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Differences of opinion

In the world of Rolls-Royce and Bentley classics, you will always find differences of opinion. While most might argue that a Silver Shadow or Silver Spirit is worthy of classic status, some traditionalists will suggest that anything without a separate chassis isn't. And while many of us might crave a 'Standard Steel' Silver Cloud or S-series when funds allow, there will be other aficionados who argue that a true Rolls-Royce or Bentley must have coachbuilt bodywork.

Interestingly though, disagreements can occur even when it comes to much more recent models, such as the Bentley Arnage. Launched in early 1998, the year in which the future ownership of Rolls-Royce and Bentley became an expensive spat between two German automotive giants, the Arnage hit the market with a 4.4-litre twin-turbocharged V8 supplied by BMW. It was the first time that a Crewe-built model had been fitted with a powerplant supplied from elsewhere, a fact that caused consternation among traditionalists.

We now know, of course, that the Arnage ended up being re-engineered early on in its career, enabling it to take the classic 6.75-litre V8 that its original designers never intended for it. And on today's scene, aided by a vastly longer production run, it's these British-powered versions that remain the most popular among so many Arnage enthusiasts... but not all. In this issue, we meet John Neal and Eric Bauly, who both own early Arnages – and who are big fans of the BMW V8. Check out what they have to say, starting on page 40, and find out why they prefer the Arnage in its original guise.

Meanwhile, don't forget that the best way of ensuring your copy of *Rolls-Royce & Bentley Driver* every two months is to subscribe. Wherever you live, simply visit shop.kelsey.co.uk/rrb and check out the latest offers for your particular region, with subscriptions available in both print and digital guises. Not only will it save you searching the shelves, it'll save you money as well.

Paul Guinness

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SPECTRE SALES SUCCESS

Rolls-Royce Motor Cars achieved global sales of 5712 vehicles in 2024, it has revealed, with the success of the new Cullinan Series II and Ghost Series II models – together with their Black Badge derivatives – helping to achieve the third-highest annual total ever achieved by the company.

With 2024 marking the first full year of Spectre sales, Rolls-Royce's inaugural all-electric model proved to be a major success. It was the firm's biggest seller throughout Europe, and worldwide was second only to the Cullinan. The Ghost was the third most successful model globally, with the Phantom retaining

its role as the company flagship – and the most exclusive model in the range.

North America proved to be the largest sales region for Rolls-Royce last year, while several other regions – including the Middle East, Africa, Europe and Asia Pacific – achieved record sales. China saw particular demand for Bespoke, reflecting the marque's younger clientele in that growing market.

Rolls-Royce also benefited from smaller but fast-growing markets in 2024, including Malaysia, Thailand and The Netherlands. The UAE, Germany and Japan – all large and well-established markets for Rolls-Royce Motor Cars – were among the countries that achieved

record sales in 2024, with Bespoke again proving popular among clients.

During 2024, the Rolls-Royce Bespoke Collective of specialist designers, engineers and craftspeople undertook what the firm describes as "some of their most creatively daring and technically challenging commissions to date". These projects incorporated materials, features and craft techniques never implemented before, resulting in "unique, emotionally resonant masterpieces which truly reflect each commissioning client's interests and personality". Bespoke content value increased by 10 per cent on average per car year-on-year, reaching the highest level in the company's history.

EXCLUSIVE BENTAYGA

Among the latest Bentleys on display at January's Brussels Motor Show was the new Bentayga EWB Azure Riviera Collection, with its Aegean Blue exterior said to be "inspired by the depths of the sea". Bentley Motors describes the newcomer as "reflecting the serenity and refinement of the yachting lifestyle".

The Bentayga EWB Azure Riviera Collection offers a unique interior that includes Linen as the main hide and Brunel as the secondary hide, with Autumn accents. A special Riviera Collection 'knot' embroidery on the headrest and "Azure" embroidery on the seat backs in Autumn accents are intended to "underpin the collection's attention to detail and exclusivity".



GOODWOOD INVESTMENT

A £300 million investment in its Goodwood headquarters has been announced by Rolls-Royce Motor Cars, the aim being to extend the manufacturing facility that has been operating for the last 22 years.

The extension will create additional space for the increasingly complex and high-value Bespoke and Coachbuild projects sought by clients. It will also ready the manufacturing facility for the marque's transition to an all-battery electric vehicle (BEV) future.

This latest investment represents the single largest injection of capital since the plant officially opened on January

1st, 2003. Back then, it employed around 300 people and produced just one car a day. Although the Goodwood manufacturing plant has undergone significant internal changes over the years, the building itself has remained largely unchanged. Meanwhile, staff numbers have increased more than eightfold, and the marque now produces up to 28 cars a day.

More than 2500 individuals are currently employed at Rolls-Royce Motor Cars' Goodwood base, while around 7500 people work in the company's wider UK supply chain. In 2023, an independent study by the

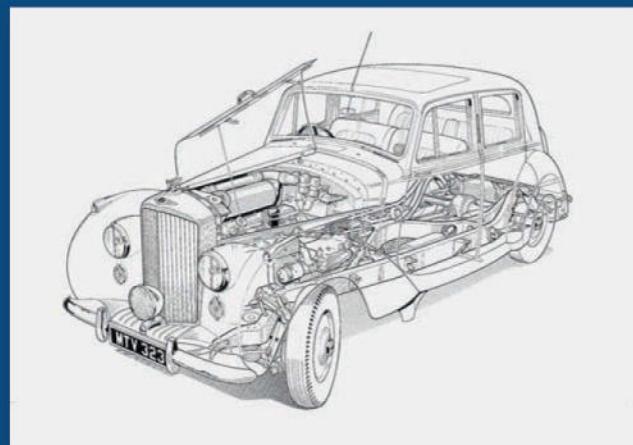
London School of Economics (LSE) demonstrated that Rolls-Royce Motor Cars contributes around half a billion pounds to the UK economy each year.



BENTLEY MkVI PRINTS

Douglas Newton writes: "I am a retired professional technical illustrator and have a 1950 Bentley MkVI that I have owned for 23 years. A few years ago, I originated a cutaway technical illustration of my Bentley that shows the engine and all of the major components. I have subsequently sold limited edition A2-size (594 x 420mm) black and white prints to many enthusiasts around the world."

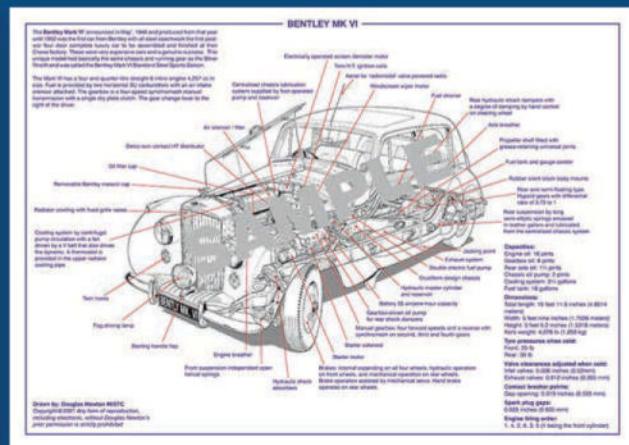
The prints are available framed or unframed. They are printed in black lightfast ink on to acid-free 120gsm art paper. Each print is numbered and signed,



and supplied with a certificate of authenticity. The prints are sold at £80 each plus postage and packing. Douglas can also add the customer's own registration number to the illustration at an additional cost.

Using the same illustration, Douglas has also recently created what he calls a garage wall chart (again A2 in size), with leader lines and annotations to all of the main components, as well as a technical specification list. This is available for £40 plus carriage.

To find out more or to discuss placing an order,
email Douglas at tiagol.t21@btinternet.com.



SILVER SHADOW AT 60

As revealed in the news pages of our last issue, what's expected to be the biggest gathering of SY-generation Rolls-Royces and Bentleys will take place in 2025, with the RREC planning an event at the historic Brooklands Museum to mark the Silver Shadow family's 60th anniversary.

Heading up the special event – which takes place on August 16th-17th – is Michael Marshall-Clarke, an RREC Board Director and the proud owner of a 1974 Silver Shadow. Among the highlights of the weekend are a black tie dinner in the historic Brooklands Clubhouse and a road run through the scenic Surrey Hills.

The gathering is open to all SY-generation cars, comprising the Silver Shadow and Shadow II, Bentley T-series and T2, MPW/Corniche, Silver Wraith II and Camargue. "You don't have to be a member of the RREC to attend," says Michael. "All SY owners – club members and non-members alike – are welcome."

Entries for the event continue to come in, and the original aim of attracting 100 cars in order to recreate a famous Rolls-Royce publicity photograph from the 1970s has long since been exceeded. "So far, we have pre-registered entries from as far afield as Spain, Italy, Germany and Switzerland – but we need more," says Michael. "We're aiming for the largest number of SY cars ever gathered in one place."

If you're an SY owner interested in attending, send



an email to **silvershadow60event@gmail.com** with your name as well as your car's marque, model, chassis number, year and colour. Please also state whether you're interested in attending for a day or for the full weekend. The organisers will then be in touch with further details.

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REGION UPDATE

Bentley Motors has announced the alignment of its business operations in the UK, Europe, Middle East, Africa and India into a combined region, now becoming the EMEA region – the

biggest for the marque. It will comprise 95 retail partners in 41 markets and represents approximately one-third of Bentley's sales volume globally.

Leading the new region will be



regional director Richard Leopold (pictured), who has over 17 years of experience with Bentley Motors and a deep understanding of complex markets, having already commanded each market under this new regional structure.

Leopold comments: "I am extremely excited to continue to collaborate closely with our retail partners to drive the growth of our business across the UK, Europe, Middle East, Africa and India under this new guise. This journey will not only focus on the launch of new models aligned with our Beyond100+ strategy but also emphasise enhancing our network and elevating the customer experience in our biggest single region in the world."



REGISTRATION NUMBER SALE

Regular readers will recall the early Bentley Mulsanne featured in our Nov/Dec 2024 issue, and may well have noticed the cherished registration number that it sports: HRH 11V. The owner of the car, Paul, has now decided to sell the registration number, and is inviting enquiries from any UK-based readers who might be interested.

To find out more, drop us an email at rrb.ed@kelsey.co.uk and we'll forward your enquiry.



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ROCK 'N' ROLLS

We take a trip to Nottingham for a catch-up with Rick Parfitt Jnr, musician and racing driver, to find out about his recent Rolls-Royce Corniche ownership experience

WORDS: PAUL GUINNESS PHOTOS: GERARD HUGHES

In the world of petrolheads, it's not unusual to find a classic Rolls-Royce amongst a private collection of high-powered sports cars and Italian-built supercars. The Crewe machine might not offer the same level of driving thrills, neck-jarring performance or as-if-on-rails handling as its low-slung compatriots, but it's still appreciated for its combination of unique qualities. And that's certainly the case with Rick Parfitt Jnr... or rather, it was until late last year, when the glorious 1984 Corniche shown here ended up in the hands of a new custodian.

More of that later, as first we need to discover what prompted Rick – son of the globally famous rock band member of the same name, and a successful racing driver and musician in his own right – to invest in a Corniche in the first place, given that so many of his previous classics have been rather more sporting. "I love '80s cars," he explains, "which is partly why I've also got a Ferrari 328 in my garage. But there's something about the Corniche that no other car can match. Wafting around in it, hood down, is a special experience."

Anyone who's experienced a soft-top Corniche on a summer's day will agree. The way in which the car effortlessly cruises along, combining V8 power and refinement with long-distance comfort, is addictive. Just as appealing, however, as Rick goes on to explain, is

how respected a classic Corniche turns out to be in just about any setting: "If I pulled up outside The Savoy in London in a brand new Rolls-Royce Cullinan that someone's probably just paid £300,000 for, very few would give it a second glance. But if I did the same in a Corniche that's worth... well, a lot less than that, it's going to turn heads. It's a car with class."

Rick's Rolls-Royce experiences began at an early age. As the son of Status Quo legend Rick Parfitt, who sadly passed away in December 2016, he grew up around the marque: "Dad was a real Rolls-Royce enthusiast, and owned several examples when I was growing up. I particularly remember his Caribbean Blue Silver Shadow II. But it was his friends' cars that I also remember, as the house we lived in at the time had a recording studio and we'd have famous names regularly turning up in their Rolls-Royces."

Rick Snr was friends with the guys from Queen, and Rick Jnr recalls Roger Taylor being a regular visitor, usually at the wheel of a Rolls-Royce: "Even Cliff Richard would turn up on occasions, driving his Silver Shadow II. If I remember rightly, Cliff kept the same car for many years – but to give it a new look every year, he's have it resprayed a different colour!"

Quality motoring remained a part of »





FEATURE CAR

ROLLS-ROYCE CORNICHE

"Rick Snr was friends with the guys from Queen, and Rick Jnr recalls Roger Taylor being a regular visitor"

Rick Snr's life even in later years: "He ended up owning various Bentleys, including Arnages and Continental GTs. His last car was a Flying Spur – a very impressive machine in many ways, but one that lacked soul, in my opinion."

TAKING THE PLUNGE

With such a fascinating upbringing, it was perhaps inevitable that Rick Jnr would end up with a classic Rolls-Royce of his own, the most recent arriving in September 2023. "I wanted something a bit different from the various Silver Shadows that Dad had owned," he explains, "and really fancied the idea of a convertible Corniche."

A suitable-sounding car was located by Rick's friend, Richard Hawken, founder of EMM London, a company that provides an inspection and valuations service: "Richard got in touch to say he'd found what seemed like the ideal Corniche, which was about to head to auction. He inspected the car for me, and I then made an offer. It was accepted by the vendor prior to auction, and I was suddenly a Corniche owner!"

Rick was delighted with his latest acquisition, which had benefited from some recent recommissioning. Although an impressively original-looking Corniche, any work carried out appeared to have been done to a high standard, including a previous respray: "The car came from Crewe with Tudor Red paintwork, but at some point had been resprayed," says Rick. "The colour wasn't exactly the same as original, having slightly more of a metallic effect, but I thought it looked stunning when I first saw it."

As predicted, the Corniche turned out to be an excellent example, but Rick was taking no chances, and immediately entrusted the car to Nottingham-based Starmans (www.starmansspecialists.co.uk), an independent Rolls-Royce and Bentley specialist firm »



CORNICHE EVOLUTION

Although there was little to differentiate the new-for-1971 Corniche from its Silver Shadow Mulliner Park Ward two-door saloon and drophead predecessors, the change of name and associated updates were important, coming at a time when Rolls-Royce faced financial difficulties and needed all the positive press associated with a new model launch.

Exterior differences between the Corniche and its forebear included a mildly redesigned radiator grille, rectangular reversing lamps, fog lamps, special wheel trims and a different dashboard, while the engine was subtly reworked to produce "adequate plus 10 per cent" power. There was no need

for major change thanks to the already handsome looks of the MPW cars, styled by John Blatchley and incorporating subtle elements of historic Rolls-Royce design.

Running gear was also carried across from the standard saloon, which meant the 6.75-litre L-series V8, SU-fed and driving a GM400 three-speed automatic gearbox at launch. As the standard saloon of the era was upgraded, so too was the Corniche, which gained improvements like fuel injection and an extra gear over its 24-year life. And, of course, the Corniche also shared the suspension of the equivalent-era saloon (self-levelling at the back), powered hydraulic brakes and power assisted steering.

The first change to the Corniche was made in 1973, when an extra quarter of an inch was added to the wheelbase. In 1977, however, came a more thorough revision in line with the UK-spec Silver Shadow II, with the Corniche gaining rubber bumpers, a new lower spoiler, new dashboard, rack and pinion steering and split-level air conditioning. The wheelbase was lengthened again in 1979 (by an extra half inch), and the rear suspension was revised. The hardtop Corniche was phased out in March 1981, but the convertible continued.

July 1984 saw the Bentley Corniche being rebadged as the Continental, whilst also gaining colour-coded bumpers and grille vanes, new rear view mirrors and redesigned seats.



Some recent paintwork attention has helped to make an already impressive Corniche look immaculate from every angle.

Bosch K-Jetronic injection replaced the Solex 4A1 in 1987, while the following year the Rolls-Royce model was rebranded the Corniche II (a name used in the US since '86), with these latest cars bringing a revised dashboard and seats, ABS and other detail changes. The folding hood was also modified and the Spirit of Ecstasy upgraded to a retractable version. The Corniche II was short lived, however, replaced in 1989 by the Corniche III – a model that abandoned steel wheels in favour of alloys, as well as gaining colour coded bumpers and airbags.

The final facelift occurred in 1992 with the Corniche IV, which featured Active Ride Technology. The hood was modified again, this time incorporating a glass rear window.



The last 25 Corniche IVs built were designated Corniche S, and were the only official Corniche models to be fitted with a turbocharger, making them mechanically identical to the limited edition Rolls-Royce Flying Spur. A total of 6277 Rolls-Royce

Corniches were built, of which just 1108 were saloons. A further 581 were made with Bentley badging, comprising 63 Corniche saloons, 77 convertibles and 441 Continentals, taking the production figure of the whole Corniche family to more than 6800.

FEATURE CAR

ROLLS-ROYCE CORNICHE

run by a well-respected father and son team: "I asked Duane and Kyle to give the Corniche a thorough check-over, and to see to any jobs that might need doing. They skimmed the brakes, changed the water pump and fitted all-new belts, but that was it – the car needed nothing else."

Rick was then able to enjoy being behind the wheel of his Rolls-Royce,

although only when time and weather conditions allowed. As a musician he's busy throughout most of the summer, gigging at festivals with The RPJ Band (<https://rpjband.co.uk>), as well as attending motorsport events. His own racing career has seen plenty of competition success over the years, starting off with karts way back in 1996 and achieving more than 20

podium finishes since making the switch well over a decade ago. He was crowned British GT4 champion in 2013, and the following year he was voted Mobil 1 Master of the Year. Even more impressively, he won Fastest AM in Bentley GT racing in 2016, '17 and '18, with his debut Bentley year seeing Rick achieving third position in the GT3 class; 2017



then saw him becoming the first ever driver to win both GT4 and GT3 titles. The British Racing Drivers' Club went on to award this talented driver the John Cobb Trophy for achieving success of "outstanding character".

Compared with his on-track antics and the enjoyment of driving countless sports and supercars over the years, Rick's experiences at the wheel of a convertible Corniche were rather more sedate, although no less enjoyable. As someone with high standards, however, he knew he wouldn't be fully satisfied with the car until he brought it as close to perfect as possible: "There was some very minor paint bubbling around the handles on both doors, and one rear wheelarch also had the tiniest of bubbles. They

"Rick was crowned British GT4 champion in 2013, and the following year he was voted Mobil 1 Master of the Year"

were barely noticeable, but I wanted to do the right thing by the car."

MAKING PERFECT

The Corniche was entrusted to a local paintwork specialist that came recommended by Starmans, and ended up with both sides being fully resprayed: "They did an amazing job of matching the colour and the metallic finish," reports Rick, "and the car

came back looking better than ever."

The interior was already in decent condition, but Rick was again looking for perfection. There were very minor signs of lacquer peel in localised areas, and so every section of wood trim – including the dashboard – was removed and again entrusted to specialists, who stripped and relacquered the veneer to a very high standard. At the same time, as suggested by Starmans for a smart finishing touch, Rick had a pair of »



The original custodian of the 1984 Corniche was Linda Plant of *The Apprentice* fame, who kept the car for a decade.

FEATURE CAR

ROLLS-ROYCE CORNICHE



double-R Rolls-Royce logos made from mother-of-pearl, which were then inlaid into the veneer of the door cappings.

The leather – Magnolia with Maroon piping – was also in very good order, but Rick decided it could be improved by being re-Connolised. The end result is highly impressive, with the front seats retaining the slight creasing that tells of a car that's been enjoyed, but without any signs of wear or damage. It's exactly as you'd hope for in a classic Rolls-Royce that's obviously been cherished over the years.

The Corniche's original owner in April 1983 was the Leeds-based fashion brand, Honeysuckle, with company founder Linda Plant (well-known in the UK for her no-nonsense interview

style on BBC1's *The Apprentice*) using the car for a whole decade. It was acquired by a Yorkshire-based private buyer in April 1994, with 51,000 miles under its wheels, and went on to have just three further owners prior to Rick Parfitt Jnr's purchase of it in 2023. It came with an impressive service history, with most work being carried out by Rolls-Royce main agents.

The most recent owner prior to Rick had had the Corniche for three years, during which time he had spent around £12,500 with Newcastle-based Fearons (www.alanfearon.co.uk) having the car recommissioned for reliability. This included a major service, the replacement of various pipes and hoses, plus electrical work,



The Rolls-Royce was bought by Rick Parfitt Jnr in early 2023, when he had a pre-auction offer accepted by the vendor.

the end result being a Corniche that was described in 2023 by auction house Historics as driving "like a dream". The same owner had replaced the Magnolia soft-top and tonneau in 2021, which meant a major saving for Rick during his further improvements two years later.

By February 2024, with the Corniche finally as perfect as Rick intended and with spring just around the corner, it was time to put some miles under its wheels, to add to the 65,000 by then on the odometer. But as spring rolled into summer, Rick realised that he wasn't using the car as much as he'd hoped, due to work commitments. "I just wasn't getting enough time to really enjoy it, or to

"By February 2024, with the Corniche finally as perfect as Rick intended, it was time to put some miles under its wheels"

give it the kind of long-distance runs that it's built for, and so I put the word out that I might consider selling it... but only to the right person."

That individual turned out to be Martin Short of Rollcentre Racing, a long-time friend of Rick's and an admirer of the Corniche. "Martin made me an offer for the car, which I accepted," explains Rick. "I was gutted to see it go, but I knew it was heading

for the best home – and at least I had the satisfaction of knowing I'd done right by the car, improving it and making it as good as it could be." ■

THANK YOU: We're grateful to Nottinghamshire-based Classicwise – specialists in classic vehicle sales, maintenance, detailing and storage – for the photo shoot location. Find out more at www.classicwise.co.uk.



With just 65,000 miles covered from new, the Corniche's V8 powerplant remains in fine fettle.

MARKET WATCH

Each issue, we take a look at some of the most tempting cars for **sale** and report on others that have sold – covering everything from affordable modern classics through to the most premium-priced gems



RARE DERBY BENTLEY

If you like the idea of taking on a Derby Bentley that's in very usable condition and ripe for long-term improvement, this 1935 3½ Litre Sports Saloon by Mulliners of Birmingham looks particularly good value. On sale with The Real Car Co of North Wales, chassis number B106EF can be yours for £39,500.

Said to be one of just six Derby Bentleys bodied by Mulliners, this example was last sold by The Real Car Co in 1991 and remained with the

same owner until 2024. The selling specialist describes it as "mildly but appealingly quirky in design", as well as "refreshingly different from some other Derby Bentleys out there". To us though, it looks great from every angle, particularly as it's not so immaculate that the next owner might be afraid to use it regularly.

The Real Car Co says the Bentley would "perhaps benefit from some tidying and general uplifting", but reports that it has a smart red leather

interior and is complete and correct in every way. A new cylinder head was fitted some years ago, and the car is said to drive and run well, having recently been recommissioned by the dealer. A video of it in action is available via the website.

For anyone seeking a use-and-improve pre-war Bentley that's in sound condition and ready to enjoy, this looks a particularly interesting choice. For more details, visit <https://realcar.co.uk> or call +44 (0)1248 602649.





MODERN CLASSIC

Just coming up to 12 years old is this Bentley Continental GTC, first registered in March 2013 and with just 47,000 miles via its 6.0-litre W12 powerplant. Described by Stewart Walker, who specialises in these Bentley GTs and GTCs, as being in

"lovely condition", the car comes with a full service history courtesy of Bentley dealers and marque specialists.

This impressive GTC features special-order Onyx paintwork with Magnolia hide and contrasting Beluga stitching, with a spec that includes

neck warmers, Piano Black woodwork, cooled and heated massage seats, and 21in 10-spoke propeller alloys.

Stewart Walker is asking £43,995 for this particular example, and you can find out more at [www.stewartwalkerltd.co.uk](http://stewartwalkerltd.co.uk).

RADFORD CONVERSION

A Silver Cloud III with an intriguing extra feature has come to market via London-based Hanwells, finished in its original Burgundy hue with a London Tan interior. The car is described as having a "beautiful patinated appearance", and benefits from its two previous owners having spent "an

enormous amount of monies on both mechanicals and the bodywork".

What makes this particular Silver Cloud III so interesting, however, was the request from its first owner to have a folding rear seat to allow extra space to make a bed or for extra luggage room, with the conversion being carried out

by Radford – a company well-known for its practical Rolls Royce enhancements.

The car has had just four owners from new, comes with a large history file dating back to 1971, and has covered only 75,000 miles to date. To find out more, call +(0)208 567 9729 or visit <https://hanwells.net>.



AUCTION TRACKER

We take a look at the latest Rolls-Royce and Bentley auction trends, picking up on some fascinating results in what is an unpredictable market

WORDS: PETER LAVERS IMAGES: VARIOUS

	Total Market			Physical			Online		
	Latest 12m	2m Trend	12m Trend	Latest 12m	2m Trend	12m Trend	Latest 12m	2m Trend	12m Trend
Offered for Auction	1655	-3.4%	-4.1%	462	2.0%	-19.9%	1193	-5.3%	3.9%
Sales Rate	53.2%	0.8%	-0.7%	70.3%	-0.3%	6.2%	46.6%	0.7%	-2.3%
Number Sold	881	-1.9%	-5.4%	325	1.6%	-12.2%	556	-3.8%	-0.9%
Total Value of Sales	£29.2m	-6.9%	-13.7%	£14.3m	-9.1%	-25.2%	£14.9m	-4.6%	1.2%
Average Value	£33,132	-5.1%	-8.8%	£44,044	-10.5%	-14.8%	£26,754	-0.9%	2.1%

This issue's Auction Tracker covers the full-year period from January 1st to the end of December 2024.

Trends are assessed on a 12-month rolling basis versus the numbers published last time (to the end of October – the 2m trend) and year-on-year versus 2023 (12m trend).

MARKET DECLINE

The concerns I raised in my last column about whether the market resilience for Rolls-Royce and Bentley could hold have proven to be well founded, with the number of motor cars sold and total market value both falling, as shown in the first graph.

Against the full year 2023 (the 12m

trend), the total number of motor cars offered is down 4 per cent and the number sold is down by over 5 per cent, which means that the sale rate is slightly down – to 53 per cent overall. On the 2m trend, the numbers offered and sold have reduced by less, resulting in a small gain in the sales rate, which often occurs when supply is constrained.

On both trends, the total market overall and average values of sales are significantly down. However, compared to when I started this column (March 2022 to February 2023), both volume and overall value are up, from 653 (illustrated) and £25.8m respectively.

When we break the figures down by channel, it soon becomes clear that the value declines are again

because of large falls within the physical auction houses. This is despite a small fight-back in volumes offered and sold on the latest (2m) trend and the maintenance of a very respectable 70 per cent sales rate.

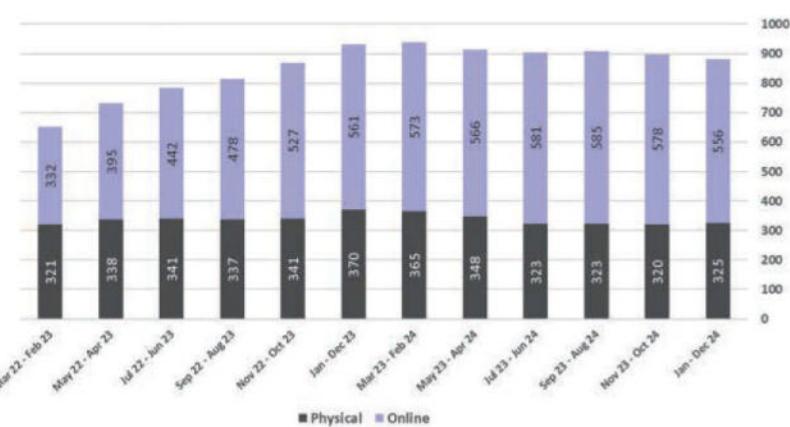
The online market has fared a bit better, with values up on 2023 but numbers now in decline on the 2m trend. Despite the falls in both channels, online now has a clear advantage over the physical houses in both overall value and volume, and has closed the gap somewhat in average value.

It should be mentioned that these figures are, of course, only for Rolls-Royces and Bentleys offered and sold, and so may not accurately reflect the channel shift in the overall UK classic car market. My impression, however, is that the general market shift online could indeed be greater. For example, CollectingCars has just published its best UK figures ever, with more than £106m of sales in 2024, involving more than 2000 cars.

On this note, it is worth mentioning that the sector landscape has again changed in 2024, with CCA consolidating with Iconic, online-only sales launched by Historics and Iconic, Trade Classics experimenting with 'Curated', 'VIP' or 'Market' options, and more new entrants on the online auction scene, such as Pistonheads.

In my last column, I tempered the concern about the market softening by pinpointing the physical auction

Total UK Auction Market Value



house decline to the results from just three top-end sales. I wondered if the Dean Kronsbein and Best of British collections auctioned by RM Sotheby's in London would rectify the situation, but although the vehicles and results were magnificent the overall value was half a million pounds short of their equivalent 2023 sale, which included a mouthwatering line-up of Bentleys (8 Litre, 4½ Litre 'Blower', Speed Six, R-Type Continental and S-series Continental DHC).

This confirms my points made last time: that the downturn is primarily due to fewer of the most valuable models being offered/sold versus 2023, and the model mix has favoured lower-value models and projects. In other words, the mainstream (sub-£100,000) Rolls-Royce and Bentley auction market continues to be resilient, with some excellent results noted further on. However, as I also pointed out last time, if the market was strong or booming, then individual lower results such as RM Sotheby's would be compensated for elsewhere.

TOP AUCTION HOUSES

The year-end figures also give us the opportunity to review the winners and losers amongst the numerous auction houses that offer our beloved marques. In the following table I present the Top 10 houses (86.5 per cent of the market), ordered by

	Offered	12m Trend	Sold	12m Trend	2024 Sale Rate	2024 Ave. Value
eBay	544	-0.7%	171	-16.6%	31.4%	£10,913
Car&Classic	227	-21.7%	126	-22.7%	55.5%	£22,964
Bonhams / Cars Online	147	44.1%	114	52.0%	77.6%	£38,988
CollectingCars	165	18.7%	92	19.5%	55.8%	£63,285
H&H	89	-14.4%	66	-8.3%	74.2%	£30,626
Historics	87	-16.3%	61	-7.6%	70.1%	£35,248
Mathewsons	84	-23.6%	41	-46.1%	48.8%	£15,012
RM Sotheby's	38	443%	37	825%	97.4%	£165,859
Iconic & CCA	52	-17.5%	33	40.5%	63.5%	£25,914
Anglia Car Auctions	25	-10.7%	21	5.0%	84.0%	£13,559

number sold and comparing it with the 12m trend (that is, versus 2023).

The two at the top of the table – eBay and Car&Classic – are trending down but remain major players in the market, despite their low sales rates. The big winners are: RM Sotheby's, which has come from nowhere (in the UK) to become the leading player at the top end of the market; Bonhams, which has benefited from its collaboration with the RREC; and CollectingCars, which is on a roll. The merged Iconic and CCA has gained sales in the year, but is still only ninth in the Rolls-Royce and Bentley standings (perhaps reflecting its target audiences), albeit well ahead of ACA in tenth position.

In mid-table, H&H and Historics have maintained good sales rates and values but on a falling share. Mathewsons has fallen significantly and is the only house in the Top 10 other than eBay with a sales rate below 50 per cent. Perhaps it needs to rethink its 'online-only' policy, or consider specific in-person sales of the premium marques?

MARQUE TRENDS

The picture by marque shows Rolls-Royce in greater 2m decline than Bentley, although the aforementioned top-end model mix phenomenon has hit Bentley harder on the 12m average value indicator. »

	Rolls-Royce			Bentley		
	Latest 12m	2m Trend	12m Trend	Latest 12m	2m Trend	12m Trend
Offered for Auction	553	-3.7%	-18.1%	1102	-3.2%	5.0%
Sales Rate	55.9%	0.0%	0.5%	51.9%	1.2%	-1.1%
Number Sold	309	-3.7%	-17.4%	572	-0.9%	2.7%
Total Value of Sales	£9.6m	-11.2%	-15.3%	£19.6m	-4.6%	-12.9%
Average Value	£30,909	-7.8%	2.5%	£34,334	-3.8%	-15.2%



This beautifully spec'd 1969 Silver Shadow sold for £21,375 at Iconic's NEC sale in November.



Iconic also achieved a very respectable £28,125 for this low mileage 1995 Flying Spur.



RM Sotheby's sale saw a 1947 MkVI Cabriolet by Franay selling for an impressive £286,250.



This as-new, 700-mile 2008 Bentley Brooklands Coupé was sold by Bonhams for £207,000.



This 1994 Bentley Continental R SuFaCon Saloon was recently sold as a project for £76,440.

MODEL RANGE TRENDS

The latest trends for model ranges (excluding projects) where 12 or more cars have been sold (that is, averaging one per month) are presented here. Once again, only six Rolls-Royce model ranges have enough data to show a trend.

SY saloons are also on the rise, and it was good to see a beautifully spec'd 1969 Silver Shadow fetching £21,375 at Iconic's NEC Classic Motor Show sale in November. In wonderful condition, this 128,000-mile example showed that models don't have to be low mileage to achieve good prices.

The SY's predecessor, the Silver Cloud, recovered a little, but is still down on last year's figures, whereas the pre-war 'small' saloons have had a bit of a resurgence. Car&Classic sold a wonderful 1936 20/25 Swept Tail Sports Saloon in December for £35,250.

Elsewhere, Silver Seraph prices have stabilised but are well below last year's values, and SZs remain in decline despite Iconic achieving

Rolls-Royce Model Ranges	Average Value	2m Trend	12m Trend
Goodwood 4-dr/SUV	£124,840	6.7%	9.4%
SY saloons	£11,966	6.2%	0.3%
Silver Cloud I, II & III	£24,350	2.7%	-4.7%
20HP-Wraith saloons	£25,047	2.2%	4.4%
Silver Seraph	£27,129	0.3%	-11.5%
SZ saloons	£9,837	-3.5%	-2.7%

a very respectable £28,125 for a low mileage 1995 Flying Spur.

Of the Bentleys auctioned, Dean Kronsbein's post-war coachbuilt collection sold by RM Sotheby's in November gave this range a welcome boost, with the 1947 MkVI Cabriolet by Franay being a highlight, selling for an impressive £286,250.

Last time I remarked that the large Crewe coupés appeared undervalued, and it seems the market agrees, although the latest figures were greatly helped by the as-new (700-mile) 2008 Bentley Brooklands Coupé that was sold at Bonhams' London sale in December for £207,000.

For those looking for the rarest of the rare, an almost unique opportunity arose to purchase a 1994 Bentley Continental R 'Long-Wheelbase' SuFaCon Saloon, which Carhuna sold as a project for £76,440.

Other Bentleys on the rise are the S-series saloons, SZ Turbos (one of which, a superb 1984 Mulsanne Turbo, was sold twice in the period – by both Iconic and H&H), Continental GTCs and Mulsannes.

MkVI and R-Type saloons have held steady, well above their 2023 levels, but others have lost ground. Naturally aspirated Bentley SZs have slipped but remain above their 2023 level, and early Continental GTs and Flying Spur are now vying for the status of cheapest entry-level Bentley, with many now selling for under £10,000. The Arnage brings up the rear of the column, although they still retain a healthy premium over a Turbo R on average. ■

Bentley Model Ranges	Average Value	2m Trend	12m Trend
MkVI/R Type 2-dr & Special	£67,309	19.4%	19.4%
Continental R, T, Azure & Brooklands	£49,704	15.0%	15.0%
S Series Saloons	£36,341	13.6%	13.6%
SZ Turbos	£10,190	7.0%	7.0%
Continental GTC	£32,739	3.7%	3.7%
New Mulsanne	£54,001	2.5%	2.5%
MkVI/R Type Saloons	£21,181	-1.2%	-1.2%
SZ Nat Asp Saloons	£9,761	-2.1%	-2.1%
Continental GT Coupe	£20,437	-2.4%	-2.4%
Continental Flying Spur	£12,584	-2.5%	-2.5%
Arnage	£16,201	-2.6%	-2.6%



This 1984 Mulsanne Turbo has recently been sold twice at auction, by both Iconic and H&H.



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- Registered 1/9/76. One of the last 40 Bentley T1's. Excellent condition. Peacock Blue, Gold coachlines, Beige leather interior. Deep Fawn carpets and Cumberland Stone wool over-rugs. Front and rear headrests, rear seatbelts and rear foot rests. Mechanically looked after by us for 22 years. Engine re-built in 2005. Since done 29,658 miles. Drives extremely well. Bodywork attended to as necessary over the years, resulting in a very solid and presentable condition. History file, fully stamped Service Book and build sheets

£26,995



1970 Rolls-Royce Silver Shadow

-- Registered 3/2/70. Caribbean Blue, with Grey interior and Blue carpets. The upholstery, wood and paintwork are in good condition. The car has had only 4 owners from new (Current owner is the widow of the 3rd). The number plates back to BPF 2H. 90,000 miles backed up with full service records from new. Well maintained, with £9,000 being spent just over a year ago, after which the car undertook a successful trip to the South of France. Priced for a quick sale.

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FEATURE CAR

1954 R-TYPE JAMES YOUNG

IN THE PINK

James Young's C20 design may have an unusual look, but in this case it conceals a refreshingly lively, loveable car. Meet 'Pinky', a now-rare Bentley R-Type derivative...

WORDS: NIGEL BOOTHMAN PHOTOS: LEWIS HOUGHTON

This is chassis B107WG, completed in July 1954 with body 2228 from James Young, a bold full-width design with some intriguing features. It was ordered by one R.F. Knowlson on behalf of the Production Tool & Alloy Company Ltd of Sharpenhoe, Bedford, through Jack Barclay Ltd of Berkeley Square. Indeed, Mr Barclay's signature is on the order sheet. Originally painted in two-tone beige, it cost the first owners



a significant £6430 10s 2d, which was getting on for twice the price of a Standard Steel R-Type saloon.

It was a bold choice, then, and one that few other clients made. The only other manual-transmission R-Type with the C20 body was the chassis made immediately before this one, B105WG (they used odd numbers only), which was also sold to a successful industrial concern, Sanderson & Sons Wallpapers Ltd.

Perhaps you needed to be a forward-looking New Elizabethan industrialist to appreciate James Young's more advanced styling. But that's a misleading idea, because not every C20 body was created with the headlamps far out on the edge of the wing-tops, like we see here. You could have the same commodious four-light sports saloon with a more familiar face, the headlamps sited above the spotlamps – about where the air vents

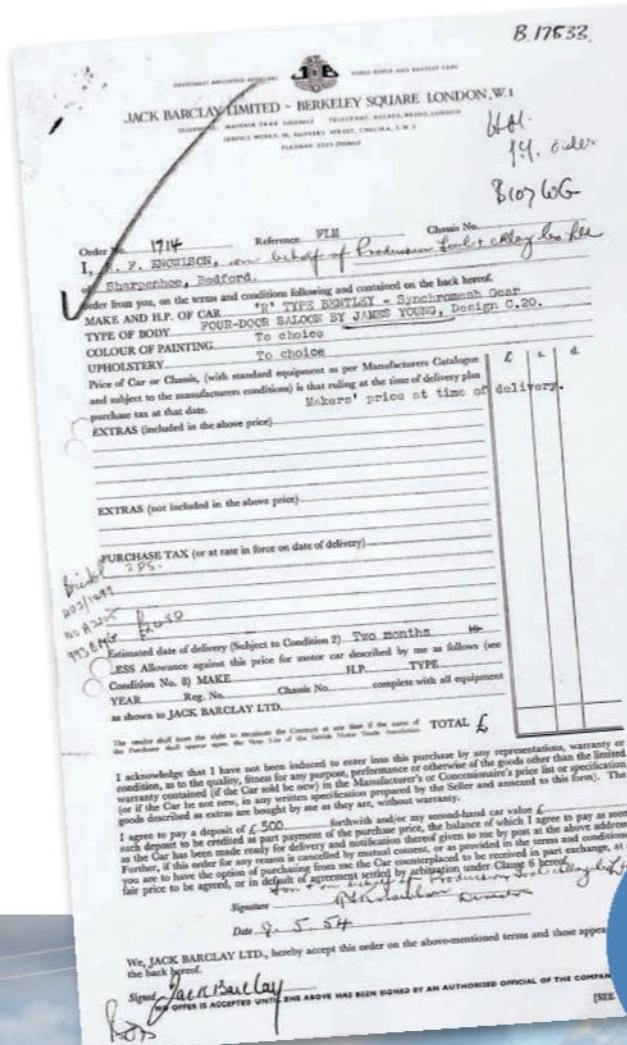
are on this car – and that's how the other manual-transmission example was bodied. Perhaps that would be easier to love at first glance, but then you'd lose some of the unique character that this car exudes.

Of the 22 C20s that I looked up, only four went to private customers and the rest to businesses, or perhaps to happy proprietors who chose to buy their Bentleys through the company. This wasn't uncommon for any Bentley »



FEATURE CAR

1954 R-TYPE JAMES YOUNG



FLM/LW	
Production Tool Alloy Co. Ltd., Harlington Works, SHARPENHOE, Beds.	
13th July, 1954.	
To:	
One New "R" type Bentley Chassis, complete with all spares, tools and accessories to standard specification.	2,145 - -
Surcharge on Chassis	125 - -
Fitted with a new 4-door Sports Saloon Body by James Young, painted Light and Medium Beige and upholstered in Champagne Leather.	2,100 - -
Surcharge on Body.	150 - -
Fitting RAC and AA Badges.	2 2 -
Purchase Tax	1,885 6 8
Delivery Charge.	9 - -
Supplying and fitting number plates. .	3 10 -
Registration to end of year.	6 11 5
Supplying 18 gallons Petrol.	4 - 3
Chassis No. B.107.WG Engine No. B.205.W Reg'n. No. PGF 483	6,430 10 2
Less Deposit	500 - -
	? £ 5,930 10 2



saloon of the time, but there could be a little more to it in this case. While it's not clear how many of those cars were built with the wide-apart headlamps seen on 'Pinky', all C20 bodies share the same form apart from the frontal treatment. They have one feature in common that could have made them handy for certain roles, and that's the size of the boot – it's larger than the Standard Steel saloon and supposedly more capacious than any other coachbuilt option. This car was also ordered with a flat petrol tank to take full advantage of the space. Handy for collecting clients and their luggage from London Airport, or just the local railway station? Then again, an owner-driver company chairman would take equal delight in being able to cram in the family's suitcases and a set of golf clubs for a trip over to Le Touquet. It's a versatile machine.

ROUTE TO OWNERSHIP

Whatever the car's original role, it has long since passed into a more tranquil life as a cherished classic, though it found its way to its current owner in an unconventional fashion. Fraser Ewart is very honest about his reaction when he first met PGF 483. "I thought, 'Oh





The styling of this particular version of James Young's C20 coachbuilt design certainly manages to divide opinion.

"Perhaps you needed to be a forward-looking New Elizabethan industrialist to appreciate James Young's more advanced styling"

no, that's hellish', but then it grows on you," he says. "I like it more and more now, and unless there's salt on the roads, I jump in it all the time. I even use it to take the dogs out."

Don't worry – a Dachshund and a French Poodle don't tear up the seats like a boisterous Alsatian might do. And Fraser has more sense than to expose this car to harm. I've known him almost 20 years, since he introduced me to the amazing sensation of accelerating at full chat in a Bentley Turbo R, the first time I'd felt anything that large move so rapidly. Fraser has mingled his private interest in cars with successful businesses dealing in both classics and modern transport, and has probably owned every generation of Bentley ever made. On the day we went to see him at his house outside Edinburgh, there was one magnificent Cricklewood Bentley awaiting its next owner, a couple of MkVI and R-Type saloons, Fraser's own potent MkVI Special that he's used for touring and

competition for many years, plus a highly original but somewhat dog-eared SY saloon and a Continental GT: "You can burgle them for very low sums at auction," says Fraser, "and you get so much car for the money." And that's before we've got to his other fancies.

So, we know Fraser has somewhat catholic taste, but is that enough to account for the bond he's formed with 'Pinky'? It certainly wasn't a car he set out to own. In fact, it's a bit of a tangled tale, as Fraser explains:

"It started when a customer of mine in the south of England was unlucky enough to suffer a bit of accident damage to a lovely R-Type drophead coupé, a Park Ward car that I'd sold him. He was quoted £180,000 to put it right, and when he told me about it I said I could get it done very nicely for a fraction of that. But I didn't mean I would take the repair work on as a job, because that's not where my business lies. I would be happy to buy the car and fix it in my own time, and then the

gentleman could have first refusal when I came to sell it again, which might be three months or three years later.

"Anyway, he decided to sell me the car and I think he probably believed he'd never see it again, so he bought 'Pinky' on a bit of a whim. I didn't know about this until I contacted him a year after I bought the Park Ward drophead, to say it was finished and to see if he would still like the chance to buy it back. He said he would, and asked if I would take this unusual R-Type saloon in part-exchange. I said yes, even after that slight shock you get the first time you see it!"

ON-ROAD REVELATION

The gentleman in England had been kind to 'Pinky' after finding it on sale with a dealer, treating it to a set of tyres and a stainless steel exhaust. It was still an odd prospect, though. As a rare coachbuilt R-Type saloon, it should be more valued »

FEATURE CAR

1954 R-TYPE JAMES YOUNG



than a Standard Steel equivalent. But it's not just the challenging front end styling that might reduce its appeal: there's that colour, too.

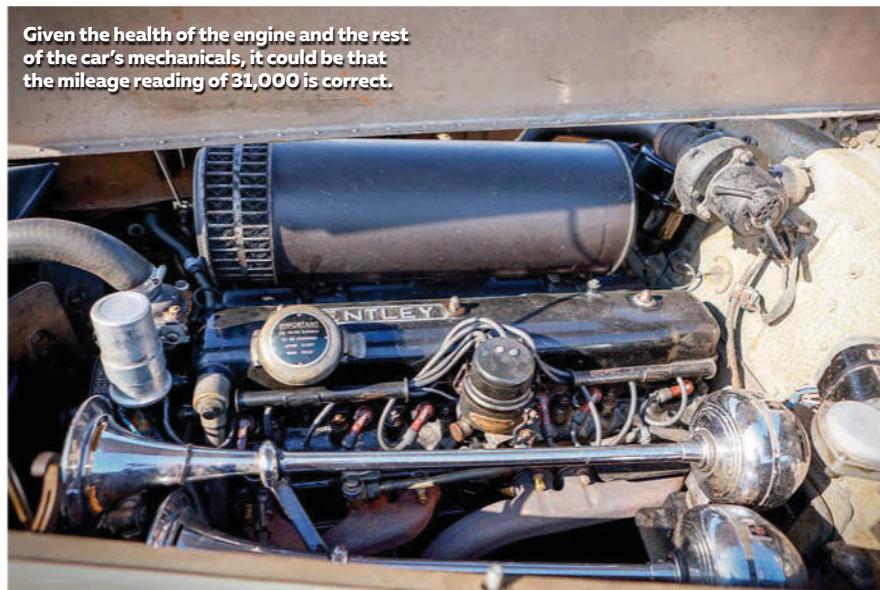
"I don't know when it was repainted from the original two-tone beige," says Fraser. "I'm planning to return it to a two-tone look,

with the upper half in caramel."

It's not exactly pink, but on sunny days the warm beige paint – known as 'Nude', says Fraser – certainly has that hue. Although it's not obvious from Lewis Houghton's stunning photographs, the paint is also clearly hiding the odd parking

ding or smear of filler, although you need to look closely. It all adds up to a slightly worn-in, patinated feel, which certainly didn't prepare me for the way in which this car drives.

Normally, cars that look old and a little baggy tend to drive pretty much the same way. I took it for granted that



Blast those enormous twin horns and you'll soon be making your presence felt in 'Pinky'!



Impressive acceleration is on offer, though the R-Type's owner is considering a Continental-spec crownwheel and pinion for more relaxed cruising.



the 31,000 on the odometer was really 131,000, and expected 'Pinky' to be somewhat less than perky. How wrong I was! Within a few seconds of pulling out onto the long, fast B-road near Fraser's place, it was obvious that this is an unusually fit and frisky R-Type. It felt more responsive, in fact, than at least one two-door R-Type I've driven and a couple of 4.9-litre S-series saloons. Yes, it will be somewhat lighter thanks to James Young's aluminium coachwork, but it's still a very large car, certainly longer than the Standard Steel.

It's not just the unexpected pull from the engine that encourages you to press on a bit. The ride is as quiet and controlled as you could wish from a 70 year-old car, especially a largely unrestored one as this appears to be. The steering offers plenty of accuracy to place this sizeable express on a line to miss out mid-corner potholes on Scottish country roads, while the brakes are well up to the job of shedding speed in a hurry, should you see a tractor pulling out a couple of hundred yards in front.

It may be that the Achilles heel, if there is one, is in the overall gearing. This is a nice, slick example

"Whatever the car's original role, it has long since passed into a more tranquil life as a cherished classic"

of the venerable four-speed manual transmission, teamed with a back axle ratio specified in the days before motorway networks existed. So, while 'Pinky' will cruise steadily at 75mph or more, you wouldn't say the car feels particularly relaxed beyond about 60mph. Fraser is contemplating a switch to a Continental-spec crownwheel and pinion to allow really sedate cruising at modern fast-lane speeds, even if this takes the edge off the acceleration. I would be reluctant to lose that unexpectedly sprightly character, but maybe fitting an overdrive unit is more of a break from originality than changing the back axle ratio.

LOVELY DETAILS

The car's previous owner was dubious about the 31,000 mileage being genuine, and suspected it had been

around the clock, as I did before I drove the car. But Fraser has become more and more convinced that it's correct... and now that I've covered a few miles behind the wheel, I'm tempted to agree. For one thing, there's paperwork showing the mileage has increased by only 13,000 in the last 50 years, which means it would have had to work pretty hard for the first part of its life. Perfectly possible, but from the old green logbook it would seem the car was not taxed between 1967 and 1972, when it was sold to its second owner, a gentleman in Wrexham. Add these hints to the tight, well-fitting feel of the moving parts and coachwork, and it's pretty suggestive.

"I remember driving an immaculate MkVI that had 36,000 miles on it, and that's what this car reminds me of," says Fraser. "We've had it up in the air »

FEATURE CAR

1954 R-TYPE JAMES YOUNG



Not every C20 body was created with the headlamps far out on the edge of the wing-tops, like we see here.



The rear picnic tables even incorporate a mirror each, for the ultimate in thoughtful touches.

on a ramp and there just isn't anything that shows the wear you'd expect from 130,000 miles. The shackles are in great shape and the oil from the One-Shot lubrication is getting to every corner it's supposed to reach."

I've already mentioned the coachwork in passing, but it deserves a much closer look, because James Young did rather more than sketch a flowing shape and turn it into metal. From the moment you open either front door, you notice they're sprung – they pop out gently to open themselves, though the driver's door spring is lacking a bit of vim these days. The doors also conceal running boards; a nice touch to remind us of the eras the R-Type straddled, with pre-war values hidden by post-war styling.

Inside the cabin, there are details to delight any fan of hand-built cars. The dashboard is rather like an expensive radiogram, thanks to those slashes in the timber above the ignition switchbox, and there's an even more charming touch to balance the diameter of the speedometer. The clock, though small, is in a veneered bezel cut out to the same diameter as the speedo and the oil/fuel/amps/temp gauge, and this bezel allows the clock to swivel out of the dashboard to face the driver or »

"The dashboard is rather like an expensive radiogram, thanks to those slashes in the timber above the ignition switchbox"



The beautifully appointed interior of this James Young R-Type has survived in impressive original condition.

FEATURE CAR

1954 R-TYPE JAMES YOUNG



"Within a few seconds of pulling out onto the B-road, it was obvious that this is an unusually fit and frisky R-Type"

passenger. For rear seat passengers, the picnic tables each bring a mirror with them as they fold out. Whether this is meant to allow for a quick make-

up check or to stop your strawberries rolling off the end of the table under braking, I don't know, but as with so much on this car it's a lovely touch.

Lift the bonnet for a final oddity. If you can imagine the huge mediaeval trumpets blown to announce the start of a jousting contest in old movies, you can picture the horns fitted to 'Pinky'. There are two of them, and they dominate the nearside of the engine bay. We don't know when they were installed, but we can confirm they're as loud as they look.

So, there we have it; a car whose owner never intended to keep it, but who has now become sufficiently attached to it to fit a new radiator and commission a smart new carpet set in nutmeg (fitted after our photoshoot), not to mention making plans for that taller back axle, a new heater matrix and two-tone paint. Cars get under your skin, and for a wide variety of reasons. As Fraser says, "she's so ugly, she's gorgeous". But perhaps I've also fallen for 'Pinky', because I no longer see how other people find her ugly. Just a splendid car, dripping with lovely features, in the ideal condition to be enjoyed. ■



This R-Type proved to be far more responsive than Nigel Boothman had expected, with genuinely eager-feeling performance.



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WINGS AND WHEELS 2025

Celebrating all things Rolls-Royce – both aeronautical and automotive – is this forthcoming three-day event, courtesy of the RREC's East Midlands Section

The Wings and Wheels event is set to take place on May 16th-18th, with an array of activities to interest and entertain all those taking part. Arranged by the RREC's East Midlands Section in and around the Derby area, it all kicks off on the Friday, with participants being invited to enjoy any or all of the following.

There's a visit to the Rolls-Royce Learning and Development Centre, a tour and demonstration of car maintenance at Great

Northern Classics (which has its base in the refurbished Rolls-Royce Light Alloy Foundry), and a visit to the legendary Rolls-Royce headquarters on Nightingale Road. The Friday evening will then see the Section hosting a dinner in Derby, with the guest speaker being local historian Richard Felix, who will transport attendees back to the days of the Second World War.

On the Saturday, participating Club Members will be the honoured guests of the city, with the opportunity to display their Rolls-Royce and Bentley cars built at Derby. A Gala Dinner then follows on the Saturday evening, with the speaker being Will Hives, grandson of Ernest Hives – one of the central players in the story of Rolls-Royce. Will has a range of his grandfather's possessions, and the East Midlands Section will also have artefacts from the Club's own collection.

After breakfast on the Sunday morning, Members will then be encouraged to try their cars on the old test routes used by the factory to check vehicle performance. Those routes will lead to Calke Abbey for lunch, with the house representing a remarkable time capsule of the early part of the 20th century. ■

For more details of this great weekend or to book your place, visit <https://rrec-eastmids.club/booking.html>.



Attendees will be able to try their cars on the old test routes used by the factory to check vehicle performance.





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CLIVE'S TRIPLE WHAMMY

Experienced competitor claims Frank Clement Memorial Trophy, presented to the BDC's Racing Driver of the Year 2024, for a record third time

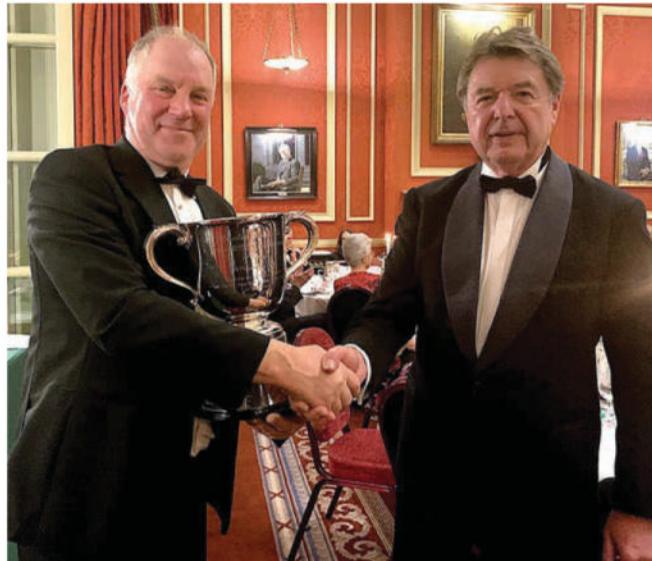
Clive Morley has been named as the BDC's Racing Driver of the Year for 2024 – completing a unique hat-trick for the popular racer. In being awarded the Frank Clement Memorial Trophy, Clive became the first driver to achieve the accolade three times, having previously won in 2020 and 2021. Son Stuart, meanwhile, has himself claimed the trophy twice, in 2017 and 2023.

Clive, who convincingly won the special pre-war Bentley race at BDC Silverstone in August (the 40-minute encounter held to celebrate the centenary of the marque's first Le Mans victory in 1924), was presented with the trophy at the club's third annual Competitions Dinner. The evening, to celebrate the past motorsport season, attracted more than 70 BDC competitors, members and guests, and was again held at the Royal Automobile Club in London's Pall Mall in late November.

Other notable meritorious award winners for 2024 were Louisa Getley, who took the Harry Rose Trophy for Best Young Driver, and sister Anna, recipient of the Sealink Trophy for Best Lady Driver. Longtime BDC racer Sebastian Welch was awarded the DM Eastick Trophy for Most Deserving Competitor.

A special mention goes to Robin Ward, who earned the Lagonda Trophy after setting the fastest Bentley lap at BDC Silverstone – his time (in a T1 Special) also shattering by four seconds the existing 12-year-old BDC outright lap record. In addition, Ben Eastick claimed the Times Challenge Trophy for the fourth consecutive time after winning the Bentley scratch race at Silverstone, while Paul Andrew retained the Bob Bradley Trophy from the same event.

The awards were presented by the Competitions Captain, Harry Johnson, who also took the opportunity to outline



Clive Morley (left) receiving the BDC 2024 Racing Driver of the Year trophy from Harry Johnson. (Photo: Dawn Bosley)

the BDC motorsport calendar for 2025. He confirmed that the Club Sprint has been reinstated, this year to be held at Mallory Park on Saturday, April 26th, with the Nominated Hillclimb at Shelsley Walsh on Saturday, June 7th. Meanwhile, planning for the 77th BDC Silverstone meeting, on Saturday, August 9th, was well advanced, with eight of the nine planned events already confirmed.

Aside from motorsport, BDC members have plenty to look forward to in 2025. Main events include the now traditional Talks Day on Saturday, March 29th at the Clubhouse in Wroxton (guest speakers to be announced in due course), with the Summer Concours & Party – the club's main social gathering of the year – returning to Walton Hall (following last year's successful event at the Warwickshire country venue) over the weekend of June 28th-29th. The AGM, meanwhile, will be held at Wroxton on Sunday, April 6th. ■

For more information on the Bentley Drivers Club, visit www.bdcl.org.



Versatile sisters Anna and Louisa Getley collected 2024 meritorious awards. (Photo: Paul Freeman)



The BDC's Summer Concours & Party will return to Walton Hall in 2025. (Photo: Steve Shelley)

Bentley

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EARLY EXAMPLES

We meet the owners of two original-spec Bentley Arnages from the model's inaugural year, to hear their views on the BMW powerplant as well as their individual ownership experiences

WORDS: PAUL GUINNESS PHOTOS: GREGORY OWAIN



"I like flying the flag for the BMW-powered version," smiles John Neal, proud owner of one of the particularly early Arnages featured here, having purchased the Sherwood Green example – first registered in May 1998 – back in 2022. "I've always liked the Arnage, and it seemed like my ideal next car, but I was only willing to consider a BMW-engined example." In Arnage circles, this could be seen

as going against the trend, given how so many enthusiasts favour the subsequent models that featured the venerable L-series V8, which first took a bow in the Silver Cloud II and Bentley S2 of 1959. But John is quick to defend the original Arnage, which made its debut in the spring of 1998: "It was designed to have the BMW V8, and I feel it's at best with that engine. Adapting the car to take the bigger, heavier L-series involved a lot

of re-engineering, and I think the car lost something as a result. I'll admit that a later model has more torque and low-down oomph, but as a cruising machine with excellent performance, the original Arnage doesn't disappoint."

John's friend, Eric Bauly, wholeheartedly agrees. For the last 15 years, he's been the custodian of the other Arnage featured here, and is completely hooked by its range of qualities: "I've thought about »

FEATURE CARS

BENTLEY ARNAGES



"John had set his heart on an Arnage in its original spec, complete with BMW's 4.4-litre twin-turbo V8"

selling it on various occasions, but then I get behind the wheel again and I'm reminded why I've kept the car all this time. I've owned a number of Bentleys since buying my first S-series in 1980, and the Arnage is up there with the best."

Eric's Arnage is only a few months younger than John's, having first hit the road in December 1998. The two men live a short distance from each other in rural Suffolk, and first met more than 30 years ago when John entrusted his MG Midget to Eric, an automotive engineer who later specialised in classic Rolls-Royce and Bentley maintenance and repairs. They hadn't seen each other for many years until recently, when John heard of a fellow early Arnage owner living locally... who turned out to be Eric.

"This is my first Bentley," explains John, as we meet for the photo shoot. "I've always admired the styling of the Arnage, and it's one of those classics that's modern enough to be used reliably, so I thought I'd take the plunge. But it took me several months to find the right example."

That's because John had set his





heart on an Arnage in its original spec, complete with the BMW-supplied 4.4-litre twin-turbo V8 that was its intended powerplant from day one. It's a version that had only a very short career, and is therefore far less prolific on today's market than subsequent versions with their L-series power. The ideal example was finally located in 2022, made even more appealing to John thanks to its professionally-installed LPG conversion: "I'm a big LPG fan, and so my everyday vehicle is an L322-series Range Rover with an LPG conversion. Finding an early Arnage – which uses the same BMW engine as my Range Rover, albeit turbocharged – for sale in LPG spec was ideal."

CHERISHED EXAMPLE

The previous owner of John's Arnage was Alan Fearon (www.alanfearon.co.uk), an independent Rolls-Royce and Bentley specialist based in Newcastle. Alan had had the LPG conversion carried out back in 2016, and the car came with plenty of old invoices and paperwork accumulated by its previous owners. A



price was agreed and John became the Arnage's fifth custodian, delighted that he'd finally found an example that he hoped would live up to expectations.

"It hasn't disappointed," explains John, "and is modern enough as a classic to cope with today's

conditions. Running it on LPG saves money, although not as much as it used to. There was a time when LPG was half the price of petrol, but these days I can pay anything from around 85p to £1.10 per litre."

John's Arnage has a 100-litre LPG »



Eric laments his Arnage's lack of rear picnic tables, but enjoys the fact that his car comes with a sunroof.



"The day of our photo shoot provided John and Eric with an ideal opportunity to drive each other's cars for the first time"



ARNAGE EVOLUTION

With the Arnage, Bentley began a new chapter in more ways than one. Along with its Rolls-Royce Silver Seraph sibling, this was the first truly new car in terms of platform and engineering to come out of Crewe since the Silver Shadow and T-series of 1965. The Arnage's looks might have been evolutionary (with hints of the old S-series of the 1950s in Graham Hull's brilliant styling), but it was under the bonnet where revolution could be found thanks to the traditional Rolls-Royce L-series

being dropped in favour of a BMW-supplied 4.4-litre twin-turbocharged V8 – a unit that was good for 354bhp.

Complications over the sale of Rolls-Royce Motors during the Arnage's launch year caused much consternation, with Volkswagen and BMW battling it out for custody of the marques. It was eventually agreed that in the short term VW would retain both Bentley and Rolls-Royce, with BMW officially taking over the latter in January 2003 – by which time the Silver Seraph would have

tank where the spare wheel used to be, with a usable capacity of around 80 litres: "It costs around £250 to fill both the petrol and LPG tanks, but it's then a real long-distance machine. It will run in LPG mode once the car's up to 35 degrees, and switches seamlessly back to petrol if the LPG tank should run dry. Operationally, there have been no problems with the LPG set-up, with no difference in performance. The only issue these days is the dwindling number of LPG outlets in the UK."

In the three years that John has owned his Arnage, he's added only 3000 miles to its odometer reading, which currently stands at around 80,000. He's had a few issues that have needed attending to, such as non-functioning rear seat switches and a problem with the key fob and security

been discontinued. To safeguard the Arnage against any BMW engine supply issues, however, VW decided to reintroduce the old L-series V8, installing it in the new Arnage Red Label model from October 1999 – a move that involved considerable re-engineering and strengthening of the bodyshell, primarily due to the extra weight of the 6.75-litre stalwart.

The change of engine proved popular, and the BMW powerplant was ultimately phased out a few months later. The 2001 launch of the

With 350bhp-plus from its 4.4-litre twin-turbo powerplant, the original Arnage still provides pleasing performance.

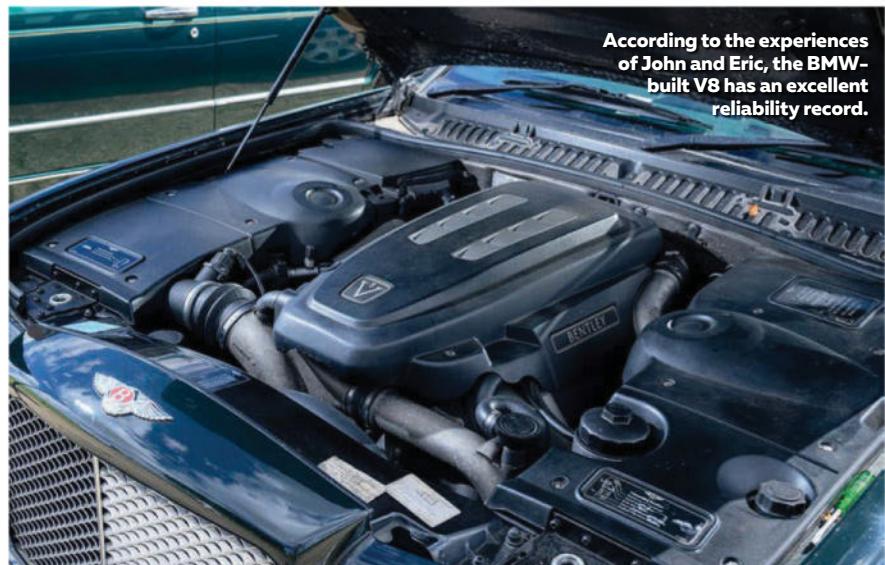


system, but these have all been sorted. He entrusts his car to Simon West of Leslie James (www.lesliejamesrolls-royceandbentleyspecialists.co.uk), a marque specialist based near Ipswich, ensuring that it's well-maintained and fit for purpose.

"The engine and transmission have been completely trouble-free," reports John, "and the car is such a pleasure to drive. For me, this is the ideal Arnage – with the BMW set-up, it's exactly as Crewe originally intended, and is all the better for it."

SECOND ARNAGE

Eric Bauly, owner of the second Arnage, which features dark-looking Holly Green paintwork that was a special order when new, is in full agreement: »



long-wheelbase Arnage RL coincided with Bentley using a radically revised and modernised twin-turbo version of the famous L-series, retaining little of the original engine other than its basic layout and cylinder dimensions. After its turbulent youth, the Arnage settled down to a successful middle age, with the Arnage T (spiritual successor to the Turbo R) arriving in 2002 with over 450bhp on tap. Mechanical revisions – including six-speed transmission – were made in 2007, with the final Arnage being built two years later.



FEATURE CARS

BENTLEY ARNAGES



The LPG switchover button of John's Arnage is very neatly hidden away.

"I wasn't specifically looking for an early Arnage with the BMW engine, but this one happened to be owned by a friend of mine. We went out one evening and he said, 'You can drive it home'. I loved it at once, and offered to buy it from him if he ever decided to sell. A couple of months later, that's exactly what happened – and I've not once regretted it."

It was back in 2010 that Eric's friend let his Bentley go in order to make way for a Continental GT. Since then, the Arnage has given excellent service, aided by Eric's fastidious approach to servicing and maintenance, most

of which he still does himself. "Since buying an S-series at the start of the '80s, on which I rebuilt the engine and gearbox, I've owned other Bentleys," he says, "including a 1970 T-series that I didn't particularly get on with but which I kept for three or four years."

A normally-aspirated 1985 Mulsanne was bought by Eric when it was just five years old, followed by a 1963 Bentley S3 which in turn made way for a 1954 R-Type: "I'd always wanted an R-Type, from when I was a student in Chelsea and used to see them every day." As well as his current Arnage, Eric is also the proud custodian of a 1926 Rolls-



Where you'll find a spare wheel in Eric's car, you'll find the 100-litre LPG tank in John's.



The Arnage of 1998 was the first production Bentley to feature a powerplant from an outside supplier.

Royce 20hp, which we'll be featuring soon in *Rolls-Royce & Bentley Driver*.

Eric's latest Bentley is, of course, very different in style and character from those earlier models, but it's a car still worthy of the badge: "It's a Bentley in every sense. Yes, there are some plastic parts here and there, but it's still a very well-built, quality car that's so rewarding to drive. The BMW engine delivers plenty of performance, even if it doesn't have quite the torque of later models, and it's effortless on a journey. On the motorway at 70mph, it's ticking over at 1600rpm and returning 24mpg, which I think is very good."

"In the 15 years that he's owned his Arnage, Eric has taken its mileage from around 50,000 to today's 85,000"

In the 15 years that he's owned his Arnage, Eric has taken its mileage from around 50,000 to today's 85,000, with very few problems experienced: "I did have an issue with a faulty cam sensor, and I had to change a wheel bearing at one point, but generally it's just been a case of maintaining the car

well and keeping it regularly serviced. It obviously has more complex electronics than earlier models, but in terms of its engine, gearbox, brakes, cooling system and so on, it's easy to work on and straightforward to maintain."

One major expense in recent months has been a full set of new tyres, »



FEATURE CARS

BENTLEY ARNAGES

The clean, retro-inspired styling of the Arnage still turns heads, 27 years on from the model's debut.



"The engine and transmission have been completely trouble-free, and the car is such a pleasure to drive"

with Eric opting for Bridgestones instead of the Pirellis that the Arnage came with: "They're not only more affordable, they've also transformed the car's ride and steering quality."

Eric's Bentley features the registration number DRE 809, which he transferred from an Austin 10 that he sold some years ago. It helps the car to stand out, as does the factory-fitted sunroof that was ordered by the Arnage's original owner and which Eric really appreciates during his summer motoring. "I keep the car in regular use, even in winter as long as there's no salt on the roads. I keep it well Waxoyled

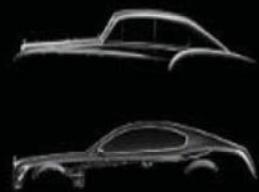
underneath, which obviously helps to keep it rust-free. Even the exhaust is the original, and hopefully that will keep going for a long while yet."

The day of our photo shoot provided John and Eric with an ideal opportunity to drive each other's cars for the first time, with both men coming away with positive impressions. "They both drive so well, and are obviously so similar," reported John, "although the steering seems lighter on Eric's car." Eric, meanwhile, was particularly impressed with the brakes on John's Arnage: "Mine is due a service," he admitted, "so it may be down to John's car currently

having better pads, but the brakes are definitely more responsive."

At the end of an enjoyable and informative day, however, both men remained convinced that the Arnage in its original BMW-powered guise remains a top choice: "Fitting such a modern engine in the Arnage in 1998 meant the latest Bentley was really competitive," explained John, as we prepared to part company. "Having to then re-engineer it to take the heavy old L-series always seemed like a backwards step to me, although concern over future engine supplies from BMW no doubt forced Volkswagen's hand." ■





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FUNCTION FIRST

I was delighted to read the extremely well-researched article [on the coachbuilt McLeod Bentleys] by Richard Gunn in the Jan/Feb 2025 issue.

I first became aware of Captain Roderick G. McLeod and his designs for 'shortened' Bentleys in a book I inherited, *Bentley: Fifty Years of the Marque* (Johnnie Green, Dalton Watson Ltd, 1978). I just about fell off my chair, because my father was a Roderick M. Macleod who was also born in Australia – albeit 31 years after the Captain in 1923.

My father did a traineeship as a mechanical draughtsman with minimal formal training and more of the 'school of hard knocks'. Dad developed into an all-round draughtsman and could really draw anything. His main interest was mechanical drawing, but

he earned a living in a business that he developed as a building designer, no doubt influencing me in becoming an architect.

What I found fascinating is that in the push by the Captain for 'form to follow function', it was patently obvious from the provided photos that the designs of the vehicles virtually all suffered, an exception to my eye being the R-Type Continental (BC50D). Like the Captain, my father was big on 'form to follow function' and always had a pencil and a tape measure in



his pocket, enabling him to design anything that came to his mind.

Nearing the end of his life, my father's major interest was in caravan design (he didn't ever go camping!) and he spent hours and hours doing hundreds of drawings of the oddest contraptions and even built models of them. They were brilliant in concept but were aesthetically inadequate. Fortunately for him, they were never produced.

When one considers all the inventors who have come out of Scotland (James Watt, Alexander Graham Bell, et al), I do wonder sometimes if this desire to 'tinker' is a peculiarly Scottish trait!

Thank you for your wonderful magazine.
Alasdair Macleod
(Australia)
Via email

Thank you for your fascinating email, Alasdair. Your father's later interest in caravan design sounds particularly interesting! I'm delighted that you enjoyed Richard's in-depth feature – Ed.

COACHBUILT HISTORY
THE BENTLEY MCLEODS

LOW-MILEAGE DILEMMA

As an enthusiastic reader of your magazine, I would like to share a dilemma with you. Classic cars, including Rolls-Royce and Bentley, are regularly advertised with a special mention that they have done few kilometres/miles. For example, in the Sept/Oct 2024 issue of Rolls-Royce & Bentley Driver, on page 21, there was a "low-mileage Arnage... done only 36,000 miles in 15 years". However, I have been taught that the best maintenance of a car is to drive it regularly.

I myself bought a 1958 Rolls-Royce Silver Cloud in 2021 (see photos), which was mentioned as having been in a museum for several years. I considered that an advantage. After a few trips, however, the engine started to give off steam and the passage from the radiator to the engine block turned out to be blocked.

It is common for some gunk to have collected there. Due to the car not being used for a long time, that gunk had petrified and resulted in a repair bill of €20,000. That's why I'm very critical of cars that have been used very little. I understand that the paintwork and interior can be very nice in such cases, thanks to low usage, but technically and engine-wise it is a potential source of concern. How do you see that?

Frans Scheefhals
(The Netherlands)
Via email

You make a very good point, Frans, and we have regularly mentioned over the



years that the best treatment for any older Rolls-Royce or Bentley is to use it regularly. We've written about how, even during the winter months, putting just 10-15 miles on your car every week or two can make a huge difference in terms of long-term reliability. Many buyers will pay a premium for a low-

mileage classic, but again we've said in the past that a low-miler that's still had regular maintenance will be a far better buy than one that's been sat in a garage for a decade or two and then suddenly put back on the road. Hopefully, your Silver Cloud is now in fine fettle – Ed.



LUCKY FIND

I'm delighted to report that I have been able to buy the first eight issues of Rolls-Royce & Bentley Driver after spotting them for sale on eBay. I'm looking forward to going through them!

Peter Lavers
Via email

What a great find, Peter! (Many readers will recognise Peter's name as the author of our Auction Tracker column, as well as other features.) Whilst early issues of the magazine are now out of stock, they do occasionally appear on eBay and other online outlets, although Issue 1 tends to attract a premium. Meanwhile, details of which issues we do have available can be found here: <https://shop.kelsey.co.uk/rrb> – Ed.

COACHBUILT CLASSIC

Just a note regarding another excellent issue of *Rolls-Royce & Bentley Driver* (Sept/Oct 2024), with a superb range of cars being featured. I have to say, though, that the star car must be the unique Silver Shadow featured on p8 of the news section.

This is a wonderful example of coachbuilding by Giovanni Michelotti at the request of Pierre Scapula. It is perfectly proportioned, not in the least outrageous – a prime example of Italian design. I hope that the person who paid €36,720 including fees has many happy hours of motoring.

You and your excellent team, keep up the good work. I am eagerly awaiting the next issue.

Stephen Williams
Croydon, Surrey

Apologies for the delay in publishing your letter, Stephen. How do other readers feel about the one-off Michelotti-designed 1968 Silver Shadow that we featured? – Ed.



ICE CREAM VAN FAN

I thoroughly enjoyed seeing the Luca family's Rolls-Royce 20hp ice cream van featured in your Jan/Feb issue. I love the idea of a hundred-year-old workhorse still performing such a useful role. The Lucas should be congratulated on keeping their old friend going!

Of course, if the 'Twenty' wasn't such a well-engineered car to begin with, this

and most other examples would have long since been scrapped. Back in the 1970s, I owned a couple of 20hp Rolls-Royces, at a time when they could be picked up for a song. In each case, the bodywork wasn't in great condition, but the chassis was perfect and the mechanics seemed unbreakable.

Those two cars just ran and ran, with

only basic maintenance from me – in my thirties at the time, car-mad but with more enthusiasm than expertise! I remember they were both eventually sold to enthusiasts who seemed intent on keeping them going. If I could recall the registration number of each one, I'd be able to find out if they're still on the road... but my memory isn't quite that good, I'm afraid, and I don't have any photographs of them.

I really enjoy the magazine. My only complaint is that it's not monthly! Oh, and if you could maybe include the occasional 20hp again, that would be perfect.

Roy Symms
Via email

The Luca family's 20hp really is something special, isn't it? Rest assured, Roy, we have another 'Twenty' coming up in our next issue. See page 87 for a sneak peek at the front cover – Ed.



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THIS IS GOLD, MR BOND

In 1964, a Rolls-Royce that had previously led a very sheltered life became a golden star of the silver screen. This is the story of *Goldfinger's* 1937 Phantom III and how it inspired a modern reinterpretation

WORDS: RICHARD GUNN PHOTOS: WHERE CREDITED

At the end of last year, Rolls-Royce unveiled a special one-off version of its Phantom Extended model. Commissioned to commemorate 60 years since the release of the 1964 James Bond movie *Goldfinger*, the 2024 Phantom Goldfinger paid homage to the car owned by the film's eponymous villain. While Sean Connery, on his third outing as Britain's

least-secret secret agent, may have wielded what would become the movie's best-known set of wheels in the lithe form of his weaponised Aston Martin DB5, his nemesis also boasted stylish and prestigious transport: a 1937 Rolls-Royce Phantom III with Sedanca de Ville coachwork by Barker & Company. And although Auric Goldfinger's Phantom may have been a little more sedate than 007's gadget-

laden DB5, it managed to conceal a few secrets pivotal to the plot.

For its 21st century reinterpretation, the Phantom modified by Rolls-Royce's Bespoke Collective referenced its illustrious ancestor in several ways. Most obvious was the two-tone paintwork of yellow and black, colour-matched to the earlier car (although many would probably agree that the earlier Phantom wore it



The Phantom III alongside its 2024 reinterpretation at Stoke Park, where the 1937 Rolls-Royce was first seen in Goldfinger. (Photo: Rolls-Royce Motor Cars)

rather better). The 21-inch black disc wheels with floating silver hubcaps emulated the design of the 1937 items, while the Spirit of Ecstasy had 18-carat gold-plated accents.

The gold theme continued inside with a hidden centre console 'vault' containing an illuminated golden stylised Phantom representation. The gold-plated trim throughout the cabin included the glovebox inner lid featuring a Goldfinger quote from the film ("This is gold, Mr Bond – all my life I have been in love with its colour, its brilliance, its divine heaviness"), along with treadplates intended to look like bullion bars embossed with the movie's title in Clarendon slab serif, the same font used for the film's name in 1964.

Other distinctive aspects of the 2024 Phantom Goldfinger were a three-dimensional stainless steel contour map of the Furka Pass in Switzerland – one of Goldfinger's locations – as well as a 007 gun barrel clock, headlining with 719 glowing 'stars' portraying the constellations as they were over the Furka Pass during the July 1964 filming, and rear walnut picnic tables inlaid with a map of Fort Knox. Finishing touches were a gold-plated 'AG' monogrammed putter mounted under the bootlid – a nod to the golf game where Bond and Goldfinger first meet and lock horns – along with a 007 logo projected onto the carpet, with the bootlid open, from a representation of »



A quote from Auric Goldfinger adorns the inside of the glovebox lid of the 2024 Phantom Goldfinger. (Photo: Rolls-Royce Motor Cars)



ROLLS-ROYCE HISTORY GOLDFINGER PHANTOM III

Q-branch's tracking device deployed in the film. Harlequin umbrellas, in the same red, blue, green and yellow colours as seen on the silver screen, were concealed in the rear doors as well.

The unique Phantom Goldfinger has now gone to its new owner in England, sporting the same AU 1 registration number that the 1937 Phantom III wore on celluloid (which, in November 2023, was put up for sale by Primo Registrations for a not-inconsiderable £300,000-plus). But what of the original Phantom III, the movie machine that inspired such decadent indulgence? How did it

get to become Goldfinger's second most famous car – and what of its subsequent career in the 60 years since it starred alongside Sean Connery?

THE SHY PEER

For its first quarter of a century, the Phantom III had the sort of stately but sedentary life typical of its type. It was commissioned for Lord Fairhaven of Anglesey Abbey, near Cambridge. The Right Honourable and impressively-named Urban Hustleston Rogers Broughton was born in Fairhaven, Massachusetts, in 1896, the son of

a British civil engineer who'd met his future wife while installing a sewerage system for her American oil tycoon father who just happened to be one of the world's richest men.

After Broughton's mother inherited \$12.5 million in 1909 – a huge sum even now, but absolutely massive in Edwardian terms – the family moved to England. Broughton entered the military in 1916 as an officer in the 1st Regiment of Life Guards but resigned in 1924 to breed racehorses. Anglesey Abbey, the site of a 12th century priory replaced by a large Jacobean-style mansion following the

The 2024 Phantom Goldfinger at Switzerland's Furka Pass, where scenes with its Phantom III inspiration were filmed in 1964. (Photo: Rolls-Royce Motor Cars)



Peter Johnson, managing director of Primo Registrations, which advertised the AU 1 registration for sale in 2023 at a price exceeding £300,000. It's now on the 2024 Phantom Goldfinger. (Photo: Primo Registrations)



The treadplates of the one-off Phantom Goldfinger are finished in gold, with the same script as used for the movie's title back in 1964. (Photo: Rolls-Royce Motor Cars)

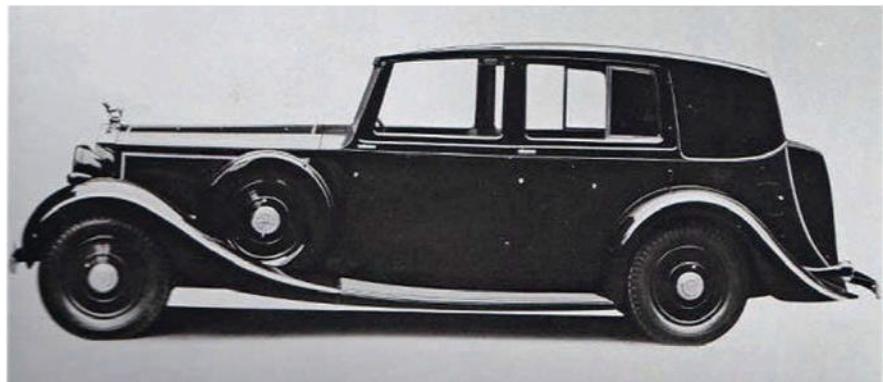


Urban Huttleston Rogers Broughton, later Lord Fairhaven, who commissioned the Phantom III and subsequently owned it from 1937 to 1963.

dissolution of the monasteries, was acquired in 1926, three years before Broughton received a peerage to become the first Baron Fairhaven.

He was an avid collector of art, furniture, clocks, tapestries and books (with over 6000 in his library, on shelves made from wooden supports salvaged from the first Waterloo Bridge), but he shunned any limelight. He never married because, he told his chauffeur, he'd have to make his wife leave the abbey during shooting weekends, which were all-male affairs. Small wonder that, in time, he became known as 'the shy peer'.

"Auric Goldfinger's Phantom may have been a little more sedate than 007's Aston Martin, but it concealed a few secrets pivotal to the plot"



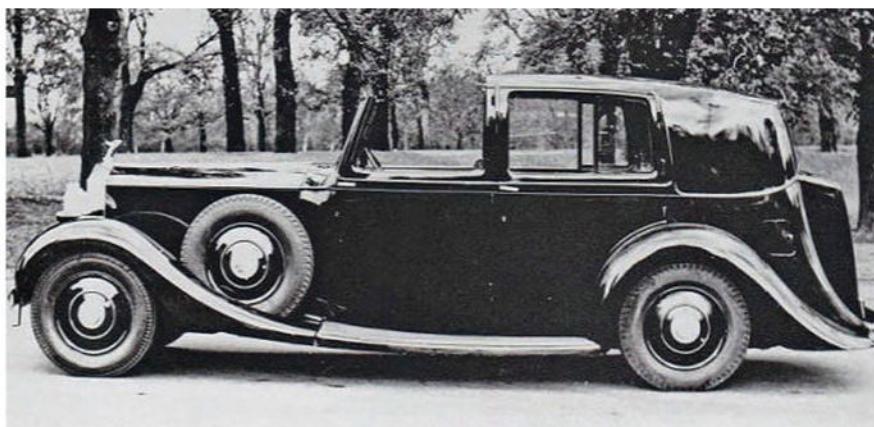
3BU168 as finished in 1937 for Lord Fairhaven, with Barker & Company Sedanca de Ville bodywork, dog mascot, and black bumpers, headlamps and wheels, plus white coachlining on the bonnet 'doors'.

Nevertheless, the car that the introverted aristocrat commissioned in the mid-1930s was the sort of vehicle to provoke attention. Chassis number 3BU168 was one of 727 Phantom III models constructed between 1936 and '39, powered by Rolls-Royce's new 7340cc V12 engine. To clothe the Phantom, Lord Fairhaven chose Barker & Company to fit one of its traditional Sedanca de Ville bodies. The chassis was completed in March 1937 and sent via Rolls-Royce's Lille Hall depot in London to Barker for topping off. This took until the summer, with the finished vehicle delivered on June 25th.

It was initially registered CLF 419, this registration number being transferred from Lord Fairhaven's previous Phantom II. Perhaps seeking to subdue the car's appearance – something entirely in-keeping with his lordship's reserved character – it was liveried almost entirely in black, this muted colour even extending to the headlamps, bumpers and wheels. Only a thin white coachline on the bonnet 'doors' broke through the darkness. Even the chrome radiator shutters were sandblasted, to tone down the frontal chrome. Because its owner intended to use it abroad, the Rolls-Royce was also fitted with instrumentation showing both imperial and metric measurements. Another optional extra was a concealed writing desk.

Distinctive exterior features were low-set protruding rear lights and Lord Fairhaven's personal dog mascot in place of the usual Spirit of Ecstasy. Among the Phantom III's duties at Anglesey Abbey was to be sent the six miles into Cambridge each afternoon so that its owner's valet could pick up the evening paper for his master.

Lord Fairhaven retained the Phantom III until 1963 (three years before he died, aged 69). It was advertised for sale by London dealer Frank Dale & Stepsons in December of that year. During the 26 years since its birth, »



When it was sold to EON Productions in 1963, the Phantom III had had its bumpers and headlamps rechromed and it had received a Spirit of Ecstasy mascot.

ROLLS-ROYCE HISTORY GOLDFINGER PHANTOM III

it had lost its original metal spare tyre covers as well as the white bonnet lining and unusual rear lamps, while the canine radiator ornament had made way for the customary Flying Lady. Frank Dale & Stepsons also rechromed the headlamps, bumpers and radiator shutters, losing their unusual black finish.

One of the dealership's regular customers was Albert R Broccoli, co-producer of the Bond films along with business partner Harry Saltzman. He'd purchased a 1962 Rolls-Royce Silver Cloud II from Frank Dale & Stepsons (which would appear in 1965's *Thunderball* as well as Roger Moore's final Bond film, 1985's *A View to a Kill*) and often popped into the Paddington showrooms to see what else was in stock. The scene was now set for Lord Fairhaven's ex-Phantom to become an automotive star.

Following the success of *Dr No* (1962) and *From Russia with Love* (1963), production of the third James Bond film, *Goldfinger*, was due to begin in January 1964. In Ian Fleming's 1959 novel, Auric Goldfinger uses his Primrose Yellow armour-plated Rolls-Royce Silver Ghost limousine to smuggle gold from Britain to Switzerland, by casting panels for the vintage car out of the precious metal in England and then melting them down at his Swiss factory for onward transit. The Aston Martin DB MkIII used



Bond producer Albert R Broccoli (left), who came across the Phantom III for sale in a London showroom in 1963, along with Sean Connery, 007 author Ian Fleming and movie co-producer Harry Saltzman.

by 007 in the book was updated to a DB5 for the transfer to celluloid, and so it followed that the villain's carriage of choice also got a refresh, with a V12 Phantom III more likely to cope with a demanding filming schedule than one of its ancestors, whatever a Ghost's inherent strength and qualities.

The difference in values between a Silver Ghost and a Phantom III in 1963 was probably a major factor too.

A WASTE OF MONEY

Thus Broccoli and Saltzman's EON Productions purchased the Phantom III from Frank Dale & Stepsons to use in *Goldfinger*. Broccoli joked that the rechroming work was a complete waste of money as it was going to be gold-plated for the film anyway. Other changes included a repaint in yellow and black and fitment of AU 1 number plates. The registration number was picked because it referenced the chemical symbol for gold as well as the first two letters of Auric Goldfinger's name. The identity dated from 1903, as the first vehicle registration number ever issued by Nottingham.

In the movie, James Bond first encounters the Rolls-Royce at Stoke Park Golf Club in Buckinghamshire (not far from Pinewood Studios), after beating the bad-tempered Auric Goldfinger at golf despite his attempts to cheat. "She's a beauty," remarks Connery in character to Goldfinger, so memorably portrayed by Gert Fröbe. "Phantom III, '37, isn't she?" he continues, thus further reinforcing 007's image as somebody



Dismantling of the Phantom III to retrieve its gold being smuggled as body panels, in a scene from *Goldfinger*. (Photo: Danjaq, LLC and Metro-Goldwyn-Mayer Studios Inc)

THOUGHTS IN A PHANTOM III

In December 2011, this article's writer was fortunate enough to be treated to a ride in the *Goldfinger* Phantom III. EON Productions had announced that the first Bond in Motion exhibition, showcasing a collection of 007 vehicles, was to open at the National Motor Museum, Beaulieu, in January 2012. To mark this, a few journalists were invited to the museum to drive some of the Aston Martins before they went on display, as well as interview 007 movie special effects co-ordinator Chris Corbould. Getting behind the wheels of the Vanquish from *Die Another Day* and

the DB5s from *Casino Royale* and *Quantum of Solace* were undoubtedly highlights of the day, even if I wasn't allowed to play with any of the buttons – just in case. However, an unexpected bonus was that the chat with Chris took place in the back of the *Goldfinger* Phantom III as it cruised around the Beaulieu grounds. I can't remember much of what we discussed – save for him denying press reports that 007's gadget-laden DB5 was going to resurface in the forthcoming *Skyfall* (which it did) – but I can remember the impression the Rolls-Royce made on me.

It was a total contrast to the

snarling and frantic V12-engined sports machines I'd sampled earlier on; smooth and dignified, with its V12 barely audible in the rear compartment and certainly not troubling my conversation with Chris. It presented itself as the ideal vehicle for wafting a megalomaniacal Bond villain across Europe in silent style and sophistication, and I felt quite humbled to be in it. Afterwards, I had to fight the temptation to scratch the paintwork just in case there was smuggled gold hiding underneath. But I'm sure that wouldn't have gone down too well with EON's PR people.



The Phantom III served as a mobile interview venue in the grounds of the National Motor Museum prior to the 2012 Bond in Motion exhibition. (Photo: Ben Coleman)



Writer Richard Gunn (left) chatted with Bond special effects co-ordinator Chris Corbould in the back of the Phantom III. (Photo: Ben Coleman)



The ex-Goldfinger Rolls-Royce photographed at the National Motor Museum during December 2011. (Photo: Richard Gunn)

who appreciates and knows about the finer things in life. He manages to slip a magnetic tracking device into the boot before Goldfinger's chauffeur and lethal bowler-hatted henchman, Oddjob (Harold Sakata), ferries his boss away. Using one of the many gadgets on his Q-supplied Aston Martin, Bond follows the Rolls-Royce's tracker to Switzerland where he discovers not only the Phantom III's golden secrets but also a considerably more grandiose plot to contaminate the USA's gold reserves by exploding a 'dirty' nuclear device inside Fort Knox bullion depository. Oh, and Pussy Galore.

Unlike the DB5 with its many action sequences, the Rolls-Royce's call sheets didn't demand anything more strenuous than to be loaded into a British United Air Ferries Carvair at Southend Airport, as well as being partially dismantled as a plot device to demonstrate the means of smuggling gold. While purporting to be Switzerland on-screen, this was

"Broccoli joked that the rechroming work was a complete waste of money as it was going to be gold-plated for the film anyway"

done on-set at Pinewood Studios. Aside from Stoke Park Golf Club, the Phantom III's principal location scenes were shot on the winding Furka Pass, close to Andermatt in Switzerland. It had arrived there following a rough English Channel crossing to Cherbourg on July 6th, 1964, which had seen the accompanying Aston Martin DB5 damaged on voyage; the Rolls-Royce, however, escaped any injury.

Even with its V12 engine, a Phantom III might have struggled on such a challenging and hilly route as the Furka Pass, with two extra tons of hidden gold recast as its panels. But fortunately, this was just make-believe; the Rolls-Royce apparently

behaved as a true thoroughbred should and looked thoroughly lovely amid the mountainous scenery. The car's scenes in Switzerland, during which it was driven by British stuntman Maurice Grove, were among the final sequences of principal photography, wrapping in mid-July.

Goldfinger premiered in September 1964 and was a massive success, breaking international box office records and recouping its \$3 million budget in just two weeks. It turned James Bond into a global cinematic phenomenon and established the template for the 007 films that followed. And, of course, it gave the world its first taste of Q-branch's »

ROLLS-ROYCE HISTORY GOLDFINGER PHANTOM III



On display at the first Bond in Motion exhibition at the National Motor Museum during 2012, alongside one of the Aston Martin DB5s from *GoldenEye*. (Photo: National Motor Museum)



Oddjob (Harold Sakata) demonstrates his deadly razor-edged bowler to James Bond (Sean Connery) and Auric Goldfinger (Gert Fröbe) at Stoke Park, with the Phantom III in the background. (Photo: Danjaq, LLC and Metro-Goldwyn-Mayer Studios Inc)

gadget-laden Aston Martin DB5. This made such a screen impact that it returned for the following Bond adventure, *Thunderball*, with examples also appearing in *GoldenEye*, *Tomorrow Never Dies*, *The World is Not Enough* (albeit blink and you'll miss it), *Casino Royale*, *Skyfall* and the most recent movie, *No Time to Die*. Its Rolls-Royce Phantom III adversary was destined for a much quieter time, though... at least at first.

As an aside, 3BU168 wasn't the only classic Phantom to prominently star on the silver screen during 1964. A few months after *Goldfinger*, The Yellow Rolls-Royce opened, telling the story of a 1931 Phantom II (chassis 9JS) through a series of different owners. Although it was of the previous generation to the *Goldfinger* car, it also featured Sedanca de Ville coachwork by Barker as well as a yellow and black colour scheme very similar to that of its younger counterpart. It was

SUPPLYING A MOVIE STAR

Giles Crickmay, joint managing director of Frank Dale, writes: "We sold this Phantom III Sedanca de Ville by Barker to 'Cubby' Broccoli in around 1963 for his then upcoming Bond movie, *Goldfinger*. The Rolls-Royce played a huge role in the movie, driven by the villain's henchman, Oddjob, complete with his deadly hat.

"I understand that the car was

supplied direct from our showroom in Paddington, with the famous black and yellow paintwork that it still retains today. One trivia point was that we had rechromed all of the brightwork for the car just prior to Mr Broccoli's purchase, something he found amusing as it all had to be stripped back to be plated with something far more valuable for the movie.

"This sale took place long before I was around, but the former directors of the company relayed its history and the details of the sale to me some years ago. They dealt with Mr Broccoli on a few occasions, supplying other Rolls-Royces and Bentleys for later Bond movies, including a Silver Cloud II saloon for *A View to a Kill* in 1985, which later became his personal car when in London."

"Even with its V12 engine, a Phantom III might have struggled on such a challenging route as the Furka Pass, with two extra tons of hidden gold recast as its panels"



The Phantom III in action on the Furka Pass in Switzerland during July 1964. (Photo: Danjaq, LLC and Metro-Goldwyn-Mayer Studios Inc)



Oddjob, Auric Goldfinger and the Phantom III in a publicity still from Goldfinger. Note the gold golf putter, which was recreated for the boot of the 2024 Phantom Goldfinger. (Photo: Danjaq, LLC and Metro-Goldwyn-Mayer Studios Inc)

obviously a very good year for citrus-coloured Rolls-Royces at the cinema.

LIFE BEYOND BOND

EON Productions kept the Phantom III until 1965, then selling it to an American collector in Cambridge,

Massachusetts – a rather appropriate location given the birthplace of its first owner, Lord Fairhaven, as well as where he lived in England during his custodianship of the car. This owner, Mark Gibbons, kept it until 1969, when it was sold to a Thomas F Myles, also of Cambridge, Massachusetts. His

tenure was very short, as during 1970 it passed into the hands of William S Payson of South Port, Connecticut.

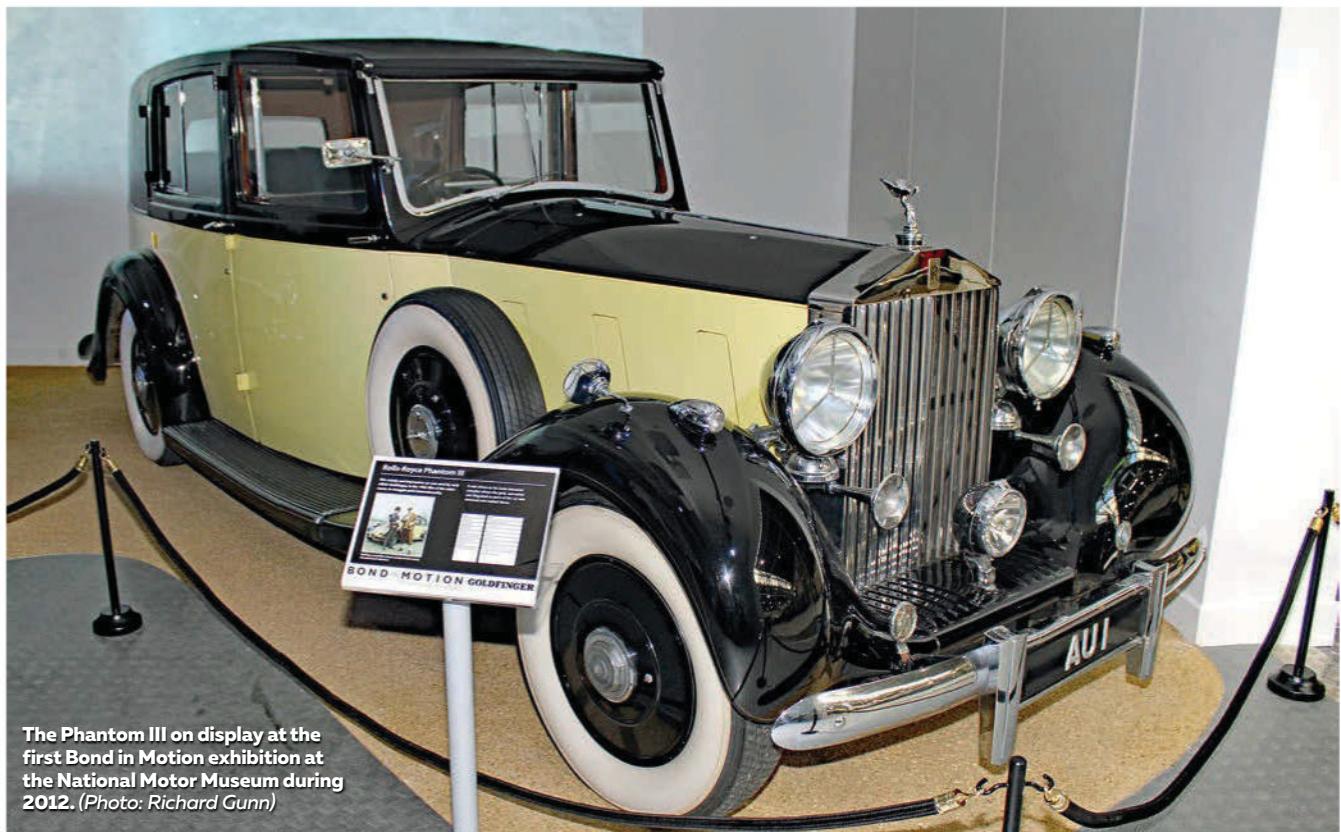
The car was fully restored in 1972 but a year later was up for grabs again. Acquired by a Mr Halsted, it was very soon put up for auction but failed to meet its reserve. Fortunately, it was able to be privately bought by Richard D Losee of Provo, Utah, in 1974, and a better home could scarcely be imagined. Not only was Losee a 007 devotee, but he already owned the gadget-equipped Aston Martin DB5 'effects car' used in Goldfinger, thus reuniting two screen stars that had last been together a decade previously.

Losee kept the Phantom for the next 12 years before selling it, along with his DB5, at a Sotheby's auction in New York. The reason for the disposals was because the family had apparently become tired of just being known as the owners of two James Bond cars. The Aston went for \$275,000 at the June 1986 Sotheby's event, and the Rolls-Royce made \$121,000. The top bidder was Steven Greenberg of New York, but the Phantom III was »



The Phantom III at the National Motor Museum, Beaulieu, during December 2011, prior to its appearance in the Bond in Motion exhibition staged there. (Photo: Richard Gunn)

ROLLS-ROYCE HISTORY GOLDFINGER PHANTOM III



"The 007 production company that had purchased the Phantom III in 1963 and made it into a celebrity had brought it back again, 35 years after selling it"

something of a consolation prize as he'd also bid on the DB5 but lost out to eventual winner, Anthony Pugliese. Incidentally, it was this Aston Martin that was stolen in 1997 and has never been recovered, despite rumours that it is somewhere in the Middle East. Fortunately for Greenberg, no such fate befell his Phantom III; he retained it until 2000, when he also put it up for auction, this time via Christie's.

The estimate for the Phantom III was between \$150,000 and \$200,000, but that wasn't reckoning with some very determined bidders plus the cachet that any vehicle associated with James Bond could demand by the 21st century. Eventually, the hammer came down at \$402,000. And the new owner was... one of its old ones, EON Productions. The 007 film company that had purchased the Rolls-Royce in 1963 and made it into

a celebrity had brought it back again, 35 years after selling it.

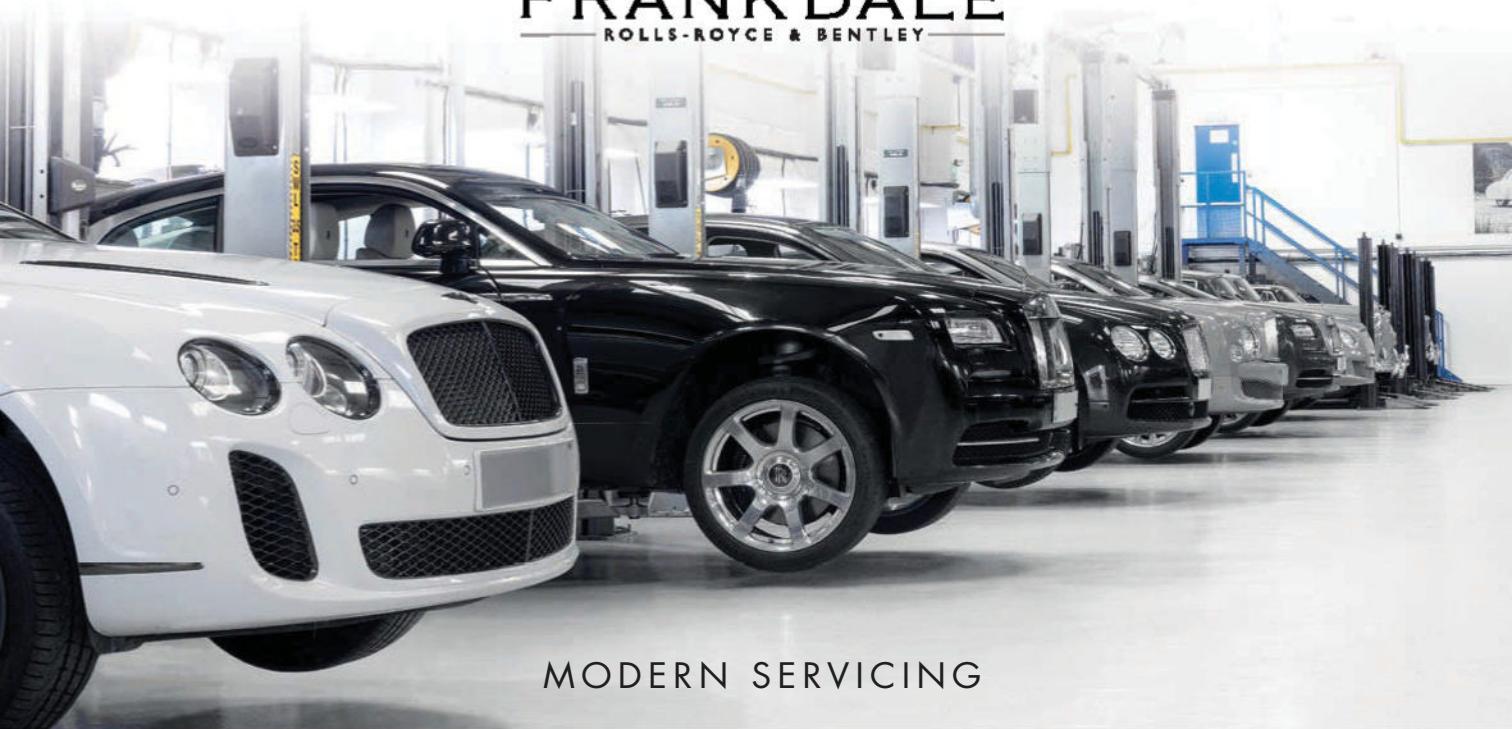
EON has since used it for premieres and other special events. It's also formed part of the various Bond in Motion exhibitions at the National Motor Museum in Beaulieu, Hampshire, the London Film Museum in Covent Garden, and elsewhere. There have been several returns to Stoke Park Golf Club too, most recently for it to be photographed alongside the new Phantom Goldfinger that it inspired. While at most of its public appearances it has displayed AU 1 plates, the car was actually reregistered as 669 UYE in February 2014, and still has that official identification today.

Who knows, maybe the Phantom III might even turn up in another Bond flick? But whatever lies ahead for 3BU168 in the future, its Goldfinger



As with Goldfinger's Aston Martin DB5, Corgi has produced a number of scale models of the Rolls-Royce Phantom III over the years, as have other manufacturers.

starring role has transformed it into one of the best-known and most prized Rolls-Royces ever built – and there have been plenty of those over the last 120 years. Whatever would shy, retiring Lord Fairhaven have made of it all! ■



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TECHNICAL GUIDE

SERVICING A SILVER CLOUD III

Our technical series continues with a Rolls-Royce Silver Cloud III service, giving a glimpse into how the professionals at Flying Spares tackle the job – and how you could do so at home

WORDS: ANDY THWAITES PHOTOGRAPHY: FLYING SPARES

Welcome to this, our 10th *Rolls-Royce & Bentley Driver Technical Guide*. Yes, we've hit double figures – and we're grateful for all your feedback so far. Having looked at a plugs and filters service on a 1998 Silver Seraph in the last issue, we're staying with the servicing theme again, this time focusing on a stunning 1962 Silver Cloud III.

I say stunning, but unfortunately there's a catch. When I first saw it, I was blown away – a really early example in silver and black with a green hide interior. Incredible, right? On further investigation, however, it turns out that the 32,737 stated mileage is too good to be true, as the car has actually done 132,737 miles. The sills and wings are pretty rusty too, to the extent that a body-off restoration might be the way to go. The good news is the 6.25-litre engine is sound, with decent compression in all cylinders. Overall, this sister to the highly desirable Bentley S3 is ripe for restoration.

On to the job (or rather, jobs) in hand. We start with an engine oil and filter change, then fit new spark plugs and a new air filter,

before finishing with steering fluid, anti-freeze and tyre checks.

The latter are all simple enough, but there are a few important points to note on the engine oil and filter. Rolls-Royce recommended that you change the oil filter element every 5000 miles; if you have a left-hand drive model, the oil filter bowl can only be removed with the steering on full left lock. When fitting the new oil filter, it is vital to ensure that the rubber sealing washer and cap washer are both fitted correctly; failure to do so can allow unfiltered oil to pass up the central tube, potentially resulting in serious damage to the engine bearings. You have been warned.

Please remember that old engine oil is classed as hazardous waste. Most local recycling centres accept it, so don't just ditch it – that's totally irresponsible. As always, the usual Technical Guide caveats also apply. Please note that these articles are intended as general guidance only. For model-specific instructions, please refer to your owner's manual.

Finally, and I can't emphasise this enough, safety is paramount. Please use the appropriate personal protective

equipment (PPE) and dispose of waste products responsibly. Good luck and mind your head! If you have any questions, queries or tips, please get in touch on 01455 292949 or email sales@flyingspares.co.uk.

ABOUT ANDY

Andy Thwaites is one of the UK's leading Rolls-Royce and Bentley specialist vehicle technicians. He first joined Flying Spares aged 18 and studied his apprenticeship at Leicester College, winning their Apprentice of the Year Award, before joining Jaguar Land Rover aged 23, working mainly on future engines and electric drive units within their prototype division. He rejoined Flying Spares in 2021, as Technical Services Division Manager, and is responsible for the company's extensive parts reconditioning programme.



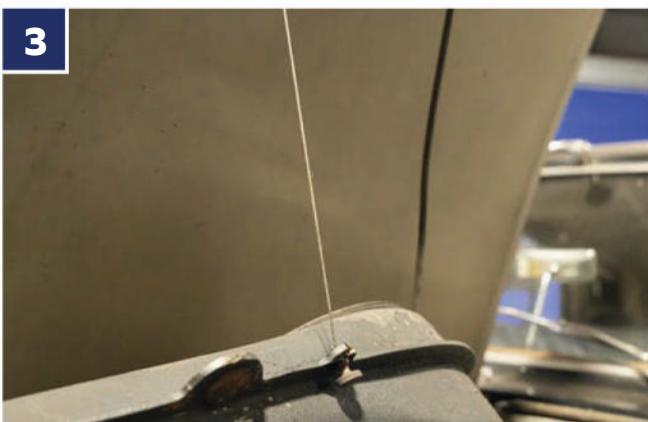
ENGINE OIL & FILTER CHANGE



1
Get prepped with all the PPE, parts and tools you need, then start the engine to warm the oil. Don't let it get so hot that you can't touch it!



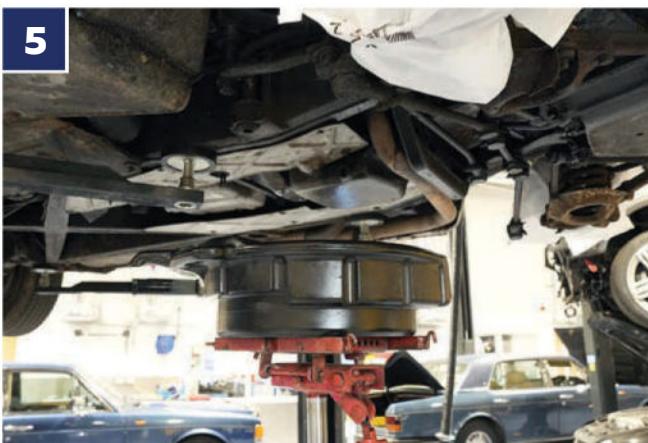
2
Safely jack or lift the vehicle in 'Park' with the handbrake on. If jacking, chock the back wheels. Lift the bonnet and apply protective wing covers if available.



3
Unscrew the wingnut and use the cable provided to keep the air cleaner out of your way.



4
Open the oil filler cap and raise the dipstick to aid drainage.

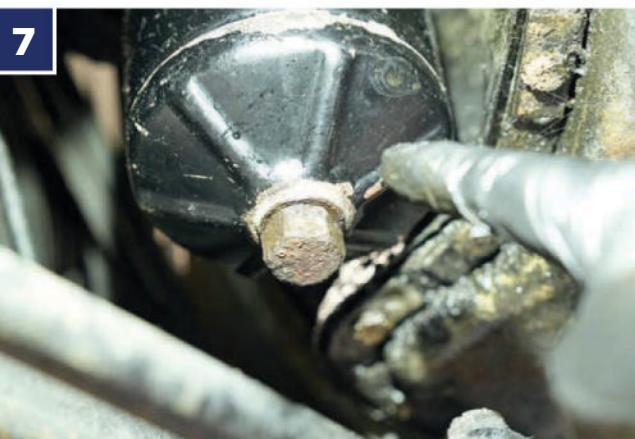


5
Position a suitable container to collect the old oil. Then remove the sump plug and allow the oil to drain.



6
While you wait for the flow to stop, you can crack on with removing the oil filter.

ENGINE OIL & FILTER CHANGE (CONTINUED)



Holding the bowl of the filter in one hand, unscrew the retaining bolt with the other.



Remove the O-ring from the filter head, drain the oil from the filter bowl, and remove the element.



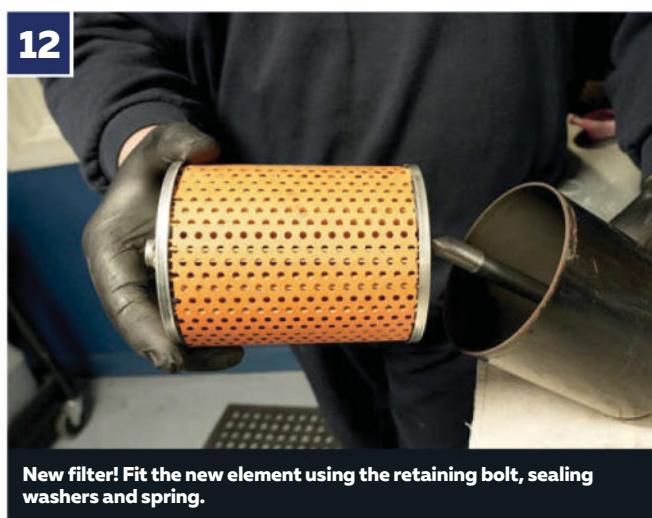
You can now remove the conical cork washer, spring and rubber washer from inside the bowl, and withdraw the retaining bolt and dowty seal.



Thoroughly clean the bowl using paraffin and wipe it dry, ensuring all parts are clean and free of debris.



Renew the dowty seal, rubber washer and rubber seal.



New filter! Fit the new element using the retaining bolt, sealing washers and spring.

13



Important: ensure that the drilled centre piece is on top, with the recessed bit of the lower sleeve seated against the spring-loaded cork washer.

14



Fill the filter bowl with a pint of fresh oil and fit it to the filter head with a new rubber O-ring.

15



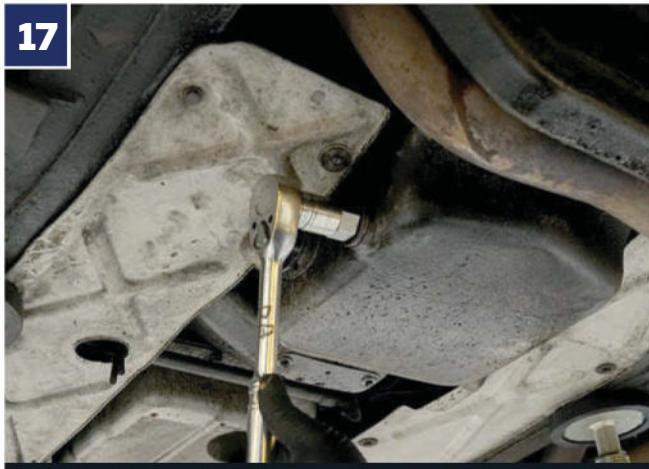
Double check that all parts are seated correctly, particularly that the corners of the element aren't trapped. Then tighten the bowl retaining bolt, and that's the filter change done.

16



Back to the oil change. All the old oil should have drained out by now... and must be disposed of appropriately.

17



Fit and tighten the new sump plug washer.

18



New Oil! Fill to the max mark on the dipstick (Flying Spares used Castrol Classic XL 20W/50) and remember to close the neck cap. That's the oil change complete.

SPARK PLUG CHANGE



To gain access to the spark plugs on a Silver Cloud III or Bentley S3, you have to take off the front road wheels and remove the inner wing panels.



New spark plugs! You can now remove the old plugs and fit new ones, to a gap of 0.025in for the best spark, as per the manual.



Resecure the HT leads, checking for good insulation, and refit the inner wing panels and road wheels.

AIR FILTER CHANGE



First, remove the retaining screw at the top of the air filter lid, followed by the cross-section plate.



Appropriately dispose of the old element and fit the new one. It's a straightforward process.



Check that the rubber seal is facing the correct way, then reverse the steps to put everything back together.

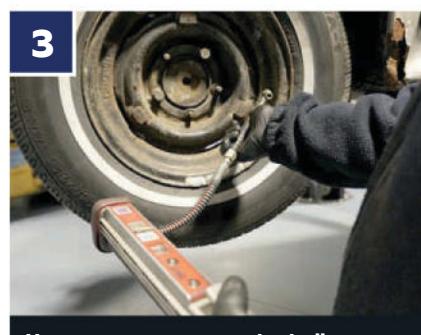
FLUIDS & TYRES



Remove the steering fluid cap to visually check the level. Top up if required.



Unscrew the main radiator cap and use an anti-freeze tester to measure the strength; top up as necessary to the recommended factory-standard 25 per cent.



Use a pressure gauge to check all four tyres and the spare, inflating as necessary to the recommended 22lb/sq.in on the fronts and 27lb/sq.in on the rears. That's job done!

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FEATURE CAR
HOOPER ST JAMES



EXCLUSIVELY HOOPER

Where would you go in 1984 if a Crewe-built Rolls-Royce didn't seem exclusive enough? To Hooper, of course, the famous name in high-quality coachbuilding that continued to create special cars like this

WORDS AND PHOTOS: MARINUS RIJKERS



You'll already have noticed that the star of this article is, of course, no ordinary 1984 Silver Spur. It's one that was sensationally reworked by Hooper & Co (Coachbuilders) Ltd, a company famed for its extensively modified SZ models in both Rolls-Royce and Bentley guises. This particular conversion was known as the St James – a Silver Spur with an extraordinary specification and an exhaustive list of upgrades.

While it is special in itself to meet such an unusual car, even more special is the fact that this Silver Spur St James has only 2320 miles (3733km) on its odometer. This car is truly as new

in both its mechanical and cosmetic condition. And so, as a result, our chance to get behind the wheel reveals exactly what it must have been like 40 years ago to own a new Silver Spur with a large Hooper wish list on board.

HOOPER HISTORY

The story of Hooper dates back more than two centuries, to 1807 to be precise. The company initially made carriages, but the advent of the automobile brought fresh opportunities, and so it also became known for making bodies for cars. Hooper became associated with Rolls-Royce from

1909, and was soon regarded as one of the leading builders of coachwork.

After the Second World War, the coachbuilding industry famously fell into decline. Increasing numbers of car manufacturers were adopting unitary construction (for which the body was part of the chassis structure, unlike cars with separate chassis), and many coachbuilders went out of business. Hooper decided to stop building bodies in 1959 and to focus instead on maintaining existing Rolls-Royce and Bentley motor cars.

In the early 1970s, Melbourne-born Australian Colin Hyams, a car fanatic and Formula 5000 and sports car »

FEATURE CAR

HOOPER ST JAMES



Virtually no car had a telephone installed back in 1984, but this St James came with a state-of-the-art Harris phone.



Hooper fitted a curved centre console containing high-quality sound equipment, with an Alpine radio-cassette player at the top and Alpine equalisers in the middle and bottom.



A genuine 2310 miles are showing on the odometer of this unique and beautifully preserved Silver Spur.



In the 1980s, Hooper & Co made a splash by reducing the size of the rear screen, a feature now known as 'Hooper windows'.

driver, arrived in the UK. After a few years, he purchased a Rolls-Royce Silver Shadow Mulliner Park Ward two-door coupé from Hooper & Co, which was then managed by Sir Gerald Glover, solicitor for Hooper's former owners, Sir Bernard and Lady Nora Docker. Hyams became interested in the company and its fascinating history, and in 1980 he took over the firm. It needed a substantial injection of fresh capital for modernisation by then, something that Hyams was able to provide through his family trust.

Canadian entrepreneur John Dick became a customer of Hooper & Co in 1983, and later that year joined the company as a partner. It was Dick's additional investment that made further partnerships possible, and so Jack Alpe, an important player in secondhand Bentleys and Rolls-Royces, was able to showcase the Hooper brand. Crailville, a manufacturer of exceptionally beautiful replica bodies for classic cars, then became a subsidiary – a better fit than it might appear, as Crailville also provided restoration services for older Rolls-Royces and Bentleys from its small factories near Heathrow Airport.

The 1980s saw Hooper & Co producing very exclusive two-door versions of both the Bentley Turbo R and the Rolls-Royce Silver Spirit. The company also produced the four-

"The dashboard's lacquer is fault-free and frames the '80s instrumentation with a perfect shine"

door St James and the Emperor, both based on the Silver Spur. In addition, Hooper provided major modifications to one Rolls-Royce Corniche and one Camargue to meet a customer's individual special requirements. These conversions were usually performed on new donor cars, but the design, engineering and coachbuilding of the Hooper models remained the property of the Hooper factory, located on Kimberley Road, North London.

In 1987, Hooper launched the Bentley Empress II two-door coupé, a model based on the Bentley Turbo R. The Empress II was unveiled at the Geneva Motor Show, priced at £275,000, and was a real sensation. Hooper & Co ceased bodywork activities for Rolls-Royces and Bentleys in 1994, but is still active with special projects in the automotive industry.

ST JAMES SPLENDOUR

Initially, the name St James might seem a somewhat mysterious choice.

According to Hyams, however, it came about as a result of a conversation with Tom Purves, who was in charge of the Middle East market segment at Rolls-Royce Motors in early 1982. They decided to boost sales in the region by using a Rolls-Royce Silver Spur as the base vehicle to create a luxury limousine with a focus on the rear passengers. These limousines would be named St James, creating an association with Hooper's original showroom from the late 19th century, sited in that fashionable London district containing St James' Palace. The discussion also included ideas for the creation of the Hooper St James package that would be applied to these "little limousines".

It was expected to work out well for both parties. Purves would receive a truly special vehicle in its market segment, and Hyams had the opportunity to put the historic Hooper brand on the map. Hyams doesn't know for sure how many St James versions were made, but says it was "quite a few". To the rest of us, that »

FEATURE CAR

HOOPER ST JAMES



means "you'll be lucky to see one", as they're inevitably rare machines.

On the outside, the St James versions can be identified via a two-tone paint scheme, a smaller rear window, an electrically operated glass roof in the rear compartment, and polished strips at the sills, rear lights, wheelarches and bumpers. On the inside, too, everything was done to make the already special interior even more impressive. As standard, the rear compartment of the St James was upholstered with velour and West of England cloth. In the Silver Spur we feature here, this is not installed in the rear, and a 'normal' leather interior has been maintained. However, the rear doors are equipped with veneered wooden panels, as with every St James.

Furthermore, in the rear the car received all kinds of special accessories. For the ladies, a silver hairbrush, comb, nail care set and other silver accoutrements supplied by Asprey of London were built into the rear centre



This St James came with twin rear seats, with space between them to house the exclusive on-board entertainment features.

armrest. Veneered writing tables, drinks cabinets, special Davidoff cigar boxes (except in this 'smoke-free' example, where they are storage compartments) and a TV were installed behind the front seats. A video recorder was placed on the parcel shelf and a storage space for audio cassettes was created in the rear centre console and glove compartment. Each St James was given variations of these accessories according to customer preferences, so it can be said that each one is uniquely composed.

THIS CAR'S CREATION

The Silver Spur in this feature, number ECX09011, was finished in the striking colour combination of Georgian Silver over Ocean Blue, and has a beautiful and unique Luxor leather colour in the interior called Light Blue. The carpets were specified Mountain Blue. In addition to this special colour palette, the car was also ordered from the factory with a tachometer and with leather above and below the dashboard, and all ashtrays were omitted. In addition to the standard St James accessories, this car also received an oversized Spirit of Ecstasy. Furthermore, the car has storage trays under the writing table tops (also called picnic tables), a radar detector made by Escort placed under the front bumper, electrically adjustable rear

"The 1980s saw Hooper & Co producing exclusive two-door versions of both the Bentley Turbo R and the Rolls-Royce Silver Spirit"

seats, adapted front seats, an 'RR' emblem of Sterling silver on the horn button, a storage space between the backrests with integrated Magnavox video recorder, an Alpine stereo with cassette player and equaliser, extra Hella horns, stainless steel plating at the front and rear under the bumpers, and two badges on the bootlid.

The double round headlights are not part of the original St James livery, but have only recently been installed. They emphasise that this is a special version, because Rolls-Royce only installed such lights on a few small series of special versions in the 1980s and '90s. The Spirit of Ecstasy has also been replaced, but is still an oversized example.

The car's first owner was real estate magnate Angelo Markoulis, from California. In 1983, he contacted Cerrito Motor Coach, based in San José, and told them that he wanted something very special. He was put in touch with Hooper and worked out the perfect specification for his St James. The

conversion took almost a year, with Markoulis able to take delivery of the car by the end of 1985. Two years later, however, with a mere 1335 miles under its wheels, the Rolls-Royce disappeared into the family garage and was barely used. The odometer had risen to just over 1500 miles when, in 2015, the car was sold to someone in Haarlem, The Netherlands, and a year later it was sold again, this time to a collector in Switzerland. That owner showed the St James in 2018 at the Concours d'Élégance Suisse, where it came first in the *Future Classiques, Berlines de Luxe 1980-1985* class. January 2019 saw the Silver Spur being auctioned by RM Sotheby's in Paris, and it ended up in The Netherlands once again, where it was traded to the current owner in June 2020.

EXTRA EXPERIENCE

As I get up close with this Hooper-converted Silver Spur for the feature, »



The rear compartment features a built-in whisky cabinet, with the storage spaces under the front seats housing two decanters, four whiskey tumblers and one Sterling silver water bottle.



FEATURE CAR

HOOPER ST JAMES

This 1984 Rolls-Royce Silver Spur was converted by Hooper & Co to the company's exclusive St James specification.



This particular St James came with an oversized Spirit of Ecstasy for even more exclusivity.

ABOUT THE AUTHOR

Marinus Rijkers runs two of the most useful and informative websites for enthusiasts of all SY- and SZ-series Rolls-Royce and Bentley models. You can find them at www.rrsilvershadow.com and www.rrsilverspirit.com. He has also written a couple of books on the subject, which can be found at www.rrbsspecialist.com.

I can see it's in truly immaculate condition. Without letting my shoes slide over the unscratched sill or scraping my toe along the door frames, I climb behind the wheel, settling in to the sumptuous driver's seat and making a few small adjustments; soon enough, I'm perfectly supported by the generous furniture and the ideal distance from the steering wheel.

I consider the way the seats feel – this is certainly different from when you relax into a Silver Spirit that's covered a 'normal' number of miles. In this car, the pleats of the seat are still as convex as they were 40 years ago and provide perfect support for the back and legs. It seems as if they hug you just a little more and let you sink a little further into the chair than if they had the first symptoms of age and wear.

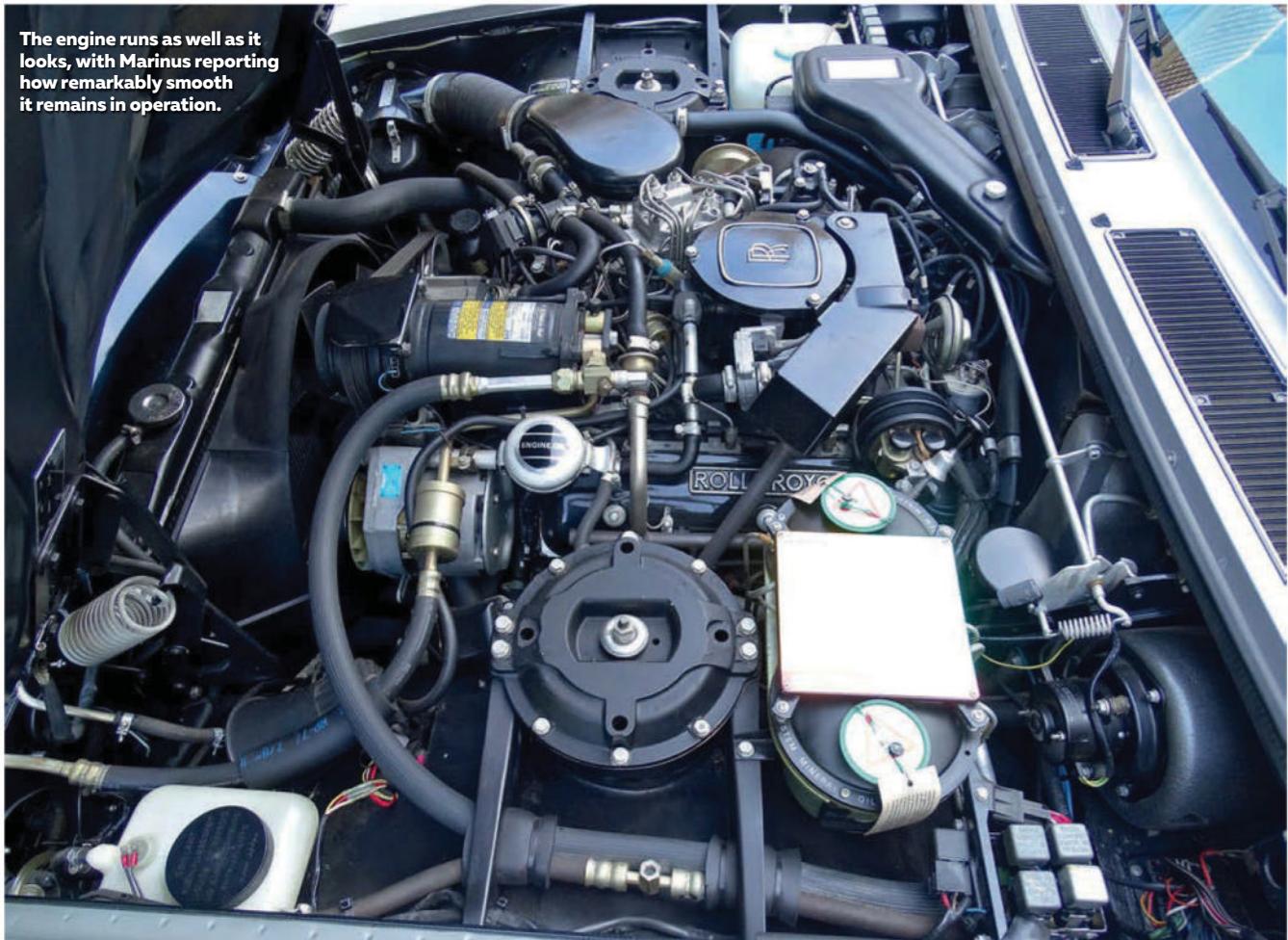
The armrests are also like new, and support like an armchair. The dashboard's lacquer is fault-free and frames the '80s instrumentation with a perfect shine. The abundance of buttons on the Hooper centre

console is fascinating, but first I'd like to focus on driving.

Back in 1984, an American-spec Silver Spur came fitted with fuel injection, and such a system is installed under the bonnet of this car. The engine is still warm from the previous ride, and when I start it the revs are immediately constant and the soft hum from the two original stainless steel exhausts is music to the ears. With my right hand I tap the gear lever behind the steering wheel a few clicks downwards and select the 'Drive' position of the transmission. I know from other cars with this engine and gearbox set-up that it's usually noticeable when drive to the rear wheels is engaged, and the car has to be firmly held in place with the brake pedal... but not in this St James. The power is available almost imperceptibly, without the need to use the brake pedal to calm the creeping tendency. I operate the accelerator with care and the Silver Spur majestically covers its first metres.

My shoes have disappeared into the deep-pile lambswool carpet, but»

The engine runs as well as it looks, with Marinus reporting how remarkably smooth it remains in operation.



it doesn't prevent my precise and unhindered operation of the pedals. The steering, the indicators, everything makes me realise that this remarkable machine is effectively still new. Of course, it could be my imagination, and the extremely beautiful surroundings have their influence, but I'm soon convinced that such low mileage really does add an extra dimension to the experience of driving a Rolls-Royce from the '80s. The state of maintenance is also a determining factor, but if that's in order – as with this Hooper – then the car is as willing, comfortable and reliable as it was 40 years ago.

OUT ON THE ROAD

Out on some of the local roads now, I find myself floating over the bumps. The Silver Spur uses a height adjustment system filled with LHM fluid, as well as anti-roll bars and a tuned system of springs and shock absorbers. This, in combination with the longer wheelbase compared with that of a Silver Spirit,

"An American-spec Silver Spur came fitted with fuel injection, and such a system is installed under the bonnet of this car"

gives the car a high degree of comfort and hardly causes it to lean in bends and on roundabouts. Modern speed bumps that litter today's minor roads are handled with such ease by the Hooper's suspension system that it inspires awe. I'm driving with the extra care appropriate to this old-new car, but it's certainly rewarding me with extra comfort over the tedious modern road infrastructure.

So, what else stands out to this first-time driver? I am aware of the smaller limousine rear window and the privacy it provides for passengers in the back. However, it has a few drawbacks in terms of visibility through the interior mirror. When driving in traffic, there is sufficient view of the curious road user

behind, but as soon as you're reversing or entering a parking bay, outside help with manoeuvring is advisable.

Mind you, I'm really sitting in the wrong place. After all, the St James was built primarily for the pleasure and comfort of its rear passengers, and I had the opportunity to imagine how it must have entertained its first owner when I tried out the rear compartment for myself. It's immediately noticeable that the St James does not have a three-person bench in the back, but two separate armchairs. The centrally located monitor and a large part of the luxurious Hooper product range completely occupy the middle part of the rear compartment. Everything is covered with leather »

FEATURE CAR

HOOPER ST JAMES

and wood veneer and finished with attractive extra wood panels.

To select a tape from the centre part of the backrest and place it in the Magnavox video recorder on the rear parcel shelf, the passenger needs to be something of a contortionist. It makes more sense if the butler has already loaded the tape of choice prior to departure, so that during the ride only the necessary buttons have to be pressed to activate the entertainment. Importantly, taking the elegant glasses and pre-filled bottles from the drinks cabinet and placing them on the picnic tables for a drink does not require too much flexibility from the passenger. It is easy to imagine that during a hasty drive to the next meeting, it would be quite a challenge to fill the glasses with the high-quality juice and sip without spilling. While everything is neatly within reach, it lacks a little practicality: putting a glass down between sips and keeping the precious liquid below the rim of the glass while in motion requires impossible teamwork from both driver and passenger.

What a unique car this Silver Spur Hooper St James is. Unique because of its production history, unique because of its equipment, and unique because of its exceptionally low mileage. That, in combination with a perfect state of maintenance, makes it a diamond among today's Silver Spurs. Driving is noticeably influenced by the above-average effort you feel obliged to make to protect the car from every conceivable scratch on the outside, but certainly also the interior. Caution



"On the outside, the St James can be identified via a two-tone paint scheme and a smaller rear window"

is the watchword. But if you dare to go beyond that, as a driver you can empathise with the fantastic feeling an owner must have had 40 years ago when he took off with his new Silver Spur... or when he took a seat in the back to be driven to an important meeting, with the vast range of accessories catering to his every need. All Rolls-Royces and Bentleys are special cars,

but tasting this almost new Silver Spur Hooper St James proved to be a truly memorable experience. ■

THANK YOU: We're grateful to Raymond Richard from The Netherlands for making this Silver Spur Hooper St James available for the photo shoot and driving impressions. Further thanks go to Colin Hyams and Rob Wilde.



The luggage compartment houses a matching suitcase set supplied by Asprey and finished in exactly the right colour scheme.



Hooper's most special creations were photographed by the coachbuilder outside its workshops prior to being dispatched.



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1987 D Rolls Royce Silver Spirit EFI ABS. Finished in Royal Blue with Cream coachlines. The interior is Cream piped in French Navy with Cream carpets piped in Cream and Walnut veneers. This is a stunning car which we have known, serviced and maintained regardless of cost for 15 years. Value at only... £15,250



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STAFF CARS

WALNUT WHIPPED OUT

The supposedly simple task of removing interior trim grows legs as Rolls-Royce's legendary build quality adds some extra hours of labour

WORDS & PHOTOS: NIGEL BOOTHMAN

I've been meaning to get the timber door cappings and the strip in front of the dashboard's top roll refinished for some time. I found a clever chap who makes and restores furniture, who made a nice job of the one door capping I removed as a test piece. "See you soon," I said, "with the other pieces." That was back in September. Time marches on, especially if you've consigned your car to winter storage a half-hour drive away from home.

In the end, three months had evaporated before I was back in the presence of JUD 1D, safely tucked up under a dust cover while the snow lay six inches deep outside the building. The mission was a simple one, in concept. Start the car and warm it right through, moving it back and forth to give the moving parts some exercise. Remove the other three door cappings, fix the electric window lift in the front passenger door, and remove

the wooden strip from the dash top, inside the bottom of the windscreen. Even a late start at 11am should give me plenty of time for all that, surely?

SLUMBER NO MORE

During the winter months, starting and running a car every week or every fortnight is valuable, especially with something that has been disinterred from a very long lay-up. So many components seem eager to return to a deep sleep if you don't give them a reason to stay awake, and I was concerned this would be the case with our Silver Shadow. I was only half-right, thankfully.

Despite letting the electric fuel pumps fill the float bowls before attempting to start the engine, there was little sign of life and a lot of churning. I'd pushed the accelerator to the floor and released it again, activating the automatic choke, but it was only beginning to cough a

little when the battery ran flat. I hooked up a second battery and moments later the engine was whooshing into life, though with one noisy tappet that took several minutes to pressurise and finally go silent. But apart from a brief and erroneous 'low fluid' light from the hydraulic system, which soon went out, all else seemed well.

I covered a few metres back and forth inside the spacious storage building, giving the brakes both gentle and firm shoves. There was no stickiness to speak of, and so it was time to leave the car in 'Park' to warm through while I started on the trim.

DOFFING THE CAPPINGS

I've gone through the surprisingly involved process of removing a rear door card before on these pages, so I won't repeat that. The front doors are slightly less time-consuming to tackle as the arm rest slides out of its guides, »

STAFF CARS

1972 SILVER SHADOW



Praising off the cover of the driver's window switch.



Removing the front passenger armrest bracket.



Spring clips have real tenacity and must be carefully levered free.



Door card off, almost certainly for the first time in 53 years.

rather than being held firmly in place by two almost unreachable Whitworth bolts. So, it was a case of prising out the small brightwork plates in the switches and door release handle to get to the screws that removed them, before eventually prising the door card away from the door. It's held on with so many sturdy spring clips that I'm convinced you could heave the door shut even if they hadn't attached the pull-handle to the door itself.

As with the rear door cards, this was clearly the first time the front ones had been removed. There was the factory-fitted waterproofing plastic, still tightly gummed in place. Yet even with the greatest care, I couldn't avoid splitting it here and there as I peeled it back to gain access to the window lifts and the short bolts holding the door capping on. It's gone weak and crinkly with age, near the edges.

Anyway, two facts soon asserted themselves: one of the four bolts holding the capping on the passenger side was seized, and the fix for that window mechanism would have to wait if I was going to get everything done in time. The switch produced a slight thunk from the motor, or somewhere near it, and it was working until just recently. I'm hoping it's something straightforward, but for now a shot of WD40 in various parts that ought to move would have to do. As for the capping bolt, I worked it back and forth, but even with some WD40 of its own, it wouldn't shift... until suddenly it did, and the head of the bolt sheared off. I can't get very upset about this, as two bolts

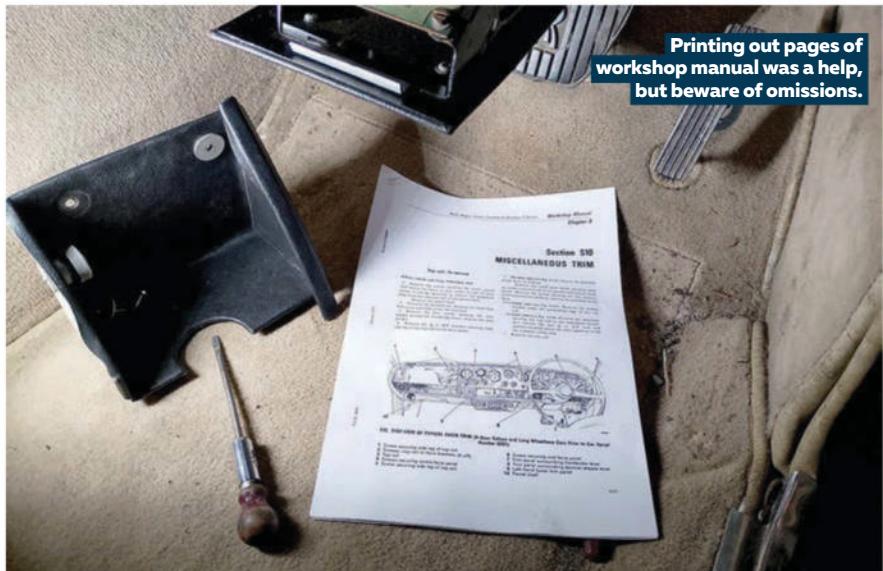


would have been quite sufficient and only three are used on the rear doors.

A DASH OF EXCESS

Working carefully to get three door cards and cappings off took far longer than expected, and with the temperature dropping from its minus value at lunchtime to something even lower, I decided to draw a line and return the next day. Removing the slim fillet of timber in front of the dash roll would mean getting the dash roll itself off, but I'd read up on that job in the factory workshop manual and it didn't look too bad. It's the details that get you, though. Removing obvious screws to get parcel shelf, trim pocket and so forth out of the way was easy. And finding the screws that hold the side legs of the top roll onto the car's structure was also quite easy. But negotiating some of the other booby traps that Crewe had created for the unwary was not.

For example, the polished wood facia is held on with nice, obvious,



stainless-steel screws that you can see near the top. They are pointed out on the dash diagram in the manual. But for the panel in front of the driver, there is another screw hidden behind the knee trim pad, which is

not mentioned. And you can't get any of them off without removing the air outlet control knobs, which are held on by 'grub screws', says the manual, omitting to mention that these are actually 1/16in hex-socket fittings. Got »





a 1/16in allen key in your kit? I hadn't.

Luckily, my pal Stevie – who was working on his own project car, next to mine – did have one, and with the top roll finally removed I could see the fixings holding on the wooden trim strips. Four tiny screws, with adhesive or anti-rust coating filling their slots. Removing them was another chore of patient persuasion, but in the end it all came out and I could gently wrestle the top roll back into place as I did with the door cards, so the car could be driven without looking too strange.

It felt like a great deal of effort for the tiniest improvement in the Silver Shadow's cosmetic condition, but that's life with a Rolls-Royce. You have to keep the faith: everything takes longer and everything costs more, because everything was done a little bit better than anyone else did it... even if the way these cars were built can seem maddeningly over-the-top to a home mechanic. ■



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1931 Bentley 8 Litre Vandenplas Style Tourer
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1913 Rolls Royce Silver Ghost Colonial Open Drive Landaulette by Barker.
£420,000



1912 Rolls Royce Silver Ghost Parallel Bonnet
€780,000.00



1930 Rolls Royce Phantom 2 Barrel Sided Tourer
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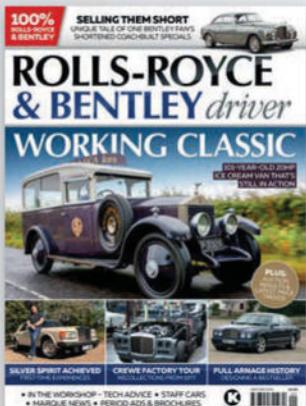
CATCH-UP TIME!



If you've missed out on some of the previous issues of *Rolls-Royce & Bentley Driver*, don't worry. It couldn't be easier to grab some of our great back issues! Check out the sample list below and then head online to:

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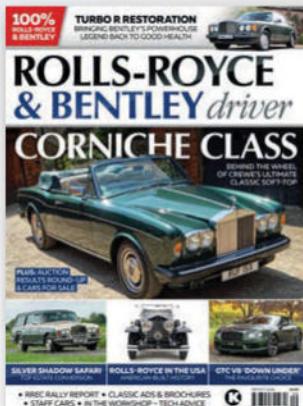
JANUARY/
FEBRUARY 2025

- 1923 20hp ice cream van
- History: Bentley Arnage
- 1977 Crewe factory tour
- Unique McLeod Bentleys
- Silver Spirit ownership
- Servicing a Silver Seraph



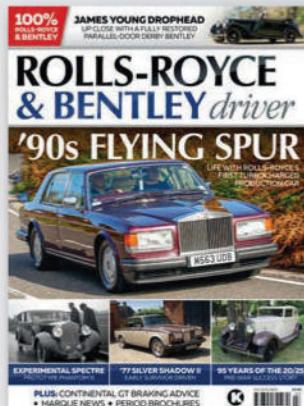
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- History: From 20hp to Ghost
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- The Spirit of Ecstasy story
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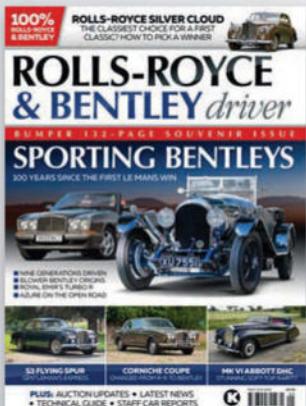
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OCTOBER 2024

- Corniche Convertible tested
- Owning a Bentley Turbo R
- Rolls-Royce US experiment
- Estate-spec Silver Shadow
- Bentley GTC in Australia
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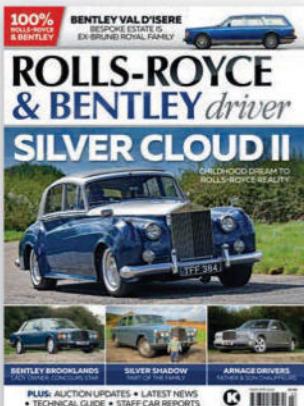
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AUGUST 2024

- Life with a '95 Flying Spur
- James Young Derby Bentley
- Silver Shadow II road test
- 1930s Spectre prototypes
- 95 years of the R-R 20/25
- Continental GT discs/pads



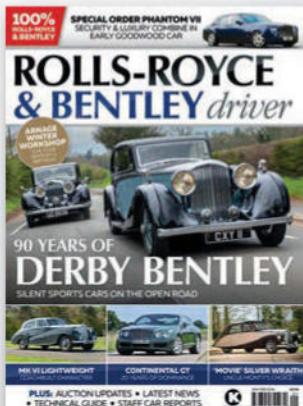
MAY/JUNE
2024

- Sporting Bentleys special
 - Origins of the 'Blower'
 - Cricklewood & Derby duo
 - 1950 MkVI Drophead Coupe
 - Mulliner's S2 Continental
 - Bentley Azure rare edition



MARCH/
APRIL 2024

- Silver Cloud II – boyhood ambition
- Bentley Val d'Isere, Brunei 'special'
- Father & son Arnage chauffeurs
 - Young family's Silver Shadow
- Bentley Brooklands: prize magnet?
- SZ steering rack replacement



JANUARY/
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- 90 years of Derby Bentley
- 'Uncle Monty' Silver Wraith
- Continental GT origin story
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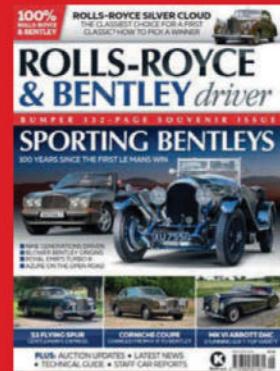
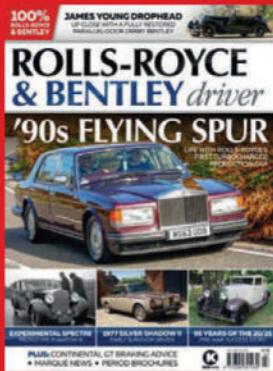
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FROM THE ARCHIVES

We take a look at some of the most fascinating, most innovative and most successful Rolls-Royce and Bentley models via an array of period brochures, adverts and images

WORDS: PAUL GUINNESS

END OF THE ARNAGE ▶

We're going back 17 years via these two photographs, which were issued by Bentley Motors to mark the announcement of the Arnage Final Series for the 2009 model year. This was a special-edition version to commemorate the end of the highly successful Arnage saloon after a decade in production, as well as half a century of the L-series V8 engine and 90 years of Bentley Motors itself.

The original Arnage was launched just prior to Volkswagen's takeover of the marque in 1998, with the German firm investing heavily in a series of steady upgrades and enhancements throughout the car's career. It could so easily have discontinued the



ARNAGE FINAL SERIES
www.bentleymedia.com
Bentley Public Relations: 01270 535 344

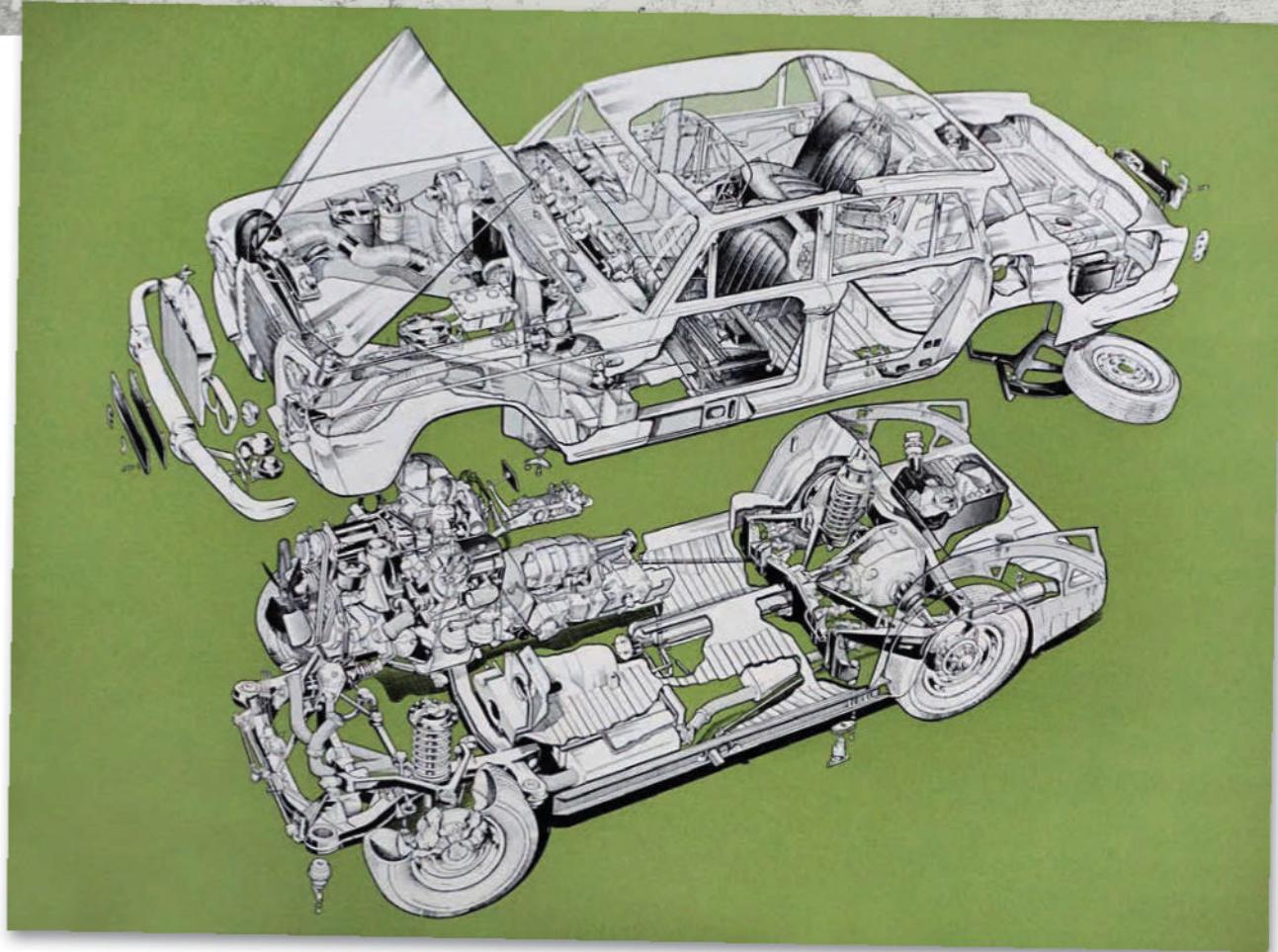


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Arnage that it inherited, focusing instead on next-generation models like the Continental GT and Flying Spur. But it's a credit to VW that it saw the potential of the Arnage and developed it so extensively over a 10-year period.

The Final Edition featured a unique specification, combining the performance of the 500bhp Arnage T with the refinement of the Arnage R for what Bentley described as "the ultimate expression of British luxury and effortless power in a four-door saloon". The official line was that 150 examples of the Final Edition would be built, but in the end just 96 cars rolled out of Crewe – a mere 24 of which were destined for the home market.



ROLLS-ROYCE

ロールス。無言のうちに人を語り、己を主張する。抑えても
抑えきれぬその重み。

コーンズ

DETAILED APPROACH ▲

We recently rediscovered this old cutaway drawing of the Silver Shadow, showing the car's early spec in impressive detail. It was very cleverly done, as despite this latest Rolls-Royce saloon being of monocoque design, the illustration showed the running gear and entire underside separated from the main bodyshell.

It was a skilfully executed illustration, showing every aspect of the Silver Shadow – right down to its spare wheel carrier, number plate mounts and so on. This was Rolls-Royce's most complex, most technologically advanced car to date, and the drawing showed its hi-tech details to perfection.

◀ JAPANESE PHANTOM

We recently came across this simple advert for the Rolls-Royce Phantom VI, published in Japan. We're unsure of the exact year of the ad, and we don't know what the text beneath the photograph is saying... but we just love the fact that the built-to-order Phantom VI, produced in strictly limited numbers throughout its extensive career, managed to achieve such a global reach.

If you have any international adverts or promotions for the Phantom V or VI, feel free to share them with us.

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◀ **WORLD'S LARGEST**

Dating from 1967 is this advert for Mead of Maidenhead, a member of the Lex Group, which claimed that it was "The world's largest stockist of used low-mileage Rolls-Royce and Bentley cars". And of course, the photograph in the centre of the advert now has us craving a time machine, such is the selection of immaculate looking 'Standard Steel' Silver Clouds and Bentley S-series saloons on display.

Then there's the early Silver Shadow in the centre of the photo, as well as a brace of glorious H.J. Mulliner-crafted creations – a Silver Cloud III Coupé and a Bentley S3 Continental Convertible – to the right of the image. So, which would be top of your wish list?

Who are the Rolls-Royce owners?

A surprising number of misconceptions melted away in the light of a recent survey.

The typical Rolls-Royce owner is neither titled nor does he lead a life of idle luxury.

In fact, he is almost certainly a commoner (97%), finds his car a valuable business asset (85%) and is probably his own chauffeur (78%).

He is used to making decisions and prefers to make them on his own. He is also unusually critical and demanding. With taste and

discrimination and the means to indulge them, he rejects the second-rate unhesitatingly. Of his way of life, the Rolls-Royce is an important part.

If you see something of yourself here, it is high time you looked into the new Silver Shadow.

Few cars come within measurable distance of the overall performance, comfort, smoothness and safety of the Silver Shadow. None offers the same balanced combination of all these factors. None approaches its

standards of workmanship and finish. None can be driven so fast and so far with so little fatigue. And none depreciates as slowly.

Your Rolls-Royce dealer will gladly enlarge on all this and arrange for you to test-drive the Silver Shadow. But be warned. One of the strongest points of the survey made was this:

Once a man achieves a Rolls-Royce, he is never again content with a lesser vehicle.



ROLLS-ROYCE the best car in the world.

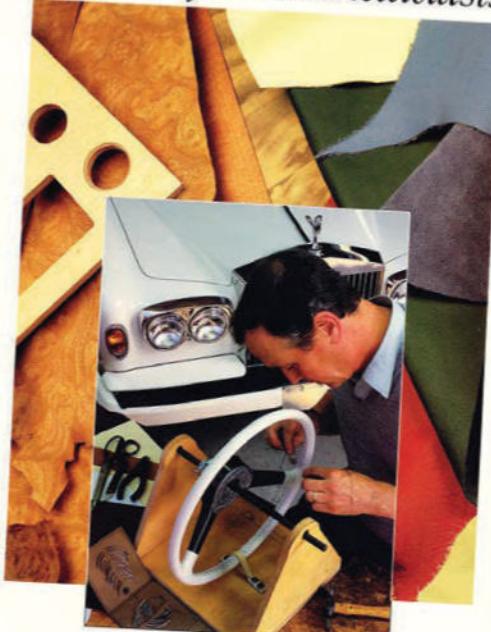


CHANGING DEMOGRAPHIC ▶

The success of the 1965-on Silver Shadow was having a positive effect on Rolls-Royce by the following decade, with sales increasing and the company attracting a good proportion of first-time clients. Compared with the pre-war and immediate post-war years, this inevitably meant a change in the Rolls-Royce buyer demographic, as this particular advert was designed to point out.

"Who are the Rolls-Royce owners?" posed the headline, with the text beneath quoting some interesting statistics. According to the ad, the buyer of a new Rolls-Royce was now "almost certainly a commoner (97%), finds his car a valuable business asset (85%), and is probably his own chauffeur (78%)". One thing that hadn't changed, however, was that the Rolls-Royce buyer still demanded the best in everything, being "unusually critical and demanding" and able to afford perfection: "With taste and discrimination and the means to indulge them, he rejects the second-rate unhesitatingly."

Tailored for Individualists

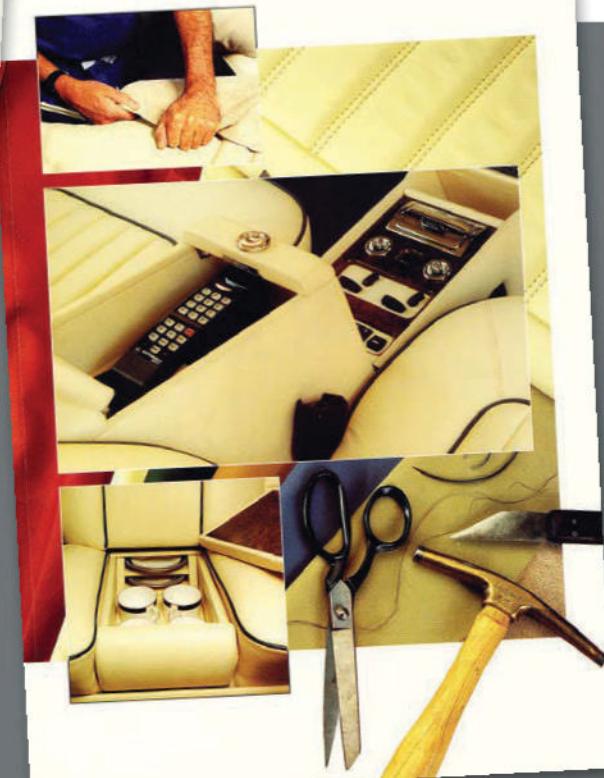


BESPOKE APPROACH ▶

This accessories and options brochure issued for the UK market by Rolls-Royce in 1988 makes a fascinating read, showing a wide array of upgrades available to new-car buyers of the time, along with an extensive list of prices. It's a lavish-looking publication, as you'd expect, created to persuade Rolls-Royce and Bentley buyers to spend a little extra when placing their new-car order.

As well as listing plenty of fairly predictable enhancements, the brochure also explained that "a wide range of special features has now been developed for all four-door saloon models". And prospective buyers were urged to decide their requirements during initial planning, ensuring that "provision for them is made at the earliest stages of the build sequence, and any wood or hide trim is exactly matched".

Among the most expensive in-car entertainment options was a Blaupunkt Berlin radio-cassette and CD player complete with amplifier and uprated speakers (priced at £5370), or you could instead spend a whopping £11,735 on an upgraded package to include a fixed armrest with a rear-facing Blaupunkt television and a Blaupunkt video player in the rear parcel shelf. For those wanting a touch more luxury, meanwhile, buyers could specify such features as veneered door panels (£1059 all round), veneer-backed cocktail cabinets in the rear of the front seats (£2168), electrically heated seats (£1202 front and back), silk curtains to all three rear windows (£1246), and a vanity set for the opening rear armrest (£916) featuring a mirror, comb, hairbrush and clothes brush.



Price List - July 1988

IN-CAR ENTERTAINMENT

Alpine remote cassette, with 2 amplifiers, uprated speakers, sub-wander to parcel shelf.

Panzer centre radio-cassette, GES tuner, uprated speakers, amplifiers, remote control.

Blaupunkt New York radio-cassette player, with uprated speakers.

Blaupunkt Berlin radio-cassette player, with 2 amplifiers and uprated speakers.

Blaupunkt Berlin radio-cassette player with tuner, uprated speakers and uprated speakers.

Sony face-to-face television in rear compartment.

Sony face-to-face television with tuner, uprated speakers and uprated speakers.

Alpine 79027 combined CD Player/Tuner with uprated speakers.

BASIC PRICE £	CAR TAX £	VAT £	RETAIL PRICE £
3125.00	.00	488.75	3883.75*
2860.00	.00	425.00	3285.00*
380.00	.00	54.00	414.00*
3410.00	.00	461.50	3871.50*
310.00	.00	43.50	353.50*
2310.00	.00	326.50	3046.50*
2410.00	.00	343.50	3023.50*
3125.00	.00	536.25	3771.25*

Mini cassette installations

Graphic Equaliser BEA 80.

785.00	.00	118.25	914.25*
2785.00	.00	417.75	3202.75*
3275.00	.00	484.25	3769.25*
3275.00	.00	536.25	3811.25*

Blaupunkt CD player and graphic equaliser with amplifiers and uprated speakers.

2785.00	.00	342.50	3082.50*
3675.00	.00	551.25	4226.25*
4455.00	.00	672.75	5117.75*
4745.00	.00	741.75	5486.75*
4675.00	.00	768.50	5576.50*

Power Centre System including radio-cassette player, CD player, amplifiers, uprated speakers.

1750.00	.00	242.50	2002.50*
2600.00	.00	351.25	2850.25*
3475.00	.00	472.75	3517.75*
3575.00	.00	506.25	3711.25*
3710.00	.00	536.25	3846.25*

Through console installations (available only on non-console models)

Graphic Equaliser BEA 80.

1750.00	.00	242.50	2002.50*
2675.00	.00	351.25	2826.25*
4455.00	.00	672.75	5117.75*
4745.00	.00	741.75	5486.75*
4675.00	.00	768.50	5576.50*

Blaupunkt Berlin radio-cassette player and CD player with uprated speakers and uprated speakers.

1750.00	.00	242.50	2002.50*
2600.00	.00	351.25	2850.25*
3475.00	.00	472.75	3517.75*
3575.00	.00	506.25	3711.25*
3710.00	.00	536.25	3846.25*

Blaupunkt Berlin radio-cassette player, with 2 amplifiers, uprated speakers and uprated speakers.

3710.00	.00	536.25	3846.25*
4675.00	.00	681.25	4440.25*
5495.00	.00	824.25	5419.25*
6300.00	.00	961.25	6261.25*
455.00	.00	68.25	521.25*

Blaupunkt Berlin radio-cassette player and CD player with tuner, uprated speakers and uprated speakers.

3710.00	.00	536.25	3846.25*
4675.00	.00	681.25	4440.25*
5495.00	.00	824.25	5419.25*
6300.00	.00	961.25	6261.25*
540.00	.00	83.00	6311.00*

Blaupunkt Berlin radio-cassette player and CD player with tuner, uprated speakers and uprated speakers.

Blaupunkt Berlin radio-cassette player and CD player with tuner, uprated speakers and up-rated speakers.

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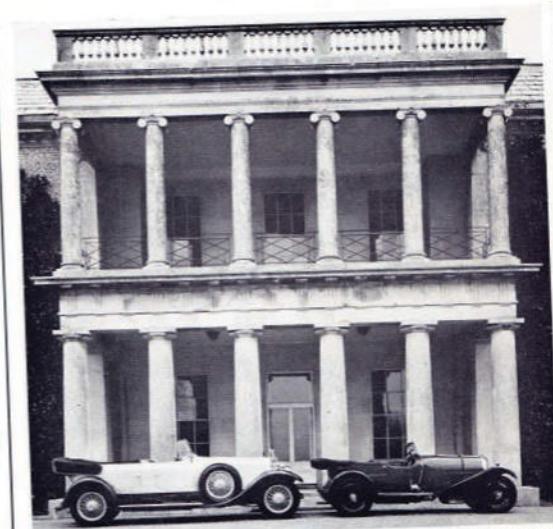
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GATHERING OF THE MARQUES ►

We're indebted to reader Paul Cousens for supplying these scans of the programme from the 1967 Rolls-Royce & Bentley International Pageant, held at Goodwood on May 20th that year and jointly organised by the RREC, the Bentley Drivers Club, the 20-Ghost Club, the Midland Rolls-Royce Club, and the Rolls-Royce section of the Vintage Sports Car Club.

The event was the second of its type, following on from the inaugural one three years earlier, as Mr J.C. Dymock-Maunsell – writing on behalf of the organisers – explained in his foreword: "In 1964, to mark the 60th



ROLLS-ROYCE and BENTLEY INTERNATIONAL PAGEANT 1967

FOREWORD
J. C. DYMOK-MAUNSELL

Organised by the 20-Ghost Club, Vintage Sports-Car Club (Rolls-Royce Section), Rolls-Royce Enthusiasts Club, Midland Rolls-Royce Club and Bentley Drivers Club. In 1964, to mark the sixtieth anniversary of the Hon. C. S. Rolls meeting F. H. Royce, the Rolls-Royce and Bentley motor car clubs organised a Pageant, and 1100 motor cars of these makes took part. There has been such a strong demand for a repetition, not least from the U.S.A., where many motor cars are coming, that it was decided to hold another one this year. The Pageant is presented for all those who are interested in these magnificent motor cars, whether old or new.

The organisers extend a warm welcome to each and every one, in their club members, owners who do not belong to clubs, or spectators, and expect that more Rolls-Royces and Bentleys will be gathered together than ever before. It is certain that there will be on view famous examples of nearly every model made by Rolls-Royce since 1904 and every type of Bentley-Vintage, 'Derby' and 'Crewe'.

I am deeply grateful to Castrol Ltd. for their advice in the preparation of this programme which outlines the close associations of Castrol and Dunlop with Rolls-Royce and Bentley over more than a century and which is an attempt to collate a number of articles and photographs to form a unique source publication, which we believe will be a collector's piece in years to come.

We are deeply appreciative of the assistance given by many companies and individuals and we have tried elsewhere in this programme to make a summary, albeit inadequate; but in particular

we would like to pay tribute to the British Army and the Royal Air Force for their participation, to the great assistance given by the Dymock Company Ltd. and above all to Rolls-Royce Ltd. not only for their superb engineering, but for understanding and a minimum of administrative tasks which are beyond amateur and part-time organisations such as our own.

This Pageant must of necessity be mainly concerned with the motor car; it is not always realised that this only constitutes a relatively small part of Rolls-Royce's activities. It is impossible to pay adequate tribute to the company's achievements in other fields over the last 50 years in only a few lines. They started in the first world war making aeroplane engines, and powered over 60 per cent of the British military aircraft in that war, the most famous being the Eagle, two of which, subsequently in 1919, powered the Vickers Vimy on Alcock's and Brown's famous first transatlantic flight. W. O. Bentley also became famous with his B.R.1 and B.R.2 rotary aviation engines, which performed so successfully in the war (one of which still remains) and designed the motor in which bear his name. Rolls-Royce produced the engines for the winning of the Schneider trophy and for air, land and speed records in the '30s; and 150,000 Merlin engines, once referred to as the soul of the aircraft, were produced in the second world war, as was the Meteor which was widely used in British Army vehicles. Since the war they have also made significant leadership in the field of jet and atomic propulsion.

Small wonder then that Rolls-Royce is the pride of Britain and the envy of the world.

Rolls-Royce & Bentley International Pageant

Goodwood
20th May, 1967

five shillings

anniversary of the Hon C.S. Rolls meeting F.H. Royce, the Rolls-Royce and Bentley motor car clubs organised a Pageant, and 1100 motor cars of these makes took part. There has been such a strong demand for a repetition, not least from the USA whence several motor cars are coming, that it was decided to hold another one this year."

Mr Dymock-Maunsell went on to explain that an even greater turnout was expected for this second event of its type: "It is certain that there will be on view faultless examples of nearly every model made by Rolls-Royce since 1904, and every type of Bentley - Vintage, 'Derby' and 'Crewe'."

If any of our readers happened to be at Goodwood in May 1967 and have any recollections or photographs of what sounds like a fascinating day, we'd love to hear from you.

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ROLLS-ROYCE SILVER SPIRIT

1988, 98000 miles, £4,000. Head done ancillaries to be fitted. New sills needed, electrics have been renewed, four new avons, hole in floor plate, gold. Please call 07867996405, South West.

124578

ROLLS-ROYCE 20/25


1934, 20000 miles, £46,000. A lovely example from Park Ward coachbuilder. A real favourite with the family for some years. Recently repainted exterior and new upholstery in red. Two spare wheels and luggage trunk. Please call 07769680991, East of England.

123726

ROLLS-ROYCE SILVER SPIRIT II


1991, 69000 miles, £10,750. A beautiful, well maintained and loved example. Last 10 Mots have had no advisories reflecting the care and attention the car has received. New tyres, brakes and battery, recent service, no known faults. Only for sale as I have inherited several other cars. Please call 07973845158, South West.

125010

ROLLS-ROYCE 20/25


1932, £38,000. Coachbuilder 'Windovers' Ivory with gold coachwork lines. Fawn interior with a fawn leather roof. Engine rebuild top end, carburettor refurbished, new water pump. Comes with some spares including new tyres. Over 20 years as a wedding car selling due to retirement. Please call 07799 530729 or 07989 168996, South East.

125199

BENTLEY 4½ PARK WARD SPORTS SALOON


1938, £32,500. A stalled restoration project which has had £40,000+ spent – much good work done but plenty still to do. Solid body, lovely original leather, runs well. Please call 01248 602 649.

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**BENTLEY S3 CONTINENTAL
'CHINESE EYE' TWO DOOR
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1963, £195,000. Fabulous condition after a 1,200 hour restoration inc. very high quality repaint & new hood. Drives beautifully. Please call 01248 602 649.

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**BENTLEY 4½ VANDEN PLAS
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1937, £125,000. Highly desirable & practical with wind up windows & spacious interior. Major documented £150k restoration in the 1990's. Lovely history, o/drive & a pleasure to drive. Please call 01248 602 649.

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PAUL GUINNESS

Our editor spots a couple of Spectres in the wild, and ponders why it's become the European bestseller for Rolls-Royce

S

ince August of last year, I've lived in a small West Sussex town that often sees an interesting array of cars – old and modern – passing through. Hang around Shoreham-by-Sea on any summer weekend and you're sure to witness plenty of classics on the A259 that stretches along so much of the English south coast. Whether they're heading east towards Brighton, west towards Worthing, or they're parked up for a break, there's plenty of varied machinery to admire. Even so, I was surprised late last year to witness two examples of the latest all-electric Rolls-Royce Spectre.

By new-car standards, the Spectre isn't exactly a common sight, so finding two of them parked in Shoreham within weeks of each other was a surprise. Being just 25 miles from Rolls-Royce Motor Cars' Goodwood headquarters, however, it's possible that at least one of them was being driven by someone who's connected with the company and who happens to live locally.

Then in early January, I received a press release from Rolls-Royce Motor Cars containing details of its 2024 production figures, which revealed that the company supplied a total of 5712 vehicles globally last year – its third-highest figure on record. You can read more about the results in this issue's news pages. Of particular interest, however, was the fact that in its first full year on sale, the Spectre became the best-selling Rolls-Royce model in Europe. On a worldwide scale, it was the high-riding Cullinan that remained the biggest-selling Rolls-Royce of 2024, followed by the Spectre. But among European buyers, the company's first electric model has become phenomenally popular by Rolls-Royce standards.

We're still talking small numbers, of course, as a total of 5712 vehicles being supplied around the world means any new Rolls-Royce will always be an unusual sight. But in a European EV market that actually fell last

"Among European buyers, the company's first electric model has become phenomenally popular by Rolls-Royce standards"

year compared with 2023, it seems remarkable that the best-selling Rolls-Royce there was an electric model.

In many ways, of course, the silence and refinement offered to occupants of an upmarket EV exactly match the requirements and expectations of a Rolls-Royce buyer. And so, although I'm no convert to EV motoring at this stage in my motoring career, I can see the appeal to certain Rolls-Royce buyers – particularly those who will perhaps use their Spectre as a second car, while retaining their Ghost or Cullinan for those long-distance pan-European tours they might be planning. Oh, to be in such a position...

What I'm certainly less

convinced by, however, is why anyone who claims to be an enthusiast of the classic models would remove the existing straight-six or V8 powerplant and install electric motors and battery packs in its place. What do you think? Drop me a line to tell me. ■





BENTLEY BROOKLANDS R MULLINER - NO.3 OF 100 1998

Finished in Peacock Blue, Weybridge style front wing vents and Magnolia fine lines. The interior is finished with Barley hide trim with dual Barley and Peacock hide top roll and embroidered Bentley motifs to all headrests.

Also finished with dark stained burr Walnut facias, Walnut steering wheel trimmed with Peacock coloured hide, air bag with embossed Bentley Motif, chrome finisher to dashboard dials, starter button, drilled accelerator and brake pedals. Previously sold and maintained by RR&B Garages since 2013 and covered only 21,381 miles from new it has a comprehensive service portfolio with receipts and invoices to accompany the service book. In 2015, the car was awarded "Best in Class" and "Best Crewe Built Car" at the Bentley Drivers Club Concours whilst in the custody of the previous owner.

A true testament to the way in which it has been beautifully looked after and remains in the same condition today. Not to be confused with the average Brooklands of this age and a full inspection and test drive are highly recommended.

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ROLLS-ROYCE SILVER SHADOW II 1978

Finished in Willow Gold and Fawn Everflex roof, upholstered with Magnolia hide interior piped in Dark Brown, with Honey Gold carpet and sheepskin over-rugs, for a classic combination of the period, this beautiful Rolls-Royce Silver Shadow II has only completed 44,250 miles in 46 years.

With standard dual zone air conditioning, beautiful walnut dash and automatic transmission, additional features include dark brown coachlines, front and rear head restraints, top roll, underdash trim and radio surround in hide, badge bar, thin whitewall tyres, rear Rolls-Royce motif quarter pillar badges, rear seat belts and rear passenger door mirrors.

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