

BENTLEY





*With the Compliments of
William Arnold Limited.*

*Upper Brook Street,
Manchester, 13.*

*Telephone: Ardwick 43617.
Telegraphic: "Luxurious" Manchester.*

A B R I D G E D P A R T I C U L A R S O F
BENTLEY (MARK VI)
FOUR AND A QUARTER LITRE SILENT SPORTS CAR



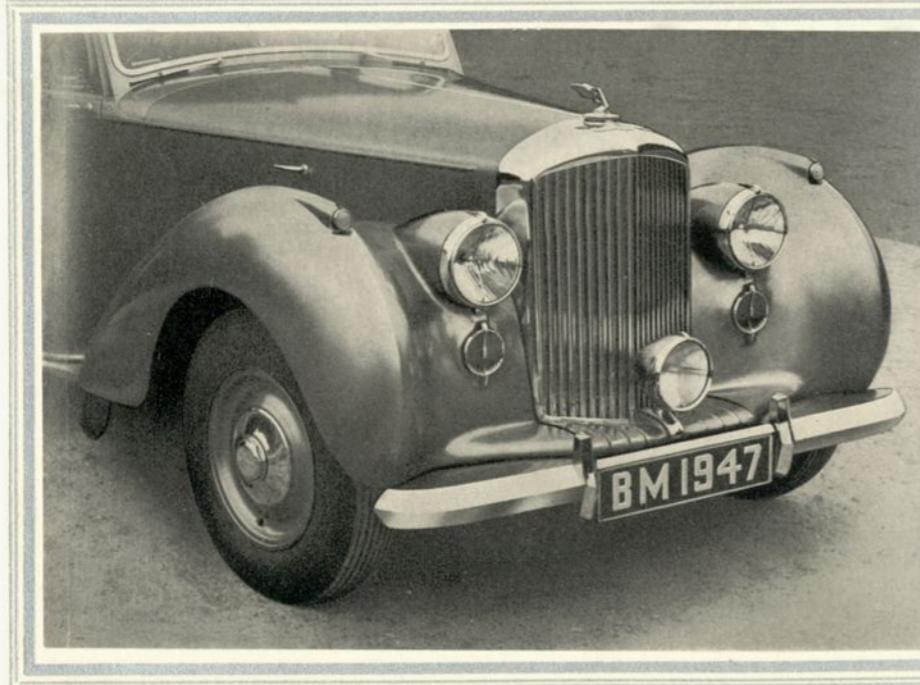
BENTLEY MOTORS (1931) LIMITED

CAPT. E. C. ERIC SMITH, M.C., WOOLF BARNATO, DR. F. LLEWELLYN SMITH.

Showrooms : 14/15 CONDUIT STREET - LONDON - W.1
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BENTLEY (MARK VI) 4½-LITRE

A BRIEF INTRODUCTION

by Capt. G. E. T. EYSTON, M.C.



MONG connoisseurs of fine cars the Bentley produced by Rolls-Royce is acknowledged to possess a unique reputation founded not merely on its high performance, but also upon the way in which this is attained—brilliantly and unobtrusively, in a typically British manner.

Having experienced high-speed driving in a wide variety of fast cars, both small and large, British and foreign, at speeds increasing from 100 to 200 and then to over 350 miles per hour, I decided eleven years ago to become a private owner of a Bentley, and have owned one ever since.

The car is truly named "The Silent Sports Car." It whispers along in traffic as an ideal town

carriage and on the open road is completely tireless. No one can overwork a Bentley. It is this feature of sustained stamina over an indefinite period that reminds me of the officially timed run which I undertook at Brooklands track in 1939. The 4½-litre special aerodynamic saloon covered 114.5 miles in one hour using petrol from a kerbside pump.

Since that time the standard Bentley has been developed with an entirely new chassis, but fortunately a few experimental models had been completed at the outbreak of war, and these have been run under exacting conditions on work of national importance for some six years. This gave to their designers information which it is never possible to get under peace-time

conditions, where a period of six years between prototypes being manufactured and production commencing would be an utter impossibility. Recently I had the opportunity of driving one of these veterans which had covered over 100,000 miles, and it at once became apparent that it was markedly superior to its predecessors, the most outstanding improvement being the increased stability and riding comfort resulting from the new independent front wheel suspension. The re-design of the chassis has also improved the entrance to the front and back seats, and has increased interior roominess as well as luggage carrying capacity. All this has been done at no

expense to performance. Acceleration and braking are of the highest order, and the road-holding qualities are such that it is possible to obtain a superlative ride at all speeds. Almost anyone can build a fast car, but here one has been built which is a truly controllable fast car.

My experience as a Bentley owner proves to me that over a period of years the Bentley is not expensive, although it is built for those motorists who can distinguish between what is good and what is outstanding.

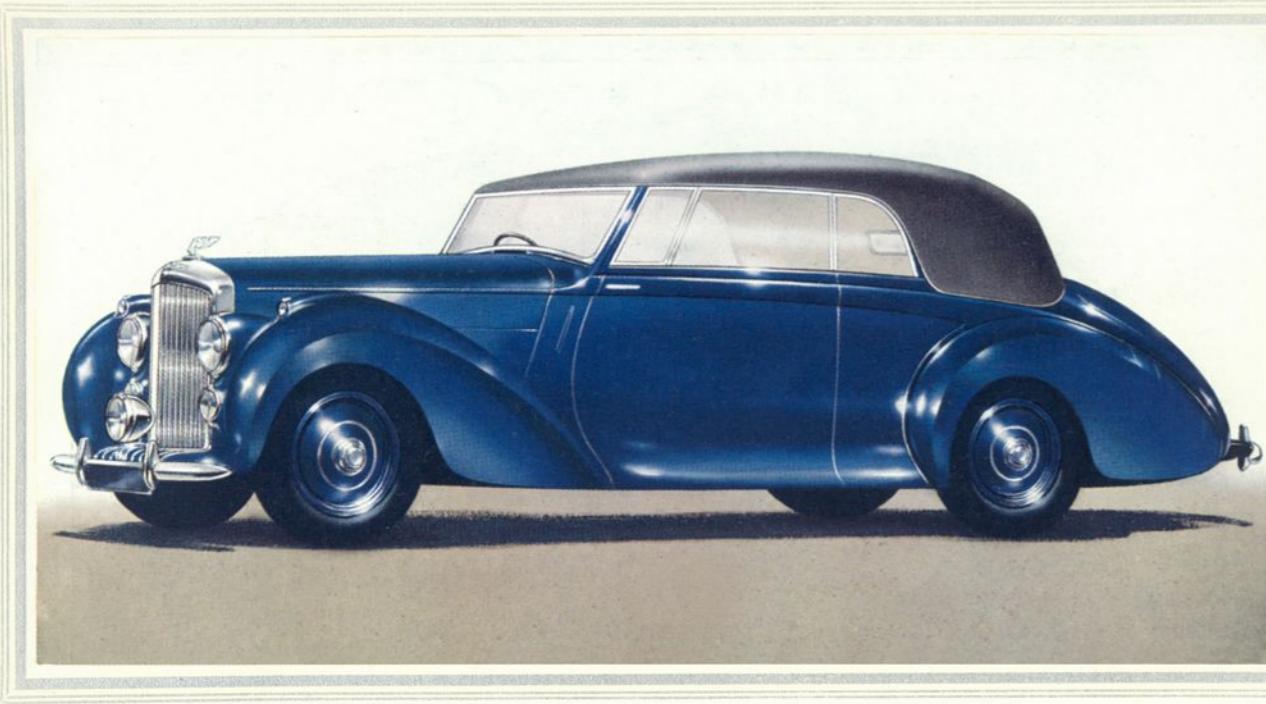
My best wishes go to all future owners of this unique British car.



FOUR-DOOR SPORTS SALOON
COACHWORK BY BENTLEY MOTORS (1931) LTD.

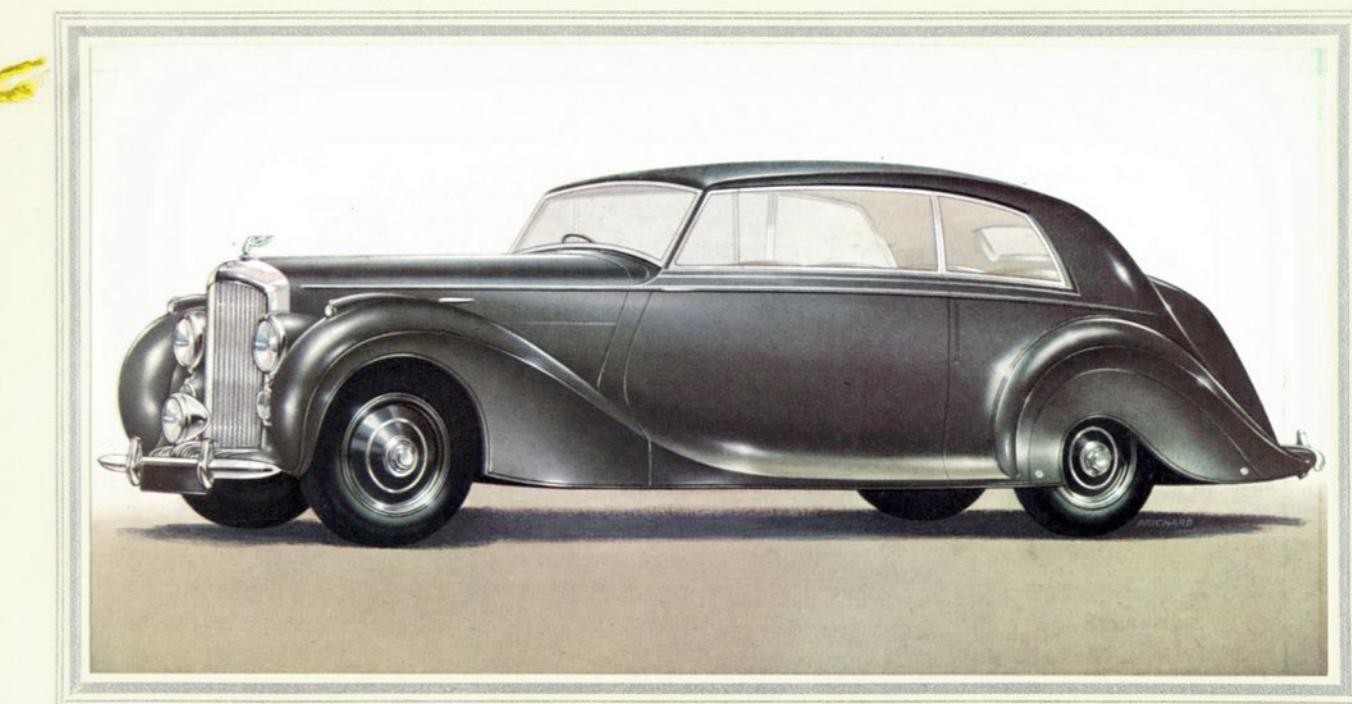
An all steel body of Bentley Motors' own design, in which foot-wells have been eliminated. The body is spacious and has accommodation for five persons. A car of pleasing lines, in which the needs of the owner-driver have been specially considered.





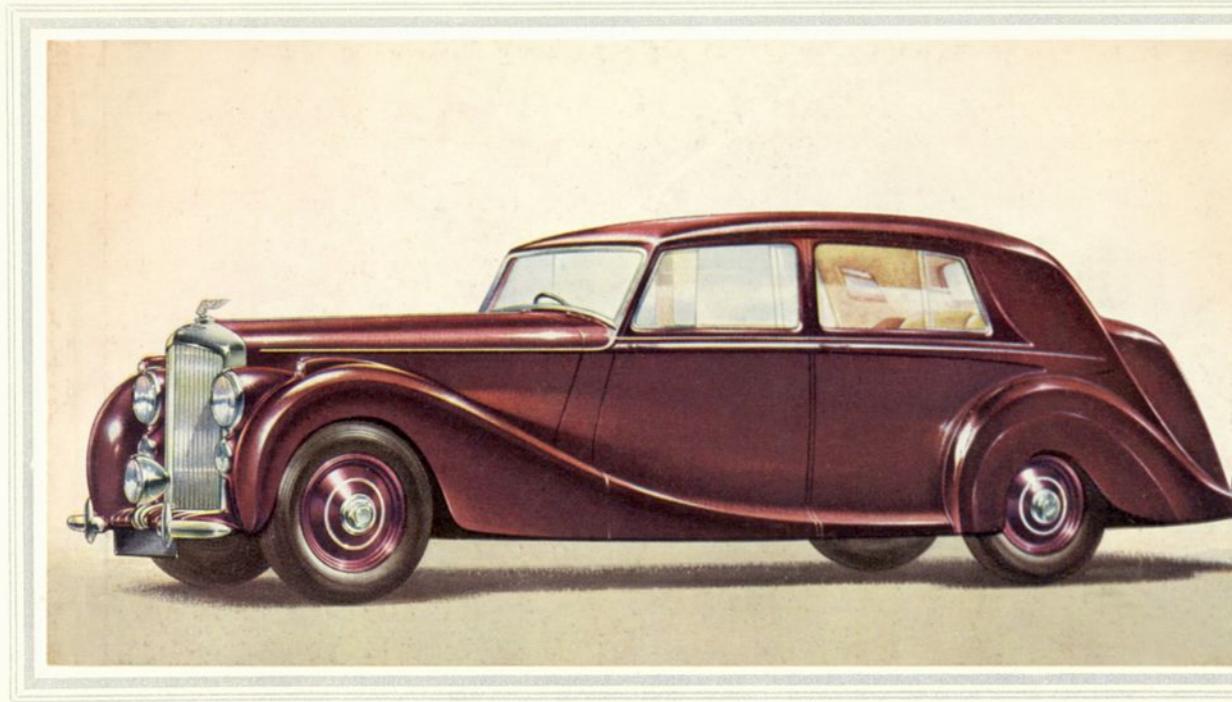
DROPHEAD FOURSOME COUPÉ
COACHWORK BY PARK WARD & CO., LTD.

THE folding head is specially designed to be simple in operation and to enhance the appearance of the car when open, making this an ideal dual-purpose car. Wide doors and sliding bucket-type front seats with folding back rests make the rear seats easily accessible. In order to provide the maximum amount of space in the rear luggage container the spare wheel is carried at the side of the scuttle.



TWO-DOOR SPORTS SALOON
COACHWORK BY JAMES YOUNG LTD.

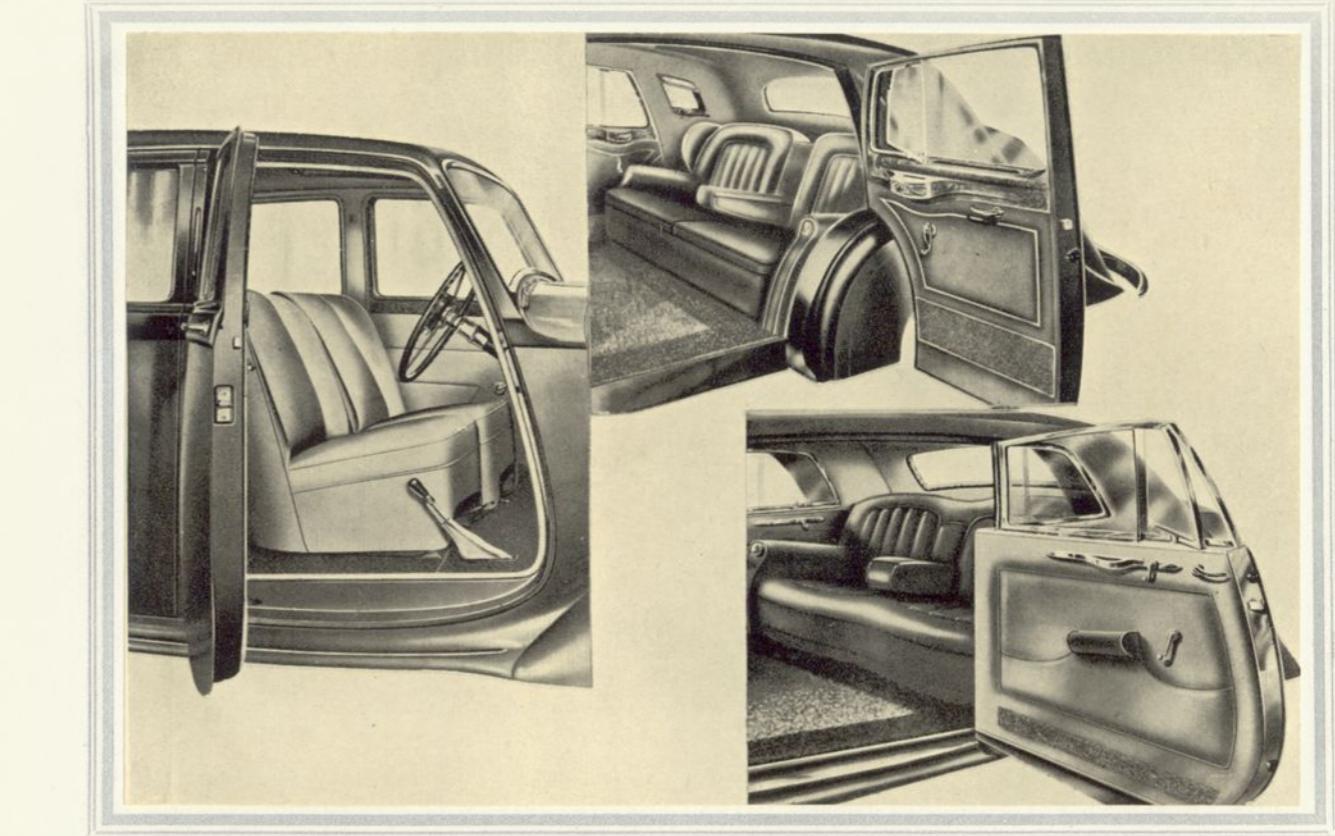
OF "semi-square" design, the car provides seating for four/five persons. Front seats are adjustable for height, rake and distance. Arm rests to all seats. Sunshine roof. Single door either side gives easy access to front and rear seats.



FOUR-DOOR SPORTS SALOON

COACHWORK BY H. J. MULLINER & CO., LTD.

A four-door saloon with comfortable seating for four persons, and ample luggage accommodation. "No-draught" ventilation for both front and rear seats. A noteworthy feature is the very light front pillars, presenting a minimum obstruction to driving vision.



SOME INTERIORS. (Left) Bentley Sports Saloon
(Top right) H. J. Mulliner Sports Saloon (Lower right) James Young Sports Saloon



S P E C I F I C A T I O N

THE ENGINE Six-cylinder mono-bloc casting with detachable aluminium cylinder head, $3\frac{1}{2}$ -in. (89 mm.) bore by $4\frac{1}{2}$ -in. (114 mm.) stroke, 4,257 c.c. capacity, 6.4 : 1 compression ratio, 29.4 h.p. on R.A.C. rating.

Overhead inlet valves operated by push rods and totally enclosed rockers. Side exhaust valves. This new arrangement of the valve mechanism results in increased working efficiency in the combustion head, and at the same time provides for improved cooling of the exhaust valves. Aluminium alloy pistons. Engine-gearbox unit suspended at two points giving torsional flexibility. The seven-bearing crankshaft is supported in the top half of the crankcase.

IGNITION Twelve-volt battery, coil and distributor with automatic ignition control, a centrifugal governor being fitted immediately below the distributor head.

CARBURATION Two carburetters of the S.U. expanding type are fitted and are interconnected in such a way that they will at all times work in perfect unison. The system is fitted with a mixture control, manually operated by a lever from the top of the steering column.

ENGINE LUBRICATION Pressure feed to all crankshaft and connecting rod bearings. Positive supply to hollow rocker shaft from which valve rockers, push rods and tappets are lubricated.

1 $\frac{1}{2}$ -gallon capacity sump with float type oil pick-up. Large capacity "by-pass" oil cleaner. 2-stage pressure relief valve accessibly located.

COOLING SYSTEM By fan and centrifugal pump. Temperature is thermostatically controlled. Temperature indicator on instrument panel.

THE CLUTCH 10-in. single plate, dry type, controlled by direct foot operation with compensating linkage between the pedal and the clutch to allow freedom of engine movement.

ELECTRICAL EQUIPMENT Twelve-volt system with automatic regulation of dynamo output by vibrator control. Separate starter motor with geared pinion providing gentle engagement. Battery of approximately 55 ampere-hour capacity. Twin electric horns. Stop lamp and reverse light switches operated by brake pedal and gear lever respectively.

THE GEAR BOX Four-speed and reverse with positive interlock selector mechanism, synchromesh on second, third and fourth, which is direct drive. Right hand control lever. Speedometer and brake servo-motor drives included.

GEAR RATIOS

Rear Axle Ratio	11—41
1st Speed	11.113 : 1
2nd Speed	7.520 : 1
3rd Speed	5.001 : 1
4th Speed (Direct)	3.727 : 1
Reverse	11.767 : 1

TRANSMISSION This has been entirely re-designed. The propeller shaft is of the open type, and is divided in order to obtain a lower floor. The shaft is fitted with grease-retaining, needle-bearing, universal joints.

STEERING GEAR Cam and roller follower on anti-friction bearings. Divided track rods. All joints have hardened ball-pins in phosphor bronze bearings, and are spring-loaded to minimize vibration.

FRONT SUSPENSION Independent, helical springs in conjunction with hydraulic dampers. Brake reaction taken by torque arms. Extensive rubber bushing to decrease road noises.

REAR SUSPENSION Long semi-elliptic springs in conjunction with hydraulic dampers controllable by a lever on the steering column head.

THE BRAKES Mechanical at rear, hydraulic at front. Pedal operated internal brakes: operation assisted by mechanical servo which is effective for forward and backward movement of car. Handbrake lever supplements operation of rear brakes.

CHASSIS LUBRICATION Centralised system supplied by reservoir and pedal-operated pump mounted on dash panel. System includes steering and front and rear suspension.

FUEL SYSTEM An 18-gallon tank at rear of chassis. Supply by twin electric pumps. Fuel level gauge on instrument panel. Also fuel level warning light which operates when fuel is low.

JACKING SYSTEM Side jacking system. Portable jack is provided in the tool kit. The jack operates in a bracket on the frame side members, in the centre of the chassis.

ROAD WHEELS Detachable disc wheels, 16-in. wellbase rims fitted with 6.50 in. \times 16-in. India Super Tyres.

DIMENSIONS

Wheelbase	= 10 ft.
Front track	= 4 ft. 8 in.
Turning Circle	= 42 ft. 6 in.

EQUIPMENT Interior heating, de-froster and de-mister and radio are included in the equipment.

P R I C E S

CHASSIS £1,985

FOUR-DOOR SPORTS SALOON (Coachwork by Bentley Motors (1931) Ltd.)	£2,595
<i>Plus Purchase Tax</i>	£1,443 3 4
DROPHEAD FOURSOME COUPÉ (Coachwork by Park Ward & Co. Ltd.)	£3,290
<i>Plus Purchase Tax</i>	£1,829 5 7
TWO-DOOR SPORTS SALOON (Coachwork by James Young Ltd.)	£3,500
<i>Plus Purchase Tax</i>	£1,945 18 10
FOUR-DOOR SPORTS SALOON (Coachwork by H. J. Mulliner & Co. Ltd.)	£3,415
<i>Plus Purchase Tax</i>	£1,898 14 6

C O L O U R S C H E M E S

Black, with Brown furniture hide.

Pearl (metallic finish) with Light Blue furniture hide.

Maroon, with Maroon or Tan furniture hide.

Metallic Grey with Grey furniture hide.

Dark Blue, with Dark Blue furniture hide.

Mistletoe Green (metallic finish) with Beige furniture hide.

Two-Tone Grey, with Light Blue furniture hide.

*Quotations can be supplied for bodies of other designs to suit customers' special requirements.
Conditions of Guarantee and Terms of business may be obtained from the manufacturers.*

*The specification, prices and details contained in this
catalogue are subject to alteration without notice.*



H. Fitch & Co. Ltd., London, E.1