

The magazine of the

BENTLEY

DRIVERS CLUB NSW REGION

**DON'T MISS THE BDC CHRISTMAS PARTY
ON NOVEMBER 24
SEE PAGE 4 AND BOOK YOUR PLACE
FOR THIS FUN EVENING**



November - December 2013

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Bentley Drivers Club NSW Region) Incorporated

This magazine is produced by and for the benefit of members of the Bentley Drivers Club (NSW Region) Inc. (the "BDC") and is published on a bi-monthly basis. The BDC is dedicated to promoting the ownership, preservation, sport and pastime of motoring in a Bentley motor car. We actively encourage participation in our club events as a way of enjoying our motor cars and fostering friendships on a social basis.

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COVER PICTURE:

The sun, the surf and the car ! What more could one want. Picture supplied by Bentley Australia.

Chairman's Chatter...

In the last issue of the magazine I made a mistake. I stated that NSW will be responsible for the National Rally in 2015. In fact it will be 2016 as it was pointed out to me by one of our interstate readers. We also double checked it will be our State's turn.

Last year the National Rally was held by the South Australian Chapter, next year, in 2014, it will be held in West Australia. At that event we will be expected to present outline plans and dates for the National Rally, making sure that the Bentley Drivers put precedence on attending in NSW.

As the largest State we will be expected to provide "A Rally to Remember" in 2016.

The reason for me mentioning this background is that in this issue *of the magazine you will find nomination forms for the Committee* of the BDC NSW. To produce the event of which we will be proud, we need to start planning now and with an expected turnout of a minimum 100 Bentleys from all around Australia we will need capable, knowledgeable, people on our committee to undertake planning and tasks.

It will be a very different task than putting a fun weekend run together; expectations will be high for a smooth running and memorable event over several days. No monetary rewards but a great deal of satisfaction to assist in putting an important Bentley gathering together.

Can I ask you to seriously consider what you can contribute to the BDC and nominate yourselves for the committee? The AGM will be held on December 2 when nominations will be presented.

Amazingly we are nearly at the end of the year. Sunday November 24 will be our Christmas Party, a time to catch up with fellow drivers and friends, hopefully not mutually exclusive. Trophies will be presented and good food and entertainment will be provided at the Chatswood Golf Club, it will be a fun night.

Details on how to book appear under the Coming Events section.

To start off 2014 we are having a joint run with the RROC to the Goulburn Heritage Railway Centre on January 19.

Then on Feb 16 our popular yearly visit to The Deckhouse, Woolwich Docks for brunch. The Deckhouse has once again won the best breakfast in Sydney award for the second year running.

Please let me know if you will be coming along so that we can advise them of numbers.

Graham Lawrence



This calendar is subject to change and members are advised to check each issue for variations.

► **NOVEMBER 24 BDC Christmas Party.** This very popular function will again be held at Chatswood Golf Club. 3 course dinner, music and entertainment.

Presentation to Concours winners. Tickets \$75 per person, full details were in the September – October issue of the Club magazine. **BOOK NOW – FILLING FAST**

► **DECEMBER 2 Club ANNUAL GENERAL MEETING** This is when you nominate to take on a role to guide and manage your Club. All jobs will be declared vacant so why not nominate for something? The Annual General Meeting held at the North Ryde RSL Club, Pittwater Rd, North Ryde at 8pm. Members & visitors are welcome to join us for dinner in the Bistro prior to the meeting.

DON'T MISS OUT !!!

***Club Membership renewals are due and payable by the end of the Calendar year - \$76
Your Membership Renewal form is included with this issue of the magazine.***

► **JANUARY 19 Goulburn Heritage Railway Centre.** Joint run with RROC, VSCCA and RAC. Should be a great selection of cars and a very interesting tour. 8.30 am: Meet at the Pheasant's Nest Service Station (now 7 Eleven) for a quick cuppa. Then off to 12 Braidwood St. Goulburn where we will explore the heritage train engines and carriages. The entry fee is \$10 adults and \$5 children. The Loco Roundhouse is open from 10 am until 4 pm. We are suggesting the Paragon Café for lunch or refreshments at a time that suits the Long Run attendees. No booking is necessary, but we need to advise the Loco Roundhouse of approximate number so please let Brian know on 0419-417-813 or president@nsw.rroc.org.au by Monday 13th January

► **FEBRUARY 3 CLUB GENERAL MEETING.** Meetings are held at the North Ryde RSL Club, Pittwater Road, North Ryde at 8 pm. Members meet in the club Bistro for dinner prior to the meeting. Guests are welcome to join.

► **FEBRUARY 16 BRUNCH AT THE DECKHOUSE.** Make sure you book your spot at this popular event. Easy parking and a great menu. Good company and good food - what more could one desire? Enjoy the view, cool breeze and company of Bentley Drivers at the Woolwich Dock historic shipyards which have been transformed with restaurateur Con Dedes opening the Deckhouse function centre and Café. Bring your Bentley or boat and have a great day with us. Cost: \$25 approx. per person (choice of Breakfast foods). Start Time: 11am, Let Graham know you are coming so we can give catering numbers to the restaurant. Meet: Deckhouse, Clarke Road, Woolwich Dock,

The Bentley Christmas Party

Bring your friends and family along to celebrate Christmas and meet your fellow Bentley drivers for a fun evening.

Sunday November 24, Chatswood Golf Club, Beaconsfield Road.

A great night is promised with a 3 course dinner, music by Rebecca, cash bar.

Presentation to the 2013 Concours winners will be held during the evening.

Dress- Jackets required, 6.30 for 7pm, watch the sun set over the golf course from the balcony.

\$75 per person

RSVP to Graham Lawrence lawrenceg@bigpond.com OR 9817 4668

*Cheques payable to Bentley Drivers Club (NSW) Inc. sent to Alan Wellington
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ROLEX

A to Z

re you ready to oom off?

by Bruce Duncan

So often one reads of a classic car that is “good for parts”. But what parts do we need? Certainly if one is restoring a particular classic then panels, engine, transmission and so on may all be important. But what does one need when the car is finished and being driven for the pure enjoyment a classic car can give? Here is a list of “parts” from A to Z with a question for you to consider what you feel should be added for your particular car or circumstances. Also consider the variations of what you may require between long trips and short trips.

Antifreeze mixture. It is worth carrying some water and additive not only for its anti-freeze properties but also for the protection the correct mixture offers alloy engines.

Brake fluid, well maybe not. But you should check and top up before you leave home. If you have to top up too often then investigate the cause.

Coils have a habit of breaking down without warning. Also how about a “camera” so you can record your journey to illustrate an article for the Club magazine. Perhaps it could also be useful to record details of an accident – nasty thought – as an aid to your insurance claim.

Distilled water. You should not really need this if you check the battery before you leave. BUT if it is very hot weather and you are travelling a long distance you might just want to include this. However, as with all preparation, don't take more than you need. You can't carry everything so it is important to think through what you require. Naturally you will check everything before setting out on a trip. Fuel, oil, brake fluid, clutch fluid, auto transmission fluid, power steering fluid, radiator, tyres, lights, horn

Education – by that I mean educate yourself about your trip. Do you have the correct maps? Have you learned about what there is to see? Have you planned enough time to take in all the sights you want to? Have you educated yourself about your vehicle?

Fan belts are fairly important if you want to keep your battery charged or, depending on your car, the water pump pumping. Maybe a fire extinguisher could be helpful to save your treasure if some disaster happened. A small First Aid kit is something every car should carry along with the knowledge on how to use it.

Gloves. No not fancy or svelte ones. Just simple disposable gloves that are readily available. Imagine having to attend to your Bentley on the side of the road just as you are on the way to an important occasion. Disposable gloves might be the answer.

Hand cleaner is a must because you probably forgot the gloves!! Don't forget you can also carry “Wet Ones” which are excellent for sticky fingers and steering wheels.

Insulation tape does much more than insulate. Stronger Gaffer tape is also useful and either can be used to make a temporary repair to a burst water hose. I know yours wouldn't burst because you check them regularly, but you might be able to help somebody else. Carry your insurance details, just in case you have an accident.

Jack, naturally, enough said! How about a set of good quality, solid jumper leads as well as the knowledge on how to use them properly. Which goes on and off first? Positive or negative, on which vehicle, the “starter” or the “startee”. Is there a chance I will “spike” a computer? Find out.

Knowledge of what you are doing. That means think about what could go wrong and try to take steps before you leave to minimise those potential problems.

Light bulbs. Should you carry a few spares? A headlight bulb and a stop/tail might be useful. How about an interior light? Useful when trying to read a map in the dark?

Maps so you know where you are going. Also a mobile phone – what a treasure if your Bentley does ever “fail to proceed” and you haven't a clue why it has done this to you. Also let other know you will be late!

Notebook and pencil or pen. Often something has to be written down and nobody ever has a pen and paper. Leave it in the glove box. It is also useful for jotting things down that you may need to do to the car.

Overalls, like the disposable gloves, could save your clothes. I once had a couple of pairs of paper overalls that I obtained when visiting a coal mine. I carried them for years, as they were reasonably durable, white and rolled up to a small parcel. They had a hood, too, so offered some limited protection from the elements.

If your car leaks – well, I am in the realms of fantasy now. Fancy saying IF. OK, then, As your car's engine leaks think about carrying a small amount of engine oil.

Plug spanner and pliers. Both very useful and obvious. It is not often one needs to remove a spark plug when on the road but you can be certain a proper plug spanner is the best way to do it! Pliers can do many things and are a useful tool, perhaps even think about a pair of long-nosed pliers, too.

Quick Detailer is not a bad thing to carry as it allows you to keep your car looking good even when you are travelling. You'll also need a soft cloth, as well. Whilst this is a Meguiars product, Mothers and Auto-Glymm make similar.

Are you ready to Zoom off? [continued]

Rotor arm, as you won't go far without one. Also a few old rags for cleaning up those messy "on the side of the road" jobs. Radiator hoses – where does one stop?

Screwdrivers. Take enough to do what might need to be done. Phillip's head and plain. How about a spare spark plug? You probably don't need to carry a full set but a couple of spares won't take up much room. Spanners are essential and with our Bentleys one really only needs a few. Perhaps a shifter, as long it is a good quality one. I reckon shifters are only second to pliers as "nut rounders"!! (Actually the poorer the quality shifter you have, the better job it does of rounding your nuts! I bet that thought made your eyes water.)

Torch or emergency light of some kind. I once stood on the side of the Pacific Highway in the dark with a small torch flagging traffic down as there had been an accident just around the next bend. It was a very small torch that resides in the cigarette lighter so it is always charged. I also carry a trouble lamp that can plug into the cigarette lighter. It is a much better light. Sometimes a tow rope is required, but again know how to use it so you don't hit the tow car or have the car hit you if you are the tow car.

Unleaded additive. Most of our older vehicles require a lead replacement of some form. Carry a small bottle of whatever you use in case you can't find it when travelling. U-clamps can be handy, too.

Valve tool and a few valve cores. Very small but very important. The valve tool can be very helpful but hard to find these days.

Water dispersant, WD 40 or similar. Wheel brace, of course. Workshop manual – even if it doesn't mean anything to you somebody else might be able to use it on your car if you have a breakdown.

X-ray and xylophone were all I could think of beginning with X. You don't need to carry a xylophone unless you are heading off to band practice. However, an x-ray is what you may need if things go wrong. This might be an x-ray of your car's block to find cracks OR it might be an x-ray of YOUR block for the same reason. Take care!!!

Yes, nearly forgot. Carry all these things safely. It has been said that a box of tissues flying around a car involved in an accident can have the same effect as a house brick. Make everything is secure which probably means carry most of it in the boot.

ZZZZ. This is what you will do, not whilst you are driving of course, but comfortably in your bed knowing that you have taken sensible preparations to ensure the safety of yourself, your passengers and your Bentley car.

***What do you carry in your car?
Should we add that to the list, too?
Tell us your thoughts.***

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DO YOU

HAVE SOMETHING TO CONTRIBUTE TO YOUR CLUB'S MAGAZINE?

WE WOULD LIKE AN ARTICLE OR EVEN
A SHORT PARAGRAPH FROM YOU.

IMAGINE IF ALL MEMBERS CONTRIBUTED
AN ITEM JUST HOW MUCH INTERESTING
MATERIAL WE COULD ALL BENEFIT FROM.

PERHAPS YOU MIGHT WRITE A TIP BASED
ON YOUR BENTLEY EXPERIENCES OR YOU
MIGHT TELL US ABOUT SOMETHING YOU
AND YOUR BENTLEY HAVE DONE.

JUST SEND IT TO THE EDITOR AT THE EMAIL
ADDRESS ON PAGE 3 OR POST TO
5 FADDEN PLACE, WAHROONGA, NSW 2076.

(Crewe, 29 October 2013). Bentley returns to the snow-covered wilds of the far north of Finland this winter with a new and extended edition (6 February-6 March 2014) of its Power on Ice driving experience and the opportunity for even more guests to spend time developing advanced techniques with the four-time World Rally Champion and honorary 'Bentley Boy', Juha Kankkunen.

BENTLEY BRINGS MORE POWER TO THE ICE IN 2014

A further highlight of Power on Ice 2014 is the debut of the new Flying Spur sedan on the series of challenging and exhilarating snow and ice circuits especially designed by Kankkunen, who in addition to his 23 world rally victories, has twice broken the world ice speed driving record behind the wheel of Bentley's Continental cars.

Acclaimed for its exquisite levels of craftsmanship and luxury, the new Flying Spur effortlessly combines this refinement with all the potency of Bentley's 6.0 litre W12 twin turbocharged engine delivering 616 bhp (625 PS) and a 200 mph (322 km/h) top speed that makes it the world's fastest luxury four door production car.

A state-of-the-art all-wheel drive system, constantly adjusting the levels of power to the front and rear wheels depending on available traction, ensures the Flying Spur delivers optimal grip regardless of road or weather conditions and is one of the very few ultra-luxury sedans capable of conquering this kind of 'off-piste' driving challenge.

"The Flying Spur is going to be an excellent addition to the Power on Ice experience and we're looking forward to showing what it is capable of. There's going to be something special about driving a luxury car you'd expect to see in Monte Carlo or London across the snow and frozen lakes," comments Kankkunen.

The Flying Spur will join an array of Bentley Continental GT coupes in Finland (powered by the company's 6.0 litre W12 and 4.0 litre V8 engines) and Kankkunen will work with Bentley's own factory-trained driving experts who will offer in-depth tuition designed to allow drivers to broaden their range of driving skills when faced by testing road and weather conditions.

Away from the thrill of learning how to drive the Bentley of their choice at high-speed on ice, the four-day adventure in Finland offers guests the chance to unwind in the exclusive and luxurious surroundings of the Ruka Peak resort.

Situated just 60 km from the edge of the Arctic Circle, the resort offers a wide selection of hotel and private chalet accommodation options and the mountain resort is widely believed to offer some of the finest, unbroken views of Finland's spectacular winter scenery. Open fires, saunas, first class local cuisine and flying to and from Helsinki by private jet help to complement the first class experience.

READ THE ARTICLE OPPOSITE TO LEARN
OF THIS EXCITING OPPORTUNITY



BENTLEY BRINGS MORE POWER TO THE ICE IN 2014



Bentley says the circuits are suited to the needs of each individual, allowing them to learn at their own pace. Eventually students will be taking bends at high speeds and drifting sideways across the ice from the comfort of a coupe or sedan. Nighttime activities include a husky sled safari, smoke sauna, snowmobiling and dinner at a reindeer farm.

Accommodations at the Ruka Peak Resort range from hotel bedrooms to cottages. Only 18 students will be allowed in the group. The four-day trip also includes a private flight from Helsinki to Kuusamo, meals, activities and, we hope, drinks. Prices range from about US\$15,000 to US\$18,500.



2013 POLO DAY.





WERE YOU THERE ?



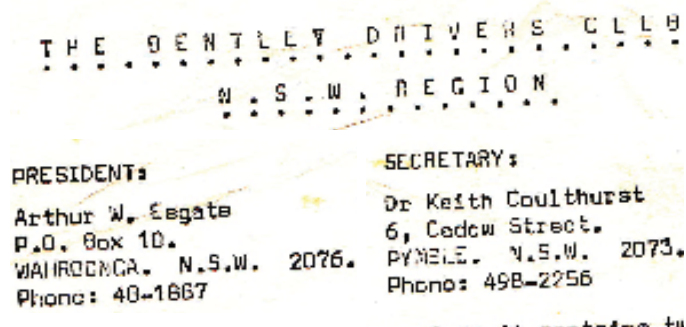
This car is for sale - see page 19



FROM OUR HISTORY PAGES

By BDC historian Ross Edwards

**Were you there in December 1972?
This is the invitation to our first Club dinner.
Was it a good evening ? Check the price !**



Above: The original letter-head and executive listed on an invitation to the Club's first dinner.

Below: The wording of the invitation urging members to attend and launch the BDC with a BANG !!

This notice is being sent to all known Bentley Owners, since it contains two details which will no doubt be of interest.

There has now been officially formed a N.S.W. Region of the Bentley Drivers Club, and all those who either own, or have owned a Bentley are welcome to join. The club is affiliated as a Region of the Parent Bentley Driver Club of England.

ANNUAL DINNER. This has been arranged in the true tradition of the Bentley Drivers Club wherein three of the most prominent Cars are actually driven into the Dorchester Hotel in London – which makes a most spectacular event. Here in Australia, our Annual Diner is being held at the SEBEL TOWN HOUSE, where similar facilities have been made available to us, and three Cars, comprising Two original W.O Bentleys and One leading Crewe Bentley for the year will be on display.

An attractive Menu has been selected and as the Sebel Town House is fully Licenced , liquor may be purchased from the Stewards. The cost of the Dinner- together with a wonderful evening of Bentley Talk is \$7.50.

..

We have been promised both T.V., Newspaper and Magazine coverage for this event, therefore this is the first opportunity we have had to put the BENTLEY DRIVERS CLUB ON THE MAP WITH A BANG.

Date of the Annual Dinner – SUNDAY 10th DECEMBER 1972 - 7pm BLACK TIE

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Bentley Continental GTC V8: Into thin air

Winter holidays in the Swiss Alps: whether it's for the skiing, riding the Cresta Run or partying, a trip to St Moritz is always memorable. We took Bentley's latest convertible for a drive through the famous passes of the Engadin.

Albula, Julier, Maloja: many routes lead to St. Moritz. The Flüela Pass to Davos, at 2383 metres, is as dramatic a journey as you could wish for, connecting Davos and Susch in the lower Engadin. Providing it's not closed for avalanches, of course. It's also used by many manufacturers to test new models as its remoteness and challenging conditions are perfect for the final sign-off of their prototypes, far away from the lenses of the proving-ground paparazzi.

We are lucky today, as the pass is open, though the conditions are a little tricky – we soon come across a Passat firmly stuck in a rock wall, its occupants patiently waiting for rescue.

At least they have a nice view.

But there are no dangerous roads, only unsuitable cars. With its roof down, the all-wheel-drive Bentley, lighter now thanks to the 6-litre W16 making way for a V8, is the perfect car for the conditions: good visibility, compact dimensions and state-of-the-art traction.

Despite having only four litres, the twin-turbo V8 produces 500bhp, with 487lb ft torque available at 1700rpm. On snow, with its weight (60kg lighter, much of that from the front of the car) more evenly balanced thanks to the smaller engine, it feels agile and ready for action.

The 8-speed gearbox adds to the sporting experience and, above 5000rpm, we worry that the roaring V8 might cause an avalanche.

Sunlight dapples snow-laden trees. Clouds of fresh, white snow billow behind the red car as it makes its way through the mountains.

The roof is still open but we have the neck-level heating on 'max'. Like the carriages that brought the early British pioneering sportsmen to the area in the 19th Century, it is stately and, at 2295kg, still quite heavy.

That's a lot and, even in the snow and ice, for Alpine driving we recommend specifying the optional carbon ceramic material brakes.

As it was, we just about stayed clear of the Swiss Mountain Rescue service... and the blades of the next snow plough coming round a blind bend.

CONTINUED ON PAGE 16



INTO THIN AIR (continued)

While drifting in the manner of Walter Röhrl might impress spectators, it's difficult in the GTC as the complex computer systems do the job all too well. We would suggest another car for this, probably from an older era. Perhaps it's better for the Cresta rider travelling to St Moritz for the new season to save his sliding for Shuttlecock, one of the most famous corners on the Run.

And it's at the familiar white building that is the Clubhouse of the St Moritz Tobogganing Club that we finish our journey.

Driving through the town, with its Christmas decorations twinkling in the early evening lighting, we can't help feeling that the Dragon Red Bentley fulfils every possible requirement of a perfect winter sports car: it gets you to the destination safely and in style.

And that's whether it's the Cresta, the most convenient ski lift or the après-ski disco.



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Bentley Special Mk VI Sports Convertible 1949

IS THIS THE MK VI YOU PREFER?

FROM POST WAR CLASSIC WEB SITE

This wonderful car comes to the marketplace after a comprehensive build over many years, culminating in winning two consecutive Bentley Drivers Club Concours d'Elegance.

The chassis is from a Bentley Mk VI (number B.397.DZ) originally fitted with a Park Ward drophead body, supplied by Jack Barclay Ltd. This Bentley was purchased in 1988 and consisted of a chassis with rear axle, front suspension, 2 drums, 2 rear spring, steering column and 2 Lucas P100 heads. The chassis was modified by Jim Pike and Graham King before being powder coated.

David Simpson has been instrumental to this car's formation, building the ash frame from scratch. He also had the splined wheel hubs made to accommodate the new wire wheels, and expertly crafted the outside hand brake and fittings which are a feature of this beautiful car. David sourced a Derby Bulkhead which was modified to fit, together with an original Derby Bentley bonnet. The engine was replaced with a 4.5 litre Bentley B244N item, which was completely rebuilt by Brunts of Silverdale, including a full flow oil bypass system. The engine and flywheel assembly have been balanced to racing standards, and a 4.5 litre bell housing installed.

The rear axle comprises of an R-type Continental Crown Wheel and Pinion sourced from the Bentley Drivers Club.

The suspension has been lowered and completely rebuilt with shorter springs; new brake cylinders and liners were fitted together with rebuilt shock absorbers. The work was undertaken by AJ Glew. Alan Glew supplied the radiator shell which was modified and expertly chrome plated by Ken Perks of Avon Plating Ltd.

Simon Green, founder of Mota-Lita Steering Wheels, remade the finely crafted wooden steering wheel using the original centre boss. This enhances the stunning machine turned dashboard housing Smiths gauges.

Simmonds of Malvern crafted the front windscreen frame and also created the hand stitched Black Mohair Easy-Hood with Yellow Stitching. Steven Simmonds personally oversaw this work, before supplying the matching seat covers for the Aluminum Aircraft style seats that are unique to this car. The seats were fabricated by Vintage Sheet Metal Co of Malvern.

Many parts of the car needed to be made from scratch by expert craftsmen, and the attention to detail is outstanding. There are numerous people who have been involved in building this extraordinary automobile, and the comprehensive build notes of the car are a testimony to their work.

To allow you to add your own personal touch to this car, the price includes fitting carpets of the buyer's choice, together with dashtop and door trim upholstery. You only need to decide upon the colour of your choice!



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PLEASE NOTE: This car is located in Warwickshire.



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Why replace when you can restore
cost effectively compared to new leather
Leather repairs - Rips and scratches.
Restore existing colour or change colour

please phone Jerome Bleijie
0405 440 719

Market Place

The Bentley Drivers' Club magazine only acts as a venue for sellers to list cars and parts and buyers to purchase cars and parts. We are not involved in any transaction between buyers and sellers. We have no control over the quality, or safety of the items advertised, the accuracy of the ads, the ability of owners to sell items or the ability of buyers to buy items. The advertisement details in this magazine are based on information supplied by the advertiser and are presented in good faith. While every effort is made to be accurate, we give no undertaking the details are correct.

FOR SALE

Beautiful two tone Georgian Silver over Metallic Grey with lovely grey interior. One of only 24 Bentley S3's originally delivered to Australia (Kellow Falkiner Melbourne delivery) making it very rare indeed. Originally owned by Billionaire David Hains. Most collectible car of standard bodied "S" series (Silver Cloud type cars).

I spent 2 years searching for a quality car of this type before I bought this one and have owned it for 8 years. Former BDC concours winner. Paintwork by Currans in Auburn. Mechanically cared for by specialist RR mechanics. No more car space. I hate to sell my one of my babies but I have made the decision now. Don't hesitate to buy a quality car such as this at an attractive price. These cars are always collectible and desirable. \$65,000.

Phone Jerome mob: 0405 440 719 or email: bleijie@hotmail.com



TAIL LIGHTS

The little bits at the end

It is time for Members to renew for the forthcoming 2014 year. Please send your renewal fee of \$76 to our Treasurer by bank transfer or cheque.

Bank Transfer

Bentley Drivers Club (NSW) Inc.
Commonwealth Bank
BSB 062 197 A/C 00906744
Ref: your name BDC Sub

Post Cheques to

Alan Wellington
19 Kyle Parade,
Kyle Bay,
NSW 2221

If you have changed your details, address and email address please inform Alan so we can keep our membership list up to date and to ensure you receive the magazine and any email communications about events. We look forward to seeing you again at the many events scheduled in 2014.

I'm reading a book about anti-gravity. I just can't put it down.



BENTLEY



Keeps pace with your mind.
The New Flying Spur.

Bentley Flying Spur fuel consumption in l/100 km: Urban 22.4; Extra Urban 10.2; Combined 14.7; CO₂ Emissions (combined) 343 g/km. Fuel consumption figures are provisional and subject to Type Approval. For more information call 0808 100 5200 or visit www.bentleymotors.com. #FlyingSpur

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