



**BENTLEY**

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**BENTLEY RIBBLE VALLEY**



**BENTLEY**

## Introduction

Just as Bentley is synonymous with highly acclaimed motor cars, then the name Bentley Ribble Valley has become closely associated with an exclusive level of service. Founded in 2000 in the heart of the North West of England, we offer a premium selection of new and approved pre-owned cars from one of the world's most prestigious marques.

Our service, parts and bodyshop facility is staffed by a team of dedicated professionals fully trained to the stringent levels required by Bentley Motors Limited.

We make it our vocation to meet all of our customer requirements, quickly and efficiently, and Bentley Ribble Valley is continually developing to meet the changing needs and demands of the Bentley marque with its expanding range of products. For at heart Bentley Ribble Valley is a family business run along traditional values with a strong belief in looking after both its customers and its staff.

Bentley Ribble Valley has been established for over six years in the heart of the North West of England. We offer an exclusive service to all of our customers and prospective customers through the sale of new and approved pre-owned cars.



Additionally we provide a full service, parts and bodyshop facility, all of which are staffed by a team of dedicated professionals fully trained to the stringent levels required by Bentley.

We are able to meet all of our customer requirements, quickly and efficiently whatever they may be, and we are continually developing our business to meet the changing needs and demands of the marque with its expanding range of products. The company's business objective and mission statement is to maintain the status of a family business with the highest traditional values for both its customers and staff.

## Bentley Ribble Valley History

Established in September 2000 Bentley Ribble Valley is very much a family business. Its owners, the Ashworth family, share a passion for motor cars and a strong belief that in life, as in business, quality counts.

Bentley Ribble Valley is part of the award winning Hurstwood Group of companies, led by born entrepreneur Stephen J Ashworth.

The success of Bentley Ribble Valley has been based on Stephen's guiding principles - not to be the biggest but to be the best.

The commitment is exemplified by the recent lavish refurbishment and extension to the showroom and the unique events to which all valued customers receive personal invitations.





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## The future

The Ashworth family are already preparing for future growth; plans are being drawn up for a new purpose built, state-of-the-art, showroom on the South Rings site close to the M6, M65 and M61 motorways. The new facility will enable greater accessibility for all our customers and enable the company to display even larger quantities of new and quality pre-owned Bentley motor cars.

The Bentley marque has entered a new and exciting era, the Continental GT coupé was successfully launched in early 2004, the Continental Flying Spur was introduced in 2005 and has been followed up with the launch of the Continental GTC to complete the Continental family. We look forward to a future filled with opportunity with the Bentley family.



## Profile

### Paul Piert - Managing Director Designate

Paul joined Bentley Ribble Valley in March 2005. With 20 years in the motor trade, Paul has worked with many specialist marques including Volvo, Mercedes and BMW. Paul has been married to Rachel for 14 years and has a daughter, Brittany. His interests include all aspects of sport, being particularly fond of football, dining out and classic cars.



### Derek Purdy - Sales Manager

Derek has been with Bentley Ribble Valley as Sales Manager for five years but has been with the Bentley marque since he left school at 18. He began his Bentley training as an apprentice at Crewe and has since enjoyed 33 successful years with dealers in the retail of Bentleys. Married for 35 years to wife Frances, they have two children and four grandchildren. Derek's interests include motorcycling touring, and all forms of motor racing, being lucky enough to attend several Grand Prix and the Le Mans 24 hour Race.



## Aftersales Information



Once you have made your decision to own a Bentley we hope that we can continue to be of service to you through our Aftersales Department where we have a team of highly trained staff using manufacturer approved methods and fitting only genuine parts.

We have a committed team of highly trained and enthusiastic service technicians, headed by our Service Manager. Having many years of combined experience we have an aim of giving total customer satisfaction and service. We also offer a collection and delivery service or courtesy car if required.

In order to help maintain the safety, reliability and value of your car, whilst also validating your warranty, it is recommended that you have a regular service on your car, carried out by our Bentley Approved Service Department, every 12 months or every 10,000 miles, depending on which comes first.

## Bentley Parts

Our dedicated Bentley Parts Department supports our workshop team, owners and trade customers with their specific requirements. Whether you are looking for a new set of wheels or a special gift such as Bentley cufflinks then our Bentley Parts Specialist will be happy to help.



## Bentley Approved Bodyshop

Free estimates, factory approved paint systems, jig work, full in-house repair and restoration, advanced wheel alignment, Bentley factory trained staff. Your car could not be in better hands for its regular servicing, maintenance or body repairs.

# Meet The Staff



Stephen Ashworth -  
Chairman



Alan Ashworth -  
Deputy Chairman



Philip Nuttall -  
Bentley Service Manager



Clare Fisher -  
Marketing Executive



Simon Dawson -  
Bentley Sales Executive



Duncan Maclachlan -  
Bentley Sales Executive



Jamie Ablett -  
Service Advisor



Valerie Lomas -  
Receptionist/Administrator



Jason Miles -  
Bentley Parts Specialist



Sarah Brade -  
Company Secretary



Jane Bould - Brand  
Standards Manager



Technicians: Shaun, Gary,  
Terry, Russell, Bernard,  
Craig, Russell



Lisa Bannister -  
Accounts Assistant



John Morgan and Trevor  
Howard - Valeters/Driver



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## Events Calender

Over the coming months Bentley Ribble Valley will be hosting several exclusive events; here is a preview of what's to come....

- The Southport Flower Show – once again sponsoring this prestigious event for 2006, we will also have the Continental GTC on display for the first time to the general public. Join us in the Bentley Mobile Hospitality Unit for Champagne and Afternoon Tea.
- Monthly Bentley Factory Visits at Crewe – see for yourself the skill and craftsmanship that goes into every single Bentley. You will be amazed.
- First Drives of the Continental GTC - be one of the first to test drive the new addition to the Continental family in Autumn.
- Dynamic Driving Day – an opportunity to try a range of driving activities with our expert driving consultants at Elvington Air Museum in Yorkshire, and see what these cars are really capable of.
- First Continental GTC at Bentley Ribble Valley – if you haven't already had the chance to see the car, or you simply want another look, then come along and see our first car in the showroom this Autumn.
- Bentley Ribble Valley Golf Event – taking place at an exclusive golf club in the North West

### Winter Check

Be prepared for the cold weather with a comprehensive 12 point health check to ensure your Bentley is fully prepared for winter conditions.





  
**BENTLEY**  
RIBBLE VALLEY

## Sponsors of the Southport Flower Show 2006

Bentley Ribble Valley are delighted to announce they again sponsored the Southport Flower Show for 2006.

Last year's Flower Show was a huge success with celebrity guest David Dickinson officially opening the show (pictured below with Chairman Stephen Ashworth).

We had a full range of new and used Bentley vehicles on display including the fabulous new Continental GTC.

This year's show ran from the 17th to the 20th August.





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## Continental GTC Garden Party

Bentley Ribble Valley were delighted to launch the Bentley Continental GTC on the 20th and 21st May at Storrs Hall in Windermere.

The Continental GTC Garden Party began with live music and Champagne and Canapés in the marquee. After the much awaited unveiling of the Continental GTC guests enjoyed a trip in a private boat around beautiful Lake Windermere and Afternoon Tea.





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## Continental GTC Garden Party

A charity prize draw took place with some fantastic and unique prizes being won such as a Bang and Olufsen telephone and a signed Kenny Dalglish print. Altogether £3,200 was raised for the Marina Dalglish Appeal for breast cancer.

Thank you to everyone who attended and helped to make it such a successful weekend.





BENTLEY

## Bentley History

W.O.  
Bentley



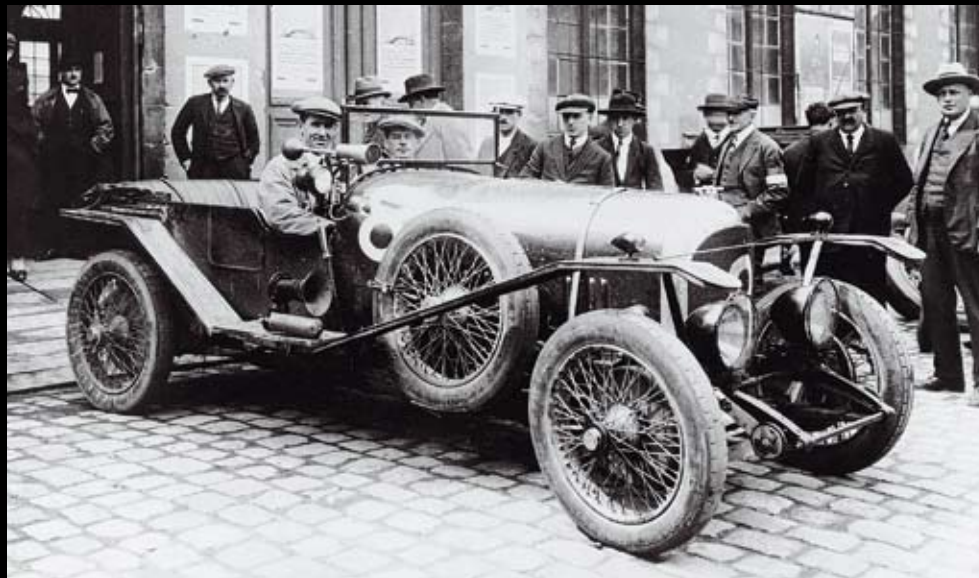
Bentley was founded by Walter Owen Bentley, known to all as "W.O." He was a born engineer, but his first experience was not with motor cars - it was trains. In 1905,

aged 16, he set off on his bicycle to work at the Great Northern Railway Locomotive

Works in Doncaster, northern England.

Off duty, he soon abandoned the push-bike in favour of motor cycling and with his brother took to racing. In their first event, the London to Edinburgh Trial, they won a gold medal. W.O. raced at the Isle of Man TT event and Brooklands race track, near London.

The internal combustion engine made sweeter music to his ears than steam trains and in 1912 Bentley's family found enough funds to buy a small company importing French DFP sports cars.





BENTLEY

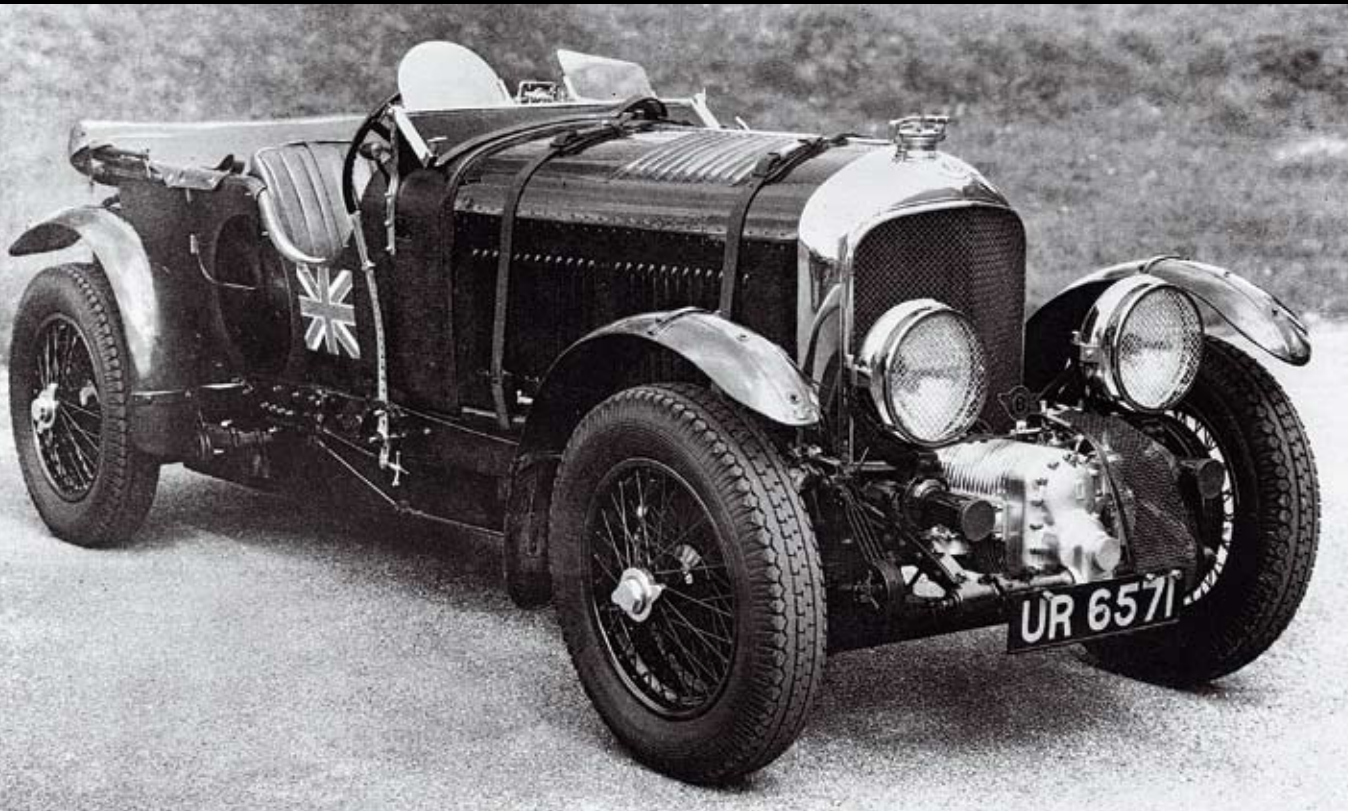
## Bentley History

It was on a visit to the DFP factory in 1913 that W.O. Bentley noticed an aluminium paperweight - and had the inspired idea of using the lightweight metal instead of cast iron to make engine pistons.

The first such Bentley pistons went into service in aero engines for the Sopwith Camel, in

service during the Great War.

After the war Bentley revived his motor car interests and in London set about development of a racing engine - Experimental Bentley No 1. "I wanted to make a fast car, a good car: the best in its class..."





BENTLEY

## Bentley History

And he did. In the '20s, with the 3-litre, 85bhp engine providing speeds of 80 mph and more, Bentley Motors set numerous speed and endurance records, competed successfully at Indianapolis, the Isle of Man, and Brooklands - and became inextricably linked with the history of the famous 24 hour race at Le Mans. In the hands of the legendary Bentley Boys, Bentleys achieved

Le Mans victories in 1924, 1927, 1928, 1929, and 1930 - taking the first four places in 1929.

Yet despite its racing record and public acclaim, Bentley Motors was beset by financial difficulty. By 1931 the golden age was over, but as closure loomed, Rolls-Royce stepped in to save the Bentley name - and a new era began. Bentley is now part of the VW group.





**BENTLEY**

**BENTLEY RANGE**





BENTLEY



D. J. DAY 05

# ARNAGE DIAMOND SERIES





BENTLEY

## ARNAGE DIAMOND SERIES

To celebrate 60 years of production at the historic Crewe factory, Bentley is announcing a unique version of the Arnage R – the Bentley Arnage Diamond Series. Only 60 of this limited series Arnage will be built, showcasing Crewe's unrivalled blend of craftsmanship and precision engineering.

Special features of the Arnage Diamond Series include diamond-quartered wood marquetry and diamond-quilted leather seat upholstery. Externally, the Diamond Series is distinguished by a stainless steel matrix to the front bumper, new larger diameter 19 inch twin-spoke alloy wheels, to a unique design, and Union Flag badges to the front wings. A choice of current or heritage paint colours is available.

The Arnage Diamond Series also sees the reintroduction of the 'Flying B' mascot, a feature that last adorned the radiator of a series production Bentley in the late 1970s.



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## ARNAGE DIAMOND SERIES

“This collector’s model has one of the most beautifully crafted cabins fitted to any Bentley,” says Chairman and Chief Executive, Dr Franz-Josef Paefgen. “It clearly demonstrates the exceptional craftsmanship skills of the Crewe workforce, the culmination of 60 years of experience over several generations. The diamond-quartered marquetry of the Arnage Diamond Series is truly unique in the motor industry.”

While the Arnage Diamond Series commemorates 60 years of Crewe production, Bentley’s history goes back much further. Before the first Crewe vehicle, the Mark VI, was produced in May 1946, Bentley Motors built vehicles in Cricklewood, London (1919-1931) and in Derby (1931-39).



The Arnage Diamond Series makes its international debut alongside the other limited edition Bentley celebrating the Crewe factory’s Diamond Jubilee – the Continental GT Diamond Series.



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## ARNAGE DIAMOND SERIES

An Arnage typically involves 65 hours of painstakingly handcrafted woodwork to create its elaborate cabin and has more wood than any other 'standard' Bentley in history.

The use of diamond-quartered marquetry in the Arnage Diamond Series is a first even for Bentley's craftsmen and women and is unique in the motor industry. Mirrored straight-grain woodwork, as specified on most Arnage

models, matches two identical grains of wood in perfect symmetry – which is challenging enough. The diamond design uses four pieces of straight grain woodwork in a symmetrical pattern. This feature is used on the waist rails and folding rear picnic tables of the Diamond Series.

The diamond pattern is created in mirrored straight-grain oak veneer within a band of maple inlay. It is surrounded by burr oak veneer. "The European oak is perfect for the diamond pattern," says Doug Dickson, Bentley's Member of the Board, Manufacturing. "It has a nice tight grain and naturally, the wood all comes from the same tree."

In common with all Bentley Arnage customers, buyers of the Diamond Series may specify different wood veneers. Bentley Mulliner, the company's personal commissioning division, can do just about anything, as long as it's practicable and legal. "Some customers' cars have required in excess of 250 hours of wood craftsmanship," says Mr Dickson.



## ARNAGE DIAMOND SERIES

The hides of the Diamond Series also feature a diamond-quilted pattern and seats may be piped in contrasting or co-ordinating colours. As with all Bentleys, only finely grained, supple, premium A-grade leather is used. State-of-the-art lasers ensure cutting accuracy of 0.1 mm on all the 400 leather panels in an interior, using fifteen cowhides. The hides are stitched by 24 skilled sewing machinists.

Twenty-seven standard hide colours are available, but any colour may be specified by the customer to match a favourite personal hue, item of clothing or even a nail varnish. Materials other than cowhide can also be used, such as ostrich leather, cavalry twill, West of England cloth (as specified by Her Royal Highness The Queen for the Golden Jubilee State Limousine), silk and velvet.

The steering wheel – one of the most challenging jobs to assemble – can take up to 15 hours to make, because of the complicated hand stitching and frequently specified wood inlays.

Other interior features of the Arnage Diamond Series include veneered steering wheel control surrounds, head restraints embroidered with the Bentley emblem, a '60 years' front console badge, 'Diamond Series' etched tread plates and companion mirrors.

Popular customer enhancements are likely to include a wood and leather wheel, auto massaging front seats, leather-trimmed cocktail cabinets, a DVD system and an electric rear blind.

400bhp Arnage R engine is standard –  
but 450bhp also available



D. J. DAY 05



## ARNAGE DIAMOND SERIES

The new Arnage Diamond Series is based on the Arnage R and is available with either the 400bhp or, at extra cost, the 450bhp version of the Crewe-designed and produced 6.75 litre, twin-turbocharged V8 engine.

Standard external features include new 19 inch twin-spoke alloy wheels, the application of a stainless steel matrix to the front bumper and Union Flag badges to the front wings. A windscreen shade band, Bentley 'B' badge on the rear pillars, the Mulliner 'jewel' fuel filler cap and a chromed rear number plate surround further distinguish the Arnage Diamond Series.

The Arnage Diamond Series also sees the reintroduction to series production of the

'Flying B' mascot, a feature that last adorned the radiator of the Bentley T Series in the late 1970s.

Seven Heritage paint colours from previous Bentley model generations have been made specially available for the Arnage Diamond Series as standard. Of course, any of the 40 colours from the standard Arnage palette may also be specified and, naturally, Bentley's Mulliner personalisation department can paint and specify the vehicle in just about any way the owner fancies. Additionally, customers may opt for chrome finished alloy wheels, a chromed radiator shell and chromed door mirrors.





## ARNAGE DIAMOND SERIES

### Power and Performance

Engine: 6.75 litre twin-turbocharged V8

Power: 400 bhp (336kW) @ 4,100 rpm

Torque: 616 lb ft (835 Nm) @ 3,250 rpm

0-60mph: 5.9 seconds (0-100km/h - 6.3 seconds)

0-100mph: 15.4 seconds (0-160km/h - 15.3 seconds)

Max Speed: 155mph (250km/h)



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## Exterior

- 19"x8J twin-spoke alloy wheels - painted finish
- 'Flying B' radiator mascot
- Stainless steel matrix to bumpers
- Shade band to windscreen
- Front sunroof
- 'Union Flag' badges to front wings
- Bentley 'B' badge to rear pillar
- Jewel fuel filler cap
- Chromed rear number-plate surround
- Current Arnage or heritage paint colour

## Interior

- Burr Oak veneer
- 'Diamond' quartered marquetry with maple inlay
- Folding picnic tables to front seat-backs
- Veneered door panels
- Companion mirrors
- Veneered steering-wheel controls surrounds
- 'Diamond' quilt design to seat upholstery
- Piping to seats in coordinating colour
- Bentley wings emblem embroidered to head restraints
- '60 years' front console badge
- Diamond Series etched treadplates

## Further Diamond Series Choices

- 19"x8J twin spoke alloy wheels - chromed finish
- Chromed radiator shell
- Chromed door mirrors
- Burr Walnut Veneer in lieu of Burr Oak
- Arnage R seats with vertical fluting
- Contrast piping to seats

## Suggested additional Arnage Equipment

- 450 bhp (336kW) engine
- Wood and leather steering wheel
- Massage front seats
- Leather-trimmed cocktail cabinets
- DVD system
- Electric rear blind



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## ARNAGE DIAMOND SERIES







AZURE



## AZURE

The design of the new Azure is, first and foremost, unmistakably Bentley. It shares its face with the current Arnage range and its platform ensures it seats four adults in supreme comfort. But it is also unmistakably unique. The entire cabin and rear section of the car are newly designed, with a stunning bespoke interior; the objective being to create an opulent and inviting seating area that reflects its status as a car that is at home in Palm Springs or the Riviera. The complex folding roof on the convertible is operated hydraulically at the touch of a switch; the impressive, three-layer fabric assembly being elegantly stowed beneath the hide-trimmed tonneau in under 30 seconds.





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## AZURE

The twin-turbocharged V8 engine, double-wishbone suspension and extremely rigid body structure of the Amage provide a state-of-the-art basis for the new Azure. It is powered by a 450bhp (336Kw) version of the Amage's 6.75-litre twin-turbocharged intercooled V8 engine and produces 875Nm (645lb ft) of torque.

The specification of the production version of the Azure is virtually unchanged from the original L.A. show car. The principle change is the introduction of high technology, lightweight, carbon fibre, under-floor cross braces that contribute to the exceptional levels of body stiffness, benefiting refinement, ride and handling. In addition, the chrome trimmed bumpers and sills of the show car are now painted in body colour with a delicate chrome trim that runs the length of the car, enhancing the flowing lines of the Azure body.

"The production-specification Bentley Azure graces our stand at the Frankfurt Motor Show just nine months after we revealed our concept car in Los Angeles," says Bentley Motors chairman, Dr Franz-Josef Paefgen. "We enjoy an excellent dialogue with our customers and the new Azure epitomises how responsive Bentley is to satisfying their aspirations. Bentley develops and produces cars that people desire and that are faithful to our heritage. The new Azure is the perfect example of this philosophy."





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## AZURE

Bentley first hinted that a new Azure might be in the pipeline when it unveiled the glamorous Amage Drophead Coupé show car at the Los Angeles Auto Show in January 2005. The show car stimulated such interest among Bentley aficionados that the decision was quickly taken to continue its extensive development and announced the production version programme. Last month, Bentley announced that the production version of the show car would carry the evocative Azure name. Like its iconic predecessor, which was in production from 1995 to 2002, the new Azure becomes the flagship of the Bentley model range.



## AZURE

The new Bentley Azure is an elegant four-seater convertible that provides a powerful and refined open-top driving experience while offering a unique blend of classic Bentley design and craftsmanship. The new Azure is the latest in a long line of much-admired Bentley convertibles, its design inspired by the 1955 Park Ward S1 Drophead Coupé and the original Azure introduced in 1995. Like its iconic predecessor, the new Azure becomes

the flagship of the Bentley model range, reaffirming the company's status as the prime provider of four-seater convertibles at the very pinnacle of the market.

Customer reaction to the Los Angeles show car, unveiled with the project name of Arnage Drophead Coupé, demonstrated the overwhelming demand for a top of the range Bentley convertible.





**CONTINENTAL GT**





BENTLEY

## CONTINENTAL GT

Featuring a 6-litre, 12 cylinder, twin-turbocharged engine with more than 500bhp driving all four wheels through a paddle-operated, six speed automatic gearbox, the Continental GT offers true supercar performance combined with the interior space, versatility and ease of ownership to make it not merely viable as an everyday car, but a natural for the role. In this respect as well as many others, Bentley believes the Continental GT to be unique.

The Continental GT is designed and engineered by Bentley at Crewe and is manufactured there in all-new facilities that combine state-of-the-art technologies with the unique hand finishing and attention to detail that have been the hallmark of all cars to wear the winged 'B'. It brings the prospect of Bentley ownership to a wider audience of discerning enthusiasts than ever before. And while the Continental GT is a Bentley from bumper to bumper, the role of the company's Volkswagen parent can scarcely be ignored.

The styling story of the Continental GT dates back to August 1999 when newly appointed head of design, Dirk van Braeckel was briefed to prepare a concept for an all new Bentley coupé: one that would use 80 years of Bentley design as its inspiration, yet look only to the future in its shape. It took just four months - until just before Christmas - when van Braeckel submitted his preferred design to the board of Bentley Motors. It was approved on the spot. 'I'm still staggered it took four months,' says van Braeckel. 'When you design a car there's always a story to tell and this one involved gathering the right team of designers, all of whom understood what we were trying to create. It's a very emotional product and that's the way we approached it. It was a magical process.'

The key to honouring Bentley's design past without simultaneously creating an inappropriately 'retro' car, was to take the design philosophy that inspired cars such as the Bentley Speed Six of 1928 and the 1952 R-type Continental and use it in an entirely contemporary context.





BENTLEY

## CONTINENTAL GT



'What you are looking for,' says van Braeckel, are the things that gave those cars such presence and a stance that shouted 'Bentley' at anyone who looked at them. It translated perfectly from the pre to the post-war era and so it does from there to the present day. Understand that and you can forget about the past. The cabin of the Continental GT is designed to make Bentley devotees and marque newcomers feel equally at home. Those familiar with the Bentley way of doing things will be reassured, comforted and

cosseted by the expanses of top quality hide and fine wood veneers; those for whom Bentley ownership is a new experience will discover a new level of luxury, style and effortless good taste. Most notable perhaps is the symmetrical nature of the fascia with a centre console rising up and curving left and right in front of the passenger and driver in a shape that intentionally reflects the design of the famed Bentley wings. It also has the effect of creating the same atmosphere on either side of the car so that the passenger feels almost as much a part of the action as the driver.

For the man or woman behind the wheel, however, a unique driving environment awaits. It goes without saying that an ideal driving position is easily achieved - Bentley's interior designers have been as far as to measure basketball players to make sure all shapes and sizes can be accommodated.

The design brief for the Continental GT was as simple to state as it was difficult to realise: create a car with as much room as the most spacious coupés on the market, equip it with the performance and responses of the world's most dynamic supercars and retain the whole within compact dimensions.

## CONTINENTAL GT

Instead of using two long banks of six cylinders, as featured on all conventional V12 motors, the W12 staggers the cylinders in each bank creating effectively two extraordinarily narrow angle (15deg) V6 engines sharing a common crankshaft and giving rise to the 'W' formation. Perfecting ride and handling is one of the most complex and difficult areas of car design. For the Continental GT designers this job has been doubly tough for few cars, if any, have been brought to market with a greater expectation of excellence in both areas.

The Continental GT has been equipped with a chassis that should appeal to sybarites and thrill-seekers equally. The result is a car with firm rather than harsh suspension, impressive resistance to roll, pitch and heave yet compliant enough to ride poorly surfaced roads with absolute equanimity.

The Continental GT is equipped with the full suite of passive safety equipment. As well as possessing exceptional front, side and rear deformation characteristics on impact, there are two front airbags, four side airbags and two side curtain bags that, unusually for a coupé, each run along the full length of the cabin. Seat belt pretensioners are used for all four seats.

One key to maximising interior space is raising the so-called 'H' point - the position in which the driver and front passenger hips naturally sit, and which in all Bentleys is elevated above where it would be in a conventional supercar.





**CONTINENTAL GTC**







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## 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.

"The Continental GTC is the most distinctive new Bentley yet," explains Bentley Motors' Chairman and Chief Executive, Dr Franz-Josef Paefgen. "It is very elegant and at the same time effortlessly modern. It will appeal to many different customers: people who are tired of driving sports cars that require too much effort; people who want to move up from more standard convertibles; and people who want to make a statement about what they drive, yet still own a car that they can use every day of the year."

The Continental GTC becomes the second convertible to grace the current Bentley range. It follows the recently announced return of the evocative Azure name for Bentley's Amage-derived flagship four-seater convertible.

While the Azure offers the ultimate glamour, sophistication and accommodation for adults in supreme comfort, the 2+2 Continental GTC is designed for customers looking to enjoy the phenomenal performance, style and excitement of the Continental GT with the additional benefits of classic open-top Bentley motoring.

The new car blends clear Continental lineage with its own personality and character – a unique mix of sporting dynamism and the added elegance you expect from a convertible. That means the new car has simple, clean lines that are unimpeded by the shutlines and creases that so many convertibles and retractable hard-tops are forced to adopt in order to package the roof when it is folded.





## CONTINENTAL GTC

The Continental GTC combines the finest Bentley traditions and craftsmanship with highly advanced automotive technology. Wherever modern solutions have been introduced on the car, however, these are never to the detriment of driving enjoyment or passenger comfort. At Bentley we don't believe in overloading our cars, or our customers, with technology that they don't need or may never use. On the Continental GTC every feature content or safety system must make a case for itself before being added. What's more, the full features list is almost entirely standard, meaning customers won't be forced to trawl through an exhaustive options list at additional cost.

There was one clear target when Bentley's engineering team began work on the Continental GTC: to create a convertible that drives exactly like its coupé counterpart. By removing the roof – an integral part of the body structure that provides stiffness to the chassis – a convertible has a tendency to shake or vibrate when driven.

Consequently, the Continental GTC's engineers were determined to rid the car of any such 'scuttle shake' and began an extensive development programme aimed at ensuring the Continental GTC's steel body had a torsional stiffness in the region of 30Hz – an incredible figure for a convertible.

The Continental GTC is powered by Bentley's magnificent W12 twin-turbocharged 6.0-litre engine, which will propel the car to 60mph in 4.8 seconds and on to a top speed of 195mph (312km/h). This awe-inspiring piece of engineering is identical to the unit used in the coupé and four-door versions of the Continental and delivers phenomenal power (552bhp/411kW) as well as that legendary wave of torque



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## CONTINENTAL GTC

By its very nature a convertible Bentley is the perfect car to demonstrate the unparalleled craftsmanship and luxury which abounds throughout its cabin. Robin Page, Head of Interior Design, explains the importance of ensuring that the exterior and interior designs work in harmony: "With the roof stowed you immediately notice how the interior is beautifully framed by a continuous strip of stainless steel that runs around the waist line. Within this frame the interior is a combination of the finest handcrafted leather, wood and polished metals. It is the ultimate showcase for the skills of Bentley's incredible craftsmen and craftswomen."

Naturally, wood veneers and leather hides remain an integral part of the Bentley furniture and, when on show in the convertible Continental GTC, prove that these most traditional materials can convey a truly contemporary feel. Though craftsmanship remains as important as ever, these enduring skills have been complemented by some 21st century technology allowing, for instance, wood veneer to be dramatically curved in a way that would simply not have been possible in the past.



Small but ingenious design touches highlight the difference between a Bentley and other cars. For example, a beautiful satin metal wind-stop can be attached across the rear seats. Made of chrome and aluminium, it folds and stores in the boot when not in use.

Continental GTC owners will want for nothing inside their car, whether behind the wheel or enjoying the ride as a passenger. The car is equipped with the latest advanced cabin technology from its electro-hydraulically operated soft fabric roof, power-latching doors and fully adjustable electric front seats (that are also heated with an optional massage function), to its climate control and advanced infotainment system.



# CONTINENTAL FLYING SPUR





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## CONTINENTAL FLYING SPUR

The Continental Flying Spur perfectly complements the existing range of Bentley models. The Continental GT continues to fulfil our customers' desire for a dynamic coupé that offers the very essence of Bentley: sporting prowess and Grand Touring performance. Similarly the Arnage range represents a unique proposition: the emotional purchase of a truly bespoke, hand-built and entirely individual limousine. The Continental Flying Spur will appeal to customers seeking a sumptuous four-door Grand Tourer sharing all the virtues of its coupé stablemate: high-performance, timeless design and superb craftsmanship.

The new Continental Flying Spur is the fastest four-door in the company's history, and the fastest in the world, with a top speed of 195mph. It marries the excitement, power, refinement and craftsmanship of the Continental GT with enhanced luxury and space to provide a supreme combination of performance, style and comfort.

The launch of the Continental Flying Spur is a further step forward in the revitalisation of

Bentley, which began in 1998 with significant investment in Crewe, the company's design, engineering and manufacturing headquarters.

The Continental Flying Spur was created at the state-of-the-art Crewe factory, where a 550-strong team of engineers has worked alongside Bentley's renowned designers, craftsmen and craftswomen. Access to parent company Volkswagen's worldwide engineering test facilities has also been of prime importance to the development of the car and the Continental Flying Spur has benefitted from the use of the group's advanced windtunnels, proving grounds and prototyping facilities.

"The Continental Flying Spur is a brilliant example of how to match world-beating technologies with renowned craftsmanship," says Bentley chairman Dr Franz-Josef Paefgen. "It is a performance car but not at the cost of comfort and as such represents a unique proposition - a sumptuous and spacious four-door Grand Tourer with the heart and soul of a high-performance coupé."



BENTLEY

## CONTINENTAL FLYING SPUR

If one phrase could sum up the brief for the Continental Flying Spur concept it would be: 'no compromise'. That clear but challenging ambition meant the Continental Flying Spur would need to offer the highest levels of elegance and comfort while still delivering performance and driving dynamics normally only found in sports cars.

In short it would be a sporting Grand Tourer with substantial rear legroom for passengers, a stunning interior and breathtaking cabin materials; a car capable of travelling great distances with ease while delivering immense driving pleasure - in other words, a consummate Bentley.

To ensure that the entire Bentley Continental range shared those qualities it was essential that both models had the right building blocks. The basis of the cars is an exceptionally stiff steel chassis and by extending the wheelbase of the Continental Flying Spur by 300mm (12 inches) the design team ensured the car had the spacious rear legroom that was a key objective.

The body of the new Continental Flying Spur is immensely stiff (46Hz resonance frequency)



and this provides an extremely stable platform for the suspension and steering components for optimum on-road performance.

The heart of the Continental Flying Spur is its magnificent 6.0-litre, twin-turbocharged 12-cylinder engine which will propel the car to 60mph in 4.9 seconds and on to a top speed of 195mph. This awe-inspiring piece of engineering was created for both the coupé and four-door versions of the Continental and delivers phenomenal power (552bhp/411kW) as well as that legendary wave of torque (479lb ft/650Nm) from low revs that is the hallmark of every Bentley.





BENTLEY

## CONTINENTAL FLYING SPUR

The Continental Flying Spur's interior proportions provide luxurious legroom for all passengers and an impressive canvas on which Bentley's interior design team could set to work. Throughout the interior, leather hides or wood veneers on every surface combine to give a welcoming and contemporary environment for the driver and passengers alike.

Inspiration for key elements of the Continental Flying Spur's interior came from earlier Bentleys. A deep, generous wooden waistrail runs the

length of the cabin, producing a feeling of cossetting protection and opulence. Deep waistrails are very much part of Bentley tradition stemming back to the 8-litre Bentleys of the 1930s. "The use of so much prominent wood is a really distinguishing factor for any Bentley," says Henrik Nordin, interior designer. "We have managed to build this into the Continental Flying Spur but without making it feel dated or retro. Instead it feels elegant, sumptuous and subtly sporting, which is exactly the sort of statement this car should make."





**BENTLEY**

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