



BENTLEY



BENTLEY  
TWO-DOOR MOTOR CARS





BENTLEY CONTINENTAL R



BENTLEY CONTINENTAL T



BENTLEY CONTINENTAL SC



BENTLEY AZURE

BENTLEY TWO-DOOR MOTOR CARS. UNIQUE CHARACTERISTICS. IDENTICAL HERITAGE.

THROUGHOUT ITS HISTORY, THE BENTLEY WINGED "B" HAS GRACED SOME OF THE WORLDS' MOST DESIRABLE TWO-DOOR SPORTING MOTOR CARS. ELEGANCE OF LINE, QUALITY OF CRAFTSMANSHIP AND AMPLE RESERVES OF POWER ARE EVIDENCE OF A SHARED LINEAGE, FROM THE LE MANS RACERS OF THE 1920S AND THE SILENT SPORTS CARS OF THE 1930S TO TODAY'S ADVANCED HIGH PERFORMANCE MACHINES.

There are four models in the Bentley range of two-door motor cars. This choice reflects the diversity of driving experiences sought by Bentley owners, as each model provides a different perspective on the exhilaration that is the keynote of the marque.

For the Continental T driver, thunderous performance is the single-minded intent, emphatically fulfilled in the latest 420 bhp (313 Kw) version with its top speed of 170 mph. The Continental T is built to satisfy the most demanding of drivers and bears a black Bentley badge, a mark of distinction that signifies the ultimate in Bentley performance.

The blue-badged Azure offers a beguiling combination of relaxed performance and style. Driver and passenger can share the delights of an effortlessly powerful convertible motor car in the summer sun while onlookers enjoy the sweeping beauty of its lines.

The Continental R is the archetypal Bentley coupé: swift, long-legged, refined and rewarding, comfortably accommodating four occupants and luggage. It bears a green Bentley badge, as its exceptional all-round ability makes it a distinguished successor to the elegant Bentley grand tourers of the past.

The red-badged Continental SC offers enthusiasts a further interpretation of a thoroughbred line. It is a machine of such complete abilities that its driver can simultaneously experience both the panorama of the cockpit and the power of the engine, each evocative of the very essence of the marque. It is a motor car of exceptional style; open, but not a convertible and immensely fast with it. A motor car worthy of the winged "B" and a fresh interpretation of the spirit of Bentley Motors Limited.





## BENTLEY CONTINENTAL R

TO GO THE DISTANCE...WHEN A BLOODSTOCK TRAINER PUTS A PROMISING COLT THROUGH ITS PACES, HE ASKS HIMSELF ONE QUESTION: WILL HE GO THE DISTANCE? SPEED ALONE IS NOT ENOUGH; STAMINA AND THE WILL TO WIN ARE THE ATTRIBUTES THAT SEPARATE THE WINNER FROM THE ALSO-RAN.

The Bentleys of the past are far removed, technologically, from their successors. But from the marque's earliest days, Bentleys had that rare capacity to go the distance. On the rough, dusty roads of their time, they had the reserves of power both to outpace and to outlast their rivals.

Today's Continental R, with its beautifully-appointed interior, its supremely capable 590 lb-ft., 400 bhp V8 engine and its sophisticated computer-aided reaction to the driver's inputs, has the quality of long-striding power that distinguished its predecessors. From the outside, the laser-cut stainless steel matrix grille hints at the marque's lineage, giving the motor car's lines a

purposeful edge. Inside, sports seats, unique to the Continental R, provide the support and comfort for spirited long-distance driving while the sculpted dual-tone leather steering wheel is another of the cockpit's many tactile pleasures.

The Continental R is a true Grand Tourer, capable of maintaining high average speeds while cocooning four occupants and their luggage in quiet comfort for hundreds of miles at a time. It is a car that rewards and exhilarates the driver without unnecessary physical effort: responsive and finely controlled in traffic, unmatched and magnificent on the open road. A thoroughbred deserving of its green Bentley badge, and a grand tourer to go the distance.



The timeless elegance of the 1952 R Type Continental, built to outlast and outpace.

## BENTLEY CONTINENTAL R



### STYLE

Distinctively styled two-door fixed-head coupé with accommodation for four adults.

Stainless steel laser-cut matrix grille.

Cut-through restyled front and rear bumpers.

Sports 17" alloy wheels of twin spokelet design with 255-section performance tyres

Optional 18" sports alloy wheels of single spokelet design and 255-section performance tyres.

Sports front seats with integrated seat belt.

### TECHNOLOGY

Automatic Ride Control provides computer control of the suspension dampers to optimise ride comfort and handling.

Transmission shift energy management provides computer control of the gearbox to produce smooth gear changes under all conditions.

Adaptive Shift Control modifies the gear change points in 'normal' mode according to driving style.

Electronic Traction Assistance System (ETAS): EMS microprocessor monitors traction with wheel speed data and reacts via fuel metering to individual cylinders, significantly faster and more precisely than conventional throttle or brake intervention systems.

Viscous limited slip differential eliminates need for individual wheel control.

Zytek EMS3 engine management system provides high density 32x32 site bit-maps for fuelling and ignition, enabling more accurate engine mapping, so providing greater efficiency, power and almost instant throttle response.

Automatic headlamp system actuates in low light conditions and switches off as light intensity rises. This system may also be programmed to actuate after windscreen wipers have been in use for 30 seconds or more.

Alarm and headlamp operations are programmable to owner's individual preferences.

CFC-free air conditioning system.

GSM digital telephone system (UK).

Analogue telephone system (North America).

### PERFORMANCE

6.75 litre V8 engine with exhaust driven turbocharger and liquid-cooled charge cooler.

Digital boost control system.

7.5x17 aluminium alloy wheels fitted with directional 255/55WR17 tyres provide responsive steering and sure-footed roadholding in both wet and dry conditions.

Centre console-mounted gearshift with sport/standard gear change pattern selector.

Four speed electronically controlled automatic gearbox with torque converter lock-up.

Maximum power 299.6 kW (400 bhp) at 4100 min-1

Maximum torque 800 Nm (590 lbf·ft) at 2150 min-1

Maximum speed 245 km/h (155 mph)

Acceleration 0-60 mph – 6.0 seconds.

0-100 km/h – 6.3 seconds.

Fuel consumption European Union drive cycle US EPA

Urban 25.7 l/100 km (11.0 mpg) 11 mpUSgall

Extra urban (Highway) 13.0 l/100 km (21.7 mpg) 16 mpUSgall

Combined 17.7 l/100 km (16.0 mpg) 13 mpUSgall

### DURABILITY

Underside of the bodyshell is zinc-coated and undergoes a ten-stage metal pre-treatment process prior to cathodic electro-priming. Multi-stage painting process with the latest 'clear over base' paint technology.

Flexibilised polymer clearcoat lacquer applied to the front surfaces of the motor car provides increased stone chip protection.

Elastomeric stone-chip protective coating is applied to the sill and wheel arch areas prior to painting.

### SAFETY

Fully powered braking system with four channel electronic anti-lock system and anti-dive geometry, featuring micro-alloy ventilated front brake discs.

Driver and front seat passenger airbags.

Anti-side intrusion beams to doors.

Careful attention to weight distribution under all loading cases, together with full-length lever arm front suspension and semi-trailing arm rear suspension with Panhard rod provide a progressive handling characteristic at all times.

Seat belt pre-tensioners to front seat belts.

### APPOINTMENTS

Two colour hide interior.

Sculpted hide-covered steering wheel with matched hide-covered dashboard cowl.

New-style seats, with curved flute panels front and rear.

Seat belt integrated into seat frame, with automatic headrest adjustment.

Tilt-adjustable steering column enables the ideal driving position to be reached, improves instrument visibility and has 'easy entry-exit' feature.

Memory facility allows the positions of the seat, exterior mirrors and steering wheel of four different drivers to be recalled.

Dual level air conditioning.

Air conditioning outlets for rear seat passengers permit individual control of the rear cabin environment.

4x30 Watt tuner-cassette audio system, with 6 CD autochanger mounted in centre console armrest for ease of access, playing through an eight speaker system.

Remote control of in-car entertainment system for rear seat passengers.

Full hide upholstery, Wilton carpet and lambswool rugs provide a unique interior ambience.

Wide choice of fine wood veneers and finishes, including burr walnut with straight-grained walnut banding.

Two stage front seat heating.

Bi-level lumbar support system to front seats.

### DIMENSIONS

Wheelbase 3061 mm (120.5 in)

Overall length 5350 mm (17ft 6.6 in)

Overall width (across mirrors) 2058 mm (6ft 9.0 in)

Overall height 1462 mm (4ft 9.6 in)

Laden weight (GVW) 2850 kg (6283 lb)

Unladen weight (kerbside) 2450 kg (5401 lb)

Fuel tank capacity 108 litres (23.75 gallons)

Turning circle (kerb to kerb) 12.16 m (39ft 10.7 in)

Luggage compartment volume 0.347 m<sup>3</sup> (12.262 ft<sup>3</sup>)





Continental T



BENTLEY CONTINENTAL T

TO RE-WRITE THE LEGEND...WHAT MAKES A CHAMPION RETURN TO THE SCENE OF LAST YEAR'S TRIUMPH AND START AGAIN IN THE FIRST ROUND, PUTTING A HARD-WON REPUTATION TO THE TEST? BECAUSE IT IS THE CONTEST THAT MAKES THE CHAMPION. AND IT IS THE ACCEPTANCE OF NEW CHALLENGES THAT MAKES A LEGEND GREATER STILL.

Whether the Continental T is, as Autocar magazine declared, the “greatest Bentley in half a century” depends upon your tastes and driving style. But it is unquestionably the fastest-accelerating Bentley ever built and the most powerful, with an intensity of character that recalls the marque’s racing bloodline. For those in search of mighty performance, the Continental T stands alone.

Remarkably, Bentley engineers have further developed the Continental T since Autocar’s words were written. Since then, the power output has risen to 420 bhp (313 Kw), delivering a top speed of 170 mph and 0-60 mph acceleration in 5.7 seconds.

It is the manner of the power delivery that provides the key to the character of the Continental T. Its tuned turbocharged and intercooled 6.75 litre V8 provides a peak torque of 650 lbf·ft (875 Nm) at 2200 rpm – a figure unmatched by any other motor car – and yet the output is still as high as 557 lbf·ft (750 Nm) at 4000 rpm. The engine is uncompromising, eager, absolute; under full throttle acceleration the performance of the Continental T has a hard-edged urgency that is incomparable.

Such a drivetrain deserves an equally remarkable chassis, and the Bentley engineers have provided it with one. The new asymmetric three-part tread design tyres are manufactured specifically for the Continental T. Combined with the new steering rack ratio of 2.7 turns lock to lock and refined suspension tune, both the ride quality and handling ability have been improved in line with the performance. The exceptional braking performance of the Continental T is confirmed by a 100-0 mph time of 4.96 seconds.

Inside, the bold simplicity of the engine-turned aluminium fascia and single colour hide interior revives memories of the racing Bentleys. The starter button is now located on the fascia while features such as the chrome ball gearlever and drilled pedals emphasise the special character of the Continental T.

Of all Bentleys, the black-badged Continental T is the most intense and absolute in its responses. But despite its focus upon performance, it still has the rounded abilities that make a Bentley; the Continental T is uncompromised, but never uncivilised.

## BENTLEY CONTINENTAL T



### BODY STYLE

Two-door fixed-head close-coupled high performance coupé.

Stainless steel laser-cut matrix grille: reshaped radiator surround.

Extended front and rear wheel arches.

Cut through front and rear bumpers with rear under tray.

### TECHNOLOGY

Electronic Traction Assistance System (ETAS): EMS microprocessor monitors traction with wheel speed data and reacts via fuel metering to individual cylinders, significantly faster and more precisely than conventional throttle or brake intervention systems. Viscous limited slip differential eliminates need for individual wheel control.

Micro-alloy ventilated front brake discs provide excellent braking capability.

Automatic Ride Control provides computer control of the suspension dampers to optimise ride comfort and handling.

Transmission shift energy management provides computer control of the gearbox to produce smooth gear changes under all conditions.

Adaptive Shift Control modifies the gear change points in 'normal' mode according to driving style.

Zytek EMS3 engine management system provides high density 32x32 site bit-maps for fuelling and ignition, enabling more accurate engine mapping and providing greater efficiency, power and almost instant throttle response.

Both alarm and headlamp operations are programmable to the owner's individual preferences.

CFC-free air conditioning system.

GSM digital telephone system (UK).

Analogue telephone system (North America).

### PERFORMANCE

6.75 litre V8 engine with exhaust driven turbocharger and liquid-cooled charge cooler.

Digital boost control system.

Steering rack ratio reduced from 3.1 to 2.7 turns lock to lock.

Aluminium alloy wheels fitted with directional 285/45 R18 tyres.

Viscous control differential for optimum traction and control.

Centre console-mounted gearshift with sport/standard gear change pattern selector.

Four speed electronically controlled automatic gearbox with torque converter lock-up.

Maximum power 313 kW (420 bhp) at 4000 min<sup>-1</sup>

Maximum torque 875 Nm (650 lbf·ft) at 2200 min<sup>-1</sup>

Maximum speed 270 km/h (170 mph)

Acceleration 0-60 mph 5.7 seconds.

0-100 km/h 5.9 seconds.

	standing	steady state
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30-50 mph	2.16 sec.	2.48 sec.
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50-70 mph	3.37 sec.	3.69 sec.
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0-400 metres	14.1 seconds	
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Braking 100-0 mph 4.96 seconds.

0-100-0 mph 19.75 seconds

Fuel consumption European Union drive cycle US EPA

Urban	28.1 l/100 km (10.1 mpg)	11 mpUSgall
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Extra urban (Highway)	13.2 l/100 km (21.4 mpg)	16 mpUSgall
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Combined	18.7 l/100 km (15.1 mpg)	13 mpUSgall
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### DURABILITY

Underside of the bodyshell is zinc-coated and undergoes a ten-stage metal pre-treatment process prior to cathodic electro-priming. Multi-stage painting process with 'clear over base' paint technology.

Flexibilised polymer clearcoat lacquer applied to the front surfaces of the motor car provides increased stone chip protection.

Elastomeric stone-chip protective coating is applied to the sill and wheel arch areas prior to painting.

### SAFETY

Fully powered braking system with four channel electronic anti-lock system and anti-dive geometry.

Driver and front seat passenger airbags.

Anti-side intrusion beams to doors.

### APPOINTMENTS

Push button starter mounted on fascia.

Gear lever with semi-circular chrome ball top, leather lower and chrome collar.

Drilled alloy brake and accelerator pedals.

Sports style steering wheel.

Dark finish engine-turned dash finish with chrome instrument bezels, hide and aluminium waistrails: alternatively other materials, including a wide choice of fine wood veneers, may be specified from the palette of choice.

Bolstered seats for increased lateral support with perforated centre panels and niche panels.

Seat belt integrated into seat frame, with automatic headrest adjustment.

Turbo boost gauge.

Stacked centre console instrument layout.

Electric tilt-adjustable steering column with 'easy entry-exit' feature.

Memory facility allows the positions of the seat, exterior mirrors and steering wheel of four different drivers to be recalled.

Dual level air conditioning.

4x30 Watt tuner-cassette audio system, with 6 CD autochanger mounted in centre console armrest.

Two stage front seat heating.

Bi-level lumbar support system to front seats.

### DIMENSIONS

Wheelbase	2961 mm	(116.6 in)
Overall length	5222 mm	(17ft 1.6 in)
Overall width (across mirrors)	2058 mm	(6ft 9 in)
Overall height	1462 mm	(4ft 9.6 in)
Track front	1549 mm	(60.98 in)
Track rear	1581 mm	(62.24 in)
Laden weight (GVW)	2850 kg	(6283 lb)
Unladen weight (kerbside)	2450 kg	(5401 lb)
Fuel tank capacity	108 litres	(23.75 gallons)
Turning circle (kerb to kerb)	11.03 m	(36ft 2 in)
Luggage compartment volume	0.347 m <sup>3</sup>	(12.2 ft <sup>3</sup> )







## BENTLEY CONTINENTAL SC

TO MAKE ONE'S MARK...FOR SOME, A TASK ACCOMPLISHED OR A VICTORY GAINED IS DIMINISHED UNLESS IT IS ALSO DONE WITH FLAIR AND PASSION. STYLE IS THE INDIVIDUAL'S SIGNATURE UPON EVENTS; IT IS THE FACET OF THE CUT DIAMOND THAT CATCHES THE EYE.

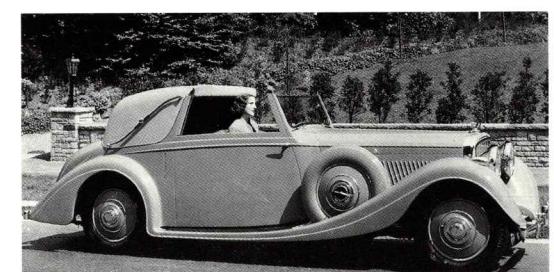
There is a significance in the name Continental SC. The Sedanca Coupés of the marque's early years offered Bentley owners a combination of open-air motoring and the comfort afforded by an enclosed cabin. The new Bentley Continental SC reinterprets the design tradition, but with an advanced glass roof design providing levels of refinement unimaginable to the drivers of its predecessors.

Even more than the muscular style of the new wings, it is the roof of the Continental SC that draws the attention. Above the driver and passenger, two removable glass panels can be released by the powered latches and safely stowed in the shaped holders beneath the floor of the luggage compartment. Even with the panels in place, the cockpit feels light and airy, as the entire roof is panelled in high strength glass. No ordinary glass, either, but the first automotive application of an advanced new material that admits light while providing the maximum protection from solar radiation and resisting heat-build up even in intense sunlight and high temperatures.

From the driver's seat, the enjoyment of piloting a responsive two-door motor car is

increased by the visual and tactile pleasures of the interior. Light bathes the bold two-colour upholstery and highlights details like the sparkling chromed gearlever and gate. The turbocharged 6.75 litre V8 engine of the Continental SC generates 590 lbf·ft of torque and 400 bhp. This, combined with its shortened wheelbase, high ratio steering rack and wide track endow it with exceptional performance and roadholding, but the Bentley design team has taken equal care to endow it with the suppleness and refinement that is the fast tourer's hallmark.

As befits an inheritor of Bentley's famed red badge, the Continental SC combines visual and sensual appeal with magnificent performance. When closed, the cockpit roof still admits welcome light, but few owners will resist the chance to enjoy the exhilarating experience of open-air driving with a minimum of buffeting or wind noise. The Continental SC is a motor car for those who have a passion for good design, magnificent craftsmanship and supple power; a car to satisfy the purist and delight the aficionado.



The sedanca coupé, shown on this 1930's 3½ litre, was a classic coachbuilt style for Bentley motor cars of the era.

## BENTLEY CONTINENTAL SC



The Continental SC combines the panoramic cockpit ambience afforded by a unique roof design with the performance characteristics of a two-door Bentley fast tourer. Its roof features two detachable glass panels and a rear fixed glass panel. Even when closed, this gives the cockpit an airy feel while with the panels detached the driver and passenger can enjoy the sensations of open-top motoring with little of the associated wind buffeting. The Continental SC's distinctive styling, jewel-like detailing, supple ride and responsive performance make it a rewarding sporting motor car for short sprints and long journeys alike.

### BODY STYLE

Two-door close-coupled glass roof sedanca coupé.  
Unique roof design with fixed rear glass panel and two removable front panels.  
Stainless steel laser-cut matrix grille.  
Blistered front and rear wing panels with new bumper and airdam featuring integral fog/driving lamps.  
New rear side window profile.

### TECHNOLOGY

Electronic Traction Assistance System (ETAS): EMS microprocessor monitors traction with wheel speed data and reacts via fuel metering to individual cylinders, significantly faster and more precisely than conventional throttle or brake intervention systems. Viscous limited slip differential eliminates need for individual wheel control.  
UV and heat-filtering roof panel glass offering maximum solar ray protection to retain control of cockpit ambience in all climates.  
Micro-alloy ventilated front brake discs provide excellent braking capability.  
Automatic Ride Control provides computer control of the suspension dampers to optimise ride comfort and handling.  
Transmission shift energy management provides computer control of the gearbox to produce smooth gear changes under all conditions.  
Adaptive Shift Control modifies the gear change points in 'normal' mode according to driving style.  
Zytek EMS3 engine management system provides high density 32x32 site bit-maps for fuelling and ignition, enabling more accurate engine mapping and providing greater efficiency, power and almost instant throttle response.  
Both alarm and headlamp operations are programmable to the owner's individual preferences.  
CFC-free air conditioning system.  
GSM digital telephone system (UK).  
Analogue telephone system (North America).

### PERFORMANCE

6.75 litre V8 engine with exhaust driven turbocharger and liquid-cooled charge cooler.  
Digital boost control system.  
Aluminium alloy wheels fitted with directional 285/45 R18 tyres.  
Viscous control differential for optimum traction and control.  
Centre console-mounted gearshift with sport/standard gear change pattern selector.  
Four speed electronically controlled automatic gearbox with torque converter lock-up.  
Unique fast touring suspension tune with high ratio steering rack.

Maximum power	300 kW (400 bhp) at 4000 min-1	
Maximum torque	800 Nm (590 lbf·ft) at 2150 min-1	
Maximum speed	245 km/h (155 mph)	
Acceleration	0-60 mph 6.1 seconds. 0-100 km/h 6.4 seconds.	
Fuel consumption	European Union drive cycle	US EPA
Urban	25.8 l/100 km (10.9 mpg)	11 mpUSgall
Extra urban (Highway)	13.1 l/100 km (21.6 mpg)	16 mpUSgall
Combined	17.8 l/100 km (15.9 mpg)	13 mpUSgall

### DURABILITY

Underside of the bodyshell is zinc-coated and undergoes a ten-stage metal pre-treatment process prior to cathodic electro-priming. Multi-stage painting process with 'clear over base' paint technology.

Flexibilised polymer clearcoat lacquer applied to the front surfaces of the motor car provides increased stone chip protection.

Elastomeric stone-chip protective coating is applied to the sill and wheel arch areas prior to painting.

### SAFETY

Fully powered braking system with four channel electronic anti-lock system and anti-dive geometry.  
Driver and front seat passenger airbags.  
Anti-side intrusion beams to doors.

### APPOINTMENTS

Power latched detachable front glass roof panels with protected underfloor stowage in luggage compartment.  
Fixed rear glass roof panel.  
Push button starter mounted on fascia.  
Gear lever with semi-circular chrome ball top, leather lower and chrome collar.  
Drilled alloy brake and accelerator pedals.  
Two colour hide interior.  
Sculpted hide-covered steering wheel with matched hide-covered dashboard cowl.  
Continental SC sports seats with perforated niche panels.  
Seat belt integrated into seat frame, with automatic headrest adjustment.  
Turbo boost gauge.  
Stacked centre console instrument layout.  
Electric tilt-adjustable steering column with 'easy entry-exit' feature.  
Memory facility allows the positions of the seat, exterior mirrors and steering wheel of four different drivers to be recalled.  
Dual level air conditioning.  
4x30 Watt tuner-cassette audio system, with 6 CD autochanger mounted in centre console armrest.  
Two stage front seat heating.  
Bi-level lumbar support system to front seats.

### DIMENSIONS

Wheelbase	2961 mm	(116.6 in)
Overall length	5241 mm	(17ft 2.3 in)
Overall width (across mirrors)	2058 mm	(6ft 9 in)
Overall height	1466 mm	(4ft 9.7 in)
Track front	1549 mm	(60.98 in)
Track rear	1581 mm	(62.24 in)
Fuel tank capacity	108 litres	(23.75 gallons)
Laden weight (GVW)	2980 kg	(6570 lb)
Unladen weight (kerbside)	2610 kg	(5754 lb)
Turning circle (kerb to kerb)	11.03 m	(36ft 2 in)
Luggage compartment volume	0.202 m <sup>3</sup>	(7.15ft <sup>3</sup> with false floor).







BENTLEY AZURE

TO LIVE THE DAY...WE ARE ALWAYS MAKING PLANS. WE REVIEW THE PAST; WE DEVISE SCHEMES FOR THE FUTURE. YET SOMETIMES WE MISS THE CHANCE TO SEE WITH CLARITY THE DETAIL AND THE WONDER OF WHAT SURROUNDS US IN THE PRESENT. TO ENJOY THE MESSAGES OF OUR SENSES, AND TO LIVE THE DAY, EACH DAY, TO THE FULL.

For a stylish open-topped motor car to accommodate four in the utmost comfort is rare, but to combine these qualities with head-turning lines and effortless performance is unparalleled. The Bentley Azure, the world's most powerful four-seat convertible, achieves just that.

From outside, the low, purposeful stance of the Azure and its laser-cut, stainless steel matrix grille delineate it as the inheritor of a magnificent tradition. A true sporting Bentley, the Azure provides its drivers with the towering 590 lbf·ft. of torque and 400 bhp performance of a turbocharged and intercooled 6.75 litre V8 engine, giving 0-60 mph acceleration times in the region of six seconds and a top speed of 150 mph. And yet it also offers spacious accommodation for four, with a new seat design in the finest hide and the Bentley interior keynotes of deep-lacquered fine wood veneers and lustrous chrome detailing. The soft top, weather-proof and draught-free when up, smoothly stows itself away under the rear deck in seconds at the touch

of a button in a precisely choreographed sequence, bringing all the glorious sensations of open touring under cloudless skies to driver and passengers.

On the open road the Azure is responsive and eager, belying its size, providing the feedback that the enthusiast needs to explore the motor car's extraordinary performance. The sure-footed capabilities of the Azure owe much to features such as Automatic Ride Control, fully-powered anti-lock performance brakes and electronic traction assistance system, developed by Bentley engineers. This technology provides steering, throttle and brakes that give progressive response to every input, whether the driver is cruising along the boulevard or unleashing the engine's full power on a mountain pass. Those fortunate enough to drive an Azure will discover its duality of character; it is both a bewitching motor car when driven gently and an enthralling motor car when given free rein upon the open road.

## BENTLEY AZURE



### STYLE

Two door open tourer, with accommodation for four adults.

Fully powered convertible hood with single button operation.

Stainless steel laser-cut matrix grille.

Cut-through restyled front and rear bumpers.

Sports 17" alloy wheels with 255-section performance tyres.

### TECHNOLOGY

Automatic Ride Control provides computer control of the suspension dampers to optimise ride comfort and handling.

Transmission shift energy management provides computer control of the gearbox to produce smooth gear changes under all conditions.

Adaptive Shift Control modifies the gear change points in 'normal' mode according to driving style.

Electronic Traction Assistance System (ETAS): EMS microprocessor monitors traction with wheel speed data and reacts via fuel metering to individual cylinders, significantly faster and more precisely than conventional throttle or brake intervention systems.

Viscous limited slip differential eliminates need for individual wheel control.

Zytek EMS3 engine management system provides high density 32x32 site bit-maps for fuelling and ignition, enabling more accurate engine mapping, so providing greater efficiency, power and almost instant throttle response.

Automatic headlamp system actuates in low light conditions and switches off as light intensity rises. This system may also be programmed to actuate after windscreen wipers have been in use for 30 seconds or more.

Alarm and headlamp operations are programmable to owner's individual preferences.

CFC-free air conditioning system.

GSM digital telephone system (UK).

Analogue telephone system (North America).

### PERFORMANCE

6.75 litre V8 engine with exhaust driven turbocharger and liquid-cooled charge cooler.

Digital boost control system.

7.5Jx17 aluminium alloy wheels fitted with directional 255/55WR17 tyres provide responsive steering and sure-footed roadholding in both wet and dry conditions.

Electronic traction assistance system with viscous control differential provides optimum sharing of the engine's power output between the driven wheels for maximum traction and control.

Centre console-mounted gearshift with sport/standard gear change pattern selector.

Four speed electronically controlled automatic gearbox with torque converter lock-up.

Maximum power 299 kW (400 bhp) at 4100 min<sup>-1</sup>

Maximum torque 800 Nm (590 lbf·ft) at 2150 min<sup>-1</sup>

Maximum speed 240 km/h (150 mph)

Acceleration 0-60 mph – 6.3 seconds.

0-100 km/h – 6.7 seconds.

Fuel consumption European Union drive cycle US EPA

Urban 25.8 l/100 km (10.9 mpg) 11 mpUSgall

Extra urban (Highway) 13.1 l/100 km (21.6 mpg) 16 mpUSgall

Combined 17.8 l/100 km (15.9 mpg) 13 mpUSgall

### DURABILITY

Underside of the bodyshell is zinc-coated and undergoes a ten-stage metal pre-treatment process prior to cathodic electro-priming. Multi-stage painting process with the latest 'clear over base' paint technology.

Flexibilised polymer clearcoat lacquer applied to the front surfaces of the motor car provides increased stone chip protection.

Elastomeric stone-chip protective coating is applied to the sill and wheel arch areas prior to painting.

### SAFETY

Fully powered braking system with four channel electronic anti-lock system and anti-dive geometry, featuring performance brakes.

Driver and front seat passenger airbags.

Anti-side intrusion beams to doors.

Careful attention to weight distribution under all loading cases, together with full-length lever arm front suspension and semi-trailing arm rear suspension with Panhard rod provide a progressive handling characteristic at all times.

Seat belt pre-tensioners to front seat belts.

### APPOINTMENTS

Sculpted hide-covered steering wheel with matched hide-covered dashboard cowl.

New-style seats with lightly ruched panels front and rear.

Tilt-adjustable steering column enables the ideal driving position to be reached, improves instrument visibility and has 'easy entry-exit' feature.

Memory facility allows the positions of the seat, exterior mirrors and steering wheel of four different drivers to be recalled.

Dual level air conditioning.

Motorised front seats with integral safety belts permit easy entry and exit for rear seat passengers.

4x30 Watt tuner-cassette audio system, with 6 CD autochanger mounted in centre console armrest for ease of access, playing through an eight speaker system.

Remote control of in-car entertainment system for rear seat passengers.

Full hide upholstery, Wilton carpet and lambswool rugs provide a unique interior ambience.

Wide choice of fine wood veneers and finishes, including burr walnut with straight-grained walnut banding.

Lumbar adjustment and two stage heating to front seats.

### DIMENSIONS

Wheelbase	3061 mm	(120.5 in)
Overall length	5350 mm	(17ft 6.6 in)
Overall width (across mirrors)	2058 mm	(6ft 9.0 in)
Overall height	1475 mm	(4ft 10.1 in)
Maximum height attained during hood operation	2210 mm	(7ft 3.0 in)
Laden weight (GVW)	2980 kg	(6570 lb)
Unladen weight (kerbside)	2610 kg	(5754 lb)
Fuel tank capacity	106.83 litres	(23.5 gallons)
Turning circle (kerb to kerb)	12.16 m	(39ft 10.7 in)
Luggage compartment volume	0.193 m <sup>3</sup>	(6.799 ft <sup>3</sup> )





MULLINER



BENTLEY CONTINENTAL R



BENTLEY CONTINENTAL T



BENTLEY CONTINENTAL SC



BENTLEY AZURE

MULLINER : EXTENDING THE EXPERIENCE

TO UPHOLD A TRADITION IS A DEMANDING TASK CALLING FOR COMMITMENT AND PASSION. THAT THE MULLINER BENTLEY CONTINENTAL MODELS SHOULD CONTINUE NOT ONE, BUT TWO TRADITIONS, SHOWS EXTREME DEDICATION. FOR NOT ONLY IS THE SPORTING STATURE OF THE BENTLEY MARQUE ASSURED WELL INTO THE TWENTY-FIRST CENTURY, BUT THE SKILLS AND EXACTING STANDARDS OF MULLINER WILL ALSO PERPETUATE.

Mulliner's tradition of excellence began in the eighteenth century, a time of great craftsmanship and aesthetic appreciation. At that point, H J Mulliner was a renowned coachbuilder, constructing fine coaches, landaus and phaetons. When the age of the horseless carriage dawned, H J Mulliner embraced the change – coachbuilding bodies and interiors for motor cars, particularly Bentley models. Perhaps the most famous Mulliner coachbuilt Bentley was the mould-breaking R-type Continental, launched in 1952 as the fastest four-seat motor car in the world, with a top speed of 120mph.

In 1959, Mulliner became part of Rolls-Royce and Bentley Motor Cars, and today undertakes special commissions for Bentley clients as well as engineering the Mulliner Bentley Continental range.

Using the latest high-technology techniques in conjunction with time-honoured methods, unique solutions are always attainable; solutions which always echo the Bentley ethos by expressing daring and adventure, passion and excitement.

All Mulliner Bentley motor cars are powered by the turbocharged and intercooled 6.75 litre V8 from the current Continental T. Developed in conjunction with partners Cosworth and ZYTEK, the engine marries high technology expertise with traditional engineering techniques to deliver

a phenomenal output: 650 lbf.ft. (875 Nm) of torque at a mere 2200 rpm – a figure unmatched by any other production motor car. Even at 4000 rpm, 557 lbf.ft. (750 Nm) of torque remains accessible, allowing dramatic and seemingly endless acceleration under full throttle, or effortless cruising.

To complement the engine's sporting prowess, a Mulliner Bentley may also incorporate several other dynamic modifications. Uprated anti-roll bars improve handling responsiveness and lessen body-roll when cornering. Lower-geared sports steering racks heighten agility. And high performance low-profile tyres on 18 inch high-ventilation alloy wheels allow for even more responsive turn-in and cornering precision. The aim is to create a motor car that is perfectly set-up for the most enthusiastic of drivers.

Discreet, yet purposeful, styling is the mark of a Mulliner Bentley. On the Continental R Mulliner, re-styled bodywork subtly accommodates the larger wheel and tyre combination; sills, wings and wheel arches shaped by function, not frivolity. When viewed from the rear, there are few indications that this is a motor car of potent performance: just a discreet Mulliner badge and large-diameter exhaust system tailpipe. When combined with racing mesh detailing, the effect is quite extraordinary. A motor car which exudes singular intent without courting aggression.



Mulliner

## BENTLEY CONTINENTAL MULLINER

With unrivalled dynamic performance and purposeful character, the Mulliner Bentley continental models offer an intense experience for the keen driver. Each model in the Mulliner range has been carefully specified to insure that any modification can only enhance the original motor car on which it is based. The transformation itself is undertaken by the engineering team and craftsmen of Mulliner, individuals who are as passionate about Bentley's sporting lineage as they are skilled to sustain it.

### CONTINENTAL R MULLINER

#### ENGINE

420 bhp engine with water-cooled turbocharger and liquid intercooler  
420 brake horsepower (313 kW, 426 PS) at 4000 rpm  
Peak torque of 650 lbf·ft. (875 Nm) at 2200 rpm

#### PERFORMANCE

0-60 mph (0-100 km/h) – 5.8 seconds (6.0 seconds)  
0-100 mph (0-160 km/h) – 15.1 seconds  
0-400 metres – 14.1 seconds  
Maximum speed – 170 mph (270 km/h)

#### SUSPENSION

Fast-touring suspension tune  
18 inch (9.5J) 5-spoke alloy wheels, with high-ventilation design  
Pirelli P-Zero 285/45 low-profile tyres  
20% quicker steering rack than Continental R – 2.74 turns lock-to-lock

#### EXTERIOR

Re-styled exterior with fully flared sports wing contours and wheel arches  
Racing mesh vents, inset into front wings (optional at no cost)  
Mulliner styled bumpers with wire mesh inserts, to match radiator grille  
Sill treatment to complement flared wings and wheel arches  
Single large-diameter exhaust system tailpipe  
Mulliner badge to luggage compartment lid

#### FUEL CONSUMPTION

	European Union drive cycle	USEPA
Urban	28.1 l/100 km (10.1 mpg)	11 mpUSgall
Extra urban (Highway)	13.2 l/100 km (21.4 mpg)	16 mpUSgall
Combined	18.7 l/100 km (15.1 mpg)	13 mpUSgall

All other features and appointments are as per the current Continental R.

All Continental R customer options are available for the Continental R Mulliner, with the exception of stainless steel sills.

### CONTINENTAL T MULLINER

#### ENGINE

420 bhp engine with water-cooled turbocharger and liquid intercooler  
420 brake horsepower (313 kW, 426 PS) at 4000 rpm  
Peak torque of 650 lbf·ft. (875 Nm) at 2200 rpm

#### PERFORMANCE

0-60 mph (0-100 km/h) – 5.7 seconds (5.9 seconds)  
0-100 mph (0-160 km/h) – 14.9 seconds  
0-400 metres – 14.1 seconds  
Maximum speed – 170 mph (270 km/h)

#### SUSPENSION

Uprated 40% front and 20% rear anti-roll bars  
Uprated damper tune with revised programming – to provide a firmer ride and more responsive damper rate when cornering  
Sports transmission switch electronically activates uprated damper tune

#### EXTERIOR

Racing mesh vents, inset into front wings (optional at no cost)  
Mulliner badge to luggage compartment lid

#### FUEL CONSUMPTION

	European Union drive cycle	USEPA
Urban	28.1 l/100 km (10.1 mpg)	11 mpUSgall
Extra urban (Highway)	13.2 l/100 km (21.4 mpg)	16 mpUSgall
Combined	18.7 l/100 km (15.1 mpg)	13 mpUSgall

All other features and appointments are as per the current Continental T. All Continental T customer options are available for the Continental T Mulliner.

### CONTINENTAL SC MULLINER

#### ENGINE

420 bhp engine with water-cooled turbocharger and liquid intercooler  
420 brake horsepower (313 kW, 426 PS) at 4000 rpm  
Peak torque of 650 lbf·ft. (875 Nm) at 2200 rpm

#### PERFORMANCE

0-60 mph (0-100 km/h) – 6.0 seconds (6.2 seconds)  
0-100 mph (0-160 km/h) – 15.6 seconds  
Maximum speed – 155 mph (245 km/h)

#### EXTERIOR

Mulliner badge to luggage compartment lid

#### FUEL CONSUMPTION

	European Union drive cycle	USEPA
Urban	28.1 l/100 km (10.1 mpg)	11 mpUSgall
Extra urban (Highway)	13.2 l/100 km (21.4 mpg)	16 mpUSgall
Combined	18.7 l/100 km (15.1 mpg)	13 mpUSgall

All other features and appointments are as per the current Continental SC. All Continental SC customer options are available for the Continental SC Mulliner.

### AZURE MULLINER

#### ENGINE

420 bhp engine with water-cooled turbocharger and liquid intercooler  
420 brake horsepower (313 kW, 426 PS) at 4000 rpm  
Peak torque of 650 lbf·ft. (875 Nm) at 2200 rpm

#### PERFORMANCE

0-60 mph (0-100 km/h) – 6.0 seconds (6.2 seconds)  
0-100 mph (0-160 km/h) – 15.6 seconds  
Maximum speed – 155 mph (245 km/h)

#### SUSPENSION

18 inch (8J) 5-spoke alloy wheels, with double spoke high-ventilation design  
Pirelli P-Zero 255/50 low-profile tyres  
Uprated 15% front and 20% rear anti-roll bars

#### EXTERIOR

Mulliner badge to luggage compartment lid

#### FUEL CONSUMPTION

	European Union drive cycle	USEPA
Urban	28.1 l/100 km (10.1 mpg)	11 mpUSgall
Extra urban (Highway)	13.2 l/100 km (21.4 mpg)	16 mpUSgall
Combined	18.7 l/100 km (15.1 mpg)	13 mpUSgall

All other features and appointments are as per the current Azure.  
All Azure customer options are available for the Azure Mulliner.



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.  
THE NAMES "BENTLEY", "MULLINER", THE BADGE AND RADIATOR GRILLE ARE REGISTERED TRADEMARKS.

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