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Welcome to Bentley Essex

As Dealer Principal of Bentley Essex, I am very proud to present to you our very own Bentley Essex Magazine, which I hope will give you an insight into our dealership and also all the latest company and manufacturer news.

There is much to talk about at the moment, as Bentley Motors will soon have the most varied and exciting model line-up in its long and colourful history, with the imminent arrival of the all new Continental GTC and the latest revision to the Continental Flying Spur.

Our business here at Bentley Essex has undergone a recent re-structure I've had a very warm welcome from all my new colleagues and I'm looking forward to providing the highest standards of service and support for existing or prospective Bentley customers.



I'd like to invite customers to contact me personally with any feedback regarding their Bentley, or customer service at Bentley Essex.

I do hope you enjoy browsing through the magazine and find its content interesting. In the meantime, I very much look forward to seeing you at the showroom in the not too distant future.

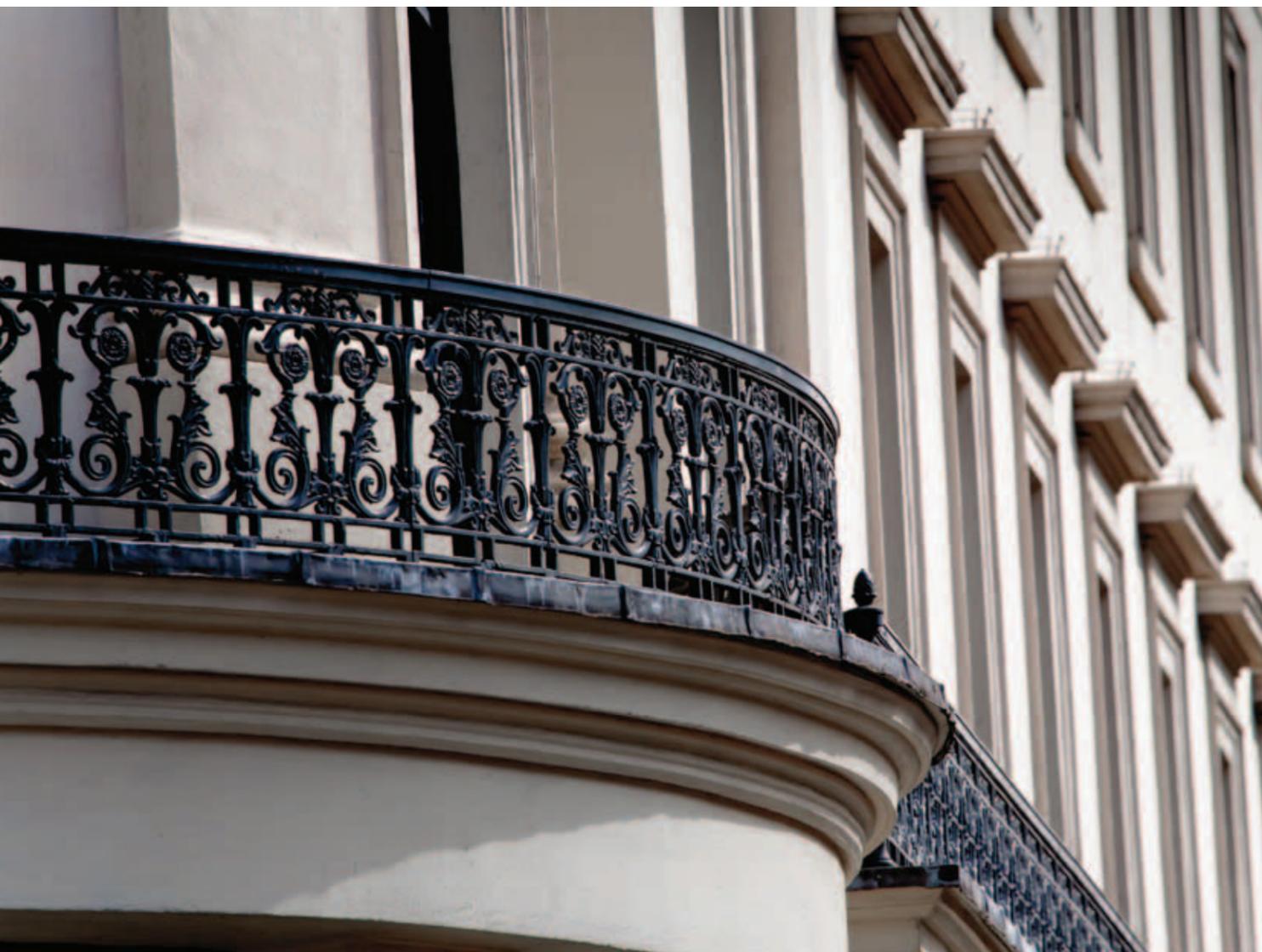
Andy Matthews
Dealer Principal



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Tailored Wealth Management in Essex

To achieve the elusive quality of timelessness, a brand needs to be absolutely true to itself, while moving relentlessly forward so it remains relevant to each new generation of clients. At least, that would be the Coutts formula for success.

Throughout the bank's 300 year history, its fundamental values have never shifted. The business itself has grown and evolved almost beyond recognition. But to this day, what we believe sets Coutts apart is the ability to provide clients with a truly individual wealth management service, both personally and professionally.

Essex is home to many high net worth individuals and managing the wealth of such a broad range of clients requires a high level of expertise. Whether you are an entrepreneur selling a business, an executive with substantial share options or a professional with little time to spare, the dilemma remains the same: Where are your assets best placed through this difficult economic climate? How, in this period of low interest rates, do you invest your wealth in order to provide you with the things you want or will need in the future?

A private banker's first step is to win the client's trust, understand their goals, and gain a real understanding of the world in which their client lives. They must be consummate listeners, and will analyse

the facts and discuss possible solutions. They will look at a client's time horizon and attitude to risk and then, with the support of a team of experts across a wide variety of fields, they aim to deliver the most appropriate investment management, wealth protection, estate planning and traditional banking services of lending and depositing clients' funds.

Coutts investment philosophy is based on understanding our clients' financial objectives in order to design an investment strategy to meet their wealth goals. We give them access to world-class investment managers and provide expertise through our discretionary and advisory services. Underpinning our investment approach are the tactical adjustments we make to the asset allocation which aim to improve the performance of our clients' portfolios.

The Coutts & Co Chelmsford office opened in 2007. Stewart and his team of Bankers offer a holistic service to clients, through a variety of products and services, covering sophisticated investment products together with expertise in trust and fiduciary service, and UK tax and banking services.

The value of investments, and the income from them, can go down as well as up, and you may not recover the amount of your original investment.

Coutts has been in Chelmsford since 2007 and is based at Eastwood House, Glebe Road, Chelmsford, CM1 1QW. Telephone: 0124 529 2546.



Stewart Sanderson, Client Partner, Coutts Essex

For more information about becoming a Coutts client in Chelmsford, contact Stewart Sanderson, on 01245 292548

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BENTLEY CONTINENTAL SUPERSPORTS CONVERTIBLE ISR

The Continental Supersports Convertible ISR (Ice Speed Record) is the most potent and radically styled Bentley convertible ever.

Just 100 examples of the ISR will be built at Bentley's Crewe factory. The Supersports 'Ice Speed Record' is distinguished by its extrovert and muscular design cues that reinforce the uncompromising performance of this extreme Bentley convertible.

Bentley's designers have selected three 'stand-out' exterior paint colours for the new convertible: Beluga, Quartzite and, fittingly, Arctica White. These colours are complemented by a Dark Grey Metallic soft top with Bentley's refined three-ply composite construction.

The unique appearance of the soft top is created in the outer layer by a 'grey' acrylic fibre with a semi-transparent 'metallic look' in a twill weave construction. The car's potent performance is further accentuated by 20" inch, 10-spoke Supersports wheels with a dark tint finish.

For those customers seeking to accentuate the high performance credentials of the car further, Bentley offers a special ISR Mulliner

design package as a no cost option. The 20" 10-spoke Supersports wheels can be specified in a vibrant red paint with a diamond turned finish to produce a lustrous metallic contrast. The dual-louvered dark bonnet vents, unique to Supersports models, are complemented by red accent surrounds. The extrovert Mulliner design is completed with a set of bold of Supersports ISR graphics that run down both flanks of the car.



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BENTLEY

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THE NEW BENTLEY CONTINENTAL GTC

Taking cues from its GT coupe sibling launched last year, the new Continental GTC builds on the highly successful foundation of the previous cabriolet, which premiered in 2006. Bentley's design and engineering teams have improved virtually every aspect of the iconic convertible with an uncompromising focus on quality. >>

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While the first Continental GTC was elegant and understated, the sharper radii and assertive stance of the new model delivers a more contemporary and muscular presence. Advanced manufacturing techniques produce aluminium front wings without the need for seams or welds creating the look and feel of a coach-built car. Twenty-inch wheels are now standard with three styles of 21-inch wheel, a first for GTC, available as an option, reinforcing the distinctive, sporting stance of the new Bentley.

The four-seater luxury convertible features a new, even more spacious and sumptuous hand-crafted cabin, with soft-touch leather hides, an extensive range of wood veneers,

cool-touch metals and deep-pile carpets. There are 17 standard soft-touch leather hide colours with six colour split combinations, complemented by a range of seven veneers, all produced by Bentley's talented craftsmen and women.

The GTC's renowned coupe-like refinement is also enhanced. The tailored, multi-layered fabric hood is complemented by acoustic glass and under-body panels, for optimum noise isolation.

Superb everyday practicality for a luxury convertible was a hallmark of the original GTC and much valued by its customers. >>



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The cabin of the new GTC is now even more practical, with additional rear legroom, new storage solutions and innovative features such as touch-screen infotainment, automatic seat-

belt presenters and a Bentley-designed Neck Warmer for comfortable roof-down motoring whatever the temperature. >>



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THE DAY-DATE



A wider track, front and rear, sharper steering and retuned suspension provides a more exhilarating and class-leading drive. Bentley's advanced all-wheel drive system features a new 40:60 rear torque bias (compared with 50:50 of the original GTC) minimising understeer during hard cornering and allowing the spirited driver to manage the car's line and balance via precise throttle control.

"The GTC has always been the most emotional model in the Continental range and a showcase for Bentley design. With its tailored soft top, the GTC is a pure British convertible true to those classic Bentleys of the past. However, the technology, performance and overall design excellence invested in this model means that we are now writing a new chapter for the Bentley convertible driver."

Wolfgang Dürheimer, Chairman and Chief Executive, Bentley Motors.

This compelling dynamic package is combined with a more powerful 6.0-litre, twin-turbocharged W12 engine as well as a new QuickShift transmission enabling faster gear changes than ever before. Power output is raised from 560PS to 575PS (567bhp/423kW) and the famed Bentley 'wave of torque' has been increased by a further 50Nm to 700Nm (516lb ft).

The Bentley Continental GTC is now available to order and first customer deliveries will begin in late 2011.

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A range of tastefully designed and purposeful accessories are available to further personalise the appearance of your Bentley. Our accessories are approved by Bentley Engineering, with





CONTINENTAL SUPERSPORTS CONVERTIBLE

The new Continental Supersports Convertible is a car that must be driven to be fully understood. Behind the wheel it is immediately clear that a Supersports Bentley is a 'fusion of extremes' – the ultimate in extreme performance, every day practicality and unrivalled hand-crafted luxury.

"The 'extreme' Bentley stable now has a new occupant in the form of the Supersports Convertible," said Dr. Ulrich Eichhorn, Member of the Board, Engineering. "It is a car every bit as purposeful and potent as the Coupé but with the panache of roof-down motoring."



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This contemporary four bedroom villa proves how life can be lived to its fullest potential, through elegance and luxury. And, as is the case with all amazing beachfront properties, it is designed and decorated to showcase the breathtaking sea views from every room.

Meanwhile, the bathroom suites are cool and calm through their blue cabinets and natural grey granite flooring. Outside, wood decking extends the breath of the villa and to the edge of the swimming pool.

Live the enviable lifestyle in this exceptional beachfront villa!

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Desire meets modern architecture



This villa, situated at the Laguna do Golfe in Vilamoura, clearly proves that there is a difference between living and having a life. Its modern architecture and the large southern facing panorama windows open the view across the greens towards the excellent golf courses in Vilamoura .

On the ground floor, a large living room is located next to the dining area that leads to the modern kitchen. An en-suite bedroom, guest toilet and an office with custom made cupboards and wardrobes, which can also be used as a bedroom, are also situated on the ground floor.

The top floor is comprised of 2 identical bedrooms en-suite. It also features a charming hall way that connects to the impressive master bedroom,

to the walk in wardrobe, so large it could be used as another bedroom, and also to the 2 bathrooms.

All bedrooms have their own balconies with views across the greens of the golf course.

The villa has a full basement with a double garage and a tools room.

The large terrace leads into the garden with its 12x5,50m large pool. Dive in and dream away, your garden ends behind the sun far out to the horizon.

Web: W-00DIWM
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SAN LORENZO NORTH

A PLOT IN SAN LORENZO NORTH IS ONE OF THE LAST OPPORTUNITIES FOR VILLA CONSTRUCTION WITHIN QUINTA DO LAGO. LOCATED IN A QUIET CORNER OF THE RESORT WITH STUNNING VIEWS TO THE RIA FORMOSA NATIONAL PARK AND SAO LOURENÇO GOLF COURSE, THESE PLOTS ARE DESIGNED FOR THE CONSTRUCTION OF DETACHED LUXURY VILLAS. THIS ESTEEMED LOCATION OFFERS AN UNRIVALLED COMBINATION OF SECLUSION AND LUXURY.

THE RANGE OF PURCHASE OPTIONS AVAILABLE IN THIS AREA CONTRIBUTES SIGNIFICANTLY TO ITS INTEREST AND HIGH DEMAND. AS MR. JOOST LAST, DIRECTOR OF REAL ESTATE SALES, QUINTA DO LAGO, CLARIFIES, "WE HAVE A RANGE OF PURCHASE OPTIONS AVAILABLE TO POTENTIAL BUYERS; THE PLOT ONLY OPTION, PLOT AND PROJECT AND TURN-KEY. THE TURNKEY OPTION INVOLVES THE FULL MANAGEMENT OF THE PROJECT FROM THE INITIAL BRIEF THROUGH TO DESIGN, CONSTRUCTION MANAGEMENT, INTERIOR DECORATION AND FINALLY DELIVERY OF THE KEY. "DIFFERENT PURCHASE OPTIONS SUIT DIFFERENT HOME OWNER'S PRIORITIES AND WE ENDEAVOR TO PROVIDE AS MUCH INFORMATION AS POSSIBLE TO HIGHLIGHT THE OPTION MOST APPROPRIATE", SAYS MR. LAST.

THIS DEVELOPMENT AT SAN LORENZO NORTH IS THE FIRST RELEASE OF NEW PLOTS IN QUINTA DO LAGO SINCE 2001. RANGING FROM 2,200 - 3,000 SQ. MTRS, THESE SITES REPRESENT ONE OF THE MOST EXCITING PROPERTY ANNOUNCEMENTS THIS YEAR. PROPERTY OWNERSHIP IN SAN LORENZO NORTH, ONE OF THE RESORT'S MOST SECLUDED AREAS, BRINGS WITH IT A LIFESTYLE IN ONE OF THE MOST PRIVILEGED RESORT DESTINATIONS IN EUROPE.

TO DISCUSS ANY PURCHASE OPTIONS OR TO SPEAK TO A MEMBER OF THE QUINTA DO LAGO REAL ESTATE TEAM,

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Continental GTC

“The new Supersports Convertible blends thrilling performance and dramatic styling with luxury and practicality in the Bentley open-top tradition. Extreme power combines with pioneering FlexFuel technology, now shared with all Continental models, reflecting Bentley’s ongoing commitment to more environmental motoring.”

Bentley Chairman and Chief Executive Dr Franz-Josef Paefgen

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Unique Beauty



HOTEL QUINTA DO LAGO

Imagine awakening to a pleasant mixture of a gentle sea breeze, the fragrance of orange blossoms, along with the chirp of migrant birds and the calming sway of pine trees.

These natural elements entice your senses while being complimented beautifully by the refined elegance of the Hotel Quinta do Lago, a Leading Hotels of the World since 1988.

Indulge in an exclusive holiday that offers a unique combination of "home away from home" comfort and service that enables you to leave the world behind. Winner of consecutive highly prestigious World Travel Awards the Hotel Quinta do Lago is considered a landmark hotel whose staff embodies the Portuguese's welcoming nature.

This emblematic hotel was built with the finest craftsmanship in a location fit for royalty; overlooking the Ria Formosa Natural Park and the Atlantic Ocean its elegantly decorated rooms and suites have received countless prestigious and discerning guests.

Whether you prefer to spend your day on one of the many championship golf courses that surround the property, or enjoy the endless hours of sun on white sandy beaches, the hotel's privileged location along with its peerless service will provide unforgettable holidays.

The Hotel's crown jewel is its world-renowned Royal Suite which offers guests the true meaning of elegance and indulgent comfort. The suite's 400 square meters of luxury are located on the hotel's top floor making its panoramic terrace a privileged location to view both the Ocean and the beautiful Ria Formosa.

The stunning terrace includes a heated pool, a lounge area and a comfortable dining area to enjoy the delicious flavours of the hotel's restaurants. Whether you prefer the Venetian cuisine of the Cá D' Oro or the Brisa do Mar's fusion of traditional Portuguese cuisine and fine dining, our restaurants will undoubtedly surpass your expectations with unforgettable meals.

Inside, the Suite offers true sophistication with a welcoming foyer; a living room, a dining room, a kitchenette, a bathroom for guests adjoining the social areas and two comfortable bedrooms with private marble bathrooms.

While staying within the suite guests are pampered with countless services available upon a simple request; such services include a butler; an assistant, a private driver or baby-sitter, all of which contribute to a unique and memorable experience.

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ALGARVE - PORTUGAL





Quinta do Lago, Algarve - Price: £3,950,000

This fabulous villa is situated in a prime position on the lake in Quinta do Lago. The entrance hall leads to the large lounge with fireplace and bar with extra room overlooking the swimming pool and lake. Fully fitted and equipped kitchen with access to the gardens and pool area / lake. Another games room with pool table and bar. Two bedrooms, one en-suite.

The upper floor has two ensuite bedrooms and master bedroom with a built in sauna and large balcony overlooking the lake and surrounding gardens.

Beautiful landscaped gardens with swimming pool overlooking the lake, BBQ area and terraces.

This stunningly located property equally benefits from all the Quinta do Lago amenities, such as, championship golf courses, white sandy beaches, tennis academy, shopping centers, renowned restaurants and bars.



Quinta Verde, Nr Quinta Do Lago, Algarve - Price: €1.950.000

This impressive property is located in the much sort after development of Quinta Verde and is built to an extremely high standard.

The property has a large entrance all leading to warm homely sitting room and TV room on to a spacious dining room conveniently located next to a large traditional kitchen. Also on the ground floor there are two large bedrooms, both ensuite and gives you a feel of being in your own private quest wing. The basement of the property is vast with the possibility of a another ensuite bedroom, games room, cinema room or gym.

On the first floor there are two more bedrooms one of which is the master suite which has it's own dressing room, a purpose built study both with their own large terraces with fabulous views over the umbrella pines and the roof tops.

This unique property really comes in to its own on when in comes to outdoor living with a covered bbq area located off the kitchen to a heated pool perfect for al fresco dining and family entertaining.



Quinta do Lago, Algarve - Price: €2,750,000

This beautiful detached villa with a built area of 360 m², set on a 2,988 m² plot with views towards the golf course offers a well coming atmosphere with some interesting features such as traditional brick domes found in the entrance hall, dining area and formal lounge with a unique fireplace that can be seen from various areas due to the clever open concept design. The villa has a fully fitted kitchen, five 5 bedrooms and 5 bathrooms, central heating, air conditioning and comes partially furnished.

There is a lovely BBQ terrace, a fantastic exterior jacuzzi, sauna and south facing heated swimming pool.

Being a substantially large plot, this property would be an extraordinary option to consider for a new build.



Vale do Lobo, Algarve - Price: €1.575.000

Prestigious contemporary newly modernised three bedroom linked villa which boasts fantastic uninterrupted sea and golf views.

The property is within walking distance to the beach and benefits from spacious accommodation with beautiful views from every area in the garden, living areas and roof terrace incorporating a lovely wooden pergola.

The fully fitted kitchen with breakfast bar is stunning and includes high quality appliances, a central island and direct access to the pool terrace with stunning views. The luxurious and spacious master suite incorporates a full sized ensuite bathroom with multi jet spa bath fountain shower, bidet and built in flat screen TV. The two guest double bedrooms are ideal for guest/family accommodation and share a luxury fitted bathroom with multi jet power shower.

The exterior of the property has a south facing swimming pool including a breathtaking spa area and built in covered Jacuzzi (or Hot tub/ Spa) with total privacy !



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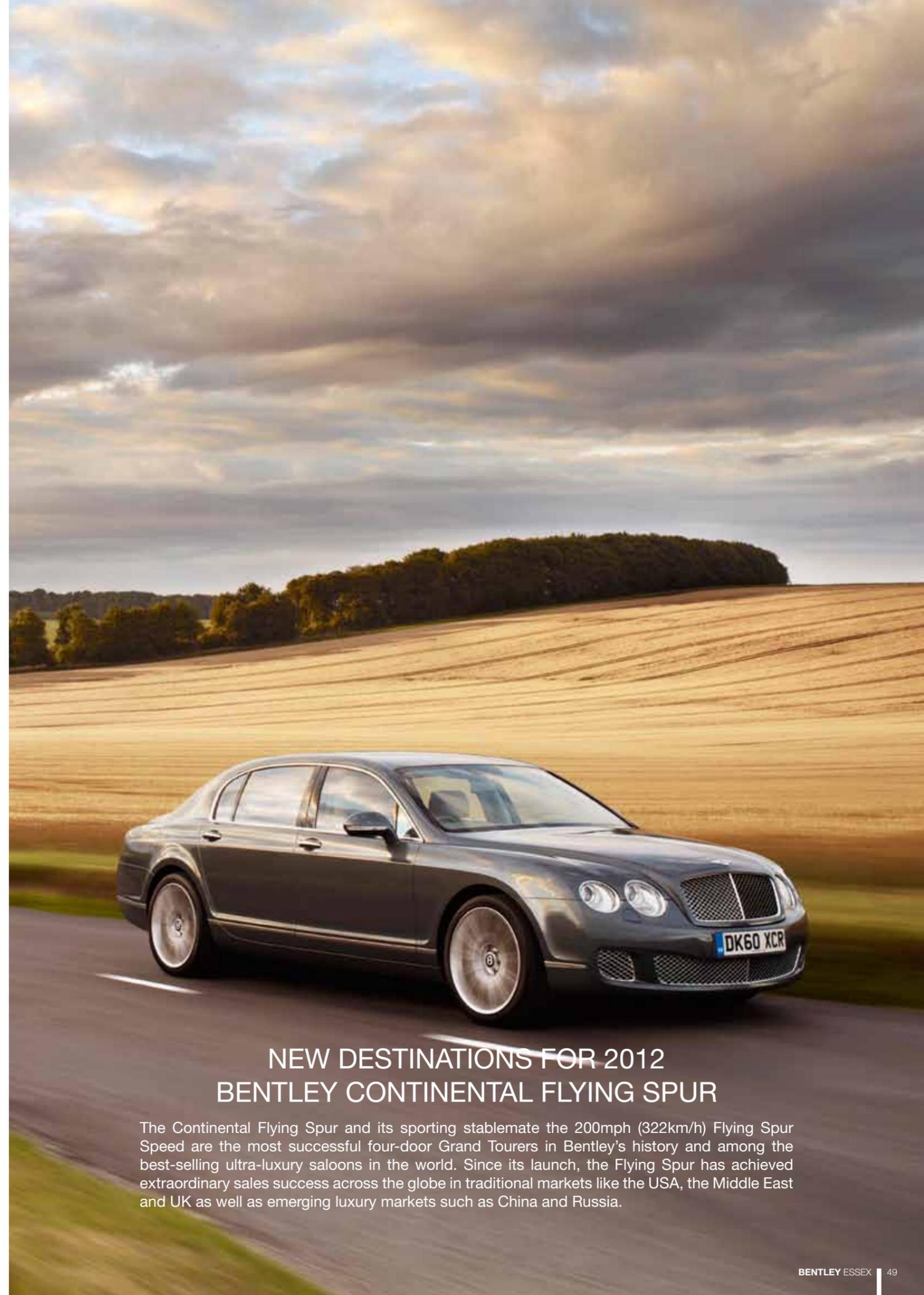


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NEW DESTINATIONS FOR 2012 BENTLEY CONTINENTAL FLYING SPUR

The Continental Flying Spur and its sporting stablemate the 200mph (322km/h) Flying Spur Speed are the most successful four-door Grand Tourers in Bentley's history and among the best-selling ultra-luxury saloons in the world. Since its launch, the Flying Spur has achieved extraordinary sales success across the globe in traditional markets like the USA, the Middle East and UK as well as emerging luxury markets such as China and Russia.



RUBBER DUCK REAL GOOSE

At Gleneagles we love outdoor activities, but not at the expense of luxury. So if you want to spend an afternoon gundog training, and choose a pure goose down filling from our extensive pillow menu at night, we are happy to oblige.

And yes, you can bring dogs into the hotel.

To plan your visit please call 0800 169 2984 and quote Bentley

The Gleneagles Hotel

Email: resort.sales@gleneagles.com Internet: www.gleneagles.com

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NEW DESTINATIONS FOR 2012 BENTLEY CONTINENTAL FLYING SPUR

The Flying Spur has attracted a new generation of luxury car buyers to the Bentley marque and has played a pivotal role in the company's revitalisation. The Flying Spur's blend of craftsmanship, dynamic performance, style and practicality appeals in equal measure to those who demand an exciting driving experience and those seeking refinement and comfort.

Now the luxurious style of the Flying Spur is even more compelling with the introduction of a range of dramatic Series 51 designs, first seen on the Continental GT and GTC. Customers of both the Flying Spur and Flying Spur Speed models may now select from a range of 14 Series 51 designs, recommended by Bentley's colour and trim experts. In addition, all Continental Flying Spur and Supersports models are now specified as standard with a state-of-the-art, 30GB touchscreen infotainment system, seamlessly integrated into their handcrafted cabins.

Continental Flying Spur Series 51

Series 51 represents Bentley design at its most vibrant. It allows customers of both Continental Flying Spur and Flying Spur Speed to order 'off the peg' from an innovative and exclusive range of recommended combinations created by Bentley's colour and trim designers at the company's headquarters in Crewe, England, as Dirk van Braeckel, Bentley's director of design comments:

"The Series 51 design concept is inspired by the spirit of the inaugural Bentley styling department in Crewe established by the gifted John Blatchley, who shaped the original and iconic 1950s Bentley Continentals. Today, it provides for a virtually bespoke ordering service due to the thousands of configurations available through Bentley's expansive colour and trim catalogue."

>>



Gleneagles

Savour the drive, love the destination

After a beautiful scenic drive in your beloved Bentley, where better to arrive than the majestic resort of Gleneagles. Situated in 850 acres of glorious Perthshire countryside, this is quite simply one of the world's great destinations.

A spectacular setting

Surrounded by stunning Scottish scenery it may be, but Gleneagles is also remarkably accessible. Only an hour's drive from Edinburgh and Glasgow, it isn't long before you leave the city behind and arrive at your destination.

On your trip along the major trunk road, the A9, you'll turn off onto a quiet country road, passing some of the resort's famous golfing holes on the way. Gleneagles is home to three championship courses, including The PGA Centenary, the host course of the 2014 Ryder Cup. Its courses, though clearly challenging, offer opportunities for players of every level, including complete novices.

A place to play

Sweep up the long driveway and you'll catch your first glimpse of the handsome Edwardian hotel itself. Built in 1924, Gleneagles quickly became a central part of the high society season; after yachting at Cowes and polo at Deauville, it was golf and grouse shooting at Gleneagles. These exhilarating activities remain a key part of Gleneagles' appeal to this day, along with fly fishing, horse riding, gundog training and falconry. If you'd like to swap your Bentley for something a little more raw and rugged, our 4x4 off-roading activities will certainly get the adrenalin flowing.

Gleneagles blends the modern with the traditional to great effect. With 232 sumptuous bedrooms, including 26 breathtaking suites, every bedroom is exquisitely appointed with sensual fabrics, spacious bathrooms and the latest technology.



NEW DESTINATIONS FOR 2012 BENTLEY CONTINENTAL FLYING SPUR

First offered on the Continental GT and GTC in 2009, Bentley's colour and trim team has now created no fewer than 14 unique Series 51 designs for the Continental Flying Spur and Flying Spur Speed, enabling customers to tailor their cars to their individual tastes as Melinda June-Jenkins, manager of colour and trim, explains:

"Each Series 51 Flying Spur is instantly recognisable – most notably in the cabin area – where the colour and trim team has created a wide selection of three-tone interiors demonstrating the full potential of the company's vast colour palette."

For Series 51 designs, the Bentley styling team operates on a 'rule of three' principle to create complex but harmonising colour schemes of depth and beauty, inspired by a customer's simple choice of three contrasting colours. With luxurious wood veneers and leather hides as the main canvas, the colour and trim

specialists begin with a main interior colour (typically a darker shade) and then select a second insert colour to provide an eye-catching contrast. A critical skill is identifying the third 'accent' colour for the stitching and piping.

The selection of wood veneers or aluminium panels for the dashboard either complements the overall look or provides even greater contrast if the customer so desires.

Bentley has reserved the limited-edition Sapelli Pomelle veneer (which provides a rare, naturally occurring quilted effect in the wood) for the Series 51 Flying Spur and a range of further options, including Bentley's leather trimmed child seat and scatter cushions for the rear seats, may also be specified to further complement the exclusive design.

Whilst the 14 options for the Series 51 Flying Spur provide customers with the >>



Award-winning cuisine has a starring role at Gleneagles. The resort is home to four stylish restaurants, including the fine dining Strathearn, the informal Mediterranean kitchen Deseo and Scotland's only two Michelin-star restaurant, Andrew Fairlie at Gleneagles.

A pampered life

For many of its guests, the resort's pièce de résistance is The Spa at Gleneagles. Named Best UK Spa in Conde Naste Traveller in both 2008 and 2010, this haven of relaxation includes a full programme of health and beauty treatments along with crystal steam rooms, tropical showers, chilling ice rubs, saunas and a striking vitality pool. Later this year, ESPA Life will debut at the Spa, offering guests an integrative programme of complementary and alternative medicine.

Corporate success

For those planning a corporate event you will discover a wealth of event facilities, ranging from an intimate boardroom to a grand ballroom capable of hosting up to 300. Gleneagles has hosted everything from major product launches to the G8 Summit of world leaders, as well as business meetings and incentive events.

A dedicated event manager is always on hand to take care of every single aspect of the event, from room dressing and bespoke menus to organising the entertainment. With in-house florists, chefs, sommeliers and AV technicians, we have the team to ensure every event flows as smoothly as your purring Bentley.



Accommodation at Gleneagles starts from £215 per room per night, based on a classic room and a truly exceptional breakfast. Prices for events are tailored to specific requirements and are available upon request.

To find out more, please call resort sales on 0800 1692984 or email resort.sales@gleneagles.com or visit www.gleneagles.com



**NEW DESTINATIONS FOR 2012
BENTLEY CONTINENTAL FLYING SPUR**

opportunity to select some of Bentley's most eye-catching design work, the colour and trim team is also more than happy to create even more bespoke designs, knowing they have only shown a fraction of the possibilities, as Melinda-June Jenkins explains:

"One of the most exciting aspects of the Series 51 designs is the feedback from Bentley customers and their desire to explore further what we can offer. Series 51 provides just a starting point and now we are creating designs which make an even stronger and more personal statement."

Striking range of Series 51 duo-tone paint options

The same imaginative use of colour is extended to the coachwork of all Series 51 Continental Flying Spurs. A range of striking John Blatchley-inspired duo-tone paint

options, with one accent colour sweeping from the bonnet, over the roof and onto the bootlid, may be specified.

The paint range encompasses cool and crisp hues through to rich and fiery shades and everything in between with the Bentley colour and trim team recommending one of the three selected interior colours to complement and highlight the relationship between inside and out.

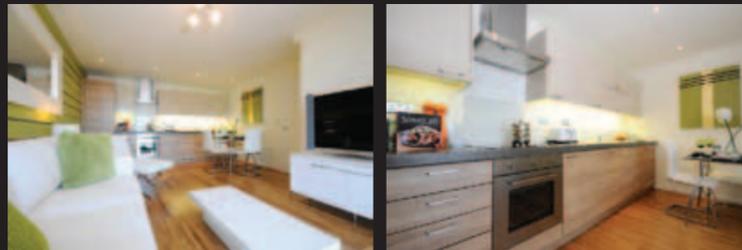
Bentley has also created a unique Series 51 graphite-finished nine-spoke, 19-inch sports alloy wheel, while twin Series 51 wing badges, positioned behind the front wheel arches, complete the bespoke look.

As a further sporting touch, all the latest Continental Flying Spurs, including Series 51 models, may now be specified with distinctive blue brake callipers and front wing vents >>

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NEW DESTINATIONS FOR 2012 BENTLEY CONTINENTAL FLYING SPUR

styled by Bentley's head of exterior design, Raul Pires. These sleek vents, positioned to the rear of the front wheel arches, are set into a uniquely tooled wing panel and feature a black or chrome mesh finish.

Advanced and intuitive touchscreen infotainment technology

All 2012 model year Bentley Continental Flying Spur and Supersports coupe and convertible models are now equipped with a new, highly-advanced touchscreen infotainment system that provides rich map imagery and a 30GB on-board hard drive.

An 8-inch screen displays the car's audio system, telephone, ride and comfort settings as well as the very latest navigation system, which uses both an in-car hard-disc drive and a DVD player to access route data. It also utilises dynamic navigation to avoid heavy traffic spots, locates destinations using geo-

tagged photos from an SD memory card and is Google Maps-compatible for most markets. The infotainment system, with 7-digit postcode entry, combines touchscreen controls and classic Bentley knurled rotary switches to offer instant usability and crystal-clear feedback. The graphic interface of the screen was specified by Bentley's interior design team to ensure its visuals are wholly in keeping with the classic, handcrafted interior. The 'knurled' switches on the screen for example, are 'virtual' echoes of the knurled texture of the jewel-like rotary switches below.

The latest Continental Flying Spur and Supersports models also benefit from telephone and music player connectivity, digital television (where available) and DVD movie playback. Music can be played and controlled directly from an iPod as well as from a six-disc CD changer, SD card reader or directly from the car's hard-disc drive, which can store up to 15GB of music. >>



NEW DESTINATIONS FOR 2012

The new infotainment system is complemented by a new driver information panel (DIP) located in the main instrument cluster. The new wide-screen DIP employs TFT technology and enhanced graphics provide the driver with clear and easily accessible information about a wide range of car systems. These include the setting of head lamp 'coming home' controls, door locking and mirror functions while

providing significantly improved control of such features as phone pairing and bluetooth media connectivity.

The new 2012 model year Continental Flying Spur, Flying Spur Speed and their Series 51 design options, together with the 2012 Supersports coupe and convertible models go on sale from March 2011.



BENTLEY



LORDS
GOLF & COUNTRY CLUB

The golf club opened its doors and greens for the first time in 1991 as the Hanover Golf Club. It quickly developed an excellent reputation and was acquired by Derek and Toni Govey in 2006 who immediately embarked on a massive investment programme to take the club to an exciting new level.

So, whether just embarking on the wonderful road of discovery that is golf, or looking to fine-tune that tumbling handicap, Lords has something for every golfing enthusiast. With two 18-hole courses, (one championship) a 15-bay covered floodlit driving range open early until late, professional tuition, a pro shop and a superb new members' club room (soon to expand even more....) which is the envy of all other clubs, Lords is now recognised as one of the region's most sought-after clubs.

Lords' two 18-hole courses have both been designed by **Reg Plumbridge** of RJP Golf Course Designs, a name responsible for some of the country's finest courses

The **Duke** course, at 6,616 yards is regarded as one of the finest in East Anglia. A series of lakes and open water throughout the course encourages exciting, challenging and strategic play

within a visually beautiful landscape.

The **Earl** course offers a relaxing and enjoyable experience for all players of all abilities. This executive length course measuring 4,670 yards is ideal for beginners and those wishing a speedy and unencumbered round of satisfying golf.

The **extensive** clubhouse facilities afford members and their guests a relaxing environment in which to enjoy the pre and post-golf experience. Luxurious changing rooms, a large bar/lounge and private dining ensure the quality of the courses is matched by the ambience of the clubhouse.

At Lords Golf and Country Club, the comfort and enjoyment of members and guests is paramount. **Set in over 300 acres of beautiful Essex countryside** just outside Rayleigh and benefiting from a £2 million investment programme during 2007 on and off the course. The club boasts unrivalled facilities.

Lords Country Club has been completely refurbished to a very high standard providing a private members restaurant and bar, three beautiful suites which provide all the facilities needed for your wedding reception, birthday party,

anniversary, christening, bar mitzvah, Christmas party etc.

As a licensed venue to host civil wedding ceremonies and civil partnerships. Lords is the perfect venue for your entire wedding day which will uncurl from start to finish amid luxurious surroundings set against a backdrop of stunning countryside views which in every sense of the word are 'breathtaking'. Our picturesque settings make this a unique and idyllic place for your perfect wedding. Our spectacular backdrops are not the only wonderful feature here at Lords. With four new, modern & luxurious suites we now have the facility to hold your civil ceremony, wedding reception and wedding breakfast, giving you the option of holding your entire wedding day at our elegant venue.

Indian and Asian Weddings

If you are looking for a first class service and a location that can accommodate your Mandap or Chuppah you need look no further than Lords. Our elegant Lords Suite can seat up to three hundred guests and is ideal for the most elaborate of canopies and marriage day decorations.



At Lords we know this is your day and will always strive to exceed even the highest of expectations. Our picturesque setting is absolutely ideal for hosting Asian and Indian events. Where Lords is concerned, nothing is beyond the realms of possibility.

Lords is more than just a golf club and is loved by all who visit from golfers to anyone who appreciates being looked after to the highest standard by highly trained staff who take pride in knowing that those who visit Lords once will visit Lords time and time again.

A **health and spa club** is soon to be built which will house a state of the art gymnasium, swimming pool, sauna, spa and Jacuzzi and much more.

Membership for the health club will be limited to ensure members will be given the very best!

Whether you are planning a birthday party, anniversary, christening, business meeting, seminar, conference or any other event, your every need will be catered for at the exclusive and prestigious Lords.

We offer you the peace of mind knowing that special care will be taken to make your event a day to remember.

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**If you are planning to invest – DON'T!
Invest in planning...**

It is a bit of a corny line but none-the-less true. After all, when you think of our day-to-day work, most of us try to be as organised and efficient as we possibly can yet when we go home something strange happens, especially with our personal finances. Compare this to when you start a business. You wouldn't even think of beginning without being properly prepared – a business plan, financial projections, research, basic data, planning assumptions all backed up by strategies and targets. You would most probably prepare cash flow forecasts, a balance sheet and run it past an auditor to check it all stacks up. Yet when we shut our front door, any form of financial planning and organisation seems to go out of the window. Financial decisions seem to get relegated to the latest “best” idea and joining in yet another financial fad.

Whether it is because financial services are dull, possibly incomprehensible, or just that we have all got more interesting things to do at home, for some reason most of us do not seem to bother. In fact, what normally happens is that we tend to collect a series of financial products over the years. These seem either to have been “a good idea at the time”, or flogged to us by that persuasive salesman who caught us off guard one day.

Usually evidence of this “financial magpie” approach can be located in the third drawer down on the left hand side of your desk at home. The contents would, in all likelihood, include some old endowment policies, a pension scheme, old ISAs and PEPs statements along with any National Savings Certificates and Premium Bonds. There is also, often, every chance that there will be old share certificates and allocation papers for old demutualisations and privatisations and some ageing unit trusts probably invested in a bombed out technology fund. Finally there's a slight scratching sound in the back of the drawer, which upon further investigation turns out to be an old, bent Krugerrand which you had bought for your grandson. The sum total of your family finances.

Of course, all our personal finance drawers will vary and some will, in fact, bring out quite an array, but they all have one thing in common. None of them have any form of financial planning applied to them.

As families we will all have different specific requirements but often similar needs. For example we probably all have to consider everything from education fees to pensions and health care. However, we tend to address each only separately.

The answer lies with the need for professional planning across all your family's assets and liabilities. All our families are different across all the generations, but when linked together the strength of the family is far greater than the individuals who are just targets to be picked off the by the next financial salesman.

So there is an important phrase for us all with our money –

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Invest in planning”.**

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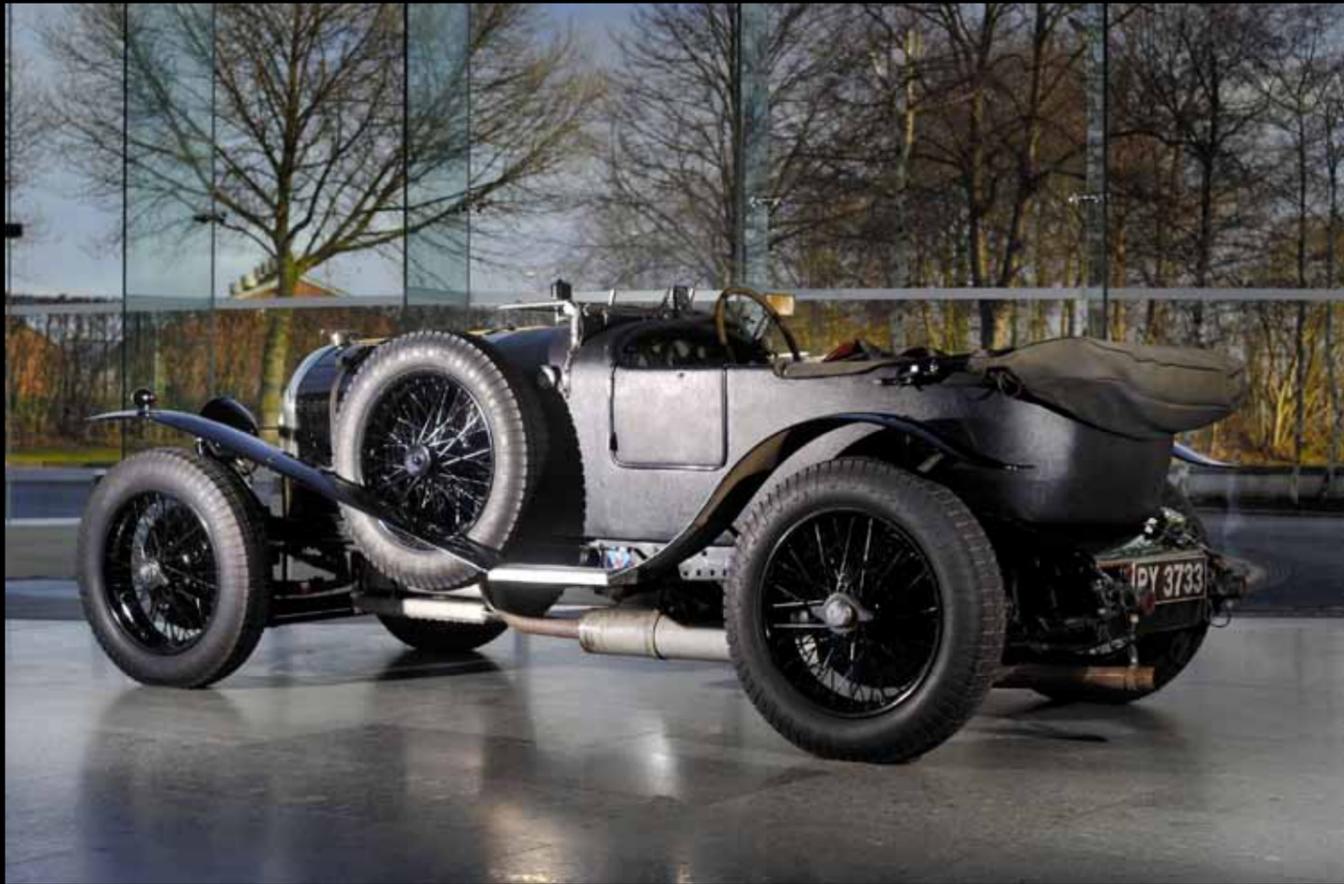
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THE NEW BENTLEY CONTINENTAL GT

For Crewe's design and engineering teams, the new Continental GT coupe is an opportunity to set a bold and exciting direction for one of Bentley's most revered names – the Continental. The seminal and highly successful Continental GT introduced in 2003 represented the first step in Bentley's renaissance and defined a whole new market segment. It was a luxury GT offering excellent usability that remained true to the Bentley grand touring spirit.

Now the new Continental GT 4-seat coupe builds on the success of its iconic predecessor, capturing that GT spirit but with even higher standards of design, engineering, luxury, craftsmanship, dynamic performance, everyday practicality and refinement.





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THE NEW BENTLEY CONTINENTAL GT

A beautifully sculptured new body gives the GT coupe an even crisper, more defined appearance. The contemporary interior offers new levels of cabin design, comfort and hand-crafted luxury. The seats, for example, provide even greater support and rear leg-room; a sweeping dashboard even more style and modernity. The new touchscreen infotainment system features state-of-the-art navigation, Google Maps and entertainment while the latest Balanced Mode Radiator speaker technology and Dirac Dimensions™ digital sound processing deliver enhanced audio quality.

Bentley's acclaimed 6-litre, 12-cylinder, twin-turbocharged powertrain now has a raised power output of 575PS (567bhp/423kW) and 700Nm (516lb ft) of torque and this is mated to a new Quickshift transmission which enables double downshifts. Thanks to advanced FlexFuel technology it can also run on both standard unleaded petrol (gasoline) and sustainable bioethanol (up to E85) or any mix of the two.



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THE NEW BENTLEY CONTINENTAL GT

In late 2011 an all-new, high-output 8-cylinder engine will also be available to order. This advanced power unit will deliver a 40 percent reduction in emissions compared with the W12 engine and will offer a class-leading CO2 emissions-to-power ratio with Bentley levels of performance and refinement.

Both engines are coupled to an all-wheel drive system with a sporty 40:60 rear-torque bias (compared with the 50:50 bias of the original Continental GT), minimising understeer during hard cornering and allowing the experienced driver to control the car's line and balance via precise throttle control.

"The new Continental GT is an automotive work of art, with superb craftsmanship and elegant, contemporary design. It drives like a supercar, but without the usual sacrifices in ride or practicality. It is a car that you can enjoy every moment of every day."

Dr Franz-Josef Paefgen, Chairman and Chief Executive





The New Bentley Continental GTC

With a top speed of 195mph (312km/h), a sophisticated all-wheel drive system, state-of-the-art 12-cylinder engine, advanced air suspension and ultra-stiff body structure, the Continental GTC displays all the poise, exhilarating performance and dynamic handling of the Continental GT. In common

with its stable mates, the interior of the new Continental GTC provides an unrivalled standard of craftsmanship, utilising natural wood veneers and leather hides of the finest quality, which are on full display when you lower the elegant, electro-hydraulically operated soft-top roof.



Continental Flying Spur Speed

Introducing the Continental Flying Spur Speed, a sumptuous and spacious four-door Grand Tourer with the heart and soul of the most breathtaking high-performance coupé in the world. A harder edged and sportier feel with tauter handling and nimble steering response. New levels of performance echoed

by more purposeful design cues all around. A different personality altogether. With a top speed of 200mph the Continental Flying Spur Speed is the fastest four-door Bentley, offering unparalleled levels of agility and driver engagement, whilst uncompromising drive performance and comfort.



At Chapelwood Joinery, we've been designing and making outstanding furniture & joinery by hand for over 10 years, and we are very proud of our business.

We create kitchens, bedrooms, bathrooms, studies, freestanding furniture, stairs, windows and doors for people who appreciate high quality natural materials and traditionally crafted skills.

We recently completed some bespoke joinery work at Bentley Headquarters in Crewe and we are very proud of our association with Bentley Motor Cars in undertaking this prestigious project.

Come to us with an idea, a sketch or a plan, and we'll produce individual hand made furniture that will perfectly suit your lifestyle.

Our aim is to produce and install furniture and Joinery to the highest possible standards, to make the experience smooth, seamless and to delight our customers.

We use only the finest quality timber from Timber suppliers that use sustainable Forests. Our highly skilled craftsmen use traditional methods of construction ensuring that the finished product will last for years.

When you commission furniture from Chapelwood, you're in safe hands. A project manager oversees the work for you through every stage, from the first designs to the final touches.

Whatever the project requires, from electrics to plumbing, lighting, flooring, heating, tiling, building works and decoration, we can take care of everything.

We belong to The Guild of Master Craftsmen which in itself is a guarantee of quality and service.



Mulsanne

“The new Mulsanne is a thoroughly modern flagship that captures the essence of the Bentley marque. It is elegant yet distinctly sporting in character, delivering effortless performance while within its sumptuous cabin, advanced technology sits discreetly with handcrafted luxury.” Bentley Motors Chairman

and Chief Executive, Dr. Franz-Josef Paefgen
While paying homage to past Bentley greats, the brief for the new Mulsanne’s design and engineering teams was to create a Bentley that represents the pinnacle of British luxury motoring.

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BENTLEY MULSANNE – THE ART OF COLOUR

Exact standards of craftsmanship and technology are employed by Bentley's body assembly team to create the new Mulsanne's distinctive, hand-crafted 'hewn from solid' appearance. But this is just a precursor to the painstaking attention to detail afforded to Bentley's new 4-door flagship in the paint facility at the company's headquarters in Crewe, England.

The new Mulsanne will be offered in no fewer than 115 'standard colours' and that is just the start of the story – because, like every grand Bentley – the only real limit on the colour of the car is the customer's imagination.

Once the bare metal, pre-production Mulsanne bodyshell arrives at the paint shop via the automated overhead gantry, it passes through a series of full-immersion tanks, designed first to de-grease, then in turn to clean, condition, rinse, phosphate and passivate the steel and aluminium structure.

At each tank the shell is immersed before being tipped fore and aft to ensure that every single crevice is reached. Once drained, the bodyshell is lowered into an electro-coating tank, where power is increased to 320 volts, attracting particles-in-solution which deposit on the charged, metal bodywork to form, in conjunction with the phosphate, a hard protective shell of corrosion-proof zinc primer.

From this point, the judgement and skill of Bentley's craftsmen come to the fore. A two-coat primer is applied by hand, ready for the colour-of-choice to be applied. Each primed body is minutely inspected, sanded – or flatted – using a combination of hand and power tools. Only when the primer coat is flawless will the colour basecoat be applied, again by hand, to achieve the optimum finish. Clear lacquer coats are then applied robotically followed by final polishing for a perfectionist finish and detailed inspection in the specialist bays created for the Mulsanne. >>

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But if the lacquer can be applied by robotics, why not the colour? Dave Walton of the Mulsanne bespoke paint shop explains:

"Different colours have markedly different characteristics and your perception of a colour's shade changes according to how deep the coat is. Then there's the fact that no two expert sprayers would apply that colour basecoat in exactly the same way. You learn to trust each craftsman's eyes and skills, not just the process.

"It takes many months of in-depth training for a quality control inspector to learn how to identify defects that an owner might never notice, yet each one will be rectified, even if this means sending it around the entire process again. We always operate way above customer expectations of quality."

With the introduction of new satin paint finishes and two-tone colour schemes to Bentley's

extensive portfolio, Walton says the skills of the team are always evolving. Satin in particular can't be locally reworked and polished, so even the most miniscule imperfection means the entire panel is refinished.

However, Bentley's craftsmen are eagerly awaiting the moment the Mulsanne goes into full production according to Walton:

"We've been asked to match a paint finish to a cherished nail polish, a 50-year old classic Bentley and on one occasion a shade of turquoise on a food mixer for our Arnage, Brooklands and Azure customers. But even with over a hundred 'standard colours' to choose from we're still looking forward to that first commission to create a bespoke colour from scratch and execute it perfectly."



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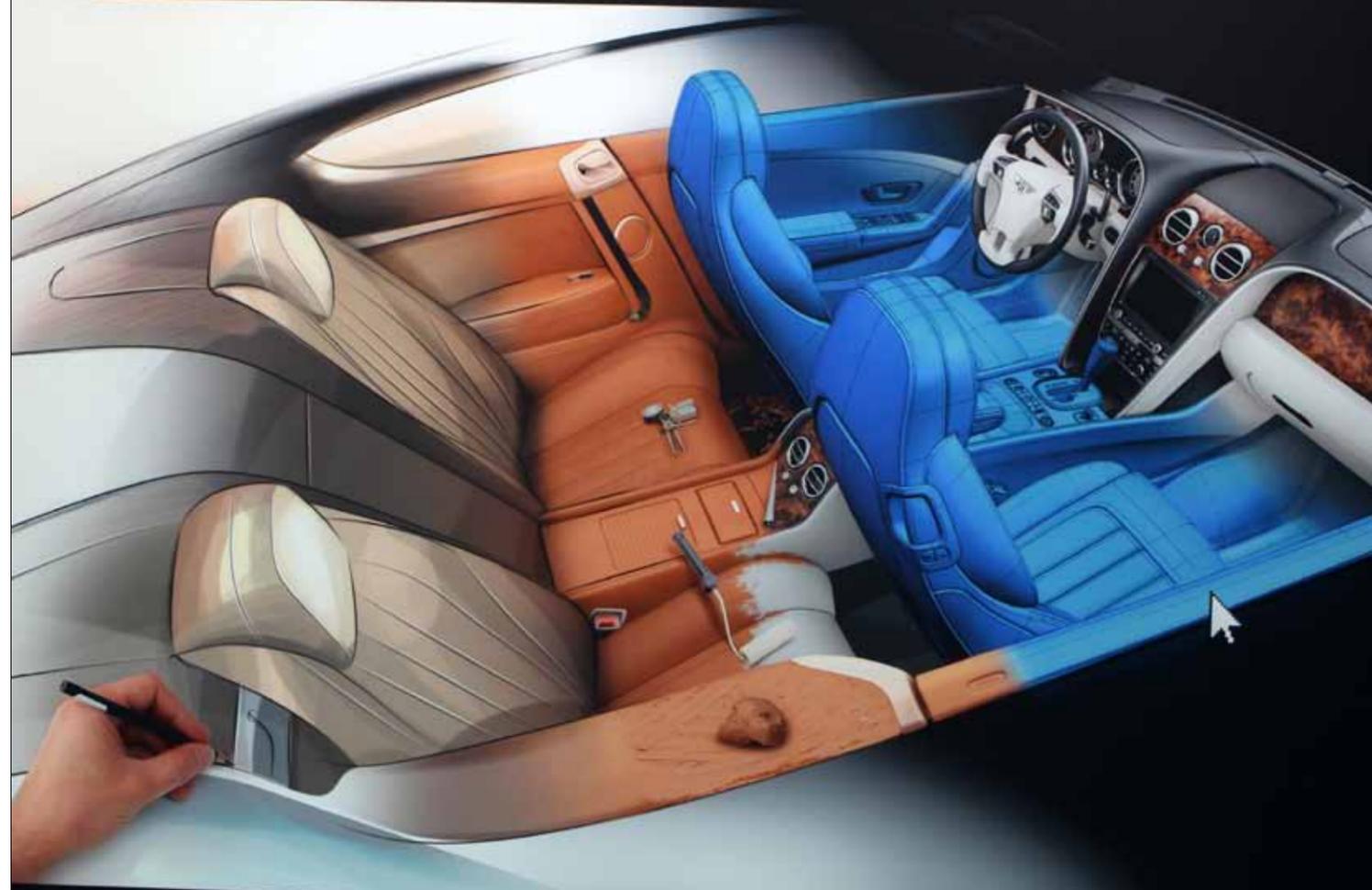


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AN UNBROKEN LINE

World of the Bentley Designer uncovered at new exhibition

Bentley's Design team are offering a rare opportunity to take a glimpse inside the usually secret and closed world of their studios and follow the development of a Bentley from the first sketch right through to the moment it sweeps through the factory gates.

The 'An Unbroken Line' exhibition – just unveiled at Bentley's Crewe headquarters – follows the compelling story of creativity and exacting technical precision behind the creation of the latest Bentleys including the Continental GT and Mulsanne.

Many of the very first drawings for the new Continental GT, including concepts consigned to the studio archives, are being shown publicly for the first time. The designers offer a step-by-step guide as to how the interior and exterior styles

take shape both through computer virtualization and sophisticated full-scale clay models. They also provide an insight into how they employ state-of-the-art manufacturing techniques such as aluminium superforming, adapted from the aerospace industry, to shape the metal into the complex but clean lines that define the new Continental GT.

As well as capturing how the modern Bentley designer combines inspiration with technology – the exhibition also captures key moments of the company's lineage and the unbroken line of signature characteristics that define a Bentley to this day. Whether it is the particular shape and positioning of the headlights, the use of inverted needles on the dashboard or the pronounced 'powerlines' that sweep down the flanks of the car – the language of design comes to life. >>



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- John Adey, Managing Director



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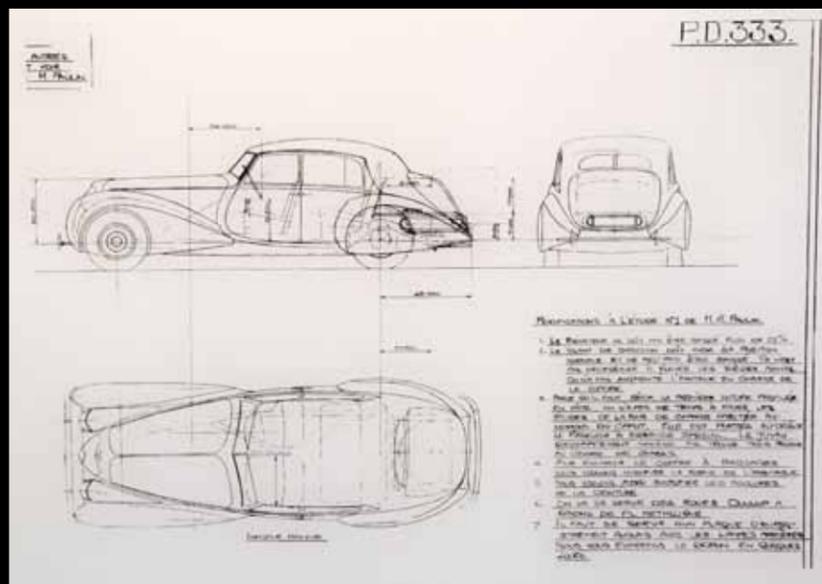
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Dirk van Braeckel, Bentley's Director of Design and Styling, explains:

"What I particularly like about the exhibition is the sheer number and variety of interesting objects we've been able to bring together for the very first time, it is quite a collection. It is also fascinating to see just how talented the early Bentley designers really were - the beauty of their concept sketches and sheer precision of their technical drawings still inspires my own team to this day."

Whilst designing the next new Bentley is serious work and a sizeable investment – the exhibition also highlights the lighter side of factory life with some design folklore. The slightly strange world of 'Teddy Bear Ears,' the 'Bentley Bat Cave' and 'Dame Ednas' are explained and there is the opportunity to see how the designers have turned their hand to creating beautiful and bespoke accessories with other luxury partners like Breitling and Tibaldi.

Right at the heart of the exhibition – illustrating the art of designers both past and present – are some of the finest examples of the cars that have made Bentley famous for over 90 years.

The new Continental GT and Mulsanne line-up alongside some classic and rare Bentley's including Woolf Barnato's exquisite 1930 'Blue Train' Speed Six Coupe which has been especially shipped in from America by a friend of the company. The car is renowned for its sleek and revolutionary Gurney Nutting coachwork and is also famous for winning one of the most intriguing wagers in motoring history when Barnato, a Le Mans-winning driver, drove all the way back to London from the south of France before his friend reached Calais on 'Le Train Bleu.'

'An Unbroken Line' will be based at Bentley's Headquarters in Crewe throughout 2011.

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The console connects to the screen with one cable. Sleek and understated, it connects up to six high-definition sources. A dock for an iPod or iPhone is also included. Plus, you'll control it all, from your Blu-ray™ player to your iPod, with a single remote.

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Controlling a home entertainment system has never been so simple. The innovative Bose® clickpad remote features fewer buttons and an easy to use click pad. The buttons are for those things you do most, like adjusting volume or changing channels. Everything else is as easy as touch, glide, click.



Just touch the pad with your thumb, glide around and click to make a selection. Anything you can control appears on your high-definition screen, displayed alongside whatever you're watching. You'll never have to look away from the screen or fumble around for a button. And accessing your entertainment couldn't be easier. Push one button and your options appear onscreen, ready to enjoy.

Adding a new component to the system – another typical source of frustration – is equally as easy. The VideoWave® system shows you where to connect it. Then, you take the component's remote control, aim it at the VideoWave® console and press a few buttons.



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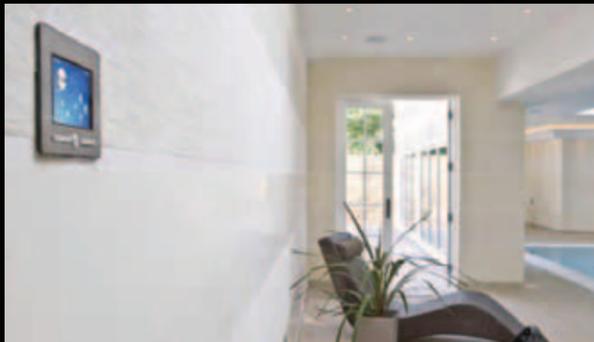
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BOND GIVES BENTLEY CARTE BLANCHE

Bond is back, and as ever he is sporting the best in luxury cars. In the pages of Carte Blanche, the new James Bond book by international best-selling author Jeffery Deaver, the fictional British spy has continued with his classic preference of luxury sports car by selecting the breathtaking new Bentley Continental GT as his transport of choice.

Carte Blanche is due to be published by Hodder and Stoughton in the UK on May 26, a few days before the anniversary of Fleming's birthday. It has been commissioned by Ian Fleming Publications Ltd.

The book is partly set in Dubai, which is where the author and the new Bond car have been spotted, outside the InterContinental Hotel in

Dubai Festival City. Bond's new Continental GT certainly suits his character, with a fabled 6.0-litre, W12, twin-turbo engine capable of producing 567 bhp and 516 lb-ft of torque.

While James Bond's new car may be better suited for a secret agent in understated tones, the author of the book admired a less inconspicuous model. Set in stunning white with a blood-red interior, the new Continental GT mixes svelte good looks with power, poise and exceptional prowess. The hand-stitched leather interior contains all the high-tech gadgetry Bond could ever need. And with the famed sound dampening that only lets through the captivating sound of the wonderful engine, the cabin provides a true Quantum of Solace for Fleming's jet-setting gentleman spy. >>

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Jeffery Deaver sampled the stunning vehicle on his recent visit to the Emirates, where he commented, "I'm really excited about being back in Dubai. It is an inspirational and awe-inspiring city and makes a perfect Bond location—especially for a novel that pushes our hero to new extremes."

Regarding the book's title, which was revealed in January, Deaver added: "In the world of espionage, giving an agent carte blanche on a mission comes with an enormous amount of trust and constantly tests both personal and professional judgement. Part of the nonstop suspense in the novel is the looming question of what is acceptable in matters of national and international security. Are there lines that even James Bond should not cross?"

famous spy would choose nothing less than the scintillating performance and second-to-none quality of the classic luxury car.

Jeffery Deaver has written 28 novels and sold more than 20m books worldwide. He is best known for his Kathryn Dance and Lincoln Rhyme books, most notably The Bone Collector, which was adapted for film in 1999, starring Denzel Washington and Angelina Jolie. Before becoming a full-time author, Deaver was a journalist, like Fleming, and attorney. He started writing suspense novels on the long commute to and from his office on Wall Street. His books are now translated into 25 languages and he lives in North Carolina.

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As engineering director Dr. Eichhorn has overseen the development of the potential of the Bentley V8 and this includes the introduction of the engine in its most potent form in the Bentley Brooklands coupe. Hand-built at the company's Crewe headquarters,

the 6¼ litre Bentley V8 engine powering the Bentley Brooklands generates 1050 Nm/774 lb.ft of torque at 3250rpm and is capable of offering a top speed of 184mph as well as a 0-60mph sprint time of just 5 seconds.

Since joining Bentley Motors in 2003, Dr. Eichhorn has also overseen the introduction of the 6 litre W12 engine in the company's Continental range. Earlier this month, Bentley Motors launched the Continental GTC Speed, the world's fastest four-seat convertible, at the Detroit Motor Show.

Audio Visual Excellence

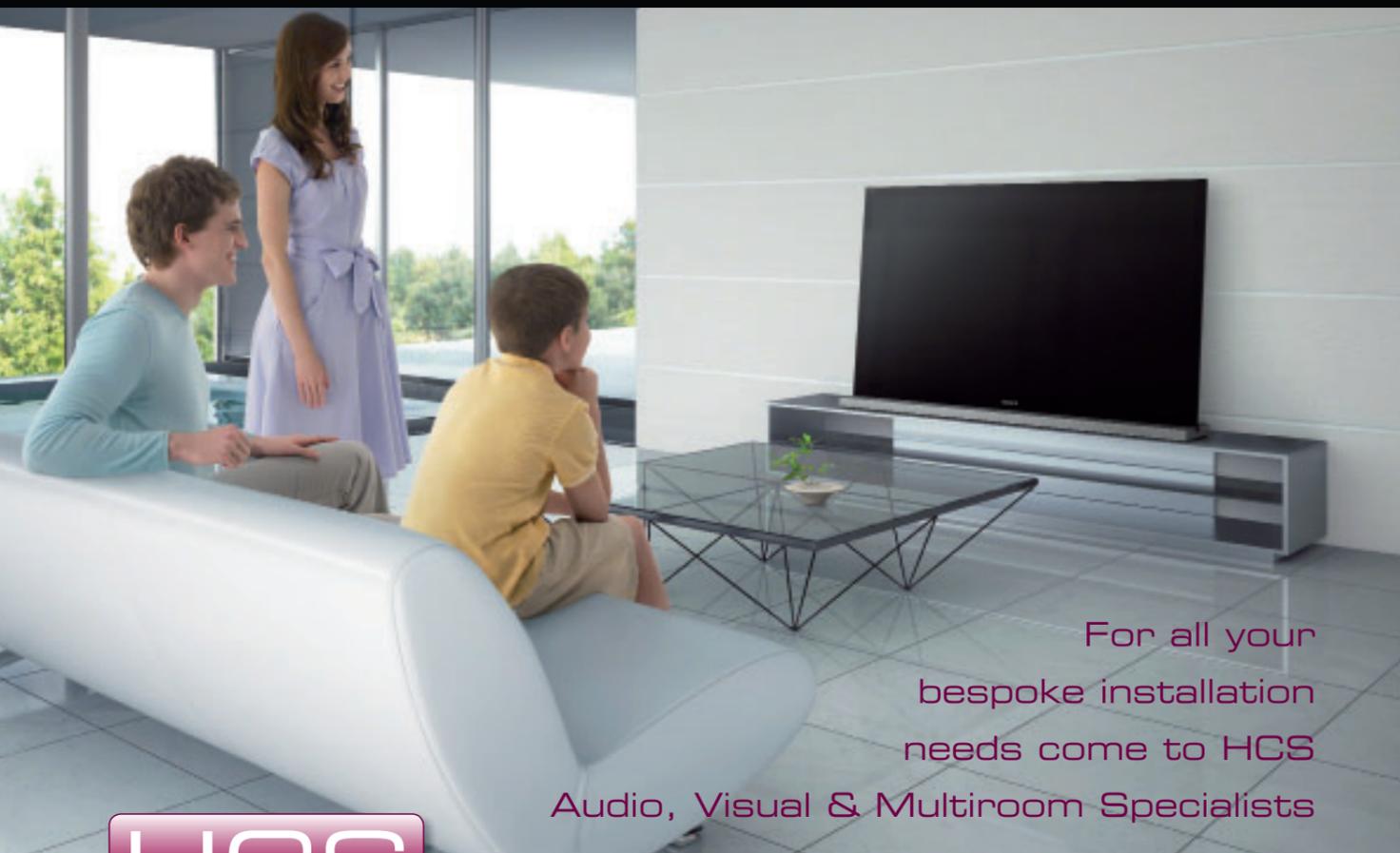
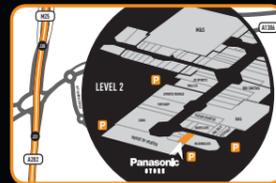
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- Continually improve the environmental performance of the Crewe site

- Show a demonstrable commitment to pollution prevention

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- Promote ownership and control of environmental issues at the appropriate business level

- Optimise and efficiently use resources whilst maximising re-use and recycling opportunities

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POWER ON ICE

Harnessing the power of 560 horses on a surface of pure ice. It may seem like a contradiction in terms, but in actual fact these two elements form the basis of a truly unique driving experience. The British luxury car manufacturer Bentley offered its customers and any other interested parties the trip of a lifetime in the far north of Europe.

After receiving a briefing from accomplished instructors the drivers took to the road across a frozen lake in the centre of Finland. Temperatures as low as -30 degrees are no rarity in the region, yet they also help ensure that the ice presents a perfect surface on which to drive. The motoring conditions at this location a mere 60 km from the Arctic Circle are no less unique than the programme itself. >>



Bentley used the skills of the team around Finnish rally star Juha Kankkunen. Kankkunen has notched up countless wins in his rally-driving career, among them four world titles. In March 2007 he also set a new world speed record for driving on ice - using a Bentley Continental GT on a frozen bay off the coast of

Finland. In his native Finland Kankkunen enjoys a status akin to that of a national hero and there can be few others who can claim better knowledge of the demands placed on ice-road drivers at this site.

Quite apart from the thrilling hours spent at the

wheel of a Bentley guests received first-class service in specially designed accommodation. In the small town on Ruka, approx. 800 km north of Helsinki, Bentley created its own private holiday village consisting of a small boutique hotel and a number of exclusive chalets. Guests enjoyed all modern conveniences, with staff on

hand around the clock. Food was prepared by renowned Finnish chef Jarmi Pitkänen. The programme also featured guided snowmobile trips and a dog-sledding excursion, with guests free to try their hand at driving a team themselves.



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Construction & Development



BENTLEY SUPERSPORTS SHATTERS WORLD SPEED RECORD ON SHEET ICE

Rally champion, Juha Kankkunen achieves 205.48 mph (330.695 km/h) in extreme Bentley convertible

Finland's four-time world rally champion Juha Kankkunen drove a Bentley Continental Supersports convertible on the hazardous frozen waters of the Baltic Sea, off the coast of Finland, at a breathtaking 205.48 mph (330.695 km/h) to set a new world speed record on ice.



dangerous crosswinds on the 16.5km track on a 70cm-thick layer of sea ice. The record attempt was driven on a 1000m long measured distance with the speed certified by officials from the Finland Traffic Police. His new world record was based on the average of two runs in opposite directions with

Kankkunen was in irresistible form with his all-wheel drive, 6-litre, 12-cylinder Continental Supersports convertible which, in line with the Company's CO2 strategy, ran on biofuel. The world's fastest soft top enabled Juha to shatter his own 2007 world ice speed record of 199.83 mph (321.6 km/h) set in the Continental GT at the same location.

measured speeds ratified by a representative of The Guinness Book of Records.

"The last time, I narrowly missed the magical 200 mph mark in a Continental GT. When I heard about the Supersports I was determined to go record breaking again with the Bentley Boys. This time, with over 600bhp under the bonnet, a Quickshift transmission and the security of the all-wheel drive system, the Supersports convertible was the perfect car to go for the record." Kankkunen said. "200mph came up after 5km on sheet ice."

With the help of his own experienced team and Bentley engineers, Kankkunen overcame the challenges of temperatures as low as minus 30 degrees, sudden snow blizzards and potentially

>>

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Then it was just a question of getting everything right in the timing zone and hoping the snow kept away. There's nothing to beat driving a Bentley at these speeds; the conditions may be perilous but the car responds so well to the slightest adjustment which gives you the confidence to push even harder."

As with the previous record-breaking drive in the Continental GT the Anglo-Finnish team used a car with minimum modification. A fully-welded, heavy-duty safety roll-cage, along with Pirelli winter tyres (Pirelli SottoZero II 275/40R20) and a rear bumper-mounted parachute provided reassurance in case of an emergency. Front and rear spoilers provided optimum high speed stability on the treacherous surface.

To highlight Bentley's environmental commitment to sustainable fuel sources, Kankkunen's

Supersports Convertible was fuelled with E85 bioethanol rather than petrol (gasoline). All models in the Continental range are capable of running on petrol (gasoline), E85 bioethanol or any combination of the two.

Wolfgang Dürheimer, Bentley's new Chairman and Chief Executive, said "The ice speed record is an amazing feat by Juha Kankkunen, whose skill and courage in extreme conditions truly make him one of the modern-day Bentley Boys. We will be celebrating this achievement with a very special 'extreme' Bentley, which will be the most powerful model ever to bear the famed Winged B emblem."

A limited edition of just 100 examples of this most extreme Bentley will be made and the car will make its global debut at the Geneva Motor Show on 1st March.



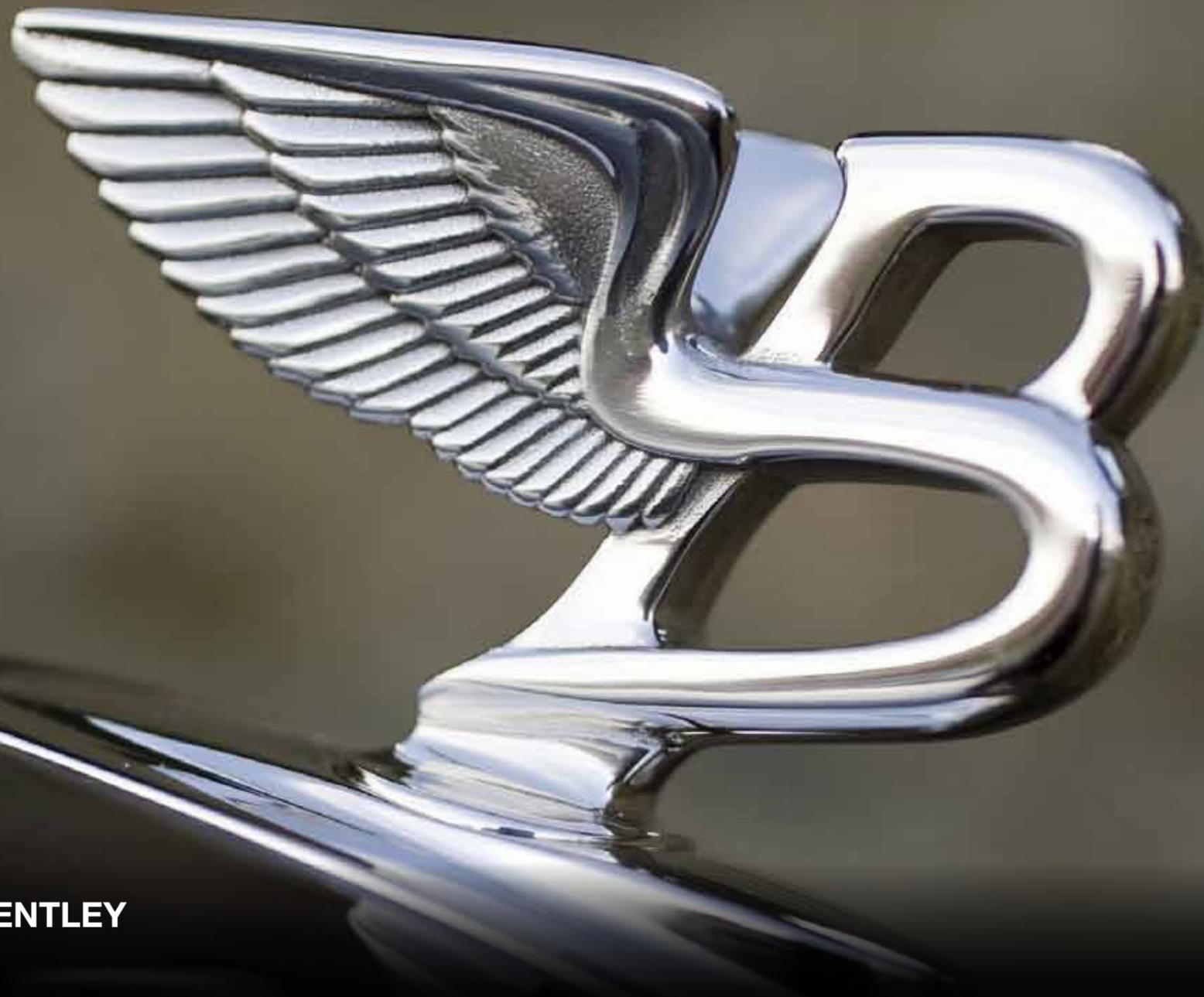
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BENTLEY



THE HISTORY OF BENTLEY 1910 - 2010

The history of Bentley reads like a thriller. From the moment W.O. Bentley's 3-litre engine burst into rumbustious life in 1919 to the roars that greeted the Le Mans triumphs of 2003, the ride of fate and fortune of the legendary marque has been a roller-coaster of daring visions, extraordinary characters, narrow escapes, near peril, breathtaking comebacks and glittering achievements.

It's a story as passionate as the dedication that's required to build a car as elegant as the Arnage or a coupe as stunning as the Continental GT. It's a story as exhilarating as the performance of every vehicle graced with the winged B. Picture a young man mesmerised by the possibilities of mechanical invention that characterised the early 20th Century. A twenty-two year old obsessed by speed and its potential for changing the world. An engineering genius with an intuitive grasp of the dynamics of the amazing new internal combustion engine. Put

those images together with a precocious visionary who believed nothing was impossible and you have some sense of W.O. Bentley on the brink of creating a legend in his name.

And just one more thing. He liked to win.

Competitive motorcycle racing at the Isle of Man and the newly-opened Brooklands circuit gave him his taste for speed but couldn't satisfy his hunger for power. That was to come in 1912 when he and his brother, H.M. Bentley, acquired the UK agency for the French Doriot, Flandrin & Parant (DFP). On his first run in the Aston-Clinton hill-climb, W.O. broke the class record – with his wife Leonie in the passenger seat. The DFP was “quick, robust, sporting in character and of the highest quality”, the very qualities that were to become the foundations of the cars he went on to produce.

On a trip to the DFP factory in France he noticed an aluminium piston being used as a paperweight by one of the company directors. He adapted his own DFPs with this revolutionary material and drove them to one racing triumph after another. Indeed, these lightweight pistons quickly became the “secret ingredient” of Bentley success with his conservative competitors continuing to regard aluminium as too weak to withstand the inferno of the engine block.

The beginning of the Great War brought new challenges. The frivolities of the DFP era were over. W.O. turned his attention to more serious affairs, creating the Bentley Rotary 1 (BR1) following an Admiralty Commission to power the Sopwith Camel, and with it, Allied dominance of the air.

The BR1 and the subsequent BR2 epitomised Bentley's ability to transform raw design ingredients into masterpieces of power and reliability. In his later

life he admitted that nothing had given him more pride than this contribution to the war effort.

In 1919, with the war over and British industry booming, W.O. turned his attention to the dream he'd been cherishing these long seven years, building the car that would satisfy his own extraordinarily high expectations as a driver, as an engineer, as a competitor and as a gentleman.

Luck and good judgement helped him to recruit the finest available talent. Sheer persistence and the will to succeed rewarded him, in October 1919 at his service shop in New Street Mews, with the deafening bellow of the very first Bentley engine, the awesome 3-litre.

All that now remained was to build a car around it.



THE HISTORY OF BENTLEY 1920 - 1930

Bentley's decade of glory began, appropriately enough, with a rave review in purple prose by *The Autocar* after road-testing the first complete Bentley, the hand-built EXP1 prototype powered by the new 3-litre engine. "For the man who wants a true sporting type of light-bodied car for use on a Continental tour," wrote the magazine, "the three-litre Bentley is undoubtedly the car par excellence." It had taken nearly a year of grit and determination, in the cramped confines of the mews near Baker Street, to build a chassis light enough and strong enough to live up to the driving experience Bentley wanted from the new engine.

With production established in Cricklewood, London, two more prototypes followed as W.O. Bentley laboured passionately to produce the car of his dreams, "A fast car, a good car, the best in its class." And another eighteen months elapsed before the first Bentley was finally sold to Noel van Raalte, a wealthy and influential playboy, on September 21st, 1921.

The two things that mattered most to potential car buyers in the 1920's were reliability and speed, though not necessarily in that order. And for a young, unknown manufacturer there was only one place where your credentials in these matters could be demonstrated beyond doubt – on the racetrack.

In 1922 a Bentley 3-litre snatched the British Double Twelve Hours record at an average speed of 86.79mph. In 1923 a Bentley 3-litre finished fourth at the inaugural 24-hour race at Le Mans. More honours followed – a win at Le Mans in 1924; the twenty-four hour world record at Montlhéry by a Bentley travelling at an average speed of 95mph.

But W.O. was still not satisfied. As demand for the Bentley chassis grew, so too did the fashion for heavier and more luxurious coachwork. He needed a more powerful, more refined engine. The 6.5-litre was launched in 1925, laying the foundations for the famous Speed Six racer, the innovative 4.5-litre, and the glorious Le Mans triumphs of 1927 – 1930 when the fame of Bentley's racing domination reverberated around the motoring world.

These were the years of the Bentley Boys, a decade of extraordinary adventures, technological advances and victory celebrations, unblighted even by financial difficulties due to the intervention of diamond heir, Woolf Barnato, in 1926.

But in 1929 Black Thursday loomed, and the long shadow it was to cast on the future on the now famous winged "B".



THE HISTORY OF BENTLEY 1930 - 1940

A new decade begins, and the scene is set for the eagerly awaited showdown between Britain's two most famous marques. Bentley, fresh from its latest one-two at Le Mans, launches an 8-litre directly in competition against its fabled Rolls-Royce rival. It's a clash of proven performance against legendary smoothness, of sporting handling against quiet refinement.

Sadly, the Great Depression steps in to stop the battle before it's begun. Rolls-Royce Ltd buys the financially vulnerable Bentley Motors, production moves to Derby, and an entirely new chapter of Bentley development is about to be written.

Despite the misgivings of Bentley loyalists, the first offspring of the unlikely marriage is dubbed by W.O. himself, now working for Rolls-Royce, as "the best car ever to bear my name". Known as "The Silent Sports Car", the 3 1/2 -litre combines the best attributes of both brands – agility with luxury, power with silence.

New ideas and technological advances bring further refinements to the Bentley concept. A 4 1/4 -litre engine, an overdrive gearbox, independent front suspension in the successful Mark V and, at last, with war-clouds blackening the European skies, the first tentative hint of the future Bentley Continental.



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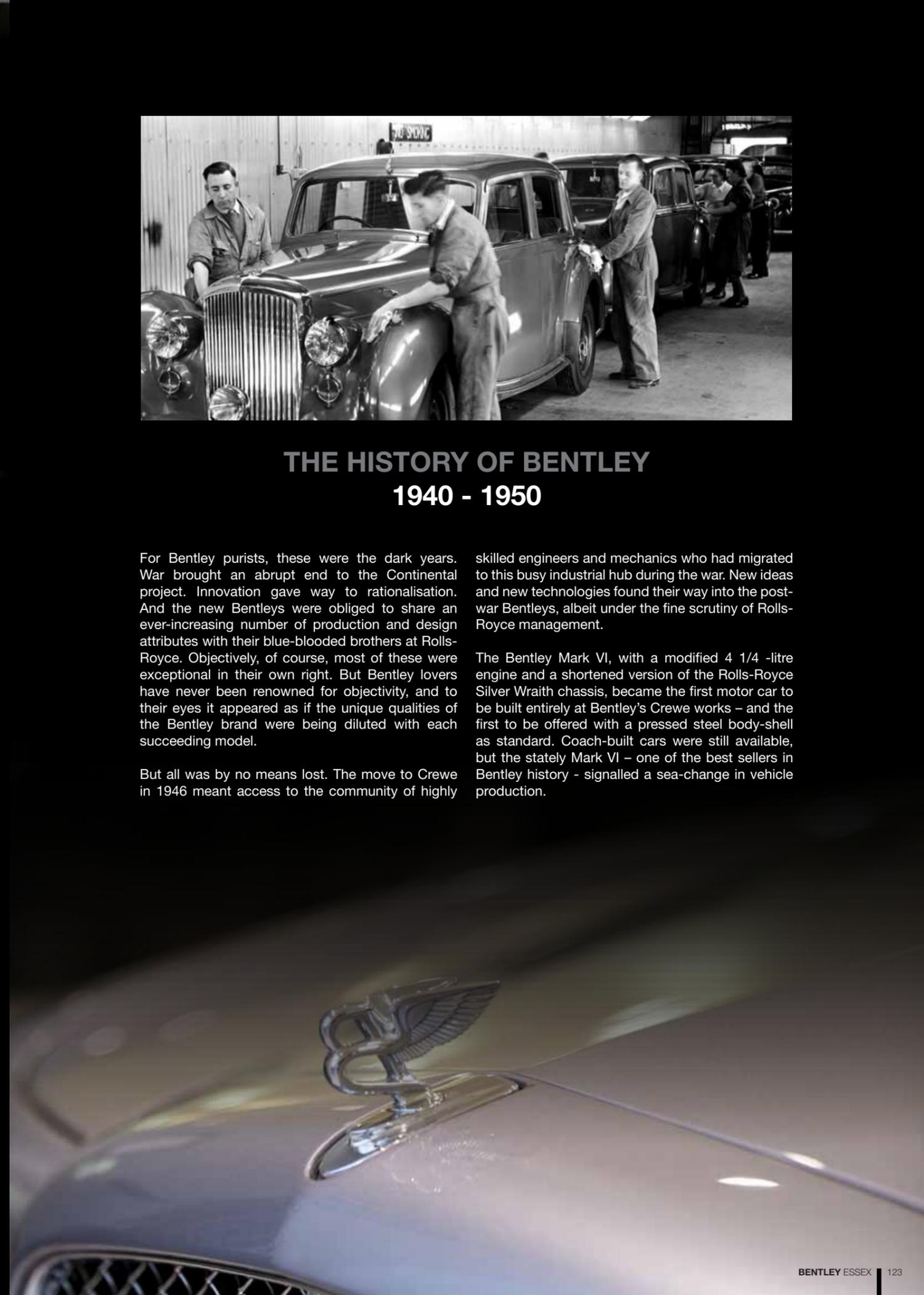
THE HISTORY OF BENTLEY 1940 - 1950

For Bentley purists, these were the dark years. War brought an abrupt end to the Continental project. Innovation gave way to rationalisation. And the new Bentleys were obliged to share an ever-increasing number of production and design attributes with their blue-blooded brothers at Rolls-Royce. Objectively, of course, most of these were exceptional in their own right. But Bentley lovers have never been renowned for objectivity, and to their eyes it appeared as if the unique qualities of the Bentley brand were being diluted with each succeeding model.

But all was by no means lost. The move to Crewe in 1946 meant access to the community of highly

skilled engineers and mechanics who had migrated to this busy industrial hub during the war. New ideas and new technologies found their way into the post-war Bentleys, albeit under the fine scrutiny of Rolls-Royce management.

The Bentley Mark VI, with a modified 4 1/4 -litre engine and a shortened version of the Rolls-Royce Silver Wraith chassis, became the first motor car to be built entirely at Bentley's Crewe works – and the first to be offered with a pressed steel body-shell as standard. Coach-built cars were still available, but the stately Mark VI – one of the best sellers in Bentley history – signalled a sea-change in vehicle production.





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THE HISTORY OF BENTLEY 1950 - 1960

By 1952 the popular Bentley Mark VI was in need of a facelift. Whether by luck or brilliant judgement, the decisions that led to its final modifications, its styling and its designation pointed to the extraordinary renaissance of the brand some fifty years later, though no-one involved could possibly have guessed it at the time.

The new R-Type closely resembled its forbear, the Mark VI, but was technically improved. However, from it came the R-Type Continental. This iconic aluminium-bodied coupé, with higher gearing and lightweight, streamlined coachwork by H.J. Mulliner, its ability to run up to 100mph in third gear, with a

top speed of just under 120mph, made it the fastest four-seater car in the world. Very quickly it earned a reputation as the ultimate in high-speed luxury.

Despite the success of the R-Type's undeniable originality, the rationalisation of new Bentley and Rolls-Royce models continued with inexorable efficiency. By 1955 they were sharing identical technology, with the Bentley S Series differing from the Silver Cloud only in external styling.

For ten long years, only the Continental variant with its coach-built two- and four-door versions broke with the styling of the Rolls-Royce range.



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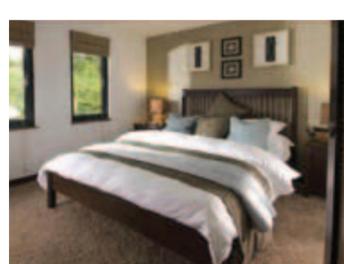
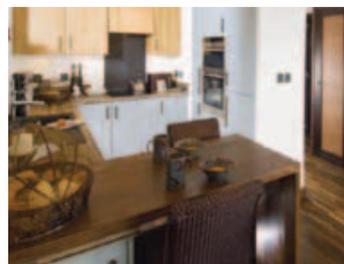
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THE HISTORY OF BENTLEY 1960 - 1970

A decade of intensive development and a dramatically redesigned production line at Crewe in 1965 produced the Bentley T Series along with its Rolls-Royce sibling, the Silver Shadow. With all-round independent suspension, four-wheel disc brakes and air-conditioning, it was the first Bentley built with a monocoque chassis and bodyshell.

As gracious as it was in design and as smooth as it was in performance, the T Series was seen by Bentley enthusiasts as the final betrayal of the marque's sporting heritage. The guardians of the Bentley flame were no longer to be found in the factory. That duty had been taken up by the thousands of Bentley owners who kept their hopes

and dreams alive in the fellowship of the BDC, the Bentley Drivers Club.

Their loyalty to the winged B was vital. As sales of the new cars continued to decline, the performance credentials that Bentley had fought so hard to win on the racetrack were now a distant and fading memory among luxury car buyers around the world. Bentley sales were in decline, and but for the ambition of the new owners to enter the U.S. market with a car that had broader market appeal, and the evident loyalty of the BDC, there would inevitably have been more than one occasion when Rolls-Royce considered stopping Bentley production altogether.





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THE HISTORY OF BENTLEY 1970 - 1980

Looking back on the clone years of the seventies, with the Bentley's superb heritage reduced to little more than a badge on an ageing Rolls-Royce and Bentley sales teetering below ten percent of total production, motoring historians are unanimous in regarding Bentley's survival as something of a miracle.

The tide would eventually turn, of course. And while it is easy in hindsight to be critical of the parent company's handling of the Bentley brand during these parlous years, the long association with Rolls-Royce and its coach-building partners such as Mulliner would leave an indelible mark of refined luxury in Bentley's DNA. W.O. himself would have approved of this side of the equation.

The introduction of the T2 and the Bentley Corniche drophead coupé did little to restore the public's faith in the marque. Neither did the liquidation of Rolls-Royce when the development costs of its world beating RB211 jet engine soared over budget.

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THE HISTORY OF BENTLEY 1980 - 1990

It was a Rolls-Royce in everything but name. But it was a name that gave a flicker of hope to the resurgence of the true spirit of Bentley. Launched in tandem with the updated 1980 Silver Spirit was the Bentley Mulsanne, named after the corner at Le Mans, at the end of the longest straight on any racetrack in the world. Rolls-Royce had hitherto eschewed all references to Bentley's racing past; the naming of the Mulsanne was the last roll of the marketing dice.

It was, indeed, the tiniest of flickers - but it soon ignited a search for the kind of power under the bonnet that could deliver to the promise of the badge. With its V8 turbocharged to 300bhp, the Bentley Mulsanne Turbo became the surprise hit of the 1982 Geneva Motor Show. Here was a 2200kg car that reached 60mph in just 7 seconds. With a top speed of 135mph it was the fastest Bentley in

history, and faster even than the likes of the Daimler Double Six, the Aston Martin Lagonda and Ferrari's 365GT4.

An overwhelmingly positive public response led to more differentiation. The 1984 Bentley Eight boasted a chrome wire-mesh grille that recalled the racing Bentleys of the 1920s. The 1985 Bentley Turbo R firmly re-established the Bentley marque, the R designation standing for road holding. Glowing press reports included the following from Motor, "If the best car in the world comes out of Crewe, it wears a Bentley badge, not a Rolls-Royce one."

By 1989 half of the cars emerging from Crewe were Bentleys. Ten years after the introduction of the Mulsanne Turbo, Bentley would outsell Rolls-Royce two-to-one.

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THE HISTORY OF BENTLEY 1990 - 2000

If the financial press was full of rumours of European takeovers and boardroom politics, it was stories about the confident new Bentleys that kept the motoring press busy in the nineties.

The two-door Continental R took the 1991 Geneva Motor Show by storm. A year later the Continental R was put into production, its turbocharged and intercooled 6.75-litre V8 offering 150mph performance. In 1993 the four-door Bentley Brooklands, named after the Surrey racetrack that had witnessed so many early Bentley victories, replaced the Bentley Eight and Mulsanne. 1994 saw a 408bhp Turbo S, and 1995 the first Bentley Azure. With its distinctive Pininfarina styling it was unveiled at Geneva as the most powerful four-seater convertible in the world.

With the brand now firmly back on its feet, and with W.O.'s original vision back behind the wheel, the direction for future development and innovation was as clear as the Hunaudieres straight.

The Brooklands was given a 300bhp, 6.75-litre turbocharged V8 capable of 140mph. The Continental T became an integral part of the Bentley range, with 420bhp, a top speed of 170mph and 875Nm of torque breaking all records for a production motor car. The swansong of the Turbo R Series in 1997 would accelerate from 0 - 60mph in under 6 seconds. Just prior to its sale by parent Company Vickers PLC, Bentley introduced - at Le Mans - the first completely new model in nearly 20 years, the Arnage, powered by a BMW 4.4 litre twin turbocharged V8.

The acquisition of Bentley by the Volkswagen Group in 1998 however added resource, new technologies and even greater impetus to the momentum of the Bentley renaissance. A century of dreams, despair and determination culminated in the launch within one year of the pure-bred Bentley Arnage Red Label, with the venerable 6.75-litre V8, up-dated and re-invigorated, a car that recaptured that exhilarating blend of power and craftsmanship worthy of the flying B.





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THE HISTORY OF BENTLEY 2000 - 2010

If certain sceptics still doubted Volkswagen's commitment to the true values of the Bentley brand, they were soon silenced. Massive investment in the Crewe facility substantiated their intention to maintain a thoroughly British bloodline. And the announcement of a new racing programme reawakened its spirit of daring endeavour.

The launch of the Limited Edition Bentley Arnage Limousine was followed in 2005 by the Bentley Continental Flying Spur. And the Bentley Arnage Drophead Coupé was confirmed for production as the exquisite Azure, and one year later the Continental GTC was announced. The revival was complete.

As Bentley engineers took up the daunting challenge of designing and producing a race car to take on the best in the world, two other equally daunting programmes were underway at Crewe.

The Arnage and Azure combine personally-commissioned Mulliner refinement with extraordinary power. The Continental range, now including the brilliantly-received Convertible, introduced Bentley to an entirely new audience of enthusiasts eager to experience the true meaning of Grand Touring.

The first was the bespoke design of a Bentley State Limousine, commissioned through Bentley Mulliner, for none other than HM The Queen on the occasion of her Golden Jubilee.

2007 saw the continuation of Bentley's grand touring heritage with the introduction of the Bentley Brooklands; inspired by the adventures of the 'Bentley Boys' at the world renowned British racetrack in the 1920's. A strictly limited production of only 550, the luxury four-seater coupe reaches 60mph in just 5 seconds, supporting Bentley's vision in creating world-class exclusive coupés.

The second was the secretly guarded development of the so-called MSB, a "mid-size Bentley" that would consolidate once and for all the breadth and strength of the Bentley revival.

The automotive industry has found itself at the centre of the growing global environmental debate and facing new challenges - climate change and renewable fuel sources. At the 2008 Geneva Auto Salon, Dr Franz-Josef Paefgen, Bentley Chairman and Chief Executive, announced an ambitious strategy to cut CO2 emissions and significantly improve fuel economy across the Bentley range by 2012.

As the 600bhp Bentley Speed 8 began to make its mark at Le Mans, the MSB - now openly referred to as the GT Coupé- was being put through its own gruelling tests.

The stunning Continental GT was unveiled at Paris in the same glorious year, attracting 3200 deposits eight months before the first one would be delivered.

In 2003 Bentley Speed 8's finished third and fourth at the 12-hour race in Sebring, Florida. And then, almost eighty years since their debut, Bentley finished first and second at the most famous circuit of all, Le Mans.



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THE BENTLEY COLLECTION

The perfect gift for others or for oneself - the Bentley Collection.

Here is a selection of unique items that reflect Bentley's flair for design and attention to detail. Many of these luxury products are hand-made in England and we apply the same criteria to them that we apply to our cars - design input from Bentley's own Studio, precious materials of the finest quality and rigorous quality control. >>

A selection from the Bentley Collection



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Each beautifully packaged item within the Bentley Collection gives you the opportunity to enter the world of Bentley Motors and to celebrate in the prestige of the brand.

Bentley have also formed a number of exclusive partnerships which have resulted in a number of limited edition pieces.

Please note that these are not available to purchase through the Bentley Collection online store, but are available through specialist outlets.



BENTLEY

A selection from the Bentley Collection



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Hall
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*Greenstead Hall Wedding Barn -
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