

CONTINENTAL SUPERSPORTS



BENTLEY

A high-contrast, black and white photograph focusing on the aerodynamic details of a car. The main subject is a white, curved body panel, likely a side skirt or fender, which features a prominent, elongated black mesh grille. The grille has a fine, diamond-patterned texture. Below the main panel, two circular headlights are partially visible, showing their internal lens structures. The lighting is soft, highlighting the smooth curves and textures of the car's components.

EXTREME BENTLEY.

The new Bentley is a supercar combining extreme power with pioneering FlexFuel technology. A muscular two-seater with distinctive exterior and interior styling that is unmistakably Bentley in its design, craftsmanship and performance. This is a car created through the continuing desire to reach new limits.

This is the Continental Supersports.







"IT HAD TO BE THE QUICKEST,
MOST POWERFUL BENTLEY EVER."

Paul Edwards, Senior Engineer

The Continental Supersports began as an under the radar project exploring the possibilities of reducing weight to realise the full potential of the car's already formidable W12 power unit. Through customer research we knew there was a desire for an even more extreme but authentic Bentley.

The project gathered momentum. The challenge increased by the fact that this was now to be the first in Bentley's new generation of vehicles harnessing biofuel technology.

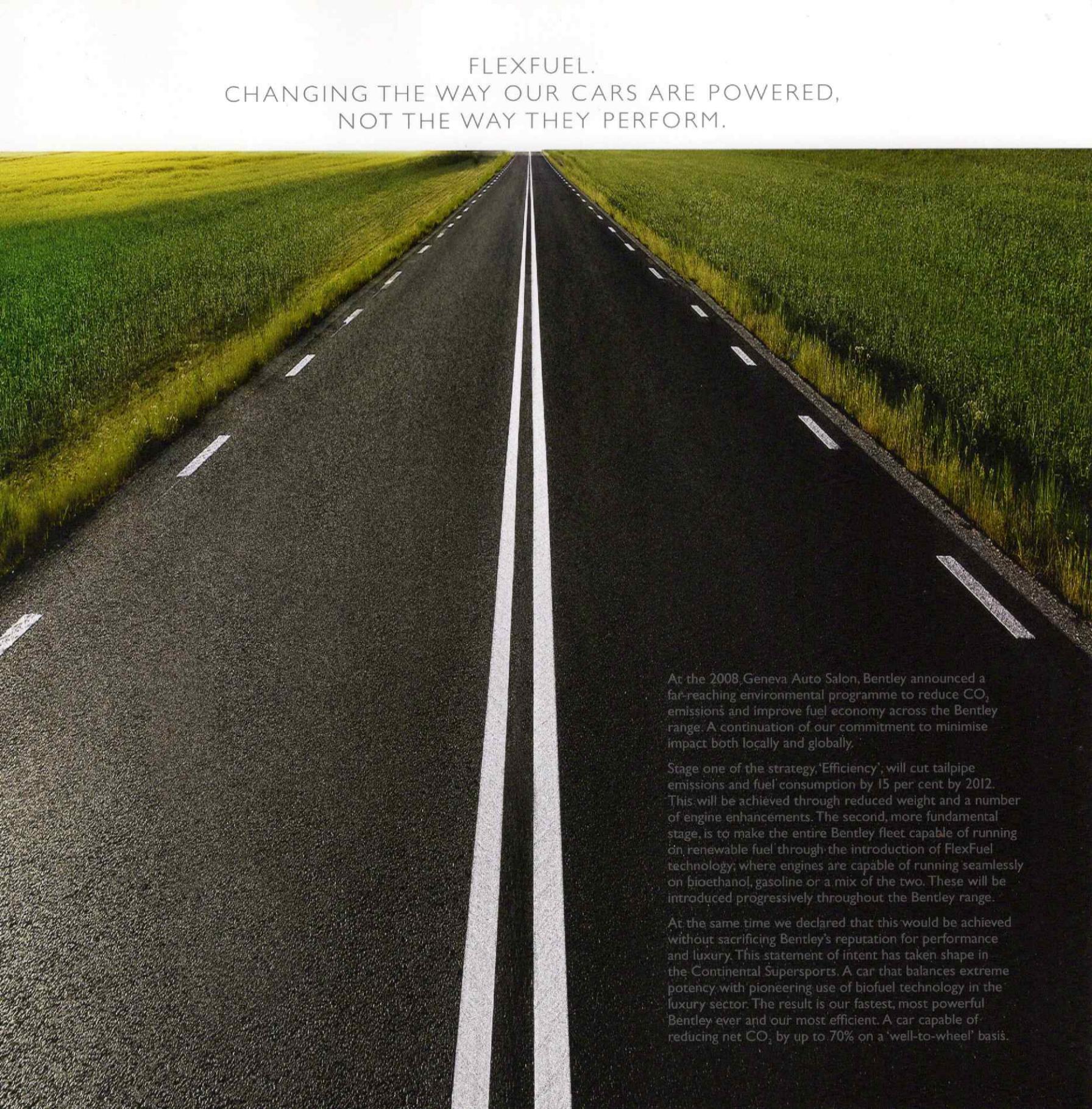
A demanding target for a weight reduction of 110kg (243 lb) was set and reached by looking at the car from every conceivable angle, including developing carpets still deeply luxurious but lighter. Structural integrity throughout remained key with every component designed to perform at up to 204mph (329km/h). Right down to the restyled mirror which meets new legislation, is more aerodynamic and decreases wind noise at high speed.

A gruelling schedule of testing took the car to extremes in temperature, altitude, endurance and handling as it was pushed to breaking point on a series of punishing racetracks.

The project resulted in a car re-engineered, re-tuned and re-mapped to achieve phenomenal supercar potency. 0-60mph in 3.7 seconds (0-100km/h 3.9 seconds). 621bhp (463kW/630PS). 800Nm (590 lb ft) @ 1700 to 5600rpm. The fastest, most powerful Bentley ever.



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FLEXFUEL.
CHANGING THE WAY OUR CARS ARE POWERED,
NOT THE WAY THEY PERFORM.

At the 2008, Geneva Auto Salon, Bentley announced a far-reaching environmental programme to reduce CO₂ emissions and improve fuel economy across the Bentley range. A continuation of our commitment to minimise impact both locally and globally.

Stage one of the strategy, 'Efficiency', will cut tailpipe emissions and fuel consumption by 15 per cent by 2012. This will be achieved through reduced weight and a number of engine enhancements. The second, more fundamental stage, is to make the entire Bentley fleet capable of running on renewable fuel through the introduction of FlexFuel technology, where engines are capable of running seamlessly on bioethanol, gasoline or a mix of the two. These will be introduced progressively throughout the Bentley range.

At the same time we declared that this would be achieved without sacrificing Bentley's reputation for performance and luxury. This statement of intent has taken shape in the Continental Supersports. A car that balances extreme potency with pioneering use of biofuel technology in the luxury sector. The result is our fastest, most powerful Bentley ever and our most efficient. A car capable of reducing net CO₂ by up to 70% on a 'well-to-wheel' basis.

CREATING AN UNBROKEN ENERGY CYCLE.





Either bioethanol or gasoline can be used to power the Continental Supersports. Bioethanol is often blended with gasoline in a variety of percentages ranging from E10 (10% bioethanol) to the most widely known, E85, blended at a ratio of 85% bioethanol to 15% gasoline. Bioethanol E85 can offer up to 70% net CO_2 reduction on a 'well-to-wheel' basis – the measurement of CO_2 release of a fuel from its production ('well') to its combustion or deployment ('wheel').

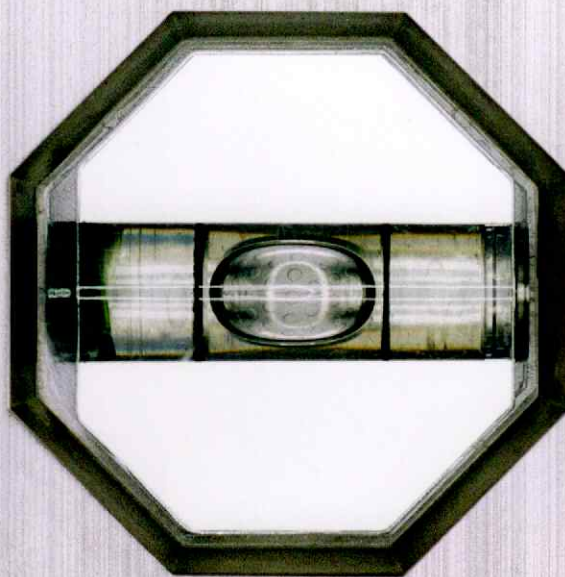
Bioethanol can be responsibly derived from crops such as corn, soybeans, sugar and switchgrass. Second generation bioethanol uses the non-food fibres of the plant (biomass), as well as agricultural waste and forestry residues. These would be collected and refined into cellulose ethanol then blended with gasoline to power biofuel vehicles.

CO_2 is absorbed by plants as part of the photosynthesis process and cars using biofuel then release that CO_2 back into the atmosphere, thus creating an unbroken energy cycle.

In addition, biofuels are not derived from fossil fuels, making them a renewable resource ensuring a secure supply into the future.

Crewe engineers have equipped the W12, 6-litre power unit of the Continental Supersports with the technology to run on gasoline or a mix of gasoline and bioethanol, all in one fuel tank.

A sensor in the fuel supply circuit detects the blending ratio of the fuel in real time sending a signal to the Engine Control Unit. The unit then instantly initiates the correct engine mapping to ensure all performance parameters remain totally balanced and consistent. Power, torque and emissions remain at constant levels whatever the ratio of gasoline to bioethanol.



"THE SYSTEM BALANCES LOWER EMISSIONS
WITH A PURE BENTLEY DRIVING EXPERIENCE."

Brian Gush, Director, Powertrain and Chassis





"PURPOSEFUL STYLING BORN OF
HIGH-PERFORMANCE ENGINEERING TARGETS."

Raul Pires, Head of Exterior Design

"This is design born from need and purpose. The dramatic vertical front intakes create an aggressive look attracting your eyes to the corners for a wider, lower stance whilst drawing in air to feed the chargecoolers behind. The bonnet vents add distinctive style and remove any hot air above the engine. The styling changes also helped to increase downforce at the front which we balanced by adding a new rear lip spoiler on the aerofoil with a 6mm (0.2 in) raised rear edge for increased downforce at the back.

Remarkably, we achieved this without increasing drag. The new flared rear, with its track increased by 50mm (2.0 in), helps with traction and the shift in power ratio to the back, but emotionally it creates a classic wide, low, muscular look. From 50 metres behind on a motorway, in the dark you will just know that this is the Supersports. As you get closer you'll hear that 'hairs on the back of your neck' note from the wider tail pipes. This is the car the Continental was born to be."







TO REDEFINE THE SUPERCAR WE EVEN REINVENTED THE WHEEL.

The Continental Supersports represents a perfect relationship between engineering and design with the enhanced iconic GT looks reflecting and heightening the supercar performance. A collaboration strikingly embodied by the 10-spoke alloy sports wheels.

Through continuous dialogue, analysis and refinement, the optimum design was realised. Fewer and slimmer spokes helping to contribute towards vital weight reduction targets enabling our fastest, most agile Bentley ever.

The more open styling creating a sporting and functional look. A design that also aids airflow and the cooling of the largest brakes in the world on a production car.

This meeting of style and substance also led to the creation of a unique smoked steel finish using a complex and time consuming process, normally the reserve of industrial tools and high-end jewellery. A darker, more solid appearance which is taken around the car, from inside the lamps up to the tail pipes.

An aerial photograph of a dark, two-lane asphalt road that winds in a large, continuous loop through a dry, sandy desert landscape. The road is bordered by a simple metal guardrail. The surrounding terrain is light-colored and sparsely vegetated. The text is overlaid on the left side of the image.

CONTEMPORARY AND TRADITIONAL
MATERIALS BLENDED BY BENTLEY
CRAFTSMANSHIP, UNITED IN ONE GOAL:

A HIGHLY FOCUSED DRIVE.





CREATED TOTALLY AROUND THE DRIVING EXPERIENCE.



The two-seater cockpit is a complete and dramatic interpretation of Bentley design that signals the most driver-centred car we have ever built.

The new, rapid and instinctive quickshift system maximises the enormous potential of the Continental. Delivering double downshifts and improved acceleration across the entire gear range, it helps propel the aerodynamic form to 60mph in 3.7 seconds (0-100km/h 3.9 seconds). An experience intensified by the 40:60 front to rear power ratio creating the sensation of being catapulted, pushing the driver against the slim,

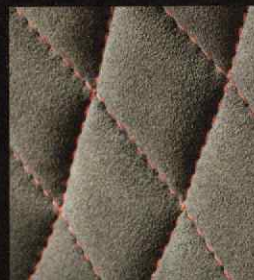
race-style seats. A feeling enriched by the satisfying sound of the intense growl of the exhaust note.

Extreme performance is matched by precise handling. An array of revisions creating improved steering and responsiveness, greater agility and outstanding high-speed body control on the most demanding roads. With the added confidence of all-wheel drive and greater traction through the wider rear track.

Design and engineering creating a unique drive. Pure, undiluted adrenaline.

WHY STRIVING FOR 65%
IS THE OPTIMUM GOAL.





The interior of the Continental Supersports provides a showcase for the skills of the craftsmen and women of Crewe. Signature premium grade leather and brightware are united perfectly with carbon fibre and Alcantara™, adding style but also reducing weight to help increase the vehicle's agility. Contemporary, sports-orientated materials treated in unique and typically Bentley ways.

Rather than opting for a more conventional high gloss finish to our carbon fibre we pursued a 65% gloss finish.

A difficult and painstaking process resulting in a more individual, understated look contrasting with the gleaming Bentley chrome.

The Alcantara™ throughout the cabin features diamond quilting and contrast stitching with a closer and more intricate pattern inspired by designs from our bloodline. It also provides extra grip for high-speed handling. While the new soft grip leather on the gearstick and steering wheel provides a firmer hold for performance driving.

A different approach. 100% Bentley.





WOOLF BARNATO.
BENTLEY BOY.
3 TIMES WINNER OF LE MANS.
DRIVER OF A SUPERSPORTS.


Supersports

Woolf Barnato's racing pedigree included three consecutive wins at Le Mans from 1928 to 1930. Two consecutive wins at Brooklands. Together with his legendary victory racing Le Train Bleu in a 6½-litre Bentley Speed Six. The first ever Bentley he bought was a 1925 Bentley Supersports.

A two-seater race-bred version of the 3-litre model delivering 85bhp when more ordinary cars were equipped with a modest 15bhp. It was also the first production car to reach 100mph.

His passion for extreme performance led him instinctively to Bentley. Our passion for reaching new levels of potency has taken us to the new Continental Supersports.





For further information please either contact your dealer,
visit www.BentleyContinentalSupersports.com or call from:

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Model illustrated: Continental Supersports. Exterior: Ice.
Interior: Hotspur and Beluga leather hides.

Alcantara™ is a registered trademark of Alcantara S.p.A.



BENTLEY

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www.BentleyContinentalSupersports.com

The model presented in this brochure is subject to further development and the specification may change. The illustrations may show items of optional equipment which do not form part of the standard specification. Your Bentley dealer will always have the latest information.
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