006, more than 150 young people have taken part, spending between two and four years learning high-level practical and technical skills alongside Rolls-Royce specialists, and gaining formal qualifications at local colleges. The company also runs a highly successful Graduate Programme, with new positions made available every year.

Torsten Müller-Ötvös, CEO of Rolls-Royce Motor Cars, said: "Welcoming our new apprentices to Goodwood is a real annual highlight. These young people have come through a



selection process in which they've already shown great potential and promise; it's tremendously exciting to watch them grow and

flourish, and become the bright, capable, talented people that our company – and the country – needs in order to succeed in the future."



BENTLEY'S ELECTRIC PLANS

At a recent online press conference, Bentley Motors revealed more about its Beyond100 business strategy – with electrification at the core of its future model plans. The company has committed to phasing out combustion-engined vehicles within a decade, and will launch its first all-electric model in 2025.

As part of the plan, Bentley has also committed to reducing the environmental impact of its Crewe factory by 75% from 2010 levels within five years. Bentley boss, Adrian Hallmark, said: "Being at the forefront of progress is part of our DNA; the original Bentley Boys were pioneers and leaders. Now, as we look Beyond100,

we will continue to lead by reinventing the company and becoming the world's benchmark luxury car business."

Bentley will launch two new plug-in hybrids in 2021, joining the existing Bentayga Hybrid, as part of a previous commitment to offer a PHEV version of every model by 2023. Bentley has also committed to offering only plug-in hybrid or all-electric models by 2026, before phasing out its hybrid offerings by 2030 to become a fully electric firm.

Since the Bentley announcement, the UK government has confirmed it is bringing forward to 2030 its own ban on the sale of combustion-engined new cars.



BDC E-MEMBERS

The Bentley Drivers Club has introduced e-membership as an option for all new and existing members, carrying the same rights and entitlements as full membership but without a printed copy of any of the club's publications. Instead, these can be accessed via the club's website.

BDC chairman Richard Parkinson comments: "This should appeal to new and younger members along with those current overseas members who suffer from the delayed receipt of our publications due to external factors." E-membership costs £89 per year for UK members, or £82 for those overseas.

The existing 'static' PDF versions of the club's *Review* and *Advertiser & Diary* publications are being upgraded, with the website offering an interactive digital version that's available on desktop, tablet and mobile. This enhancement will include page-turn software and other features that will benefit all members. Membership is available via www.bdcl.org, or you can email memberships@bdcl.org.



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ONE-OFF WRAITH

A brand-new bespoke Wraith has been produced for Rolls-Royce Abu Dhabi, known as the 'Wraith - Inspired By Earth' and taking its design cues from the entire Solar System. The exterior is finished in Royal Blue, representing the 75% of the Earth's surface that is covered by water. The most striking feature, however, is the bonnet artwork, which depicts a satellite's-eye view of the Middle Eastern region, extending across the Red Sea, the Arabian Sea and the Gulf of Oman, all meticulously air-brushed by hand in a process that took over 100 hours to complete.

The exterior is finished with a hand-painted Emerald Green coachline incorporating the sun and the eight planets of the Solar System - Mercury, Venus, Earth, Mars, Jupiter, Saturn, Uranus and Neptune. By contrast, the interior's look focuses on the Earth's surface and the human and natural life that inhabits it. The seats are made from Moccasin leather to mimic the sands of the Emirates' deserts; Navy and Cobalto Blue accents are said to be suggestive of rivers and lakes; and Emerald Green



piping symbolises nature in all its forms.

Michael Bryden, lead bespoke designer for Rolls-Royce Motor Cars, commented: "We're used to clients bringing us grand visions for their Bespoke Commissions, but this provided a new perspective altogether.

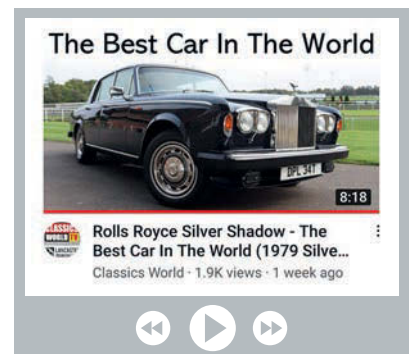
In our response to the brief, we've worked at both the 'macro' level, referencing the sun and planets of the whole Solar System, and the much more personal 'micro' level, centring our view of the world on the place the customer calls home."

VIDEO RELEASED

As previewed in the last issue of *Rolls-Royce & Bentley Driver*, the first in a series of short films produced by our sister brand, *Classics World TV*, has now been released - and is available to view right now on YouTube. Featuring the immaculate Silver Shadow II of marque specialist Nigel Sandell, and with further content from the managing director of IntroCar, John Tupper, the video offers an invaluable

insight into Silver Shadow ownership.

Produced in conjunction with IntroCar, the short film sees Paul Wager, group editor of Kelsey Publishing, interviewing both Nigel and John to get expert advice on buying, running and maintaining a classic Rolls-Royce or Bentley. To see the Silver Shadow video, which runs to just over eight minutes, either go to classicsworld.co.uk or visit youtube.com and search the Classics World channel.



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1927
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1923
3 LITRE

GURNEY NUTTING ORIGINAL BODIED SALOON



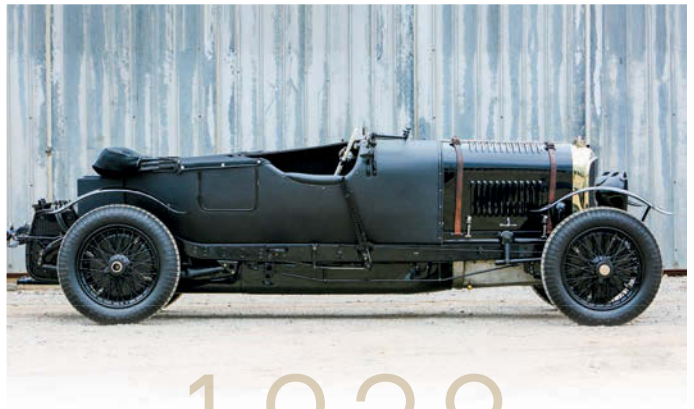
1931
4/8

THE ULTIMATE MISSILE



1929
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CURRENTLY BEING REBUILT AS A H.M. BENTLEY



1928
4½ LITRE

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PRODUCT NEWS

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



UNIQUE CUFFLINKS ▲

A bespoke service for the sartorially elegant Rolls-Royce and Bentley enthusiast has been launched by Green Cufflinks, a company that designs unique cufflinks from photographs of your individual car. Every order starts with a clean-sheet design, cast in a single-use mould – capturing every detail in your choice of plated brass, silver or gold.

All orders can be personalised with initials, logos or family crests cast into the solid ball-back cufflink design, making these the perfect match accessory for your cherished motor car. Three cufflink sizes are offered to suit a range of styles and budgets, starting from £175. To commission your own pair of bespoke cufflinks online, you simply need to upload five photographs – and Green Cufflinks will do the rest. To find out more, go to www.greencufflinks.com or send an email to info@greencufflinks.com.

AUTHENTIC HEADLAMPS ►

Owners of classic cars featuring traditional-style seven-inch headlamps can now invest in these authentic reproductions of the Lucas PL700 'Tripod' lamp, combining an authentic period look with all the advantages of modern-day performance. Finally on sale after extensive long-term testing, the headlamps offer a classic appearance and superb lighting capability.

Gil Keane of Better Car Lighting told us: "This is the first time ever that conventional seven-inch round headlights have been developed to perform perfectly not just with conventional halogen bulbs but also with the 4Sight Classic High Power LED bulb system." The latter is said to offer almost three times the light output, despite using only 40% of the power of a halogen bulb.

Left- and right-hand drive versions are available, with prices starting from just £199.99 plus VAT per pair. For more details, call Gil on +44 (0)121 773 7000 or contact him online via www.bettercarlighting.co.uk.



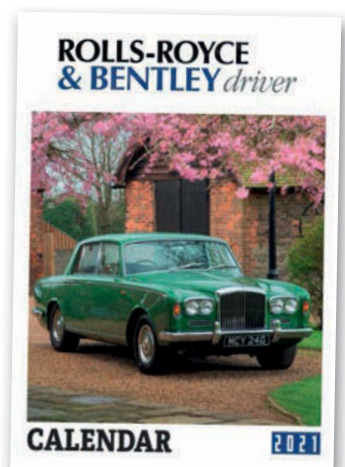
BENTLEY COLLECTION ▲

Bentley Motors has released details of its newly-expanded Bentley Collection, packed with gift ideas to suit just about every requirement. The range includes such diverse items as high-quality leather wallets, men's and women's fragrances, golfing accessories, plush teddy bears and practical rucksacks.

Among the stand-out items is the new collection (limited to just 1930 pieces) of Barnato pens by Graf von Faber-Castell. Lacquered in dark green, each one features distinctive Bentley knurling and Woolf Barnato's original signature on the green-glazed cap, also adorned with a Bentley 'B'. To see the full Bentley Collection range or to place an order, go online to shop.bentleymotors.com.

2021 CALENDAR ►

Rolls-Royce & Bentley Driver has released a large-scale (A3-size) calendar for 2021, featuring fantastic photography of some of the finest Rolls-Royce and Bentley classics of all time. Available to order right now, each calendar provides space for your daily notes and is priced at just £8.99 (or £13.49 overseas), with delivery direct to your door. Numbers are limited, so be sure to place your order as soon as possible via: shop.kelsey.co.uk/product/CAL21RRB. Don't miss out!



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

surprisingly quick and easy to install.

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



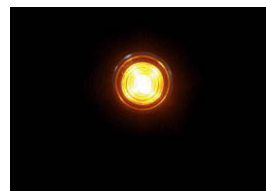
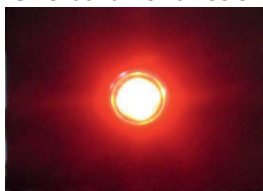
Bright news for older cars

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

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

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

One bulb - 3 functions



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

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

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

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

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



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



THE TWO FROM CREWE

We take a trip to Manchester to meet the proud owner of this classic and modern pairing – a brace of Crewe-built beauties with very different driving styles

WORDS & PHOTOGRAPHY: PAUL GUINNESS



There's no shortage of Rolls-Royce and Bentley enthusiasts who appreciate the concept of running a modern example for everyday use and a classic for those weekends when the sun's shining and there's pleasure to be had out on the open road. For Bobby Singh, however, a marque enthusiast who hails from the Heaton Park area of Manchester, his particular classic tends to get used just as much as his choice of modern equivalent, simply because he adores driving it. "There's something about the Silver Shadow II that always puts a smile on my face," he admits, as he manoeuvres his cars into position for our photo shoot.

Bobby's Willow Gold Rolls-Royce – a late-model survivor from 1980 – is kept company by another Crewe-built machine, albeit in the very different shape of a 2012 Bentley Mulsanne. Both are relatively recent acquisitions, although Bobby's history of car ownership makes impressive reading. Eight years ago, he acquired a 1999 Arnage Green Label that was later replaced by a 2002 Arnage T. This gave way to a '98 Silver Seraph after a while, before Bobby acquired another Arnage T – this time a 2006 example, which was subsequently swapped for a '96 Bentley Brooklands and an Aston Martin DB7 Volante.

The Mulsanne shown in the

photographs was acquired in November 2019, after Bobby spotted it for sale at a Bentley dealership in south-east England: "I'd been after a Mulsanne but I wanted one that really stands out, and this one does thanks to its pearlescent grey paintwork – a £6000 option when the car was new – and Piano Black interior. It was exactly what I wanted. And being advertised by an official dealer, it obviously came with a proper warranty."

The latter proved to be particularly important, as Bobby ended up having a few issues sorted out not long into his ownership: "It was all fairly minor stuff, but it was dealt with under warranty. One of the LED lights was »



Bobby bought his Mulsanne from a Bentley dealership in November 2019

replaced, as was a door handle after I spotted a small area of chrome underneath it was starting to peel. The most annoying thing though, was a slight judder from the car, mostly at low speed as I started to accelerate. In the end, the dealership fitted new bushes and all-new tyres in its attempt to cure it, which certainly proved the benefit of a comprehensive warranty."

The Mulsanne had covered a mere 39,000 miles when Bobby bought it just over a year ago, and now the odometer shows 46,000. He's certainly enjoyed his time at the wheel, and

has appreciated the Bentley's luxury and refinement. But how does it compare with previous cars he's owned, including the Arnage T duo? "These early examples of the new Mulsanne are something special. It's a model that really transformed Bentley, and I think the styling was spot-on when it launched – and it's aged really well."

Bobby does cite one area, however, in which the Mulsanne could be better: "I do think the car needs more power. I appreciate it's got 505bhp but it's a very big, very heavy car – bigger than the late-model Arnage T, which

had 500bhp and was seriously quick. Don't get me wrong, the Mulsanne is a pleasure to drive – I just wish it was as exciting as the most powerful Arnage." The solution? "If Bentley had offered a W12-engined version of the Mulsanne, it could have made all the difference."

OLDER COUSIN

Keeping the Mulsanne company since April 2020 is Bobby's aforementioned Silver Shadow II, a very tidy example still in its original Willow Gold hue. But what's the appeal of this all-time »



The Bentley uses a twin-turbo version of the classic V8

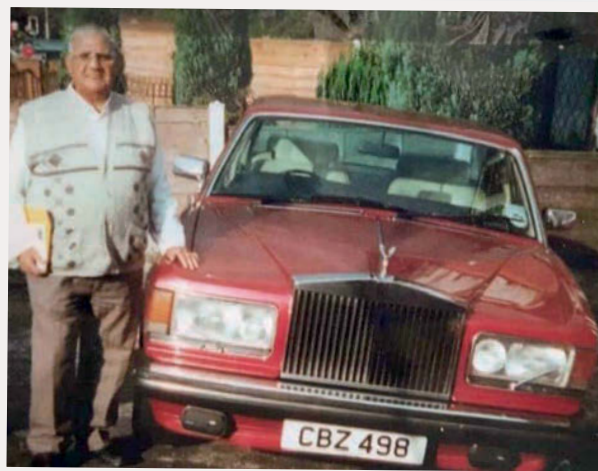


FAMILY TRADITION

Bobby's love of cars – and Rolls-Royce and Bentley in particular – continues a family tradition that began with his paternal grandfather, Jagjit Singh Bhaker, shown here alongside a family-owned Silver Spirit. Mr Singh moved to the UK from India in 1947, and the family's first Rolls-Royce – a Corniche – was acquired by his second-eldest son in the '70s.

"My grandfather sadly passed away in 1999," explains Bobby, "but he was a major influence on me. It was through him that I started to admire Rolls-Royce and Bentley, and he owned some lovely cars over the years, including Jaguars and Mercedes."

Bobby's grandfather became well known among the motorists of Manchester, opening the area's first ever five-minute hand car wash (on Stockport Road) in the late 1970s.



What is now a common sight in just about every major town was virtually unheard of back then – and, of course, it proved to be a major hit for the entrepreneurial Mr Singh.



FEATURE CARS LUXURY PAIRING

classic to a man who obviously appreciates a high-performance offering? "I was watching the *Top Gear* India Special a while back, the episode that features a Silver Shadow, a Jaguar XJ-S and a classic Mini. I decided there and then that I had to buy a Silver Shadow, having never owned one before, and so I got in touch with a local specialist and asked if he knew of any available locally. By sheer chance, he

told me he was selling a Silver Shadow II that he'd recently bought back, after owning it several years ago. Needless to say, I had to go and take a look."

The specialist in question (now retired) had maintained the 1980 car for some time and could vouch for the fact that it was in good health. It wasn't particularly low-mileage (its odometer currently sits at 132,000), but it looked to have been very well

cared for throughout its first forty years – and Bobby was delighted to become the car's next custodian.

Obviously, the driving style is very different from that of his much younger Mulsanne, but Bobby has apparently adapted well to the Silver Shadow II's more laid-back approach to motoring: "I just love driving the Rolls-Royce," he admits. "Its ride quality is second to none, and it's so



Bobby and his classic-modern combo



smooth and effortless in every way. It's one of those cars that makes you feel really special whenever you're behind the wheel, looking down that long bonnet at the Spirit of Ecstasy."

What started out as a classic to enjoy and use fairly sparingly has become a regular choice of transport: "I've done quite a few miles in the Silver Shadow this year, despite all the obvious restrictions of 2020," smiles Bobby. "I'll use it on all sorts of journeys, including the school run. It's one of those cars that makes me feel great, and attracts so many compliments from other people – even youngsters. It turns even more heads than the Mulsanne, I guess partly because of its colour."

The Rolls-Royce was originally bought by Bobby as a birthday present for his father, Mike, who is equally impressed with the car. Helping it to stand out from the crowd, meanwhile, is its unusual interior treatment, with the seats featuring dark brown fabric centre sections by way of contrast to the cream-coloured hide. It's a combination that Bobby finds particularly appealing, perfectly complementing the car's gold paintwork.

So, having owned a number of different Rolls-Royces and Bentleys



"Bobby has apparently adapted well to the Silver Shadow II's more laid-back approach to motoring"

in recent years, what are Bobby's plans for his current twosome? "The Silver Shadow is definitely a keeper – I can't imagine ever selling that. But the Mulsanne? I don't know. I'll probably change it for something

else from Crewe at some point, but I'm not sure when." Given his impressive car ownership history of recent years, we look forward to eventually seeing what Bobby's next model choice turns out to be... ■



The Silver Shadow II's interior treatment is particularly unusual



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



PRE-WAR VALUE

A pre-war Rolls-Royce can offer excellent value for money, and this handsome example of a 20/25 four-door sports saloon by Thrupp & Maberly (chassis number GWX60) is no exception. Finished in attractive duck-egg blue with black wings, this 1933 car benefits from black-enamelled P100 headlights, sidelights and PLG40 centre lamp, as well as 'trouser crease' wings, a rear-mounted spare wheel and a sliding sunroof.

The 20/25's excellent interior is finished in deep red leather and boasts well-preserved woodwork (although the headlining could ideally do with replacing), while inside the boot lid is a fully-equipped toolkit. The engine was apparently overhauled around five years ago, and the car is said to perform very well and has plenty of power. The selling specialist describes it as a "good all-round and rather charming" example of a 20/25, which has also had its original UK registration number (AGW 35) reinstated. The asking price is £47,500 and you can find out more via www.realcar.co.uk or by calling +44 (0)1248 602649.



'STANDARD STEEL' APPEAL

A Bentley R-Type makes a very practical classic these days, offering a respectable turn of speed, classic good looks and relatively low running costs – and this original-looking example of the 'Standard Steel' saloon looks particularly interesting. Chassis number B55ZX was originally built for the Countess of Bessborough (the wife of the Governor General of Canada), spending most of its career at Rowlands Castle.

This unmolested example is finished in Masons Black with Ivory side panels, having had some minor repairs to its bodywork prior to a full respray. The interior is in very original condition, with the Ivory leather showing plenty of patination – although it's still supple thanks to regular maintenance by the car's last owner. This R-Type has been fully serviced every year, and in fairly recent times has benefited from new rear wings and inner wings,

plus new steering pivot pins, brake liners and kingpins. As a result, it's described as "an absolute pleasure to drive", with an engine that's "silky smooth and idles beautifully".

At £35,000, this well-presented Bentley is a cost-effective way of enjoying 1950s-style motoring on a sensible budget. For more details and photographs, go to www.vandp.net or call Richard Biddulph on +44 (0)7967 260673.

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MULLINER RARITY

One of the most intriguing classics currently on offer at Suffolk-based Tudor & Black is this Mulliner-designed 1964 Silver Cloud III four-door sports saloon – a glorious looking model thanks to its low-line, hand-crafted coachwork. What makes this example particularly head-turning, however, is its unusual cream-coloured paintwork.

The paint finish is complemented by

immaculate chrome, with the St James' Red leather interior completing the distinctive look. The car was originally silver with a black interior, but an owner in the early '70s had it completely refurbished to its current spec. Newish carpets and re-trimmed headlining add to the impressive interior finish.

Chassis number SHS311C is a rare machine (this coachwork was more

popular in Bentley guise, as the Flying Spur), with only 54 of this particular Rolls-Royce believed to have been built. It has a recorded mileage of just 43,525, comes with a complete toolkit, and benefits from a recent full service. The car is said to drive "just as one would expect a fully serviced and maintained vehicle to", aided by the Silver Cloud III's 9:1 compression engine. Making it ideal for European touring are door mirrors on both sides, a three-piece red leather luggage set, and fully-functioning air conditioning.

Interestingly, a previous owner had the car's door handles and mascot gold-plated, but the vendor has original-style items available and is able to reconvert if required. If the colour is a serious issue to any prospective purchaser, the Rolls-Royce can be totally refinished to any specification at extra cost. Offers are invited around the £205,000 mark, with viewing strictly by appointment via John Smith of Tudor & Black. To find out more, call +44 (0)1728 830935 or send an email to info@tudorblack.co.uk.



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CONTINENTAL *Class*



"Back in the late 1950s, when I was on a management course at Claridge's, I'd often find myself looking through the window of the nearby Jack Barclay showroom, admiring the lines of the Bentley Continental fastback," smiles Alan Peck, a now-retired hotelier and restaurateur who lives in a picturesque

village in rural Surrey. As one of the most expensive cars of its time, the H.J. Mulliner-built model was the stuff of dreams for a young man just starting out on his career. But in more recent years, Alan has finally been able to fulfil his Continental ambitions... albeit with a twist.

"When I retired, I decided it was the right time to buy one of these

now-classic models," explains Alan. "I drove a number of available examples but was unable to find the right one, with the kind of history file I was looking for." The other issue facing Alan was more of a domestic one: "My wife, Wendy, wasn't a fan of the fastback Continental. She didn't like the design at the back. Although it's a classic, she simply wasn't keen on it."

Alan Peck's lifelong ambition to own a fastback Continental took a different direction when he opted for this two-door 'booted' version instead – a car that has since been transformed into a prize-winning gem

WORDS: PAUL GUINNESS PHOTOGRAPHY: MATT WOODS



Alan then had a phone call from Paul Brightman of Royce Service & Engineering, who told him about an S2 Continental Mulliner two-door that the company had maintained for a number of years. When its owner (Tony Ryan of Ryanair fame) passed away, the car was acquired by RS&E, who became its latest custodian until a deal was finally struck with Alan: "I was a little

apprehensive until I actually drove the Bentley and could then appreciate its effortless V8 power and its smooth automatic gear changes. This was a car that was capable of speeds well in excess of 100mph when new."

The other reason for opting for this handsome two-door coupé was the positive reaction at home, recalls Alan: "As soon as she saw it, Wendy said 'Oh,

I like that, it's got a beautiful line to it.' She thought it was far more attractive than the fastback models I was originally looking at." The downside, however, was that the Bentley's aesthetic condition left a lot to be desired, although it was mechanically sound thanks to relatively recent work carried out by the team at RS&E: "The car had been treated to an engine rebuild, a new exhaust »



system, and a front suspension and brake overhaul, but it needed some bodywork attention. I asked Paul and Patrick [at RS&E] what it would cost to make the car spotless, and on the strength of that estimate I bought it."

GETTING STARTED

Work began on the Bentley in the spring of 2013, the idea being to strip the bodywork back to bare metal in order to carry out the necessary repairs, as well as fully restoring the car's interior and exterior trim to a high standard. It was decided that all such work could be carried out with the body still in situ, particularly as there was no intention of aiming for a concours-style standard of finish. As is so often the case, however, expectations rose as the project progressed, with Alan becoming increasingly involved in the restoration: "I'm a bit of a perfectionist," he confesses, "and I'd call in on Paul, Patrick and the team every couple of weeks

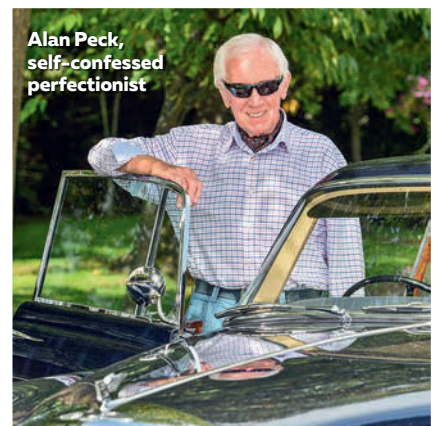
to check on how things were going."

Perhaps inevitably, discussions soon turned to transforming the Bentley into a potential concours d'élégance contender, with Alan being increasingly impressed by the ongoing work each time he visited. The project was being overseen by RS&E's Richard Simmons, a man with a keen eye for perfection and real attention to detail... much to Alan's delight.

The bodywork repairs proved to be a particular challenge, with the sills needing plenty of work. A steel plate runs through the centre, with aluminium bracketry bolted to it; but with the age-old issue of corrosion setting in where steel and aluminium meet, the various pieces were becoming separated. The only solution was to fabricate new steel and alloy sections and begin a gradual build-up of the sills virtually from scratch, with modern-style protection being incorporated throughout to ensure the same problem never recurs.

Such issues weren't just confined to

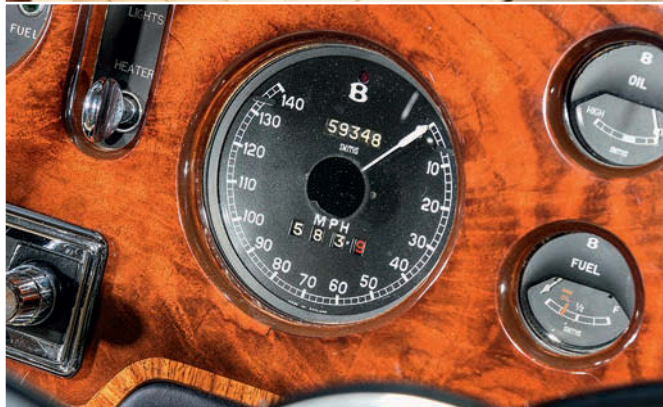
the sills, however, with RS&E cutting away sections of aluminium from other panels only to discover corrosion issues with the mountings, which then had to be carefully replaced by hand-crafted replicas. The nearside rear wing was also suffering from fairly major corrosion, particularly around the petrol cap door, with previous poor »



Alan Peck,
self-confessed
perfectionist



The interior is immaculately presented, with fully restored woodwork and new Connolly hide



FEATURE CAR S2 CONTINENTAL



Alan is a stickler for detail, hence the beautifully finished boot and restored toolkit

repairs having to be cut out and fresh metal carefully shaped and fitted.

DECISION MAKING

This was, of course, all very time-consuming, as was the process of panel alignment – particularly the doors, which obviously weigh less when fully stripped and therefore proved a challenge when it came to getting the panel gaps and shut lines all perfect. A huge amount of time went into making sure everything was just so, but all the while a question mark hung over how the car should be finished. Or rather, what colour it should be.

The Bentley had started out as a Tudor Grey example, only to be resprayed in Masons Black in later life. Alan, however, had other ideas: "I



Detailing the engine bay to such a high standard was a time-consuming project



wanted a colour that I thought would really suit the lines of the car, one that would make it stand out." Various tests were carried out on a Silver Shadow bonnet, with numerous different shades being tried until Alan and Wendy finally found the one they liked above all others: Midnight Blue, a modern colour from the Volkswagen range, with just the merest hint of metallic content to help make it sparkle.

"I think it's perfect for the car," says Alan, "and I've never had an issue with it being a non-Bentley colour, although some traditionalists might not approve." The paintwork itself was expertly applied by Surrey-based Calbrook Coachworks, who managed to achieve the high standard of finish that Alan was after. The engine bay, bulkhead and back of the bonnet were sprayed in the

"The bodywork repairs proved to be a particular challenge, with the sills needing plenty of work"

correct factory-finishing hue, with RS&E then reinstating the car's original 6230cc V8 and all ancillaries to a concours-like standard, demonstrating an exemplary level of engine bay detailing.

With attention turning to the interior, the Bentley's extensive woodwork was sent to specialist Joe Crabtree for restoration, while Derby Plating was tasked with restoring the car's hefty chromework. But Alan and Wendy faced another dilemma when it came to choosing the leather colour scheme,

with the initial idea of magnolia with blue piping being dismissed as too modern looking. The cream-coloured Connolly Vaumol hide that was eventually decided upon does indeed suit the car, as does the contrasting blue carpeting. The same carpet extends into the Bentley's generously proportioned boot, where you'll find the authentic and fully detailed tool kit that was also restored by RS&E.

During the decision-making process, Alan opted for a number of subtle »

MULLINER RARITY

The fastback design of the H.J. Mulliner-built Continental meant restrictions when it came to luggage space, making it less of the perfect long-distance touring machine than its maker might have hoped. The arrival of the Continental Special at the 1958 Earl's Court Motor Show provided a solution, although customer resistance to its

controversial styling details saw the design modified the following year.

This stylistically improved version of the 'booted' two-door saw the design carried forward to the subsequent S2 Continental chassis, at which point it was given design number 7514. In *Coachwork on Rolls-Royce & Bentley 1945-1965*, author James Taylor explains more about

this latest offering: "It became the coachbuilder's standard two-door design for the S2 Continental, and was later modified with the four-headlamp front end for the S3 Continental chassis as well, when it became a product of the Mulliner Park Ward edition. No fewer than 74 examples were built, of which 26 were on left-hand drive chassis."



but important upgrades for the car, a list that included independently controlled heated seat pads, uprated electric window mechanisms, LED lighting for the boot and Dynamat soundproofing throughout. One particularly clever improvement though, was the installation of an air-conditioning system that involves no changes to the dashboard, thanks to the condenser being housed in the boot and the cold air being fed into the car through a pair of period-looking bull's-eye vents in the rear parcel shelf, as well as via a discreet centre grille.

From start to finish, the complete rejuvenation of this rather special Continental took around three and a half years: "Words alone cannot explain just how much care and

"The Bentley had started out as a Tudor Grey example, only to be resprayed in Masons Black in later life"

attention went into the meticulous restoration," admits Alan, proud owner of one of the finest Bentleys of its type. The ultimate accolade came at the BDC's 2018 concours d'elegance at Stonor Park, Oxfordshire, where the Bentley was judged to be the outright winner of its class.

It was a fitting conclusion to a project that had evolved into a massive undertaking for all concerned. But what about Alan's plans for the

future? "We've used the Bentley fairly extensively and had been planning to drive it to the south of France for the Monaco Grand Prix, although obviously 2020 hasn't been a year for driving adventures. Hopefully, we can look forward to putting more miles on it in the not too distant future." Meanwhile, this beautifully renovated masterpiece seems perfectly at home in Alan's heated and dehumidified garage, where it patiently awaits its future road trips. ■



Once restored, the Bentley enjoyed success in the BDC's concours d'elegance



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American IMPORT



For many of the Corniche enthusiasts based in the UK, the ideal model of choice will always be a home-market (and therefore right-hand drive) convertible, possibly a late-model example featuring the various refinements introduced towards the end of this hand-built car's lengthy

career. I mean, who wouldn't want to be cruising their nearest seafront in a 1990s Corniche, with the hood down, the sun shining and everything just right with the world. It's the ultimate for most of us... but not necessarily for London-based Justin White, whose Corniche of choice happens to be a US-spec hardtop, imported from

North America almost four years ago.

"I'm a big admirer of American-spec models," admits Justin, as he shows us around his Corniche – built on October 10th 1975, and only the second fixed-head coupé created for the American market that year. "In fact, during a trip to the USA in early 2017, I bought not only the

We meet up with Justin White, an enthusiast fascinated by any Rolls-Royce of North American specification – hence his decision to import this impressive looking Corniche

WORDS: PAUL GUINNESS PHOTOGRAPHY: MATT RICHARDSON



Corniche but also a US-spec Silver Wraith II, a very late example built in May 1981. The two Rolls-Royces are also kept company by an American-market Mercedes-Benz 450SL."

So, what's the fascination when it comes to SY-generation Rolls-Royces from the USA? "I really like the speed bumpers that were fitted to

the American-market cars," explains Justin. "They have shock absorbers behind the bumpers, which obviously have a practical function but also bring the bumpers further out, almost elongating the body as a result. It's a look that I really admire, and I think it suits the Corniche particularly well."

Justin found both the Silver Wraith

II and the Corniche advertised online at separate dealerships. He arranged to view the cars, flying from the UK to Chicago in March 2017 – and, as we've already revealed, ended up buying them both. Each one needed some work, but Justin was prepared for this. He was simply delighted to have located two of his ultimate »

FEATURE CAR ROLLS-ROYCE CORNICHE



The aftermarket Nardi steering wheel adds a distinctive touch



American-spec Rolls-Royces, and duly made the necessary arrangements to have them shipped home.

"The Corniche arrived in Britain in the September," recalls Justin, "and I had it taken straight to Royce Service & Engineering for the guys there to give it a thorough going-over. One thing we weren't expecting was for a large scorpion to suddenly appear in the workshops, having apparently made its way over in the Corniche, which meant they then had to get the pest control people in! We laugh about it now..."

ESSENTIAL WORK

It was found that the car needed its brakes attending to and various electrical issues sorting, along with reinstating and repairing its partially-removed air-conditioning system. Work was carried out by the expert teams of both Royce Service & Engineering and Hillier Hill, with the Corniche finally



“...a large scorpion suddenly appeared in the workshops, having apparently made its way over in the Corniche”

hitting the road for the first time (in the UK) in early 2018 – since when Justin has thoroughly enjoyed his US-style Rolls-Royce driving experience.

There was less activity in 2020, of course, caused by the UK going into lockdown due to Covid-19, although Justin was determined to make the most of the situation: “I used lockdown to improve the car further, refurbishing its wheels, as well as thoroughly rustproofing all four wheelarches and inner wings. There’s still work to do to make the car perfect, including some minor attention to its lower rear quarters – at which point I might invest in a full respray, but that’s a bit further down the line.”

Justin’s Corniche started out in life with Athenian Blue paintwork complemented by a dark blue Everflex roof, but had a colour change to Mason’s Black in more recent years. It’s a car with an interesting past, having started its career in Vancouver before »



FEATURE CAR ROLLS-ROYCE CORNICHE



US-spec cars had shock absorbers behind the new-look bumpers



moving to New York via a change of ownership, after which it headed to Los Angeles and then Illinois. For the last three years, however, it has been back in Britain – and that’s where it’s staying, thanks to Justin’s enthusiasm for what is one of the most unusual Corniche fixed-head coupés in the UK.

“The American-market cars were always ahead of their British equivalents in terms of updates,” says Justin, as he explains his adoration of this particular specification. “The bumper change in the UK didn’t happen until the arrival of the Silver Shadow II and similarly updated

Corniche, but it was introduced in North America much earlier. My car also features the updated dashboard, complete with rev counter, oil pressure warning lights and so on, as well as chrome-plated Phantom door pulls each side to make closing the heavy doors that much easier. I also like the

AMERICAN UPDATES

Commenting on the Corniche in his widely-read title, *Rolls-Royce Silver Shadow, Bentley T-series, Camargue & Corniche*, author Malcolm Bobbitt writes: “From 1972, North American cars received energy-absorbing bumpers and a pedal-operated parking brake. American Federal safety standards brought about changes which included shortening of the radiator shell to allow horizontal

movement of the bumper assembly, and deletion of the air intake grilles beneath the headlamps. Home-market and European cars continued with the traditional bumpers until styling changes dictated their demise.” As Bobbitt reports, other changes arrived in time to feature on Justin’s Corniche, which was completed in October ’75: “USA cars, commencing at chassis 21729, were supplied from

early 1975 with the new automatic air-conditioning unit, a revised fascia and fuel emission controls. Cars for other markets, with the exception of those for the UK, did not receive these modifications until a little later, from chassis 21998. Home-market Corniches had to wait until later – during 1975 – for the same improvement, which was made from chassis 22648.”



“This Corniche started out in life with Athenian Blue paintwork complemented by a dark blue Everflex roof”

fact that American cars featured their chassis number on the driver-side front quarter-light – it’s the kind of little difference that helps it stand out from the home-market Corniche.”

The interior of Justin’s car is further enhanced by an aftermarket Nardi wood-rimmed steering wheel, neatly complementing the inlaid-veneer dashboard and door cappings. The factory-spec Champagne-coloured hide remains in very good order, reinforcing the fact that this is an unmolested Corniche with a pleasing degree of patination and originality.

Justin’s admiration of the Rolls-Royce marque isn’t restricted to his Corniche and aforementioned Silver Wraith II, however, as he’s also the proud owner of particularly early home-market examples of both the Silver Spirit and Silver Spur – a duo that we’ll also be featuring very soon in *Rolls-Royce & Bentley Driver*. Watch this space... ■



YOUR SHOUT

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

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WRAITH RECOGNISED

I had a surprise when I read your Autumn 2020 issue, as I recognised the Silver Wraith 'New Look' that you featured. Reading the article quickly confirmed this was the car I'd driven as wedding transport on several occasions. I knew it from the early 1980s to approximately 2013, when the owner of the wedding car company passed away. His wife is still alive and I see her occasionally in the town where we both live. I hope this is of some use regarding the history of the Silver Wraith.

Another surprise in the same magazine was the feature on A.W. Lymn, as I used to work for a limousine manufacturer and

would be a courtesy chauffeur on the annual National Association of Funeral Directors' conference, driving for him on a few occasions.

As an aside, my father was a chauffeur to Enid Blyton and had a few tales to tell... but I've gone on too much and don't want to take up too much space.

Ron Petersen
Via email

It sounds as though you and your father had plenty of experiences behind the wheel, Ron. We'd be very happy to hear more tales when you have time – Ed.



SALES SUCCESS

It was an interesting feature on the Silver Shadow in the Nov/Dec 2020 issue, although the sales figures have always intrigued me. Looking at total sales of all the four-door saloon variants, 21,218 first-generation models were sold, compared with 11,218 of the Silver Shadow II and T2. Assuming sales years of 1966-1976 and 1977-1980 respectively, I've worked it out that the earlier models sold at a rate of 1929 cars per year, whilst the later range sold 2804 per year.

Given the usual pattern for any car is that the first few years see the highest sales, going into decline later in the model's career, it's a surprising statistic. Was it a case of growing prosperity, more export markets opening up, expanded production... or were the later models just vastly better than their predecessors? It would be interesting if someone could give us an explanation.

Alan Roadley
Burnley, Lancs

The figures do make interesting reading, Alan. It's certainly a tribute to the Silver Shadow that the second-generation model was selling so well right to the end, a decade and a half after the original was unveiled – Ed.



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ROLLS-ROYCE OF MINIS

I have enjoyed reading several issues of your magazine and wondered if you've ever included an article on the Mini Goodwood. It could prove an interesting and relevant feature, as this rare model was created by Rolls-Royce chief interior designer, Alan Sheppard.

It was fitted out in Rolls-Royce materials (leather, walnut veneer, cashmere and lambswool) and painted

in Rolls-Royce Diamond Black metallic paint. The end result was a Mini costing £41,500... in 2012! A thousand examples were made, and 120 are believed to be currently in the UK.

My own Mini Goodwood has covered only 8000 miles and is in 'as new' condition. I've found that it's a model very few people seem aware of. I'm still a 'petrolhead' at the age of 77, and even I wasn't aware of the Goodwood

until I came across an advert for one at Mini Sytner in Nottingham last year. I went to have a look as it was so local to me, and ended up purchasing it.

Among my many motoring friends and relatives, nobody had heard of the Mini Goodwood until I bought mine, so I thought its Rolls-Royce connection might be of interest to your readers.

Peter Cuthbert
Via email

SPEED ENTHUSIAST

Congratulations on your excellent article on the Bentley Continental GT Speed (Sept/Oct 2020 issue). At 84 years old, I must be one of the oldest men on the planet to purchase a GT Speed, which I did 18 months ago. Having owned around fifty vehicles in my time, including several Jaguars, the Speed is everything I could ever wish for in a car. It is simply fantastic.

I would dearly like to know how the car was priced in 2008, and wondered if you had an original price list in order to write your article. I look forward to reading many more of your excellent articles in *Rolls Royce & Bentley Driver*.

Brian Reeve
Via email

The 2008-model GT Speed was listed at £137,500 upon its launch... and before any of the extra-cost options boxes were ticked – Ed.



BELGIAN COLLECTOR

Following on from your feature on the Hooper-bodied Silver Wraith 'New Look' in the Autumn 2020 issue of *Rolls-Royce & Bentley Driver*, there was a Mr Lallemand living in Ghent, Belgium, who had a large car collection. Each one had a horseshoe on the grille

and a plastic jockey on the dashboard.

Mr Lallemand had a large shipping company, but he passed away some time ago. However, his widow drove the old Rolls-Royce on the streets of Ghent for many years. All the cars were then sold separately to different

individuals. I don't think there's much to know about the whole collection today, but I do know two new owners who kept the jockey on the fascia.

Didier Verriest
Administrator
RREC, Belux

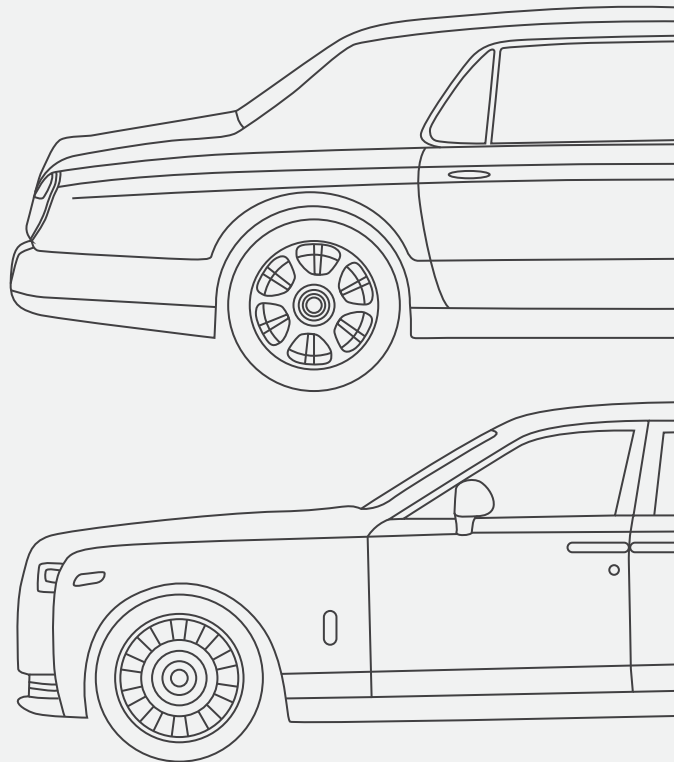
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BENTLEY OPENS ITS 'TOY BOX'

We head to picturesque Castle Ashby to join Bentley Motors, as the company reveals to the gathered press its exclusive 'Toy Box' of latest models

WORDS: PAUL WAGER PHOTOGRAPHY: BENTLEY MOTORS

Originally planned for February at a venue in Scotland before becoming a victim of the Covid-19 pandemic, Bentley's celebration of its newly refreshed model range first moved south of the border and was then postponed once more. It finally found a sweet spot during October – between English lockdowns – at the highly appropriate venue of Castle Ashby in Northamptonshire.

The event had been christened 'Toy Box' by Bentley's PR team – and one glance at the machinery awaiting journalists outside the castle estate's newly opened Falcon Hotel showed why. From the 1953 R-Type Continental through the 2003 Continental R Mulliner to the

Mulsanne and the current Continental GTC and Flying Spur, all eras of the modern Bentley brand were covered.

The central announcement of the event was the fact that with the arrival of the new Flying Spur late last year, the newly refreshed Bentley range is now the youngest in its market sector. Before trying the brand new models, however, we couldn't resist the chance of revisiting an old favourite in the form of the Mulsanne, which left production in 2020. The example on hand at the 'Toy Box' event was the ultimate evolution of both the Mulsanne and the long-serving six-and-three-quarters V8, being the Speed edition that packs a mighty punch in its velvet glove: 537bhp to be precise, backed up with

a sledgehammer 811lb.ft. of torque.

Outwardly, the Mulsanne at a casual glance is every bit the standard-issue three-box luxury saloon car, yet it possesses a demonic nature that's always bubbling just below the highly polished surface and is evident from the deep rumble as soon as your finger hits the start button. Long before you get comfortable inside the car, however, the heft of both the handle and the door itself reminds you this is a hand-built Bentley in the finest tradition; and once inside, you appreciate that the ultimate in modern tech has been neatly integrated into a cabin that truly emphasises it's a cut above a mere S-Class or 7-Series.

At 5.6 metres in length and nearly two

metres wide, the Mulsanne is a sizeable beast. Like all the best cars, however, it seems to shrink around you within minutes, and its sharp throttle response hints at reserves of capability far beyond the usual chauffeuring duties. Unlike the Flying Spur that's effectively replaced it, the Mulsanne is rear-driven – and under moderate acceleration on damp surfaces, it's possible to feel the electronics keeping everything in check. As a supercar masquerading as a sensible saloon, it's an incredibly capable machine and in many ways can be considered the ultimate evolution of the thinking behind the original turbocharged Mulsanne and its Turbo R development. As a swansong for the classic L-series V8 engine, it's a mightily impressive statement.

FLYING SPUR

Certainly, the Mulsanne is a very hard act to follow. And with no immediate successor planned, that task has been handed to the Flying Spur, newly revitalised last year for its third generation using the VW Group's MSB platform, shared with the Continental GT as well as the Porsche Panamera.

Powered by the 6.0-litre twin-turbocharged W12 engine, the Flying Spur is longer yet lighter than the previous generation, and uses Bentley's Active All-Wheel Drive system distributing power in a rear-biased 60/40 proportion. Essentially the Spur is rear-driven most of the time, with the system sending power to the front axle when wheelspin is detected – which under a hard throttle, it most certainly will be. Headline figures for



The long-running Mulsanne finally ceased production in 2020

the W12 are 626bhp at 6000rpm and 664lb.ft from just 1350rpm, which translates to 0-60mph in 3.7 seconds and a top speed of 207mph.

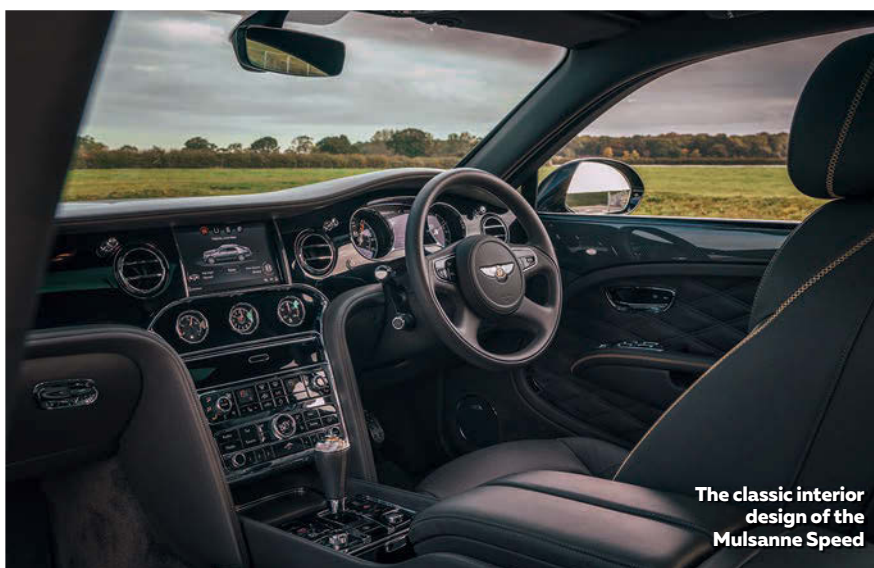
Like the Mulsanne, the Flying Spur doesn't intimidate with its fearsome pace, but uses an array of technology to make brisk progress an unnerveing relaxed experience. Bentley's Active Ride system uses 48-volt actuators to vary the stiffness of the anti-roll bars dynamically in just milliseconds in order to keep body roll in check under spirited driving. This is paired with an

electronic four-wheel steering system, which in the interests of manoeuvrability steers the rear wheels in the opposite direction from the fronts at low speeds, but at higher speeds improves stability by steering in the same direction.

Like many cars of this nature, the Flying Spur uses air springs at the rear, a solution that's not always noted for providing good ride quality. Bentley has got around this by enlarging the chamber within each spring to offer some 60% more air volume in the interests of improved ride comfort, while switching out some of the volume to provide firmer springing when the Sport driving mode is selected. The Continuous Damping system constantly adjusts the damping rate according to the driving mode selected, while the air suspension is used to keep the body at a constant height and thus ensure the full wheel travel is always available.

The Flying Spur is a weighty projectile, something that the trick suspension manages to conceal very well indeed – to the point that the kerb weight of 2437kg revealed in the press pack came as something of a surprise. As indeed do the brakes, which employ no fewer than ten pistons in each caliper, each clamping a 420mm disc – which unsurprisingly happens to be the largest iron brake disc used on a production car.

In the finest tradition of a modern Bentley, the cabin is a well-judged mix »



The classic interior design of the Mulsanne Speed

“With the arrival of the new Flying Spur late last year, the refreshed Bentley range is now the youngest in its sector”



of traditional craftsmanship in natural materials and high-tech electronics. Yes, beneath the knurled garnishes the dedicated car geek will spy all manner of VW Group switchgear, but there's no doubting the quality and there's a very definite sense of being somewhere that wasn't mass-produced.

For those who don't need the thrust of the W12 – and it is mightily addictive – the Flying Spur is also now offered with the 4.0-litre twin-turbocharged V8, rated at 542bhp and 568lb.ft. Sharing the clever chassis with the W12 model, the V8 comes in some 100kg lighter, which explains why it's not exactly a poor relation: the vital figures are 60mph in just 4.0 seconds and a maximum 198mph.

CONTINENTAL V8

From the beginning of 2020, the V8 has also been offered in the Continental GT, in both coupé and convertible forms, where its signature exhaust note seems entirely at home. As you might expect for a car sharing the same platform, performance figures are very similar to the Flying Spur's at 3.9 seconds to 60mph, with a 198mph maximum.

We were able to sample the Continental V8 in open-topped GTC form and, despite the autumn weather, were impressed with the attention to detail of the convertible design. An evolution of the 'neck warmer' system is integrated into the seats and is both hotter and quieter than the previous generation, making roof-down driving a comfortable affair even on a cold day. And given the sound created by the quad-piped exhaust when the car is in Sport mode, it's something you'll want to do at any given opportunity – especially as the roof now takes just 19 seconds to drop and can be lowered at speeds of up to 30mph.

Convertible roof aside, the cabin broadly follows the style of the Flying



The Flying Spur has become Bentley Motors' flagship saloon





The Continental GT is now available in highly impressive V8 guise



Spur and is naturally constructed with the same combination of tradition and technology, with a massive array of colour and fabric options now on offer, including no fewer than eight roof lining colours.

LATEST BENTAYGA

The elegant detailing of the Flying Spur and GT seems a world away from muddy trails and green laning, and yet Bentley – like almost every other premium brand – has an SUV in its arsenal these days. At the firm's recent 'Toy Box' event, to prove the point that the Bentayga is more than just another Chelsea tractor, a proper off-road course had been laid on. »





“The Bentayga is festooned with technology to assist off-road, including the usual traction and hill-descent electronics”

Our steed for this mud-plugging was the newly-launched second-generation Bentayga in V8 form. Naturally, it shares a VW Group platform, in this case the ‘MLB Evo’ that also underpins the Audi Q7 and Lamborghini Urus. Its family lineage is evident in its general proportions but it’s very much a Bentley in the detailing. It now sports a larger, more upright grille, redesigned bumpers and a restyled rear end incorporating a full-width tailgate, while a 20mm increase in track gives it a more ‘planted’ stance. New centre console and trim details feature on the inside, as does an increase of 100mm in rear legroom.

Such details will be important to most Bentayga customers, but for our purposes we were instructed to engage the various off-road driver aids, keep an ear to our guide over the radio and simply point the £150,000 SUV into the dirt. The Bentayga is festooned with

technology to assist off-road driving, including the usual traction and hill-descent electronics, plus a ‘top camera’ option that provides a bird’s-eye view of the car using the various cameras on the bodywork, with an on-screen representation of where the front wheels are pointing. That last feature is surprisingly handy when all you can see out of the screen is sky and the voice over the radio is encouraging you to gun it over the blind crest.

Highlight of the off-road course was the wading section, which involved driving into a lake. The Bentley instructors had determined that the optimum speed for the section was 4mph, creating a suitable compromise between minimising bow waves and maintaining momentum. Although little more than a brisk walking pace, it seems lively enough when water is lapping well above the door bottoms. Needless to

say, our trio of Bentayga demonstrators shrugged off the exercise and clambered out of the water unharmed.

Rolls-Royce & Bentley Driver readers will already be well aware that the Bentayga’s natural competitor is a heavily-optioned Range Rover. And our brief trial suggested that it’s a worthy competitor to the Solihull car, which is praise indeed.

Having sampled the cutting edge of current Bentley technology, it’s no exaggeration to say that cars like the Continental GT recapture the spirit of the models from Bentley’s glamorous 1950s era – and the 1952 R-Type Continental laid on for us to test was the perfect illustration. Find out in our next issue how we enjoyed revisiting what was once the fastest four-seater car in the world, as well as the swansong for the SZ platform in the shape of the 2003 Continental R Mulliner. ■



The ‘Toy Box’ event gave us a chance to experience the Bentayga off-road





BENTLEY



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SPECIALIST VISIT

LIFETIME ACHIEVEMENT

We drop in on the team at N. Sandell, catching up with Nigel and his colleagues to learn about this specialist company's long-term success story and future plans

WORDS: PAUL GUINNESS PHOTOGRAPHY: MATT RICHARDSON

When Nigel Sandell, the renowned Isleworth-based independent Rolls-Royce and Bentley specialist, began searching for his ideal car more than a quarter of a century ago, his requirements were very specific: it had to be a 1979 Silver

Shadow II. But why? "Well, it was in 1979 that I first started work as an apprentice at a Rolls-Royce dealership, where I ended up training with the latest Silver Shadow. It's the car I cut my teeth on in the Rolls-Royce world, and I was determined to have my own as soon as I could manage it."

The car in question became the subject of a 600-hour restoration, with Nigel creating what was to become a prize-winning example, and a machine that still turns heads to this day. It's not Nigel's Silver Shadow II that brings us to Middlesex today, though. Instead, we're here to learn more about the company that he founded in 1999, twenty years after his first foray into working on Rolls-Royces and Bentleys.

"I've been involved with the two marques since I was sixteen years old," explains Nigel. "I started my apprenticeship with Richmond-based H.A. Fox, an official Rolls-Royce and Bentley dealership, and attended Kingston College at the same time. I was also lucky enough to go on the very last Hythe Road training course – before the move to Crewe – in 1983, learning all there was to know about the latest Silver Spirit."

Nigel then moved to Weybridge Automobiles (part of the Lex Group), where he stayed for seven years before



joining a well-known independent Rolls-Royce and Bentley specialist – a move that provided him with invaluable experience of working on older, classic examples. By 1999 however, Nigel was ready to set up his own premises, purchasing a unit on a small business complex in Isleworth. And just ten years later, he managed to buy the adjoining unit, effectively doubling the size of his business in order to cope with demand from new and existing clients.

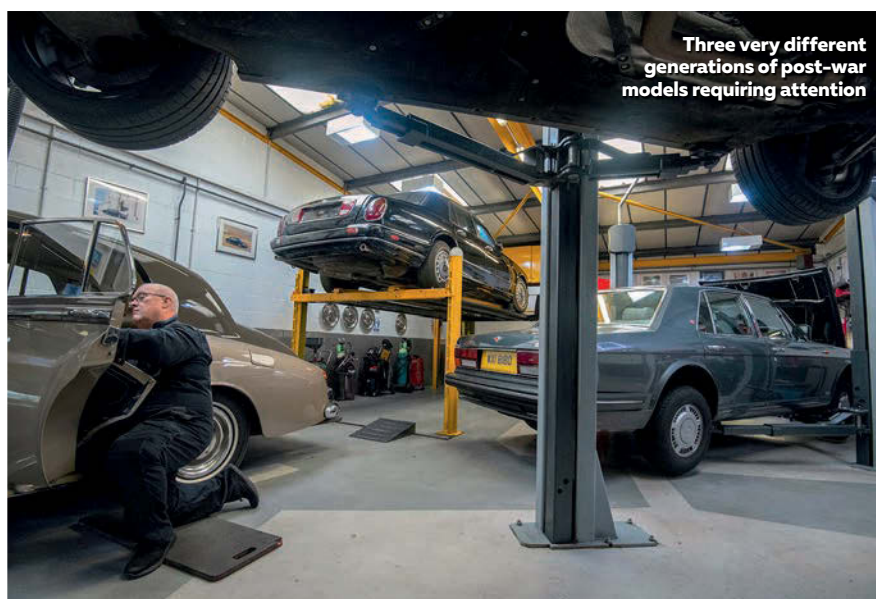
“Expanding into the second unit involved a major investment,” admits Nigel, “but it was essential for the company. We’d outgrown our original premises, and this was an effective way of doubling our workshop space without the disruption of relocating. It’s such an ideal location where we are, being close to London and easily accessible by train, as well as being handy for the motorway network. That kind of accessibility is an important consideration for us, as we have clients from all over the UK – and beyond.”

TEAM EFFORT

Expansion for Nigel hasn’t just involved his premises, however, as he’s also attracted a loyal and highly skilled team over the years; and it’s something of a ‘family affair’, with wife Jackie handling the company’s HR commitments. Most clients’ initial contact with the company will be via Russell Stephens Nield, who works front-of-house and has known Nigel for more than thirty years. One of the



The N. Sandell team, boasting many decades of Rolls-Royce experience between them



Three very different generations of post-war models requiring attention

on-site expert technicians is 63-year-old Dave Cheal, under whom Nigel worked as an apprentice all those years ago, and who has been an essential part of the N. Sandell team since 2004. Dean Willingham, meanwhile, works as the firm’s financial controller as well as being its main driver (alongside Nigel’s nephew, Adam Stickler), with Dean’s son, Josh, being another of the fully qualified on-site technicians.

Special mention must also go to Jonny O’Neill, who joined the N. Sandell team as an apprentice and went on to be joint winner of the Sir Henry Royce Memorial Foundation’s 2019 Apprentice of the Year award. “That was a great moment for all of us,” recalls Nigel. “Jonny and his co-winner, Matthew Gleeson, were given a rough V8 from the Hunt House cellar, transforming it into a »

SPECIALIST VISIT N. SANDELL

fully working exhibition engine that can be used as a demonstration piece for seminars and general exhibition. We went to the Classic Motor Show at the NEC that November, where Jonny and Matthew were presented with their awards and where the engine was displayed on the RREC stand."

Back in 2019, when the announcement was made, Jonny commented: "Two years ago, Nigel Sandell offered me a trial as an apprentice mechanic. He threw me in at the deep end, giving me a trolley full of parts and a partly deconstructed rig. I had a week to get the rig put back together and running. Although it was

a challenge, I succeeded and by the end of the week it was finished. Nigel said if I wanted the job, it was mine."

GIVING BACK

Nigel is a passionate believer in 'giving something back' and is always keen to help train the next generation of specialists. Not only that, he's happy to pass on his knowledge to today's owners of classic models, and regularly co-hosts (along with Ray Hillier, of Hillier Hill) technical training sessions on the Silver Shadow and Silver Spirit, which take place in the Lecture Theatre at the RREC's Hunt

House headquarters. "It's a really enjoyable day for all concerned," says Nigel, "and hopefully the attending members go away with some useful extra knowledge and perhaps a bit more confidence when it comes to maintenance of their cars."

The SY- and SZ-generation models still make up a large proportion of the N. Sandell team's workload, as the company deliberately focuses on post-war cars – although existing customers will sometimes have work carried out on earlier models. Interestingly though, Nigel has taken steps to future-proof his business by not having any cut-off date when it comes to the Rolls-



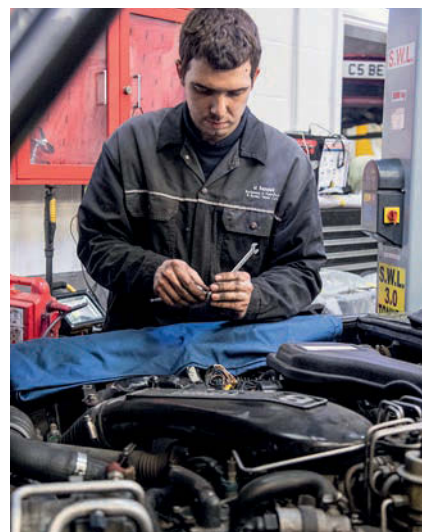
Nigel launched his Isleworth-based N. Sandell enterprise more than twenty years ago



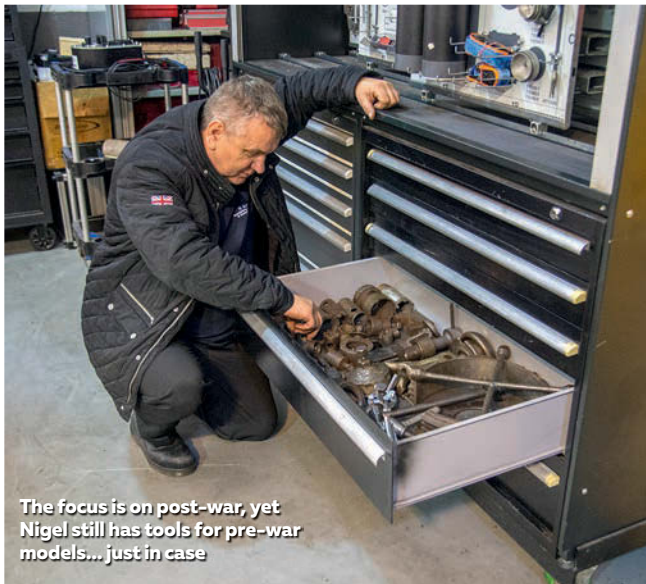
This is one independent specialist happy to work on even the latest Goodwood cars



Dave Cheal – Nigel's mentor as an apprentice – has been part of the team since 2004



Routine servicing forms a major part of the company's workload



The focus is on post-war, yet Nigel still has tools for pre-war models... just in case



Investing in the latest tools and diagnostics helps to future-proof the company

Royces and Bentleys he's happy to accept. Where some independent specialists would rather not work on anything post-Arnage or Silver Seraph, Nigel positively welcomes the owners of later models: "Obviously, most of our work is on the classics, and particularly the 1965-on cars. But we've invested a lot over the years to ensure we have the right equipment and diagnostics that enable us to work on more recent Bentleys as well as the Goodwood-built Rolls-Royce models."

That kind of investment doesn't come cheap, but it does mean there's little likelihood of Nigel having to turn away a job. And with many owners of classic models having a modern Rolls-Royce or Bentley as their everyday transport, the advantages to Nigel and his team are obvious: "We were able to stay open during the first lockdown of 2020, as we were a garage offering an essential service. And it certainly brought in extra business, with lots of urgent jobs being brought to us. We even had a new client get in touch desperate for a new door lock to be fitted to his Phantom Convertible, which we were able to do."

The list of services available to N. Sandell clients is obviously extensive, from minor services through to full engine rebuilds. Hydraulics overhauls are always in demand, and just about any repair can be undertaken, including electrical and air-conditioning issues. The company also offers bodyshop facilities, as well as trim work, veneer re-lacquering and so on, ensuring that every



"Expansion for Nigel hasn't just involved his premises, as he's also attracted a loyal and highly skilled team"

client's needs are fully catered for.

Nigel, a member of the Rolls-Royce & Bentley Specialists' Association and chairman of the Middlesex branch of the RREC, still has a very hands-on approach to his business. Indeed, he'll often be found under one of the company's five ramps working on a customer's car, or with his head under a bonnet: "If something

needs doing, it gets done. I spend some of my time pricing up jobs and dealing with client enquiries, but I still love getting my hands dirty!"

That's particularly good news for Nigel's most discerning clients, including some of those overseas: "I've flown all over the world servicing and repairing Rolls-Royces and Bentleys, including a week in Ghana »

SPECIALIST VISIT

N. SANDELL

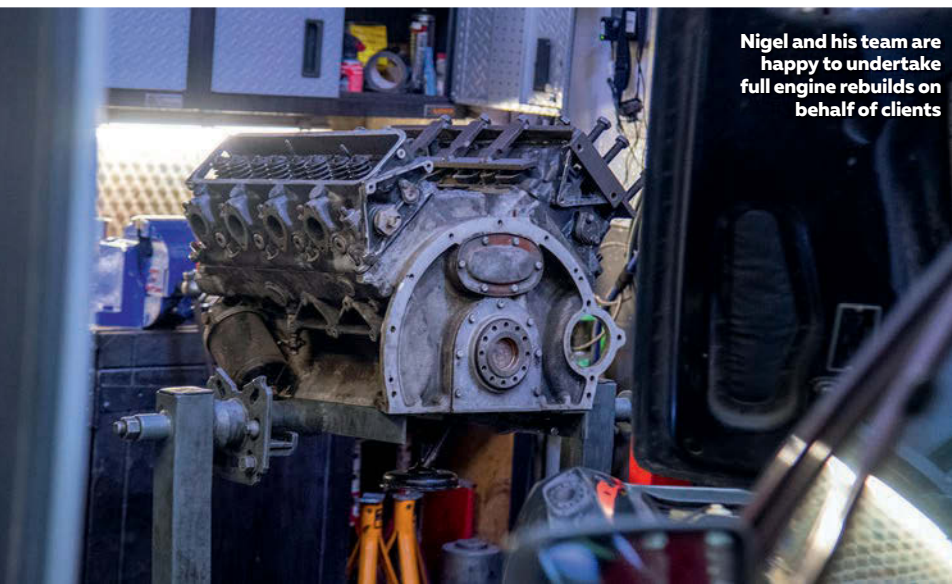
attending to the King's fleet. I spent a few days working on three Silver Seraphs, and then flew to the Royal Palace to work on the King's Phantom. I was treated fantastically well, and it was another great experience."

Nigel is someone who obviously still gets a huge amount of enjoyment from his work, combining his technical and mechanical expertise with an obvious instinct for running a business. Two decades after successfully launching his own company, and four decades on from his first working involvement in the Rolls-Royce and Bentley world, Nigel is clearly as passionate now as he ever was: "I run a business doing what I enjoy most, working on the cars I love and dealing with real enthusiasts. It's something I never take for granted." ■

GET IN TOUCH

We're grateful to Nigel and the N. Sandell team for their hospitality during our recent visit. To find out more about the company's services, visit www.nsandell.com or call +44 (0)208 758 2322.

"The SY- and SZ-generation models still make up a large proportion of the N. Sandell team's workload"



Nigel and his team are happy to undertake full engine rebuilds on behalf of clients



A modern Mulsanne keeps company with a brace of SZ-generation saloons

N. SANDELL



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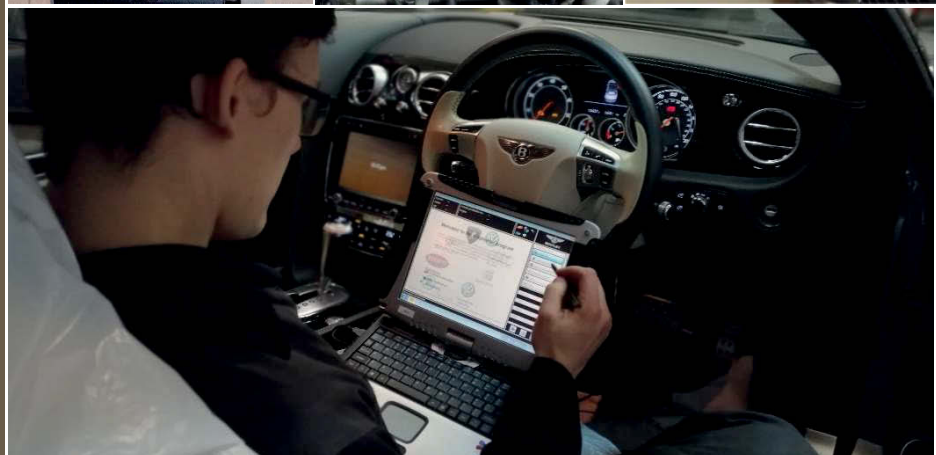
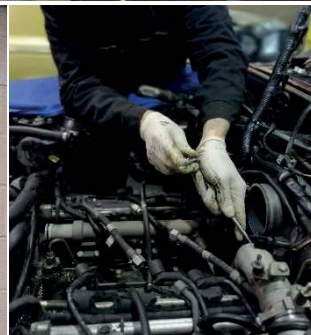
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At N Sandell, we strive to bring you the best in terms of quality and professionalism. Having specialized in Rolls-Royce and Bentley motor cars for 21 years in our West London base, we have a wealth of experience with a large variety of cars.



THE YELLOW ROLLS-ROYCE

Nothing to do with the famous film of the same name, this Silver Cloud II was ordered from the factory in a rather unusual hue – and is now finally back on the road after years of inactivity

WORDS: PAUL GUINNESS PHOTOGRAPHY: MAX JAMIESON





The 'Standard Steel' saloon members of the Silver Cloud family are certainly the most ubiquitous, although no Rolls-Royce is exactly commonplace. Drive one into just about any setting and it's a car that will always stand out from the crowd – just as it would have done 65 years ago, when the original Silver Cloud (and its Bentley S-series cousin) first took a bow. Few examples, however, are as capable of attracting attention as this 1962 Silver Cloud II, a car that rolled out of Crewe with a colour scheme guaranteed to divide opinion.

I first spotted 1755 D (the registration number the car has carried for most – if not all – of its 58 years) in 2017, when I paid a visit to Surrey-based Royce Service & Engineering. Against a backdrop of SY- and SZ-generation saloons, plus a smattering of Arnages and Continental Rs in fairly traditional hues, this bright yellow Cloud II truly stood out. It was a dark day at the start of winter, making my encounter with this most head-turning of 'Standard Steel' models even more of a stop-and-stare experience.

My fascination for the car increased »

CUSTARD YELLOW

Bird's Custard Powder was one of the first British products to boast colourful advertising campaigns, and one of the earliest to have its own specially-designed logo. These two adverts demonstrate how a combination of colour and eye-catching design played a vital role in the brand's marketing of the 1950s and '60s in particular.



This isn't just custard
it's **Bird's Custard**

It's creamier! It's smoother!

It tastes far more

delicious!

Use specially made Bird's Custard
the best brand, instead of the real stuff in
custard sauce. Make the best and
enjoy the difference.



Made by Bird's Special Recipe in England
CONTAINS NO PRESERVATIVES
Useful when you want a quick custard
or a custard sauce. It's the best
custard powder in the world. It's
the best custard powder in the world.
It's the best custard powder in the world.
It's the best custard powder in the world.

FEATURE CAR SILVER CLOUD II

still further when Paul Brightman, co-owner of RS&E, explained that the Rolls-Royce had worn its unusual colour scheme from new: "The car's Primrose Yellow paintwork and Dark Green hide upholstery – complemented by green carpet – were a special order. Many people assume it's had a colour change at some point, but this is exactly as the car was ordered. It's not to everyone's taste, but then this Silver Cloud's first owner wasn't exactly your average Rolls-Royce customer."

In fact, the car's inaugural custodian was the manufacturer of Bird's Custard Powder, one of Britain's most famous dessert accompaniments with a history dating back to the 19th century. The company was one of the first to embark upon colourful advertising campaigns and one of the earliest to have its own specially-designed logo, with its three-bird design being instantly recognisable to generations of custard fans throughout Great Britain and beyond. It therefore comes as no surprise to

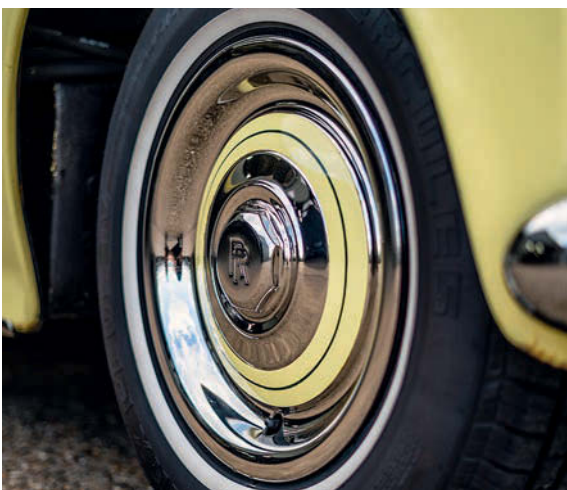
learn that by the early 1960s, the parent company's new Rolls-Royce of choice should be as representative of its products as possible.

LENGTHY PROJECT

This Silver Cloud II has been known to Paul Brightman and his business partner, Patrick Lloyd-Jacob, for many years, having first appeared at RS&E in 1999 as a rather interesting project: "The car was part-restored at that



The car was ordered with Dark Green hide to complement the yellow paintwork





“The Rolls-Royce arrived as little more than a rolling shell, although much of the work had already been carried out”

point,” explains Paul, “with an ex-Jack Barclay technician being entrusted to take it on by the owner of the time. Sadly though, the restorer passed away part-way through the work, and so the project was transferred to us.”

The Rolls-Royce arrived as little more than a rolling shell, although much of the work had already been carried out, explains Paul: “The bodywork had been restored and resprayed to a very good standard in the original Primrose Yellow. However, the engine and gearbox came separately, as did much of the car’s mechanicals. The glass was out, the interior was out – there was certainly plenty of work for us to get on with.”

With the transmission having already been overhauled, the engine was fully stripped and rebuilt by the RS&E team, using new parts as necessary, as were the car’s braking and suspension systems. While all this was going on, the original green leather interior was sympathetically refurbished, retaining as much of the original hide as possible, and the wood-veneered dashboard, door cappings and rear fold-out picnic tables were thoroughly restored by specialists. The interior treatment was completed via the correct grade of Wilton carpet with leather banding, as well as all-new

headlining to the original specification.

Compared with some of the complex restoration projects handled by the team at RS&E over the years, it wasn’t exactly a lengthy list of tasks, and this rather unusual Silver Cloud II should have been completed without too much difficulty. Unfortunately, however, events that were outside the control of Paul and Patrick affected

proceedings, with a change to the owner’s financial situation bringing work to a halt part-way through. Some years later came the sad news that the owner had subsequently died, bringing further delays whilst probate and ownership of the Rolls-Royce were finalised. Eventually, the car ended up being sold to a close friend of the late owner, who instructed Paul and »

THE SECOND COMING

Four years after the 1955 launch of the original model came the crucial Silver Cloud II, featuring Rolls-Royce’s all-new V8 unit of 6230cc capacity. Such a change was deemed essential if Rolls-Royce was to make further inroads into the American market, where V8 engines traditionally ruled the automotive roost. But it was a welcome move elsewhere too, with the British motoring press in particular praising the latest engine’s extra power and smoothness.

At an estimated 190–200bhp, the V8 offered around 25% more power and noticeably better acceleration than the outgoing six-cylinder

(although, of course, Rolls-Royce refused to disclose either power or performance figures), and with a raised final drive ratio the Cloud II was also a quieter and more refined cruising car. This helped to make it even more relaxing than before, despite being able to hit 115mph and with over a second whisked from the car’s 0–60mph time – which now stood at around 11.5 seconds.

The other most noticeable upgrade was the fitting of the steering wheel at a shallower rake angle – a further concession to the demands of Rolls-Royce’s increasingly commonplace owner-driver client.

FEATURE CAR SILVER CLOUD II



“The engine was fully stripped and rebuilt by the RS&E team, using new parts as necessary”

Patrick to continue with the work that had already been commissioned.

The entire project was finally completed in early 2020, bringing to an end a two-decade connection between RS&E and one of the most attention-grabbing Rolls-Royces of its generation: “It felt at times as though the custard Cloud was a permanent fixture,” grins Paul, “having been here for 21 years in total. We’d grown fond of the old girl, and loved the fact that it was a genuinely different factory-spec example. Some owners might have been tempted to change the colour, but

I’m really pleased that the car’s latest owner decided to stay true to original.”

At long last, this most head-turning of all Silver Cloud saloons is back on the road where it belongs, safe in the

hands of a custodian who appreciates its unique appeal and its fascinating provenance. Watch out for it at the classic events of 2021. (Not that you’re likely to miss it, of course...) ■



CONTACT THE EXPERTS

We’re grateful to Paul Brightman, Patrick Lloyd-Jacob and the rest of the team at Royce Service & Engineering for allowing us access to this unique Silver Cloud II. To discuss your own Rolls-Royce or Bentley servicing, maintenance and restoration requirements, or to view any of the cars currently available for sale, call +44 (0)1737 844999 or go online to www.rsande.co.uk.



Royce Service & Engineering
Station Road
Betchworth
Surrey
RH3 7BZ

ROLLS-ROYCE SILVER SPUR II



1987. 35,000 miles. A one family owner car from new, Royal Blue with light blue hide piped dark blue. Cloth inserts to the rear seats, electric sunroof, rear picnic tables. It is in beautiful condition and a very low mileage.

£22,950



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1975

**HANWELLS
OF LONDON**

2020



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



2009/58 Bentley Arnie T Mulliner Level II. Finished in Beluga with electric sunroof, Le Mans wing vents and limo style rear window. Beluga interior with Cream stitching, piano Black veneers, picnic tables and vanity mirrors, rear screens and a DAB radio. Only 31,000 miles with full history. Immaculate throughout.....**£52,950**



2006 Model/55 Bentley Flying Spur. Finished in Silver Tempest with 20 inch alloys and French Navy secondary hide. Heated and cooling seats. Known to ourselves for last 6 years and maintained regardless of cost. Only 58,000 miles, immaculate throughout and must be seen**£23,950**



2002/02 Bentley Arnie T with Mulliner spec. Finished in Aurora with 19 inch sports alloys and Magnolia interior with Spruce Green stitching and Spruce Green carpets, Walnut veneers including rear picnic tables and rear vanity mirrors. Known to ourselves for last 8 years. Immaculate condition throughout.....**£26,250**



1999 S Rolls Royce Silver Seraph. Finished in beautiful Sunset Red with electric sun roof and whitewall tyres. Cotswold interior with St James piping and St James carpets. Only 13,700 miles, with full history and 22 service stamps. This car is as new and a great investment at**Only £53,950**



1997 P Bentley Turbo RL MK IV. Finished in Sherwood Green with 17 inch alloys. The interior is in Cotswold with Spruce Green piping, with Spruce Green carpets piped in Cotswold and Walnut veneers. Known to us for the last 12 years, with FSH. This car is truly outstanding and has to be seen.....**Only £18,750**



1996 Model/N Bentley Continental R. Finished in Wildberry with 17 inch Limited Edition wheels. The interior is finished in Magnolia with Walnut veneers. Only 79,000 miles and has been maintained regardless of cost, with Full Service History. Immaculate condition throughout. A future classic and offered at only.....**£42,950**



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



1973 L Rolls Royce Corniche Convertible. Finished in Masons Black with whitewall tyres and a St James hood which has just been renewed. The interior is in St James with matching carpets and Walnut veneers. Only 51,000 miles with history. Celebrity owned, this will make an excellent investment at.....**Only £119,750**



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

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2016 (66reg) Bentley Continental GTC Speed W12 6.0L Facelift Only 9,000 miles Neck Warmers Onyx with Beluga Hide Fireglow Contrast Stitching Speed Logo Stitched To Headrests, Carbon Fibre Body Kit with Black Pack and Supersport Bonnet Red Brake Callipers. Piano Black Wood with Glasses Case. Special Red Face Breitling Clock. Heated and Cooled Seats with Massage, Bluetooth Phone System, Digital TV Tuner, Widescreen GPS Sat Nav, DAB Radio, iPod Interface, WiFi Hotspot 4G Enabled, 21" Speed Dark Tint Alloys, A very special Speed **£89995**



2006 Bentley Azure 6.8L Only 25,000 miles with 2 Owners Fountain Blue with Linen Hide and secondary hide in Nautic Wood and Leather Steering Wheel, Heated Massage Seats, GPRS Sat Nav, Cruise, front and rear PDC, ABS/EBD, Aquaplane detection, Driver and passenger airbags, Hydraulic Brake Assist, Tyre pressure monitoring system, Inclination sensor, Remote central locking, 6 CD autochanger in boot, 'Easy entry-exit' feature on steering column, Full Bentley Service History A stunning Example **£95000**



2016 Bentley Continental GTC Speed W12 6.0L Only 9000 Miles Neck Warmers. A Special Order Car, Presented in Cumbrian Green with Newmarket Tan Hide Contrast Stitching with Bentley Logo Stitched To Headrests. Carbon Pack. Burr Walnut Wood. Heated and Cooled Massage seats, Bluetooth, TV, GPS Sat Nav, DAB Radio, iPod Interface, WiFi Hotspot 4G Enabled, 21" Aero Dark Tint Alloys, Power Boot, Power Folding Mirror On Locking, Full Bentley and Specialist Service History. A Stunning Car with lovely cost options. **£77995**



2011 Bentley Continental GT 6.0L W12 GEN 2 Mulliner 19,000 mile Moonbeam with Beluga hide linen contrast Stching, Piano Black wood, 21" Alloys, Reverse Camera, Touchscreen Sat Nav, Power Boot, 3 Spoke Steering Wheel, Massage Heated Memory Seats, Soft Close Doors, Spacesaver Spare, Full Bentley Service History just serviced, Keyless-Go 2Keys. This Stunning Low Mileage 2nd Generation Car is an immaculate example. **£47995**

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Rolls-Royce Motor Cars



PHANTOM II PERFECTION

As this prize-winning Phantom II begins a new career in India, its curator and historian exclusively reveals the story behind the glorious ex-Sir Malcolm Campbell machine

WORDS: MOHAMMED LUQMAN ALI KHAN PHOTOGRAPHY: TIM SCOTT, FLUID IMAGES

The Phantom II was the third – and the last – of the great 40/50hp six-cylinder models produced by Rolls-Royce, preceded by the inaugural Phantom and the legendary Silver Ghost. Developed under the direct supervision of Sir Henry Royce, it offered an improved version of the original Phantom's engine mounted atop an all-new chassis, and was hailed at the time as the "pinnacle of automotive excellence". Of the 1681 Phantom IIs produced between 1929 and 1936, a total of 279 were of the short-wheelbase Continental type, enabling coachbuilders to mount lighter, sportier bodies more suited to European-style touring.

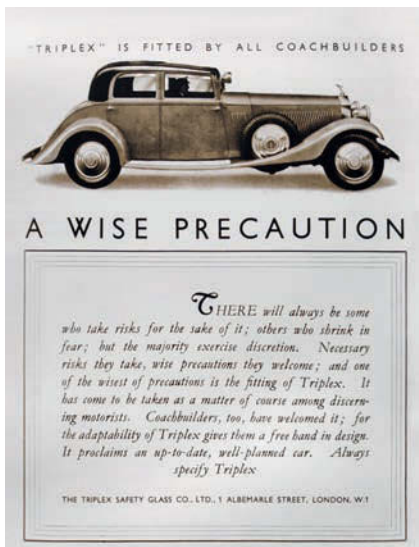
The sports saloon featured here – chassis number 140MY – was

built by Barker & Co for the Grand Prix-winning speed icon, Captain Sir Malcolm Campbell, who dominated the racing scene with multiple world speed records on both land and water during the 1920s and '30s. Originally registered AGO 1, this was the third of three Phantom IIs he owned – a car that impressed him so much, he penned an ode to it entitled *The Best Rolls-Royce Yet Produced*, which the company then used in its official brochure for the Phantom II. Leveraging on Campbell's popularity, Rolls-Royce employed the article to promote the model, making the most of the famous racer's personal endorsement of the Phantom II's mechanical prowess.

The car came with many extras, and a few accessories were transferred from

his previous Phantom – including a large Atlantic spot lamp with mirror, a siren, a wireless, a set of tri-tone Bosch horns, plus a St Christopher's cross affixed to the dashboard. Campbell had traded-in his older Phantom (55GX) for this latest model, with records showing it was a loss-making transaction for Rolls-Royce – albeit a loss the company was happy to absorb, given this customer's widespread appeal and patronage of the marque. Interestingly, this very car also appeared in a Triplex safety glass advertisement of the time.

Campbell's new Phantom II was finished in his favourite shade of blue (complementing his various record-setting vehicles), while the interior featured blue leather, grey headlining, dark blue carpets, plus a beautifully



Sir Malcolm's Phantom II was used by Triplex in this particular advert of the period

detailed wooden dashboard and door cappings. Special features of this car include a low-rake steering column, a wider track, a higher axle ratio, Andre Hartford tele-friction dampers, sports continental springs and a sunshine roof.

RECENT ATTENTION

In recent years, this ex-Campbell Phantom II has been the subject of a comprehensive restoration. A specialist in vintage Rolls-Royce and Bentley thoroughbreds executed the car's mechanical restoration in 2016, with a great deal of documentation and imagery preserved for future reference. Detailed photographs and encyclopaedic records document the complete rebuild of the engine, depicting the staggering amount of work carried out on this very significant car.

Although Sir Malcolm competed in countless famous machines on racing circuits worldwide, smashing many records in the process, this much-admired Phantom II was his daily-use car in which he would often be seen around the streets of London. Campbell owned this Phantom II at the peak of his career, as it was delivered to him just a month after he broke his own world record in February 1933 in a Rolls-Royce-engined Blue Bird – and two years after he'd been knighted by King George V.

This historically important car was displayed at 'The Great Eight Phantoms' exhibition in 2017, held at the Bonhams headquarters on Bond Street, London – not far from Old Bond Street, where this »



Campbell's Phantom II sported various accessories, including a set of tri-tone horns



The Poonawalla family and their Phantom II, shortly before the car's one-way trip to India



The immaculate Phantom II took part in the prestigious 2020 Concours of Elegance

FEATURE CAR ROLLS-ROYCE PHANTOM II

1933 Phantom II Continental Sports Saloon

Coachbuilder: Barker & Co
Chassis Number: 140MY
Engine Number: GF45
Body Number: 6686
Original Owner:
 Captain Sir Malcolm Campbell
Current Owner:
 Yohan Poonawalla, India

Phantom II had been delivered brand new to Campbell 84 years earlier. The event was organised by Rolls-Royce Motor Cars for the global unveiling of the Phantom VIII, where all eight generations of the Phantom were on display – with this ex-Campbell machine selected to represent the Phantom II. I watched the event live on the internet from my base in New Shahama, Abu Dhabi, over 3000 miles away. While the Phantom’s flowing coachwork drew my attention, never did I dream that one day I would have the privilege of curating this truly historic car.

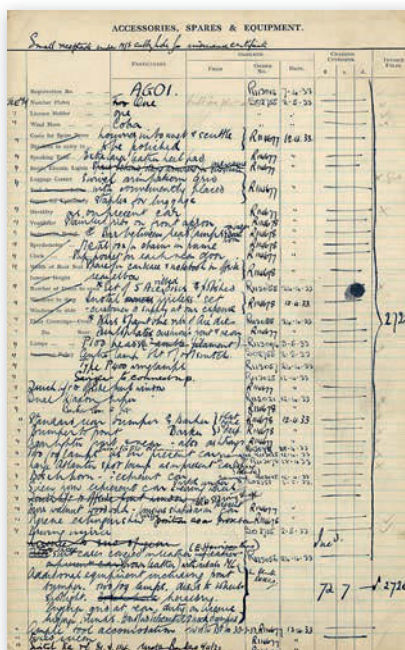
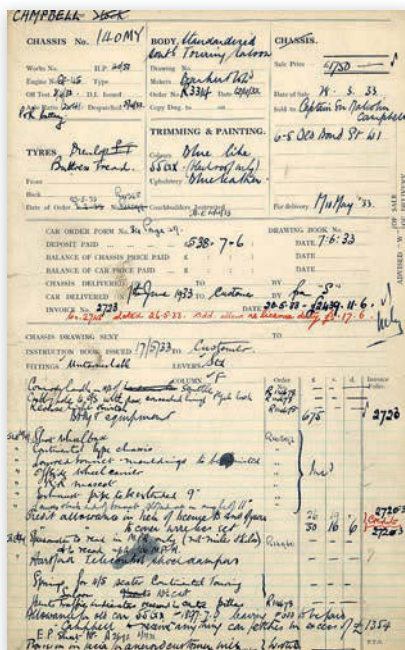
Visiting the exhibition in person was Yohan Poonawalla, a well-known industrialist and keen collector of historic cars. It was the first time he’d seen 140MY and he was immediately smitten, so much so that in 2020 he became the Phantom II’s latest proud owner. This iconic car now resides in his renowned ‘YZP Collection’ in India,



Yohan Poonawalla is creating a new museum of historic cars in Pune, India

keeping good company amongst an array of celebrated Maharajah cars. It will, however, become part of the forthcoming museum being established in Pune by the collector – a project I am supervising, which will see India’s most diverse and extensive collection of Rolls-Royces displayed together, along with many other marques from different eras. Yohan Poonawalla’s wife, Michelle, who is an acclaimed artist and philanthropist, and their two children – Tania and Zayan – have all caught the motoring bug, making the museum project a

labour of love for the entire family. Shortly before heading to India, 140MY made its final UK appearances. September 2020 saw it exhibited at the prestigious Concours of Elegance and Salon Privé events, with judges at the latter awarding it the ‘Most Exceptional Coachwork’ trophy. And in what was the car’s very last UK outing the following month, it paid a farewell visit to Goodwood – the home of Rolls-Royce Motor Cars. It was a fitting conclusion to this historic Phantom II’s unrivalled British career. ■



Copies of the original Barker & Co build sheets remain with the car

PAYING TRIBUTE

Author and motoring historian Mohammed Luqman Ali Khan, the author of this tribute to the Phantom II, observes: “Sir Malcolm Campbell’s heroics on the speed circuit were complemented by his appreciation of fine motor cars – and 140MY is a testament to that, epitomising the qualities of power, performance and speed that he sought. This truly historic car is the automotive legacy of a pioneering speedster extraordinaire who continues to enthral generations – a motorist par-excellence who left an everlasting impression on the motoring world. The sheer historicity of this car is only trumped by its original owner’s monumental stature and incredible achievements.”



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• PROJECT CARS •

BENTLEY ARNAGE T

After setting sail for the heart of fashionable West London, Dan Furr's Bentley finds itself on the receiving end of professional troubleshooting...

PHOTOGRAPHY: DAN FURR

Readers of my regular Rolls-Royce & Bentley *Driver* project updates will remember my Arnage T's last appearance in this magazine. Occupying four pages of the Autumn 2020 issue, the Storm Silver stunner found itself on the receiving end of my toolkit as I carried out a service using consumables sourced through the online store of independent Rolls-Royce and Bentley parts specialist, IntroCar. One thing I struggled with, however, was the presence of a ridiculously tight oil filter. Whoever changed the part last appears to have applied unnecessary force to ensure the filter stayed in place. To make matters worse, what looked like thread lock had been used on the sump plug.

The latter was an easily rectified problem, but the more I tried to remove

the oil filter, the more it was getting damaged by my filter removal tool. It was an extraordinarily frustrating situation, primarily as I'd already dropped the old oil in anticipation of treating the large barge to a gutful of fresh Mobil 1. I was left with little choice but to pour in new oil with the old filter in place and accept an invitation from my good friend, Gary Conway, managing director of London-based GCAP Performance, who'd offered to despatch the old filter with a heavy-duty removal tool.

Occupying a sprawling array of mews buildings along a quiet street in the heart of Notting Hill, GCAP's workshop regularly plays host to the varied selection of Rolls-Royce and Bentley motor cars inhabiting the capital, as well as many travelling from further afield. After I landed on the

cobbled road leading to Gary's place of work, he promptly presented a pair of nifty-looking 'spider' oil filter removal tools (now near the top of my shopping list), each more than capable of swiftly shifting the offending – and, by this time, heavily dented – filter. A replacement filter from IntroCar's excellent Prestige Parts range was soon installed in the duff part's place, followed by yet another drink of Mobil 1.

Though the oil filter was my primary concern, my Arnage T was due to visit GCAP for a suspension check-up anyway; I'd noted a slight knock over bumps, which has been getting progressively worse during the last couple of months. These cars are known to be heavy on the front end and love to punish suspension bushes. Gary had a good poke around and confirmed the offside front upper wishbone bushes »



1
A new oil filter from IntroCar's Prestige Parts range was ready and waiting to replace the stuck component



2
It doesn't hurt to change your car's oil more frequently than the recommended intervals... which is just as well, considering how much Mobil 1 the car has been treated to in recent weeks

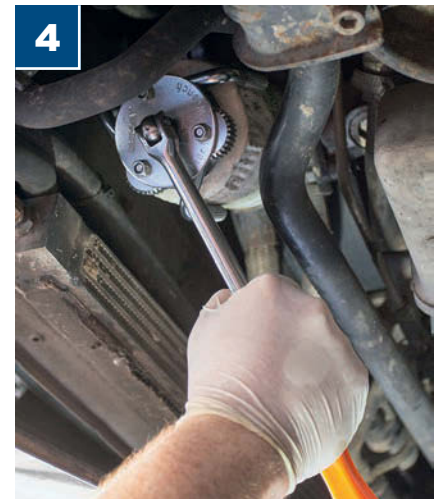
are exhibiting play. Furthermore, the lower ball joints are in need of immediate renewal if the car stands any chance of passing its fast-approaching MoT test. Thankfully, IntroCar's Prestige Parts range offers a front suspension overhaul kit for the Arnage; comprising 'fit and forget' polyurethane upper and lower control arm bushes, as well as all the required ball joints, it's a popular offering and currently attracts a 25% discount when bought online (www.introcar.co.uk). Needless to say, I'm about to place an order!

SOUND ISSUE

Since buying the car at the back end of 2019, I've had to put up with erratic radio reception in the cabin.



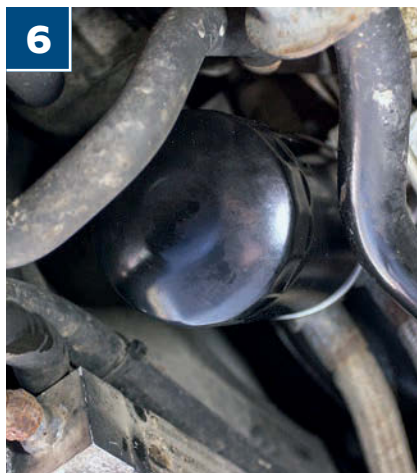
3
Gary's 'spider' oil filter removal tools are far better at shifting stuck filters than the classic chain-on-socket set-up, which can dent and bend stubborn filters



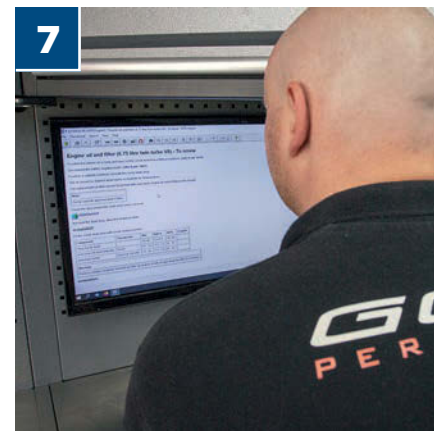
4
Grip, twist and done! The old oil filter is finally detached



5
The dent in the filter body – previously inflicted by Dan – can be seen clearly in this photo



6
The IntroCar oil filter sitting snug in its new home and tightened according to the manufacturer's recommended torque setting



7
In addition to torque values for the oil filter and sump plug, Gary double-checked the twin-turbo V8's oil capacity on GCAP's Integrated Electronic Technical Information System

The in-car entertainment system in a first-generation Arnage T was hilariously out of date when these cars were new, but being unable to lock on to the frequency of any radio station for any decent length of time struck me as peculiar. I promptly discovered the electric aerial (located on the nearside rear quarter) to be dormant. To make matters worse, when investigating the issue, I managed to pull the control panel of the single-DIN Grundig (yes, really) head unit away from the main body of the system, actions which had the comical result of leaving the radio broadcasting white noise at all times, with no ability to switch the head unit off without removing its fuse. Luckily for me, GCAP's sister brand – Air & Sound –

“Thankfully, IntroCar’s Prestige Parts range offers a front suspension overhaul kit for the Arnage”

is regarded as the capital's leading car audio and electrics specialist.

Before long, Air & Sound supremo, Gerry Conway, whipped the head unit from the dash and reattached the loose fascia, linking the amazingly short ribbon connector which my hands were unable to manipulate in the tight space afforded to me when the body of the unit was stuck fast. So far, so good... but what about radio reception? Gerry examined the stereo's control

harness and confirmed a clean bill of health, with all wires linking to the correct plugs. Perhaps the aerial had simply slipped from its toothed cable cord and needed to be overhauled? You can imagine our surprise when Gerry removed the surrounding carpet to reveal a manual aerial – a manual aerial bent out of shape and not actually plugged into anything.

I'm considering a comprehensive overhaul of the car's audio equipment »



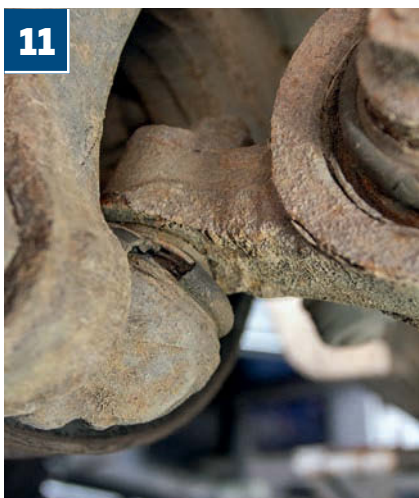
8 With capacity confirmed, in went the Mobil 1 – the second lot in recent times



9 Next up was an examination of front-end suspension components after a knock was detected over bumps in the road



10 Gary confirmed the offside upper control arm bushes are worn, necessitating replacement



11 The nearby bottom ball joint has also seen better days and will need replacing soon



12 IntroCar offers a complete Arnage front suspension overhaul kit, featuring polyurethane upper and lower control arm bushes, all ball joints and copper grease



13 Gerry removed the body of the head unit from its home (hidden by a walnut panel in the dash) and proceeded to reattach the fascia as the first step to diagnosing the lack of radio reception

in the coming months, but for the time being, and in the absence of an immediately available electric aerial, Gerry fitted a new replacement manual unit to provide the reassembled head unit with a decent signal. With the problem solved, Gary set to work treating the car's ECU to a diagnostic check in order to identify and deal with any new or historic fault codes. Pleasingly, he found nothing to worry about.

Leaving Notting Hill and heading home to Norfolk, I stopped for a full tank of LPG to carry me along the steady motorway cruising ahead. Offering Autogas at 57.9 pence per litre, the filling station I dropped in at wasn't the cheapest LPG retailer in the world – but even at this relatively high cost, 61 litres set me back no more than a smidge over £35. LPG doesn't improve mpg, but being able to switch between petrol and Autogas (for long, steady-speed journeys) sure makes running my Arnage T as a mile-munching daily driver a totally realistic proposition. And with the car's LPG system recently serviced and subjected to a tweaked ECU map (read all about it in the Sept/Oct 2020 issue of *Rolls-Royce & Bentley Driver*), it's running more efficiently than ever. ■

THANK YOU

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14
The factory Grundig CD/radio head unit is a dated bit of kit and one of the main reasons for considering a comprehensive overhaul of the car's audio system



15
After reassembling the dismembered head unit, Gerry proceeded to check wiring managing and controlling the in-car entertainment system, including the suspect aerial



16
Much to everyone's surprise, the in-situ aerial was a manually operated mast – bent out of shape and not connected to the head unit!



17
As a quick fix to enable immediate radio reception, Gerry replaced the duff aerial with a new manual mast until a decision is made regarding specification of the soon-to-be-revised entertainment system



18
All fixed up and resting in one of many mews buildings occupied by GCAP Performance and Air & Sound in the heart of Notting Hill



19
Before the car left London, Gary ran a diagnostic health check on the Bentley's electrical systems, searching for any recent or historic fault codes



20
We're not saying you can run an Arnage on Mondeo money, but if you're covering many miles at cruising speed, a professionally installed LPG system makes a lot of financial sense

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

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

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

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online alongside over 245k original, recycled and reconditioned options for these cars. **Contact us to find out more about new products.** In the meantime, happy motoring!

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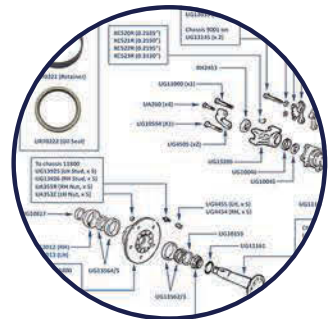
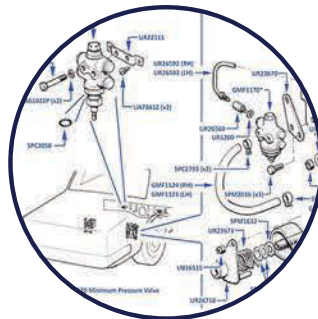
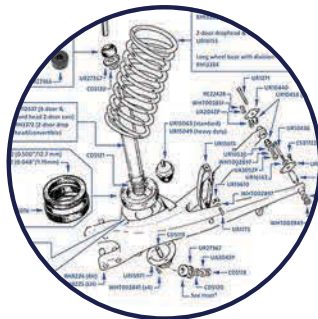
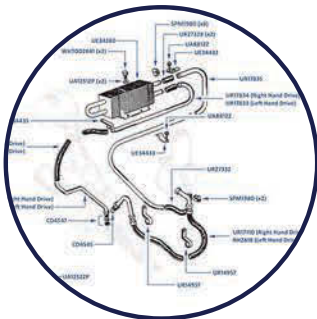
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PLANNING FOR 2021

The RREC looks ahead to the events of 2021 – including its Annual Rally – and recalls some of its most recent get-togethers

Burghley's back! In line with everybody else, the RREC's programme of events was decimated by Covid-19 in 2020 – but it's full speed ahead, and we're already planning great things for the 61st Annual Concours & Rally. Around a thousand Rolls-Royce and Bentley motor cars will once again converge on Burghley House in Lincolnshire on June 25-27th for what is surely the most spectacular car club meeting in the world.

Where else can you get close enough to admire every detail of a Silver Ghost? There were 22 of them parked in a row at Burghley in 2019. And while seeing just one Silver Cloud is enough to turn heads in the street, there were 77 gleaming examples on display at the Annual Rally last time. The most exclusive models on show were a pair of Phantom IIIs from 1936 and '37, while at the other end of the spectrum came 140 Silver Spirits, Spurs and Bentley SZ derivatives. The rally will be hoping to attract a bigger contingent of SZ cars for 2021, recognising and

celebrating this long-running model line's recent 40th Anniversary.

The RREC Annual Rally is a brilliant day out for all the family, with acres of trade tents alongside the club cars and, of course, the opportunity to take a tour inside the palatial Burghley House or to just enjoy the manicured grounds.

Looking back at 2020, and despite the practicalities of social distancing, various RREC Sections still managed to put on some magnificent gatherings. The first big rally of the year took place on August 29th, when 150 cars were parked at a safe distance in front of Stansted House in Hampshire. Members gave a huge thumbs-up to the efforts of the Surrey and Central Southern Sections who organised the event. Attending cars ranged in age from a pair of 1923 20HPs through to a 2018 Bentley Bentayga, with all other models in between. Of particular note was the 1964 Phantom V (chassis number 5VD19, as featured in the Nov/Dec 2020 issue of *Rolls-Royce & Bentley Driver*), a car previously used by Princess Alexandra and which

subsequently spent time aboard the Royal Yacht Britannia. Rolls-Royce Motor Cars were also present, displaying a brand new Cullinan Black Badge with Emerald Green coachwork and a white leather interior.

Also taking place in August was the East Midlands Section's gathering of around 150 cars – with an age difference of more than a hundred years – to the grounds of Launde Abbey. Classics arrived in Leicestershire from all over the country, including a 1978 Silver Shadow II from Somerset and an R-Type Continental from Kent. Members of the 20-49 Car Club from nearby Stamford, plus local members of the Bentley Drivers Club, were also invited. An incredible aerobatic display was provided by Mark Jeffries (one of the world's top display pilots), and the day concluded with an outdoor concert by '60s band, The Bachelors.

The South of England and Launde Abbey rallies are hard acts to follow, but they may just be eclipsed by the RREC's plans for 2021. More details next time! ■



All precautions were observed when 150 cars and their owners attended the South of England Rally



Around a thousand Rolls-Royce and Bentley motor cars are expected at the 2021 Annual Rally



Original '60s band The Bachelors put on an open-air concert to entertain visitors to Launde Abbey



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**ROLLS-ROYCE
& BENTLEY**
ENTHUSIASTS

Annual Rally & Concours d'Elegance

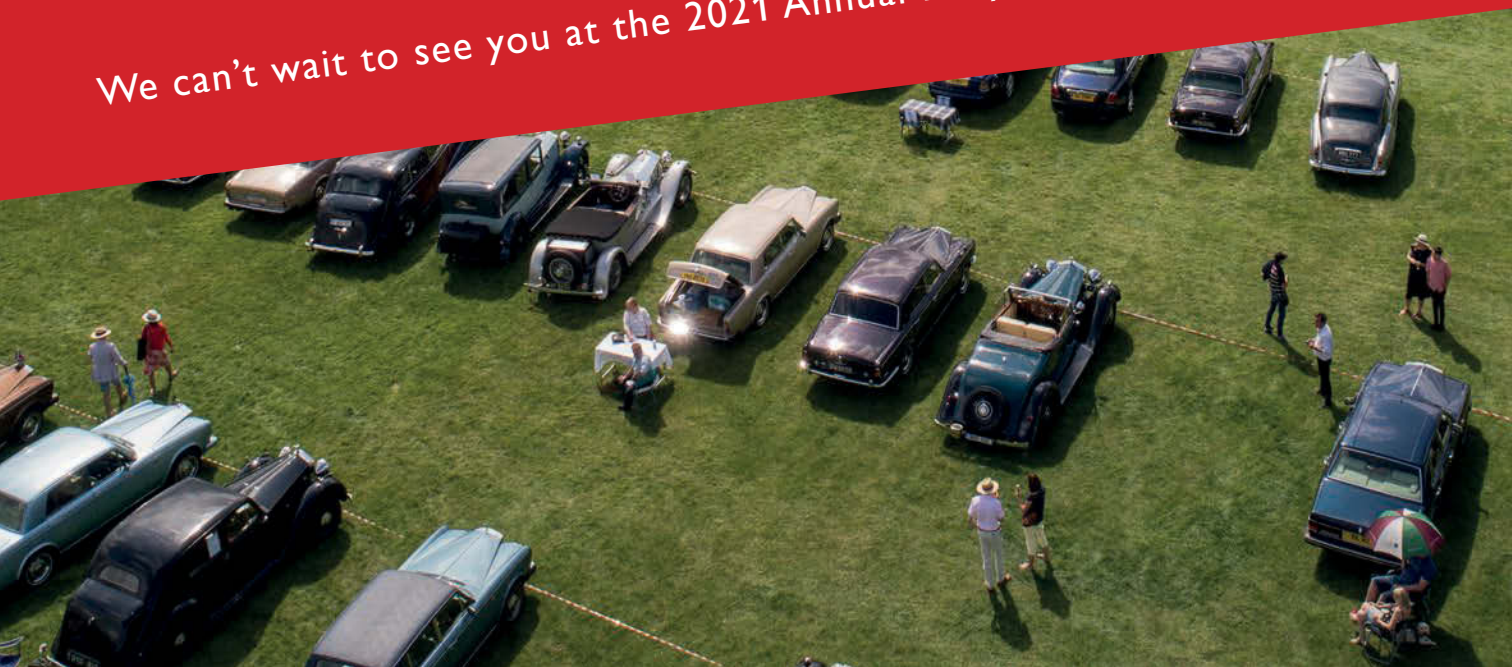
25-27 June 2021
Burghley House, Stamford



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



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A FRUITFUL PARTNERSHIP

The BDC is enjoying a successful partnership with the RROC in the USA, while two of its members have celebrated success at recently-held major shows

Two years ago, a mutually beneficial affiliation between the Bentley Drivers Club and the US-based Rolls-Royce Owners' Club (RROC) was developed, and the relationship has already started to bear fruit for both parties.

There was a clear opportunity in the USA and Canada, which are both major markets for Bentley Motors. The RROC, while having more members globally than was ideal, had far fewer Bentley-driving members than was ideal, which meant there was a gap in the market waiting to be exploited. An affiliation was duly approved by the boards of both clubs and has already resulted in the aggregate number of Bentley-driving members in North America across the two clubs reaching a creditable 4000. And now that the pump has been primed, the flow of new members is increasing.

One of the significant advantages of the affiliation is that Bentley Motors USA has assigned its Customer Relations & VIP Manager, Frank LaVerda, to work with the two clubs in promoting them and, of course, the Bentley brand. Before the affiliation, even though one-third of all Bentley Motors' production was sold in North America annually, the company didn't significantly support the RROC. Now the combined RROC/BDC meetings – including the RROC's Annual Meet in Detroit – are enthusiastically endorsed by the company.

The BDC has already offered e-membership to all RROC members; but what hasn't yet happened is the BDC helping the RROC to grow its membership outside of North America. In order to encourage such growth, low-cost e-membership of the RROC is therefore now available to existing BDC members. Next steps will include extending access to both clubs' members to selected products available in each other's shops. Further details can be found in this issue's news section (see page 7).

Meanwhile, although the BDC's clubhouse at Wroxtton is temporarily closed to visitors, the opportunity has been taken to invest in protecting the Bentley heritage. The existing anti-UV film, installed on windows during the clubhouse's



The BDC and US-based RROC have forged a strong affiliation

construction in 2006, has been extended and replaced with an upgraded version in the foyer, museum and other rooms, while special blinds have also been installed. This will ensure that historically valuable exhibits and displays are afforded enhanced protection against light damage. The work is a joint project between the club and the WOBMF.

In other news, BDC members have been celebrating after picking up major awards at two of the key events of 2020. Austria-based Georg Ellbogen's fantastic 1936 Derby 4¼ Streamlined Drophead Coupé by Mulliner – once owned by 'Bentley Boy', Woolf Barnato – claimed the coveted Bentley Trophy at the prestigious Concours of Elegance at Hampton Court. And Monique Bass enjoyed a Salon Privé to remember when her 1993 Brooklands saloon won the Bentley Manufacturer's Trophy at the Blenheim Palace extravaganza.

Finally, a quick look ahead to 2021, when planned highlights on the BDC's calendar include the Concours d'Elegance at Cubberley House in June, BDC Silverstone (likely in August), and a special anniversary event at Brooklands celebrating 100 years of Bentley racing success. ■



Georg Ellbogen's 1936 Streamlined Drophead Coupé by Mulliner took the Bentley Trophy at the Concours of Elegance



Monique Bass proudly shows off the Bentley Manufacturer's Trophy alongside her 1993 Brooklands at Salon Privé

Bentley

DRIVERS CLUB

THE
HISTORIC
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Awards
2019
CLUB
OF THE YEAR
WINNER

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

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

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

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

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

So, with lots of activities to hopefully 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

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



**TO FIND OUT MORE, PLEASE CONTACT US AT INFO@BDCL.ORG
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FROM THE ARCHIVES

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

WORDS: PAUL GUINNESS

TOWN OR COUNTRY ►

The MkVI was a historically important model for Bentley, thanks to it being the first car to emanate from Crewe with off-the-peg bodywork produced by Cowley-based Pressed Steel. Known as the 'Standard Steel' Bentley, deliveries began in October 1946 – and it proved to be an instant hit. The MkVI also led to the 1949 Rolls-Royce Silver Dawn, almost identical to the MkVI aside from its Rolls-Royce radiator, single Stromberg carburettor and column-mounted gearchange.

The MkVI's engine capacity was increased to 4566cc in 1951, and it's this 4.5-litre version that features here. The simple but effective advert for the late-model MkVI shows the handsome profile of the newly updated Bentley against a split background, portraying both urban and rural settings. The accompanying text was brief but effective: "For town or country, the silent sports car".

For
Town or Country

The Silent Sports Car

*The 4 1/2 Litre
BENTLEY
Mark VI*

BENTLEY MOTORS (1931) LIMITED, 14-15 CONDUIT STREET, LONDON, W.1

FRENCH PHANTOM ►

This handsome Art Deco-style advert obviously dates from the 1930s, created to promote the Rolls-Royce Phantom III to potential French buyers. The simple text boasts that the flagship Rolls-Royce offered "12 cylindres en V", as well as "roues avant independantes" (independent front suspension). All the potential buyer had to do to find out more was to contact Franco-Britannia Autos Ltd of Paris.

Just 737 Phantom IIIs were produced between 1936 and '39. There would then be an almost sixty-year gap before the next V12-engined Rolls-Royce appeared – the BMW-propelled Silver Seraph of 1998.



And now, the Rolls-Royce of cars.

There's been the Rolls-Royce of watches. The Rolls-Royce of lawn mowers. For all we know, there may have been the Rolls-Royce of collar studs.

Not that we are surprised that our name is taken to be synonymous with the best.

Building the best car in the world is almost incidental. Our number one objective is to make a car to satisfy the needs of a very special, exacting sort of person.

It must, without fail, take him absolutely anywhere he chooses to go.

And leave him as it found him. It must reflect his standards of excellence; cater to his taste in comfort; satisfy his prowess as a driver. It has to be a business asset, a social asset, and personal asset. Without fuss and with very little effort.

Isn't this rather too much to expect of a watch or a lawn mower?

And wouldn't you be surprised if you didn't get it all, and more, with a Rolls-Royce?

Rolls-Royce. The best car in the world.



BUILT TO LAST ►

This 1975 advert for the Silver Shadow focused on the quality and longevity of a new Rolls-Royce, described in the ad as "a thorn in Detroit's side" thanks to the British car's ability to hold its value. The copywriters explained more: "Take a pencil and paper and total the purchase prices of all the automobiles you have owned... or plan to own. Remember to subtract their trade-in values. Now, match this figure against the purchase price of a Rolls-Royce Silver Shadow. This remarkable value cannot go unheeded."

Buying a Rolls-Royce meant you didn't have to change your car on such a regular basis, as the advert neatly pointed out: "There is no guarantee that the Rolls-Royce you buy today will be serving you in the year 2025. However, with proper maintenance and care, the chances are good. Very good indeed."

◀ THE ROLLS-ROYCE OF CARS

This monochrome advert from the early 1970s was published to promote "the Rolls-Royce of cars", which may sound like a rather strange strapline. However, as the ad pointed out, the company's name had become widely used for describing a vast array of different products: "There's been the Rolls-Royce of watches. The Rolls-Royce of lawn mowers. For all we know, there may have been the Rolls-Royce of collar studs."

Such labelling was something of a compliment to Rolls-Royce Motors, whose "number one objective is to make a car to satisfy the needs of a very special, exacting sort of person". According to the advert, a new Rolls-Royce had to be a "business asset, a personal asset, and social asset... without fuss and with very little effort."

A serious alternative to this nonsense of trading in your car every three years.

The car you are driving today is probably just a short step away from the used car lot. You know it. The manufacturer knows it. And, trade-in statistics prove it.

Since 1964, there has been an exception to this impudence. Of all the Rolls-Royce motor cars built since that glorious year, more than half are still cruising on the world's highways.

One Life, One Car

If you buy a new home, you expect it to last a lifetime, even if you decide to move away. Why then should an automobile be any different?

There is no guarantee that the Rolls-Royce you buy today will be serving you in the year 2025. However, with proper maintenance and care, the chances are good. Very good indeed.

And should you wish to trade, remember that no ordinary luxury car in the world holds its resale value better.

A Thorn in Detroit's Side.

For several decades many auto manufacturers have substituted clever gimmicks and flashy chrome in the place of durable craftsmanship. In the words of one famous auto chairman, "...we want to make you dissatisfied with your present car so you will buy a new one..."

Today, this curious philosophy is suddenly in deep trouble. Increasing numbers of car buyers are looking for something more permanent. In the face of a tight-kneed economy, recession and inflation Rolls-Royce sales rose 18% in 1974 – a sharp contrast to most other manufacturers.

Rolls-Royce Economics.

By any standards, the Rolls-Royce motor cars are expensive automobiles. And yet, there is a compelling logic for ownership. Take a pencil and paper and total the purchase prices of all the automobiles you have owned... or plan to own. Remember to subtract their trade-in values. Now, match this figure against the purchase price of a Rolls-Royce Silver Shadow. This remarkable value cannot go unheeded.

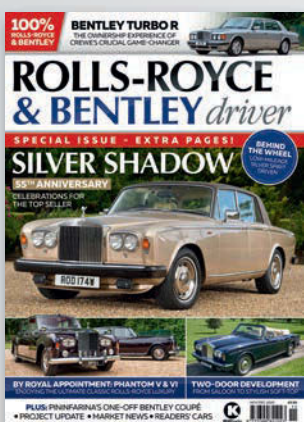
You may see and drive these extraordinary motor cars at your Rolls-Royce Dealer (check listing on opposite page). Also, send for the 188-page, handsomely bound Owner's Manual – a virtual encyclopedia of deliciously fascinating information on the specifics, parts, maintenance and operation of this legendary machine. Mail \$25 to the attention of **Mr. Lynn Perkins, Public Relations and Advertising Manager, Rolls-Royce Motors Inc., Dept. S305E, Box 564, Farmingdale, N.Y. 11735.**

CATCH-UP TIME!

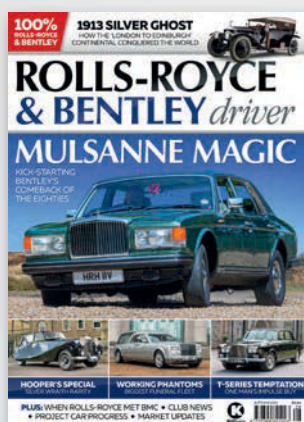
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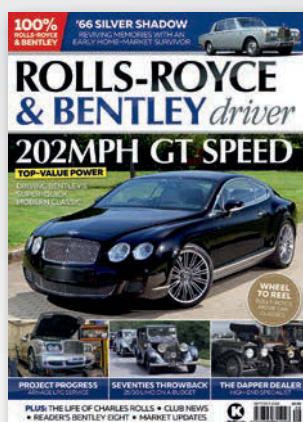
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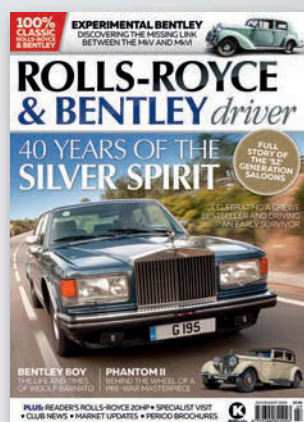
- NOVEMBER/
DECEMBER 2020**
- 108-Page Special Issue!
 - Silver Shadow Anniversary
 - Phantom V & VI Owning
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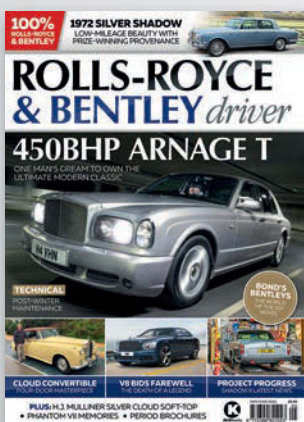
- AUTUMN
2020**
- Mulsanne of the 1980s
 - Silver Wraith 'New Look'
 - Owning a Bentley T-series
 - Silver Ghost Continental
 - When Rolls-Royce met BMC
 - Phantom VII Funeral Fleet



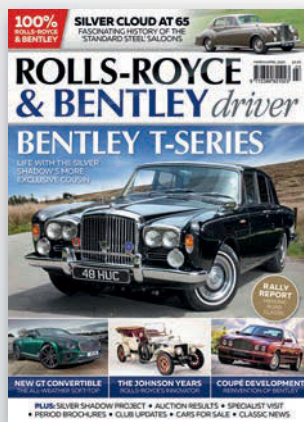
- SEPTEMBER/
OCTOBER 2020**
- Continental GT Speed
 - Conti' GT Scoop of 2002
 - 1966 Silver Shadow
 - The Life of Charles Rolls
 - Rolls-Royce Movie Cars
 - 25/30 Limo in the 1970s



- JULY/
AUGUST 2020**
- 40 Years of SZ Saloons
 - Silver Spirit in Gibraltar
 - Woolf Barnato Tribute
 - Rolls-Royce Phantom II
 - 1939 Bentley Prototype
 - Arnage Project Update



- MAY/
JUNE 2020**
- Arnage T Acquisition
 - Low-Mileage Silver Shadow
 - James Bond's Bentleys
 - Unique 'Cloud Convertible'
 - L-Series V8 Tribute
 - Post-Winter Checking



- MARCH/
APRIL 2020**
- Early Bentley T-series
 - 65 Years of Silver Cloud
 - New Bentley GTC Tested
 - Claude Johnson Profile
 - The Continental R Story
 - Rallying Rolls-Royces



- JANUARY/
FEBRUARY 2020**
- 'Shadow Owning Teen'
 - Continental R vs GT
 - Eleanor Thornton Story
 - Radford's Bentley MkVI
 - James Young 'Cloud III'
 - Project Silver Shadow



- NOVEMBER/
DECEMBER 2019**
- Silver Seraph on Test
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102836

BENTLEY ARNAGE



2005, 57000 miles, £32,950. Finished in Peacock Blue with privacy glass to the rear. The interior is in Cotswold with embossed Flying B's stitched in French Navy and French Navy carpets piped in Cotswold. Please call 02085 679729, Greater London.

103436

BENTLEY ARNAGE



2003, 63000 miles, £27,999. Finished in Fountain Blue with Cotswold interior and Walnut veneers, with electric rear seats. Please call 02085 679729, Greater London.

103437

BENTLEY BROOKLANDS



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103438

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103717

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103439

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102647

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101680

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103441

ROLLS-ROYCE SILVER SHADOW



1969, £19,950. Finished in Silver Sand with Cream interior, Cream carpets, picnic tables and Walnut veneers. This car was supplied by ourselves in 1992 and was used on a daily basis, with history up until 2000, when the car went into storage until the owner part exchanged it with us in 2018. This car is in very original condition throughout, with no rust. Please call 02085 679729, Greater London.

103440

ROLLS-ROYCE SILVER SHADOW



1979, 27000 miles, £36,950. Finished in beautiful Seychelles Blue with Silver coachlines and whitewall tyres. The interior is Slate Grey with French Navy carpets piped in Slate Grey. Please call 02085 679729, Greater London.

103442

ROLLS-ROYCE SILVER CLOUD



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

102448

ROLLS-ROYCE SILVER CLOUD



1957, 103000 miles, £55,000. St James Red Hide 42 years in South Africa. A wonderful and very original example in exceptional condition. Please call 01732 886002, South East.

104486

ROLLS-ROYCE SILVER CLOUD II



1961, £35,000. Finished in the original Sand and Sable with Beige leather interior. Just out of long term ownership & re commissioned after a period of slumber now drives extremely well. Please call 01248 602 649, North Wales.

ROLLS-ROYCE SILVER SHADOW



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

101810

ROLLS-ROYCE SILVER SHADOW



1977, 79000 miles, £32,000. Black Hide piped Magnolia. Just 3 former keepers. Super main agent service history. A truly stunning example. Please call 01732 886002, South East.

104487

ROLLS-ROYCE SILVER SPIRIT



1987, 44500 miles, £10,950. Injection model finished in Larkspur Blue with parchment hide piped blue leather. Four owner vehicle. Good tyres, radiator, front shocks. Very clean non-smoking interior with excellent woodwork. Maintained to a high standard, not your usual worn out ex wedding car. Ready to drive and enjoy. Please call, 07498456906, East Midlands.

103612

ROLLS-ROYCE SILVER SPIRIT



1983, 52000 miles, £12,750. St James Red Hide. Just 4 former keepers. Known to us since 1986. Exceptional and very original condition throughout. Please call 01732 886002, South East.

104488

ROLLS-ROYCE SILVER SPIRIT



1996, 38500 miles, £17,500. Blue silver with Silverstone interior. Owned for 10 years. Please call 01656784814, Wales.

103432

ROLLS-ROYCE SILVER SPUR



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

103498

ROLLS-ROYCE SILVER WRAITH



1979, £16,000. Red, gold and beige leather always garaged and well maintained. Please call 07453530355, Wales.

103492

S/WRAITH SEDANCA



1949, £45,000. One owner since 1960! Repainted/re-trimmed in the 1970's to a high standard – still very respectable, correct, solid, drives very well; Please call 01248 602 649, North Wales.

TOURER



1928, £57,500. 20hp Four seat. Well looked after by its owner for the last 13 years with much work done. It has full weather equipment, overdrive, new cyl head & S/Steel exhaust. Pleasure to drive Please call 01248 602 649, North Wales.

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103250

BENTLEY MASCOT



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

104611

BENTLEY NUMBER PLATE



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

102871



PAUL GUINNESS

With the Continental R's 30th anniversary just around the corner, our editor recalls the significance of Bentley's hugely expensive newcomer

W

ith this being the first issue of *Rolls-Royce & Bentley Driver* to have a 2021 cover date, it's an ideal opportunity to recall

a major event of almost thirty years ago. I'm talking about press day of the 1991 Geneva Salon, held on March 5th and memorable to Bentley enthusiasts for the official unveiling of the sensational new Continental R. It was an announcement that marked the completion of the decade-long revival of Bentley, whilst also moving the marque into a whole new price sector.

The Continental R was the first Bentley since the early '60s not to share its bodywork with a Rolls-Royce, despite being based around the SZ-generation floorpan. Indeed, it didn't even share its body with another Bentley, such was its bespoke approach. Created by John Heffernan and Ken Greenley, every aspect of the new two-door's styling was unique, from its lower roofline with cut-in door frames to its re-sculpted front wings and distinctive rear haunches.

At £175,000, this bespoke Bentley was one of the world's most expensive cars, as well as one of the fastest. It employed the familiar 6.75-litre turbocharged and intercooled V8 in the same state of tune as the Turbo R. Crewe still declined to provide official power outputs, although it's estimated that around 325bhp was on offer, complementing the vast amount of torque. Top speed was governed to 145mph, with 0-60 achieved in just 6.6 seconds – all in



“The Continental R was the first Bentley since the early '60s not to share its bodywork with a Rolls-Royce”

a car weighing around 2.5 tons and measuring a sizeable 17.5 feet overall.

First updates for the Continental R came in 1994, when the engine's cylinder heads were redesigned by Cosworth to improve both torque and top-end power (to 360bhp), while the wheels increased in size to 17-inch diameter. The ultimate version, however, arrived in late 1996 in the form of the Continental T, featuring a wheelbase four inches shorter than that of the R, as well as noticeably extended wheelarches. Under the bonnet was a tuned engine delivering 400bhp, which was raised to 420bhp (and 650lb.ft. of torque) in 1998. The last major changes then came in 1999, when Mulliner versions of the R and T were offered, complete with uprated dampers and

significantly stiffer anti-roll bars to further improve its sporting credentials.

Volkswagen – Bentley's new owner – saw further potential for the Continental models, with the R and T (in both standard and Mulliner forms) remaining in production right through to 2003, by which time a total of 1854 examples of all types had been built. This critically acclaimed range was a major commercial success for such an upmarket offering, not only in terms of sales and revenue but also for the boost it gave to Bentley's reputation. And now, thirty years on from its original launch, the Continental of the '90s continues to appeal as one of the ultimate modern-classic choices. Watch out for more Continental R and T coverage in 2021, as we celebrate its imminent anniversary. ■

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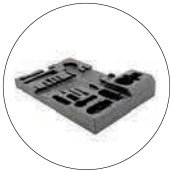
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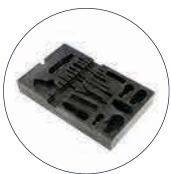
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In order to try to eliminate the failures of gaskets from leakage around the firing rings and silicon beading, we have upgraded the main gasket material to a very high-tech modern malleable medium whilst reverting to the original design with copper firing rings around the cylinders. The UE31004P gasket offers a degree of flexibility not permitted with the very rigid factory gasket, which was designed to be fitted to brand new engines. The flexibility of the material for the main gasket and the copper inserts allows it to mould into minor surface distortions and imperfections.

This increases the sealing ability of the gasket without having to use any type of additional sealant.

CYLINDER HEAD GASKET

Part Number: UE31004P

Condition: Aftermarket Part

Applicability: 1959-1985

Price: £120.00 exc VAT



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