

BENTLEY



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T H E W O R L D ' S F I N E S T S P O R T I N G C A R





AS THE EVENING FADES to night, and one of the long, tree-lined Routes Nationales of rural France stretches out ahead of you, some words of W.O. Bentley come to mind.

When asked why he chose to test his cars by driving them, non-stop, the 600 miles to Scotland and back, W.O. had explained that it was illuminating to drive a car when tired: all its faults would scream out at you.

Now, more than sixty years later, you too are a little tired. But tonight, there's hardly a sound to be heard from your Bentley. Only the speedometer, the insect-spattered windscreen, and the ease with which trucks and cars are being overtaken gives any sense of the rate at which the kilometres are being dispatched. Even the gently-lit dials, set in the walnut of the dashboard, have nothing untoward to report.



Your passengers are not aware of your effortless progress either, being sound asleep. Behind them, two cases of Burgundy are safely stowed with your luggage. Ahead, the beams of your headlights illuminate shuttered windows as you sweep through sleeping villages en route to the North.

What made you decide to press on and catch the night ferry? The chance to spend a rare extra day at home, before other pressures claim your attention yet again? The opportunity to enjoy the open road with one of the world's greatest sporting cars?

Perhaps. But perhaps, too, the attraction of passing the town of Le Mans in the dark hours of the early morning, on a straight called Mulsanne, has a little to do with it...



BROOKLANDS



TWO DISCOVERIES await the driver of the Brooklands, a bespoke, luxurious four-door sporting motor car in the Bentley tradition.

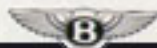
The first is the precision of the car's responses to your control. You sit, surrounded by the evidence of time-honed skills of British craftsmanship in hand-finished walnut and Scandinavian hide. And yet the agility of the Brooklands on twisting roads, its swift obedience to the throttle, reveals that the technology that shaped this motor car is highly advanced.

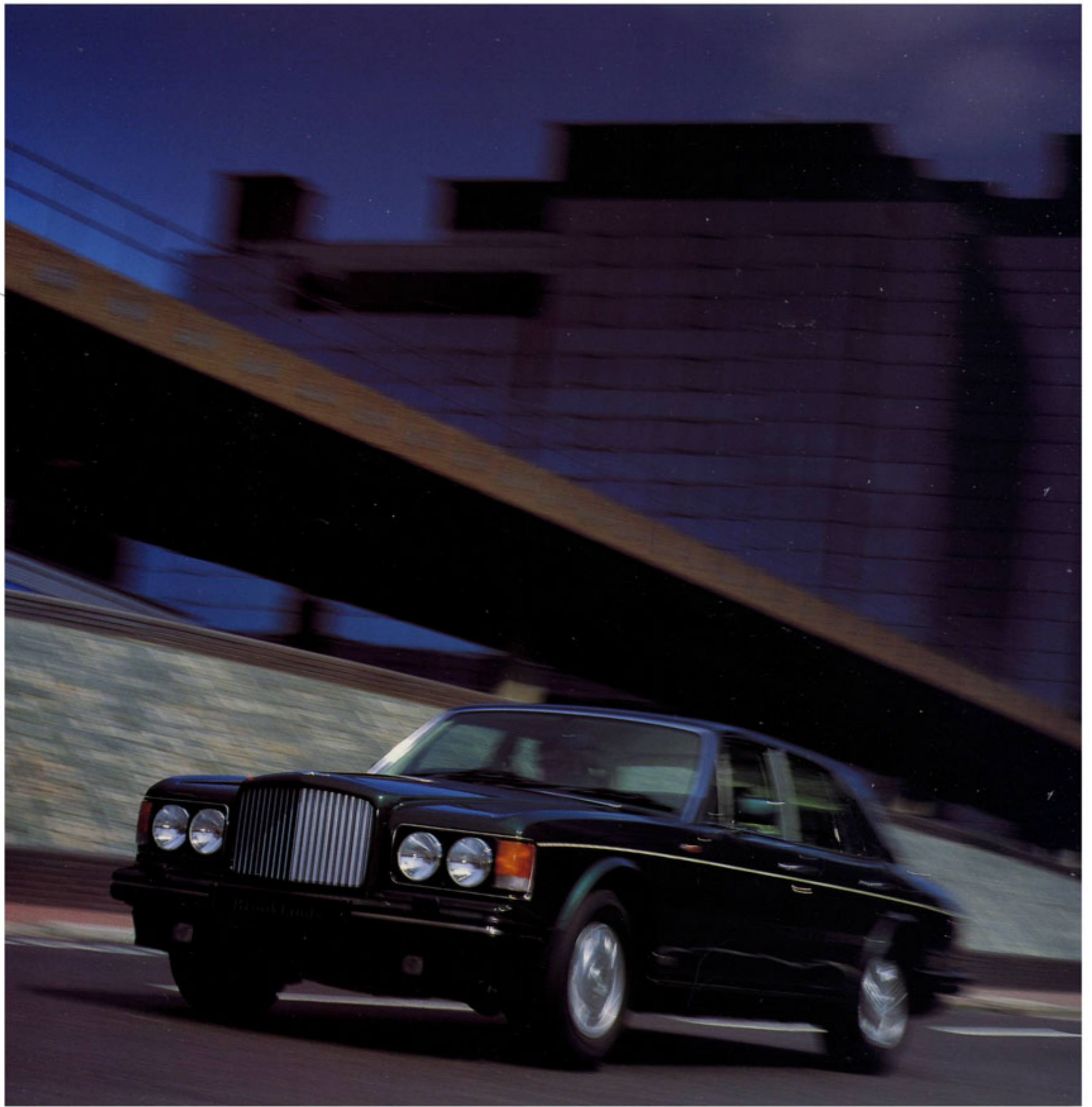
As you gain confidence in its abilities, you'll find that the Bentley automatic ride control keeps the Brooklands on an even keel during rapid cornering, without compromising the serenity of the ride on the straight. The seamless shifting of the four-speed automatic transmission, coupled with the generous torque of the Bentley V8, ensures ample response for overtaking: this combination of long-striding pace and low-revving engine makes fast cross-country journeys an unruffled experience. The Brooklands is a sporting car that is also a luxury car, a businessman's express that promises its driver true exhilaration.

The second discovery may take a little longer to come your way. But one day, as you see the motorway traffic ahead of you slow to a halt, or as you begin a long journey with fog closing in, you will learn another facet of the Brooklands' character.

The Brooklands is a motor car to be used in all weathers, and on all roads. Primary safety, keeping car and driver out of danger, is exemplified by features like the anti-lock braking system, electrochromic rear-view mirror and powerful headlights, while the massively strong bodyshell provides a high degree of secondary safety in the event of an accident. And thanks to the incomparably comfortable seating, the automatic two-level air-conditioning and the commanding view that you have of the road ahead and behind, you will, even in poor conditions, feel comfortable, calm, and in control.

The Brooklands is a Bentley, and therefore a driver's car. And at Bentley, they define a driver's car as a motor car which is as rewarding and inspiring when driven at a moderate pace as it is when extended to its limits.







Special alloy wheels, new radiator grille and centre gearshift console are among the design details that distinguish the Brooklands. An advanced car hi-fi system featuring AM/FM radio, cassette and CD autochanger with remote control and an integral car security system are standard features.

Electrochromic rear-view mirror for greater night-driving comfort is fitted as standard to all Bentleys.



CONTINENTAL



THE CONTINENTAL is the ultimate expression of the Bentley coachbuilding tradition. Each one takes up to six months to complete, for each panel is hand-finished, using skills that have been handed down through generations. The construction and trimming of the power-assisted, locking hood alone takes a team of craftsmen almost ten days, the entire assembly being hand-built on a master jig. The end result justifies the care: from inside the cockpit, you would find it hard to credit that the hood is a soft-top, such is its solidity and luxury.

For all the sense of tradition in the coachbuilt bodywork, the engineering that underpins the Continental is highly advanced. Large disc brakes all round, equipped with anti-lock sensors and ventilated at the front, give it immense stopping power: as for motive force, it shares the MK-Motronic-controlled Bentley V8 of the Brooklands, naturally aspirated and coupled to a four-speed automatic transmission whose control software was developed by Bentley's engineers. Combine these with the automatic ride control

that makes cornering seem almost roll-free, and you have an open four-seater with cornering, acceleration and braking performance that belies both its accommodation and comfort.

Even at rest, there's something about the Continental that draws admiring glances. Like its four-door and coupé siblings, it undeniably has the Bentley presence: it is a design of stature and elegance, an acknowledged classic.

Driving the Continental is a seductive experience. You sit, surrounded by the fragrance and feel of the finest quality Connolly hide. Ahead of you, the rich burr walnut veneer of the dash sparkles in the sunlight. The open road beckons: with a subdued growl, the Continental accelerates towards the horizon.

On the right sort of day, with the right sort of companions, there is nothing – absolutely nothing – to compare with the pleasure of driving a fast, open tourer.

And on any kind of day, there is no fast, open tourer that stands comparison with the Bentley Continental.

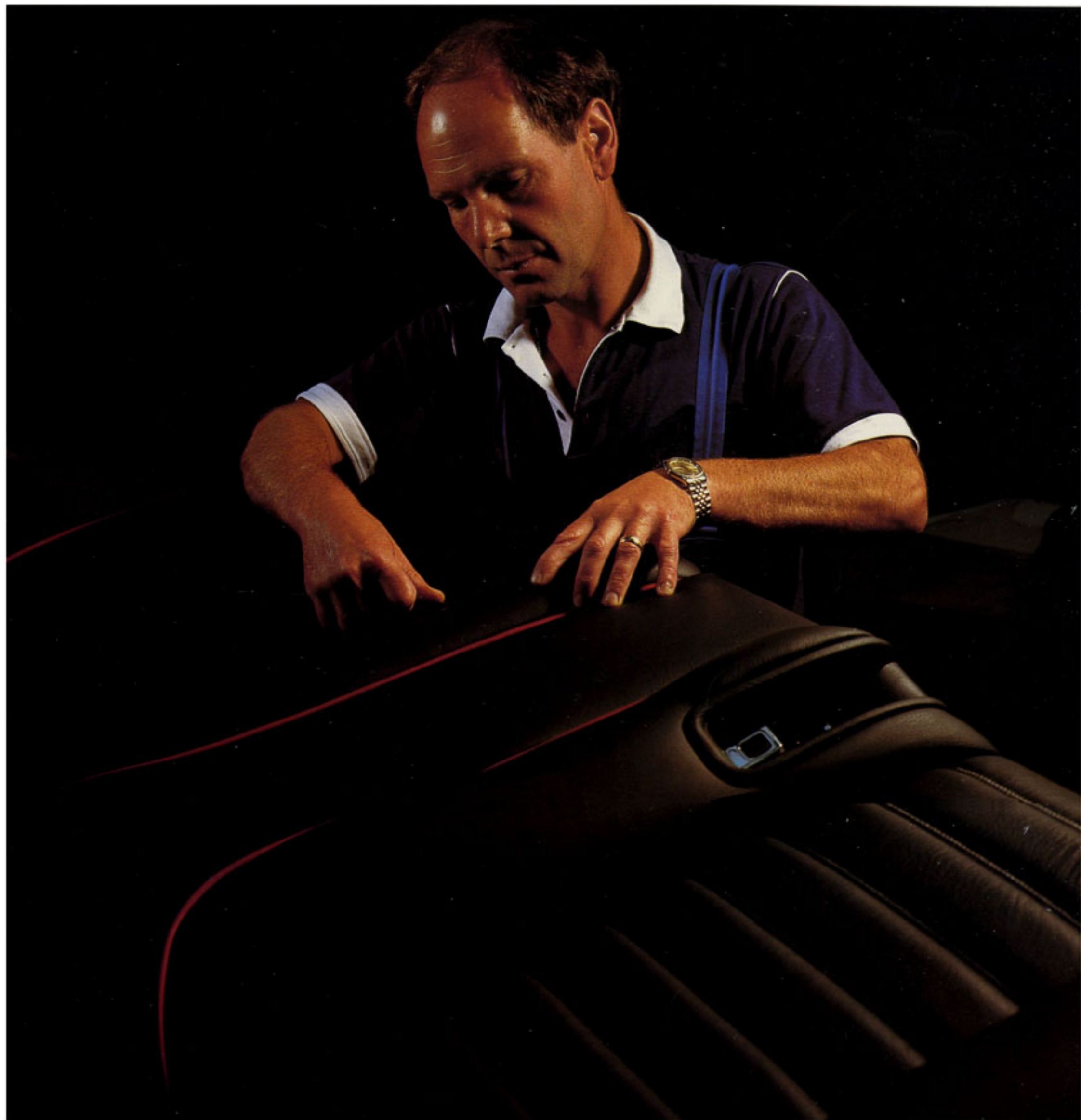






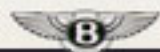
*The power-assisted locking Continental hood, hand-made for a superb fit.
For true all-weather practicality, the hood features a heated glass rear screen.
A comprehensive car hi-fi system featuring CD autochanger, cassette and
radio with remote control is just one of the features that enhances the pleasures
of owning the Continental.*





“W.O. WAS OFTEN in the works, walking slowly round the shops smoking his pipe. He was always immaculately and very conservatively dressed, with a very solemn expression. I was told an amusing legend about him and the apprentices. It was said that if he saw you doing anything very wrong, such as maltreating a casting or using a tool roughly, he would stop and look at you, and that look was so penetrating that you would never grow any taller. If the crime you were committing was very bad indeed, W.O. would not only stop, he would take his pipe out of his mouth when he looked at you, and then you would shrivel up and be dwarfed for ever. The final part of this legend was that on just one occasion, when he saw a young apprentice put his mug of tea on the machined surface of an engine block, W.O. stopped, took his pipe out and spoke – the apprentice just disappeared and was never seen again!”

– a memory of Walter Owen Bentley, the founder of the company and team leader for the marque's five Le Mans victories, from Bentley Past and Present by Rivers Fletcher.



A BENTLEY IS UNDOUBTEDLY one of the swiftest cars on the road. Its journey through the workshops, in contrast, is one of the slowest, thanks to the extraordinary degree of individual craftsmanship involved in its creation.

Creating the walnut veneer for the fascia and door trims, for example, takes many days. Cut by hand, matched by eye, the whorls and configurations are stopped out and stained, inspected, primed and then dried for sixty hours. The veneers and trim for each motor car are matched side to side, so that each complete set of dashboard and door rails represents a unique, mirror-image masterwork.

And if the owner prefers some other type of timber? With a Bentley, individuality of choice extends beyond the owner's selection of upholstery and paintwork colours. Among the woods with which a Bentley may be specified are mahogany, elm, rosewood and birds-eye maple.

But it's not just in the cabinetmakers' shop that one discov-

ers a quest for excellence. In another area, known, for reasons which will be obvious, as the "clean room", the carmakers assemble key engine, braking and suspension components under paraffin, the better to exclude even the most minute particle of

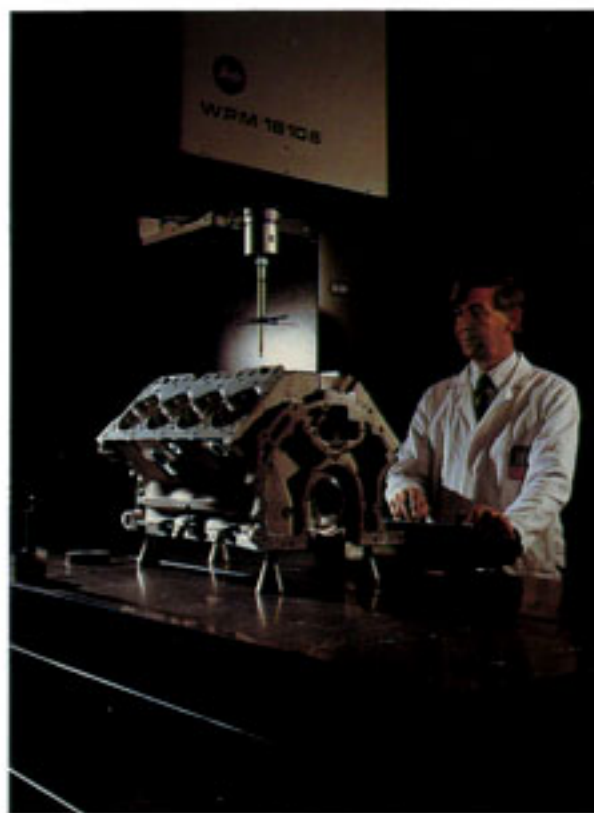
dust. Others, maybe, would be less fastidious, but then Bentley has never built its motor cars the way that others do.

Such craftsmanship may seem almost obsessive, but the finished car, in its tactile pleasures, in its endurance and in its resistance to deterioration, justifies every effort to its owner.

Every Bentley is thus an amalgam of perfectionist skills, from the care with which the finest grade of Connolly hide is sewn into

deep-cushioned upholstery, to the way that the bare bodyshell is "sweetened" – hand-flatted with fine wire wool – before it begins its journey through the advanced multi-stage paint process.

And while the bodywork is receiving its final, glass-like polish, elsewhere in the workshops human judgement and skills





are being used to create other, less visible elements of the complete machine. The engine, for instance: each unit is hand-assembled by a team of just two men. Under their care, pistons and liners are matched and components checked to tolerances measured in 10,000ths of an inch before the entire assembled unit is dynamically balanced. And to ensure that every Bentley driver gets the performance he or she has a right to expect, every hundredth unit is proof tested: given a full power test, stripped right back to the very last nut and bolt, measured and double-checked. The other 99? They, too, are fully tested, with a check of their power output

on the engine dynamometer, before making their way to the next stage of assembly.

Just as a Formula One racing engine is hand-assembled for the final edge of performance, so too is a Bentley's. The difference being, of course, that the Bentley's performance is measured not simply in miles per hour, but also in miles per lifetime. And as around two-thirds of all the Bentleys ever built since 1920 are still reported to be roadworthy, that care seems to bring its reward in the pleasures of ownership. Both for today and for tomorrow.

TURBO R



FOR A SPARTAN, mid-engined two-seater, the ability to accelerate from 0-60 mph (96 km/h) in under seven seconds is usually considered enough to earn it the title of "supercar".

When a spacious four-door saloon achieves the same, its driver cocooned in luxury, that vehicle can only be the Bentley Turbo R. A motor car which stands tall on the road, both literally and figuratively, as a driving machine of dominating presence.

When you drive the Turbo R, your first experience of hard acceleration on a stretch of open road is likely to be an unforgettable one. So seamless is the surge of power, so silent is the engine's delivery of maximum force that you have the delightful sensation that the horizon is actually rushing towards you, rather than you towards it.

Where conditions – and the law – permit, you can continue to allow the horizon to rush towards you at speeds in excess of 140 mph (224 km/h). And if you're ever fortunate enough to drive a Turbo R at such speeds, you'll find another crucial point of difference with the low-slung road-racer. For in the Turbo R

your viewpoint is so commanding, the suspension, brakes and drivetrain so well-matched, that you'll feel unstressed and in effortless control.

Designing a chassis that could complement the turbo-charged, intercooled 6.75 litre Bentley V8 was no easy task. Fortunately, the automatic ride control enables you to place the Turbo R with precision, even during hard cornering, and without the suppleness of the ride becoming softness or float. It's an achievement of which the engineers at Bentley are justly proud.

A Turbo R, a remarkable achievement even by 1990's standards of automotive engineering, has little in common with the 3-litre and Speed Six models that won Le Mans five times in the twenties and thirties. Save, perhaps, in one respect.

Although Bentleys dominated one of the world's greatest races for many years, they were never designed as out-and-out racers. They were, instead, practical, powerful sporting cars with the endurance, and the speed, to win. A subtle distinction, but one that the Turbo R owner is just as likely to appreciate today.





*The driver of the Turbo R has a commanding view
— and inspiring surroundings. Centre console-mounted gear selector, comprehensive car hi-fi and security systems and electrochromic rear-view mirror are some of the recent features. Hand-assembled, the turbocharged, intercooled V8 gives the Turbo R awe-inspiring performance.*

CONTINENTAL R



FROM EVERY ANGLE, the lines of the Continental R are breathtaking. This is arguably the ultimate sporting coupé, a motor car that represents a perfect synthesis of strength, poise and balance. The Continental R is a motor car with presence: a vehicle so rare that few people will ever see one, let alone drive one.

Step inside. The door closes with a sound of engineered solidity. You are enclosed in a cockpit-like interior: gear selector on the centre console at your side, leather-trimmed steering wheel falling naturally to your reach. The Continental R fits you like a bespoke suit, and yet it is spacious enough to accommodate four adults in comfort, as well as their luggage.

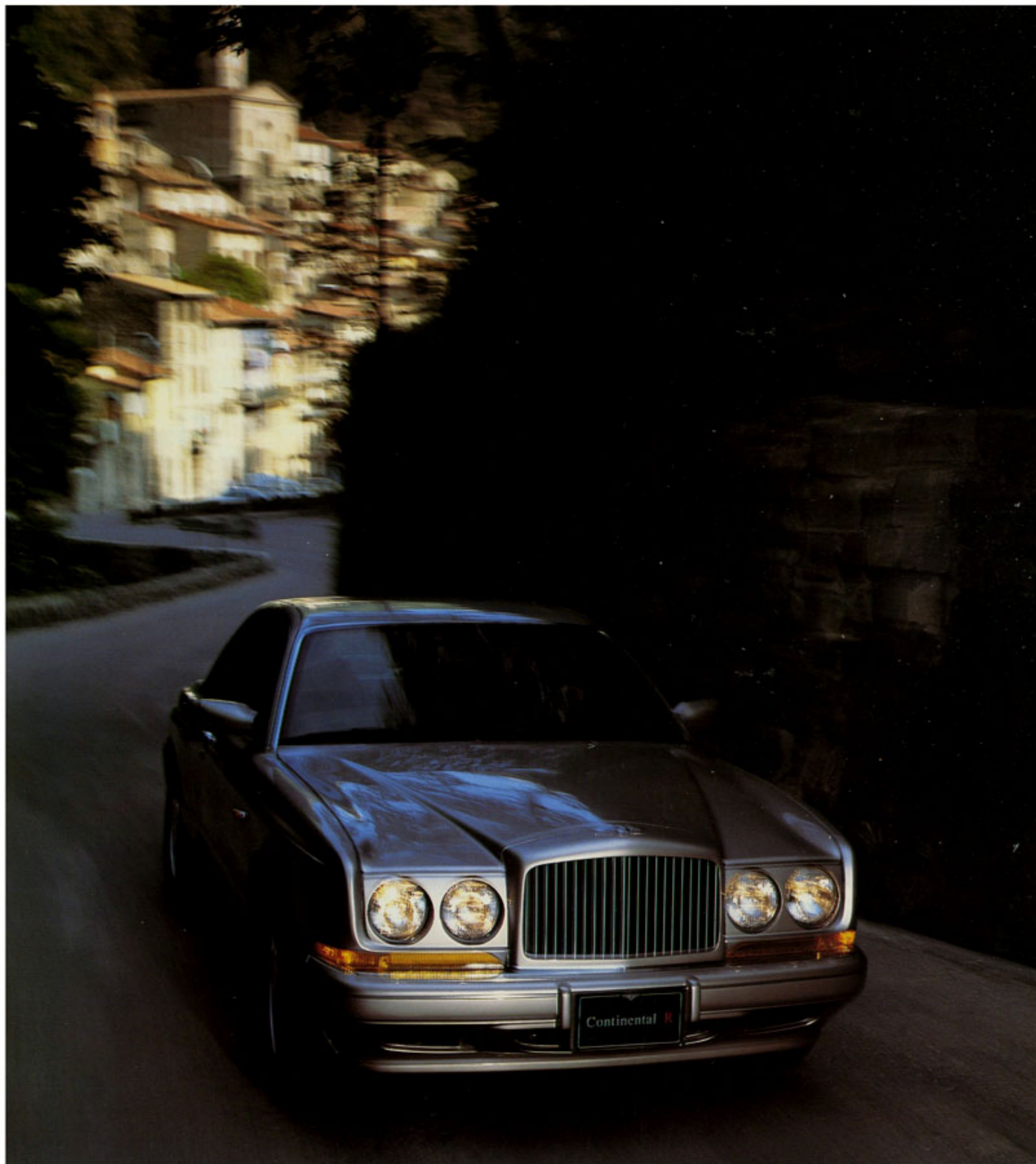
Start the turbocharged, intercooled, hand-assembled engine, and hardly a sound whispers through the deep Wilton carpeting. As you drive away, the sports seats, the communicative steering and the carefully weighted actions of brake and throttle all combine to make an old cliché come to life: you truly do feel at one with the machine. Just as a Holland & Holland 'best' London

shotgun seems to follow the line of your aim, coming up naturally to shoulder and cheek without conscious thought, so the Continental R feels like a motor car you have known and understood for years.

As you drive out past an avenue of trees, their reflections march up the mirrored expanse of bonnet that stretches out ahead of you. You can see all four corners of the car: despite its generous interior space, the dimensions of the Continental R seem to shrink around you.

The Continental R glides along the road, almost silent, on barely a touch of throttle. In a minute, you will allow that extraordinary engine free rein and experience the massive accelerative force that can hurl it from 0-60 mph (96 km/h) in under seven seconds, on to a governed maximum of 145 mph (235km/h). But for now, you're content to let the Bentley stretch and warm its muscles as you reflect that the test-drive is over, almost before it has begun: the decision is already made.







The sleek, sculpted lines of the Continental R create a personal, cockpit-like ambience for the driver.

All the controls fall easily to hand, while the dials, set in magnificently polished walnut, are within the driver's natural sight-lines.

Room for four: accommodation within the Continental R is generous, with space for four. The through-console continues the "cockpit" feel in the rear seats.

CHOOSING A BENTLEY will never be a conventional decision. It is a sign that the owner has high standards in life and is prepared to invest in them. A Bentley is a rare car, but not chosen for scarcity alone: it is a hand-built car, but to meet the expectations of Bentley owners throughout the world, at a time when all cars are better made and more reliable than in the past, a Bentley must satisfy more than a simple fondness for tradition.

In short, the people who choose Bentleys are independent thinkers, and they expect no less from the people who design and build their motor cars. Conventional wisdom, for example, suggests that a car weighing over two tonnes will be stately, at best, in its handling. Bentley's designers choose to disagree, and by creating ARC – automatic ride control – manage to combine the ride comfort of a large, luxury four-seater saloon with agile and wieldy handling.

ARC's sensors take a multitude of data inputs – about the car's speed, steering angle, cornering forces and roll – and process it within fractions of a second, relaying commands to special valves on the front and rear shock absorbers. In less than a hundredth of a second, the valves can change between comfort, normal and sport settings, giving the Bentley driver a motor car that corners with virtually no roll, but that suppresses poor surfaces and bumps as a luxury car should.



Bentley's designers are at pains to distinguish between control and effort, when it comes to the driving of their creations. The 11-inch ventilated disc brakes, for instance, are under the control of the driver's foot, not his leg muscles. This is the subtle distinction between a Bentley's fully powered brakes and the power assisted brakes of other cars, for in the Bentley system, a nitrogen-charged accumulator, working at 2000psi, propels the hydraulics: the brake pedal's role is to direct the work, not to do it.

A similar independence of thought is evident when one examines the inside story of a Bentley's engine and transmission. 6.75 litres (412 cu.in) is a sizeable engine, even for a V8. And yet every Bentley equipped with a catalytic converter is certified to California standards of emission control, known as some of the most stringent in the world, achieving its power, fuel efficiency and low emissions with the help of a state-of-the-art MK-Motronic engine management system.

The low-revving, high-torque engine is the ideal mate for the recently introduced four-speed automatic transmission, whose change points and shift characteristics were specifically developed for the sporting nature of the Bentley marque. So successfully have Bentley's engineers matched transmission to engine that their contribution will hardly ever be remarked on: when something performs as well as a Bentley's transmission,



it becomes accepted without conscious thought.

Frequently, thinking for oneself involves challenging conventional wisdom. Hydraulic fluid may seem a small part of a vehicle's design, scarcely differing from car to car. But the hydraulic fluid that's used in a Bentley is different. Mineral oil, non-damaging to paintwork, kinder to seals and pipes, non-hygroscopic, runs through a Bentley's veins, powering brakes and suspension systems.

Similar examples of uncompromising design may be found throughout a Bentley's componentry, be they hydraulic, mechanical or electronic: the difference may not be apparent for a decade or so, but a Bentley is designed to treat a decade the way most other cars treat a running-in period. As a result of such thinking,

the Bentley is a luxury car that is fully up to the demands of being treated as a necessity car: a motor car that can stand up to harder use for longer than virtually any other on the road. Ownership, inevitably, makes your independence of mind a public declaration: a Bentley will tower above almost every other occupant of a corporate car park.

Some will simply see the tradition in Bentley, the deep-chested, long-striding motor car of sporting heritage and formidable workmanship. That a Bentley is also, in some crucial respects, far more at the forefront of automotive technology than some other luxury marques would surprise many. But if taking an independent train of thought – and surprising others in so doing – was not in your character, you would not, perhaps, have read this far.





All Bentley motor cars are subject to continuous development and their specifications
can change and may differ from those outlined in this publication.

Your Bentley dealer will always have the latest information.

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SPECIFICATIONS

	BROOKLANDS	CONTINENTAL	TURBOR/RL	CONTINENTAL R
BODY STYLE				
Number of seats	4 door saloon 2 front, 3 rear	2 door convertible 2 front, 2 rear	4 door saloon 2 front, 3 rear	2 door coupé 2 front, 2 rear
DIMENSIONS				
Wheelbase	3061mm (120.5in)	3061mm (120.5in)	3061mm (120.5in) 3162mm (124.5in)RL	3061mm (120.5in)
Track (front)	1549mm (61.0in)	1549mm (61.0in)	1549mm (61.0in)	1549mm (61.0in)
Track (rear)	1549mm (61.0in)	1549mm (61.0in)	1549mm (61.0in)	1549mm (61.0in)
Overall length (excluding North America)	5268mm (207.4in)	5196mm (204.6in)	5268mm (207.4in) 5370mm (211.4in)RL	5342mm (210.5in)
Overall length (North America)	5277mm (207.8in)	5256mm (207.0in)	5277mm (207.8in) 5379mm (211.8in)RL	5342mm (210.5in)
Overall width (including door mirrors)	2008mm (79.0in)	1956mm (77.0in)	2008mm (79.0in)	2058mm (81.1in)
Overall height	1485mm (58.5in)	1518mm (59.8in)	1485mm (58.5in)	1462mm (57.6in)
Ground clearance	135mm (5.3in)	135mm (5.3in)	132mm (5.2in)	132mm (5.2in)
Kerb weight	2350kg (5180lb)	2430kg (5360lb)	2410kg (5310lb) 2430kg (5360lb)RL	2420kg (5340lb)
Luggage boot capacity	0,35m ³ (12.3ft ³)	0,25m ³ (8.9ft ³)	0,35m ³ (12.3ft ³)	0,35m ³ (12.3ft ³)
ENGINE				
Number of cylinders	8	8	8	8
Configuration	90°V	90°V	90°V	90°V
Cubic capacity	6,75 litres (412in ³)	6,75 litres (412in ³)	6,75 litres (412in ³)	6,75 litres (412in ³)
Compression ratio	8:1	8:1	8:1	8:1
Tappets	Self adjusting hydraulic	Self adjusting hydraulic	Self adjusting hydraulic	Self adjusting hydraulic
Engine management system	MK-Motronic digital fuel injection with fully mapped ignition control system			
Turbocharging system	-	-	Exhaust driven	Exhaust driven
TRANSMISSION				
Type	Automatic, 4 speed torque converter electronically linked to the engine management system, with electric gear range selector			
ELECTRICAL				
Voltage/polarity	12V, negative earth	12V, negative earth	12V, negative earth	12V, negative earth
Front seats	Memory facility	Memory facility	Memory facility	Memory facility
AIR CONDITIONING SYSTEM				
Type	Fully automatic temperature control, with independent upper and lower systems			
CHASSIS				
Construction	Integral, with separate front and rear sub-frames			
Brakes (front)	Ventilated disc/twin calipers	Ventilated disc/twin calipers	Ventilated disc/twin calipers	Ventilated disc/twin calipers
Brakes (rear)	Disc	Disc	Disc	Disc
Circuits, number, description	2 power hydraulic with anti-lock			
Steering Type	Rack and pinion, power assisted			
Turns lock to lock	3.25	3.25	3.25	3.25
Turning circle, wall to wall	13,1m (42.8ft)	12,9m (42.3ft)	13,1m (42.8ft)	13,1m (42.8ft)
Suspension (front)	Independent coil spring arrangement with lower wishbones, compliant controlled upper levers, automatic variable ride control and anti-roll bar.			
Suspension (rear)	Independent coil spring arrangement with semi-trailing arms, automatic variable ride control and anti-roll bar. Automatic levelling achieved by displacement of hydraulic system mineral oil in the struts.			
Wheels	Aluminium alloy	Aluminium alloy	Aluminium alloy	Aluminium alloy
Tyres	Radial ply 235/70 R15	Radial ply 235/70 R15	Radial ply 255/65 R15	Radial ply 255/60 ZR16



