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Extra, extra...

With more pages packed into your latest *Rolls-Royce & Bentley Driver*, we've managed to create an extra-generous centre section for this special issue. Starting on page 35 is our tribute to the Silver Shadow, a model that celebrates its 55th anniversary in 2020. Historically important for being Rolls-Royce's first ever monocoque-bodied car, it's a model that caused consternation among some marque traditionalists in the mid-1960s. But of course, the Silver Shadow family went on to be a huge success – and the most ubiquitous Rolls-Royce ever to emerge from Crewe.

Our 38-page Silver Shadow section delves into its extensive history, as well as paying tribute to the long-wheelbase and two-door derivatives – the latter evolving into the phenomenally long-lived Niche. We also take a look at the Silver Shadow II of a first-time Rolls-Royce buyer, and we investigate a one-off coupé built by Pininfarina and based around the Bentley T-series.

There is, however, more to this issue than solely the Silver Shadow, as we also pay tribute to the Phantom V and VI via a brace of impressive survivors, and we catch up with the owner of a late-model Bentley Turbo R to hear all about his experiences. Oh, and at the other extreme of SZ-generation models, we get behind the wheel of a particularly early Silver Spirit to experience this crucial new-for-1980 model in its purest form.

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Paul Guinness

rrb.ed@kelsey.co.uk

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“The Phantom V gave way to the MPW-built Phantom VI in 1968, with the newcomer being listed at £12,843”



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NEW GHOST UNVEILED

Early September saw Rolls-Royce Motor Cars finally unveiling its eagerly-awaited second-generation Ghost – tasked with replacing what’s been the most successful model built since the marque’s relocation to Goodwood. The newcomer crucially drops the BMW-derived underpinnings of the original Ghost in favour of the latest flexible aluminium spaceframe already used for the Phantom and Cullinan.

Hailed by its maker as a “slightly smaller, less ostentatious means of owning a Rolls-Royce” than the Phantom, the new Ghost is 90mm longer than its predecessor (at 5549mm), and 30mm wider. It’s powered by a specially adapted version of the 6.75-litre twin-turbocharged V12 introduced with the Cullinan, replacing the outgoing model’s 6.6-litre unit but offering unchanged power (563bhp), although peak torque increases to 627lb.ft.

With an entry price of £208,000 before local taxes (which equates to almost £250,000 in the UK), the Ghost is claimed to be the company’s most high-tech model yet, aided by its standard four-wheel drive and four-wheel steering systems. It also introduces impressive new ride comfort and noise reduction measures that will almost certainly filter through to the rest of the range in time.

The new Ghost boasts what Rolls-Royce calls “the concept of post-opulence” thanks to its relative simplicity and purity of design. Its styling extends the themes of the previous

model, but the radiator grille now has a one-piece surround, while the retractable Spirit of Ecstasy emerges from a simple aperture in the bonnet rather than the grille surround. The body side’s main feature is a single elegant line, beginning at a vertical front crease and then sweeping through the car from the front wings to the extreme rear. Panel joints have been minimised to give the impression that each body side is “one clean, expensive piece”.

The latest Ghost’s suspension is a self-levelling, all-independent system of double wishbones at the front and five links per side at the rear, combining three co-operating mechanical and electronic elements to improve comfort. A mass damper on each front suspension top wishbone counteracts vibrations that surround bump impacts, while a stereo camera system called Flagbearer examines the approaching road surface at speeds of

up to 60mph, adapting the suspension rates to suit. Meanwhile, a system called Satellite Aided Transmission uses GPS data to select the correct ratio in the Ghost’s eight-speed automatic gearbox to suit approaching corners, rather than reacting conventionally.

The Ghost’s designers are said to be particularly pleased with their efforts to minimise noise in this all-new version, with the project’s acoustics lead engineer, Tom Davis-Reason, boasting of its “extraordinary acoustic quality”. Rolls-Royce’s engineers assessed and tuned just about every component – even down to the seat frames – to a specific resonant frequency they call “the whisper”, described as a “subtle undertone that occupants experience as a single note”.

Customer deliveries of the most technologically advanced Rolls-Royce of all time are expected to begin before the end of the year.



MULLINER ON SHOW

Bentley Mulliner showcased its new three-car portfolio at this year's Salon Privé event in September, with global debuts of the new coachbuilt Bacalar and Continental GT Mulliner coupé, alongside a sneak preview of the partly restored 1929 4½ Litre supercharged 'Blower' Team Car.

As Bentley's in-house bespoke and personal commissioning division, Bentley Mulliner now operates a trio of portfolios to deliver what it calls "exceptional craftsmanship across the Bentley model range and beyond". Speaking at Salon Privé, Bentley's chairman and CEO, Adrian Hallmark, commented:



"Mulliner has a rich history and expertise spanning centuries of coachbuilding. These qualities of fine craftsmanship and visionary design are still evident in Mulliner's

latest products. Mulliner's mission is to respond to the requirements of the most discerning Bentley customers, providing iconic and unforgettable bespoke Bentleys."

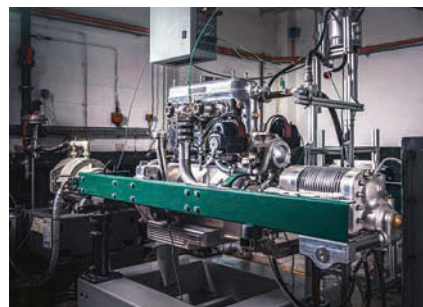
ENGINE PROGRESS

The engine for the inaugural car in Bentley Mulliner's 'Blower' Continuation Series has been fired up for the first time on a dedicated and specially-prepared testbed at Crewe. This twelve-car run recreates one of the most famous Bentleys of all time – the supercharged 4½-Litre 'Blower'. Forming the world's first pre-war continuation series, all twelve examples have now been pre-sold to Bentley collectors and enthusiasts.

With the engineering prototype for the project – Car Zero – now in build, the first engine has been recreated by Bentley Mulliner with the expert

support of specialists. While the engine was being built, a team of Bentley engineers began work preparing one of the four engine development testbeds to receive the engine. The test facility has been at Bentley since the factory was built in 1938, and the cells were originally used to run-in and power-test Merlin V12 aero engines produced for the Spitfire and Hurricane fighters of the Second World War.

Preparing the test bed involved making a replica 'Blower' front chassis to hold the engine, which could then be mounted to the computer-controlled engine dynamometer. A new software



version to measure and control the engine was written and tested, allowing Bentley's engineers to monitor and run the engine to precise parameters.



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EXTRA LENGTH

Although Rolls-Royce Motor Car's biggest announcement of recent weeks has been its all-new Ghost, of particular interest to export markets was the subsequent unveiling of the Ghost Extended. This long-wheelbase model offers 170mm more space than the standard Ghost, providing what Rolls-Royce claims is more rear legroom than any four-seater saloon apart from the existing Phantom Extended.

Company research showed that potential Ghost Extended customers wanted no compromise to the regular car's "pure, minimalist design". According to Rolls-Royce, its designers "worked to cloak the extra length by only extending the rear doors and body around the rear door apertures, preserving the lines of the car". The Ghost Extended is expected to sell particularly strongly in export markets like China, where long-wheelbase versions of premium saloons are seen as highly desirable.



PRE-WAR GATHERING

Helping to celebrate the launch of the new Ghost saloon, an impressive line-up of twenty vintage Rolls-Royces recently assembled at the company's Goodwood headquarters, forming part of an exclusive event for members of

the 20-Ghost Club – the world's oldest Rolls-Royce car club, and the only one solely devoted to pre-1940 models.

Each car travelled to Goodwood under its own power, with the fine array featuring examples of the

20/25, Silver Ghost, Phantom I and Phantom II. It was particularly special event for one car – a Silver Ghost with open-drive limousine bodywork by H.J. Mulliner – as it celebrated its 100th birthday.

LIGHTS, CAMERA...

Rolls-Royce & Bentley Driver recently teamed up with its online sister brand *Classics World TV* to create a video on behalf of IntroCar, the renowned Rolls-Royce and Bentley parts specialist. And

to help out on the day we also invited along Nigel Sandell, highly experienced expert in restoring, repairing and maintaining both marques.

Nigel brought along two of his

own immaculate cars, with his prize-winning Silver Shadow II looking splendid alongside his subtly updated late-model Silver Spur. Paul Wager, group editor of Kelsey Publishing, interviewed both him and John Tupper, managing director of IntroCar, who helped to give expert advice on buying, running and maintaining a classic Rolls-Royce or Bentley. Filming was carried out by Joe Miller, who produces an array of videos for the ever-expanding *Classics World* portfolio.

Two separate videos will be produced and released online, with the first due in November. Once available, they can be viewed at classicsworld.co.uk or via the links we'll be posting on the *Rolls-Royce & Bentley Driver* Facebook page. Check out our next issue for further details.



Nigel Sandell brought along two of his own immaculate Rolls-Royce classics



Paul Wager interviewed Nigel to learn about Rolls-Royce buying and owning



Kempton Park racecourse proved the ideal location for IntroCar's video filming



IntroCar managing director John Tupper was filmed for the forthcoming videos



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PRODUCT NEWS

We catch up with the latest must-haves aimed at today's classic Rolls-Royce and Bentley owner

CLASSIC GLOVES ►

If you have a penchant for driving gloves and you're wondering where to find a selection of period-looking designs, it's worth checking out the website of Grey Car (www.greycar.com), a company that offers a wide range of period motoring clothing. The gloves shown here feature a tan-coloured kid leather palm with an ecru-cotton crochet back, and are described as a "beautiful example of the classic English string-back". The online price is £62.99 and the gloves are available in a choice of four different sizes.

Other driving gloves available from Grey Car include open-back, full-back and fingerless, as well as Brooklands motoring gauntlets for the vintage racer. For further details or to order, go online or call +44 (0)1420 520452.



PERFECT PRESENTS ▲

If you're a beer fan, you might want to check out the full range from Silverstone Brewery, which describes its mission as "celebrating the pioneering and flamboyant characters of the early days of motorsport", creating drinks that have "that special DNA of excitement and skill". The Silverstone range includes Ignition, Pit Stop, Octane and Podium, as well as Pilsner and Classic IPA. The company also offers taster packs, mixed cases and gift boxes, which could be useful as we head towards Christmas. For details, go to www.silverstonebrewery.co.uk.

NEW ARRIVAL ►

A new arrival at Flying Spares at the timing of writing is the all-important air-conditioning compressor for Silver Seraph models of 1998-2000. It is a reconditioned item sold on an exchange basis, which means that a surcharge will apply. The compressor (part number PA22470PDSXR) is available from stock at £540 including VAT. To order, go to www.flyingspares.com or call +44 (0)1455 292949.



SERVICE KITS ▲

A quick reminder that IntroCar, renowned independent Rolls-Royce and Bentley parts supplier and remanufacturer, has a wide range of service kits available for most of the classic and modern-classic model ranges. Prices are

very competitive, with kits for the SZ-generation line-up of 1980-on starting from as little as £184.19.

That sum buys you a service set for the Mulsanne Turbo, which comprises an oil filter, air filter, gearbox filter kit, spark plugs, a thermostat and gasket,

plus a pair of wiper blades. Alternative kits are available for all service interval requirements covering the majority of today's Rolls-Royce and Bentley classics. To find the right one for your requirements, call +44 (0)208 546 2027 or go to www.introcar.co.uk.



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LEVIATHANS OF LUXURY



Providing the ultimate in Rolls-Royce opulence for more than three decades were the Phantom V and subsequent VI – and one of our UK-based readers is lucky enough to own an example of each

WORDS: PAUL GUINNESS PHOTOGRAPHY: MATT RICHARDSON



From a commercial perspective, Rolls-Royce's biggest news of 1959 was the launch of the Silver Cloud II and its Bentley S2 cousin, which mated the company's successful 'Standard Steel' saloons with its brand new V8 engine. It was a move that transformed an already desirable duo, giving both the Silver Cloud and the S-series extra power, performance and refinement four years on from their original launch. However, 1959 was also notable for Rolls-Royce's reintroduction of the legendary Phantom line, three years after the last Phantom IV had been hand-built.

The logically-named newcomer was the Phantom V, a model that followed the company's latest styling trends »

FEATURE CARS PHANTOM V & VI

and employed the same 6230cc V8 as the Silver Cloud II. It was in a different league, of course, in terms of its size, stature and market positioning, for the Phantom V was Rolls-Royce's latest limousine aimed at royalty and heads of state. Unlike the Phantom IV, however, it would also be made available to potential buyers outside such esteemed circles, which meant greater sales potential. Whether you were a world leader or the chairman of a multinational company, if you could afford the most expensive production car of its time, then Rolls-Royce would consider selling you one.

It was a philosophy that paid off, as the Phantom V went on to be a major success in hand-built limousine terms. From its launch in 1959 to its demise nine years later, a total of 516 Phantom Vs were built – an impressive figure compared with the 18 Phantom IVs produced during that model's six years on sale.

The Phantom V was based around a modified and strengthened Silver



The Phantom VI featured interior upgrades, but offered essentially the same levels of opulence as its predecessor



Jonathan's Phantom VI was ordered new by Lombard Banking Ltd



Cloud II long-wheelbase chassis, and measured over six metres (19ft 6ins) in overall length. Such large proportions enabled coachbuilders to create genuine seven-seater limousines with generous boot space and suitably graceful lines. But, of course, it was Park Ward – Rolls-Royce's in-house coachbuilder – that would create the most prolific Phantom V, designing what effectively became the car's 'standard' seven-passenger limousine bodywork.

Park Ward's design remained largely unaltered until the introduction of the Silver Cloud III and Bentley S3 in late 1962, with the Phantom V subsequently being changed to feature a similar quad-headlamp design, bringing it in line with the latest Rolls-Royce look. The previous year had seen the company merging both of its in-house coachbuilding names (having acquired H.J. Mulliner in 1959), creating the Mulliner Park Ward (MPW) division as a result.

The Phantom V gave way to the MPW-built Phantom VI in 1968, with the newcomer being listed at £12,843

“The Phantom VI was made until the early '90s, with the final car being completed in January 1992”

in the UK – making it by far the most expensive catalogued car on sale. The changes were surprisingly subtle considering the car's change of moniker, with the Phantom VI featuring a slightly shorter bonnet (providing space for the new air conditioning system's air intake), beneath which the 6230cc V8 finally benefited from the redesigned cylinder heads first introduced on the Silver Shadow three years earlier. It would take until 1978 for the Phantom VI to receive the 6.75-litre version of the venerable V8, however, at which point it also benefited from the latest three-speed GM400 automatic transmission.

Remarkably, the Phantom VI remained available through to the start of the '90s, with the final car being completed

in January 1992. Sales of this unique model – the sole remaining separate-chassis Rolls-Royce since the demise of the Silver Cloud III in 1965 – dwindled towards the end of its career, with only around thirty examples being built throughout the 1980s. But it was a tribute to John Blatchley's original design for Park Ward that the Phantom V and VI managed to enjoy a combined career of almost 33 years – making it by far the longest-lived Rolls-Royce family on record.

WORKING VEHICLES

The Phantom V and VI remain a specialist choice, of course, with their sheer size and stature ensuring niche »



“The Phantom V gave way to the MPW-built Phantom VI in 1968, with the newcomer being listed at £12,843”

appeal. Just about every marque enthusiast will appreciate the style, quality and hand-built nature of a Phantom V or VI, but a far smaller number will have the facilities to store and maintain one of their own. Among today's enthusiastic owners, however, is Jonathan Terry, whose Phantom twosome is featured here.

Southampton-based Jonathan is an independent funeral director (www.jonathanterry.co.uk) and owns an impressive fleet of working vehicles, with this brace of Phantom limousines being complemented by a coachbuilt Silver Cloud III hearse. First to be acquired by Jonathan was the 1970 Phantom VI (chassis number PRH4596), which he bought via The Real Car Company in 2012: “It wasn't in bad condition at all back then, but I have had some paintwork carried out to make sure the car is presented to a high standard. I've also had the dark privacy glass from the rear compartment swapped for clear, which I think improves its appearance and better suits my needs.”

The Phantom VI's first owner was Lombard Banking Ltd of Curzon Street, London, with the order being placed on behalf of Eric Lombard Knight. The car cost just over £11,665 at the time, and hit the road bearing Lombard Banking's own personalised registration number – LBL 1. That price included various extras, such as an additional Motorola »



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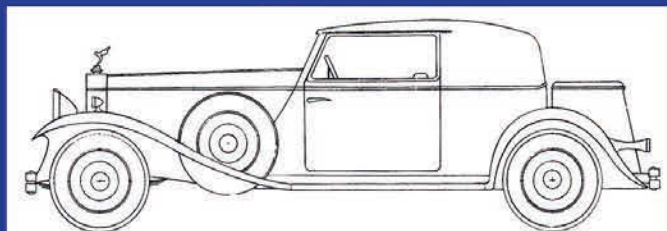


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FEATURE CARS PHANTOM V & VI



The Phantom V's dashboard and interior are more '50s in style, with a charming period look to the luxury

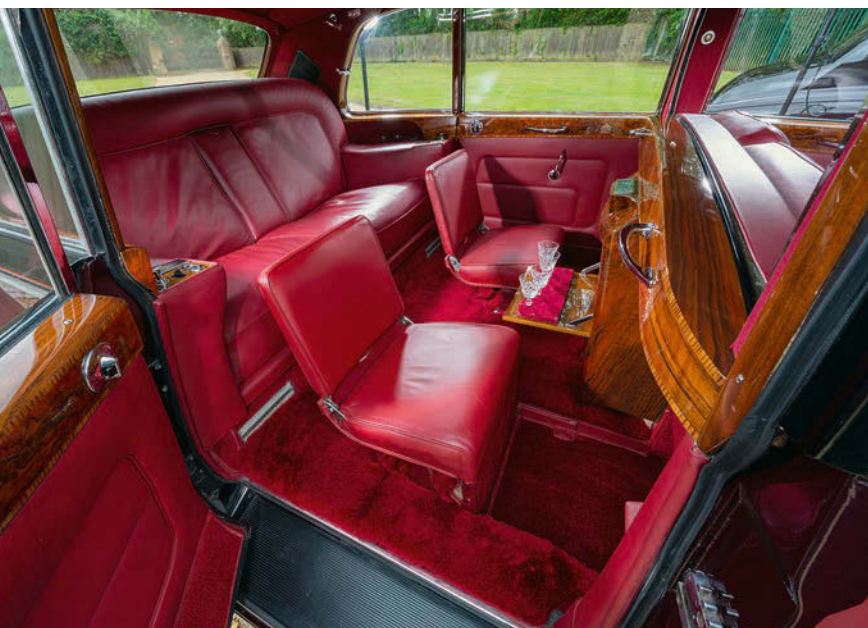
radio in the rear compartment (£67), the Lombard crest on each rear door (£39), a spring-loaded silk screen behind the chauffeur's division (£75), plus a pair of adjustable reading lamps in the rear and rubber mats up front (costing around £18 and £15 respectively). The original invoice from Rolls-Royce to H.R. Owen, the supplying dealership, remains with the car to this day, dated March 19th 1970. The Phantom VI was registered and supplied to Lombard

Banking the following month,

The same invoice is interesting for its description of PRH4596: "One Rolls-Royce Phantom VI chassis with all tools and accessories fitted with a H.J. Mulliner Park Ward Enclosed Limousine painted Black, upholstered in Beige leather to front and Beige cloth to rear". The paintwork in question was Mason's Black, as specified on the official Warranty Acknowledgement from April 1970 that's also still with the car.

The Phantom VI has been a popular and successful member of Jonathan Terry's fleet for the past eight years, and since 2016 has been kept company by chassis number 5VD19, a Phantom V that was completed in early 1965 and went on to enjoy a fascinating career. At some point it was owned and enjoyed by Princess Alexandra (first cousin of Her Majesty the Queen) and her husband, Sir Angus Ogilvy – a fact confirmed in a letter from 2006, sent

Jonathan's Phantom V spent five years aboard the Royal Yacht Britannia courtesy of a generous previous owner



to the widow of a subsequent owner by Lieutenant Colonel Richard Macfarlane, Private Secretary to the Queen.

In the letter, Lt Col Macfarlane wrote: "Princess Alexandra and her late husband, Sir Angus Ogilvy, had what would appear to be the Rolls-Royce in question. I have not been able to ascertain which of them was the actual owner. However, the details of the car they used are: 1965 Phantom V, made by H.J. Mulliner Park

Ward (coach maker), chassis number 5VD19, engine number DNTV."

LONG-TERM LOAN

Owning a Rolls-Royce with provenance that links it directly to royalty is always a welcome bonus, although this particular Phantom V's involvement with the British royal family goes further. Twenty years ago, the RREC's *The Bulletin* published a story about

5VD19, explaining that its then owner, Gary Gifford, had kindly loaned the car to the Royal Yacht Britannia for five years, replacing the original example used by the royal family until the early 1970s. The same article detailed how Mr Gifford's Phantom V had been "found several years ago in a terrible condition in a barn in the USA and was reimported by The Real Car Company". Its new owner in the UK had then spent a year working on the car, stripping it to »



Jonathan Terry,
proud owner of
the Phantom duo



bare metal before “carefully restoring the Phantom V to its former glory”.

Although Princess Alexandra and her husband were the Phantom V's most high-profile owners, it was supplied brand new to London-based International Sales & Agencies Ltd by Jack Barclay. The car's history file still contains a copy of the original order form issued by the dealership, showing the total price paid (including registration, number plates, delivery charge and a full tank of petrol) to be just over £8996. Fascinatingly though, Jack Barclay gave International Sales & Agencies Ltd a £1100 part-exchange allowance against a 1953 Hooper-bodied Rolls-Royce Silver Wraith Touring Limousine (chassis number BLW62), a car that would have been just twelve years old at the time.

Current owner Jonathan bought the Phantom V from a private seller in 2016, although by then it was in need of further work to bring it up to the kind of standard demanded of a high-quality funeral vehicle. A full bare-metal respray was commissioned, with a superb job being carried out by

“The car was previously used by Princess Alexandra (first cousin of Her Majesty the Queen) and her husband”

London-based OSC. With the leather upholstery and trim having already been renovated by the previous owner, Jonathan had the woodwork refurbished as a finishing aesthetic touch.

That wasn't the end of Jonathan's expense, however, as it was also discovered that the Phantom V's V8 engine was down on power and in need of attention, while the car's gear changes were less than perfect. The engine and transmission were duly rebuilt by Hillier Hill, a highly-respected specialist in all classic Rolls-Royce and Bentley models, the end result being a Phantom V that drives and performs exactly as it should.

The extent of the work carried out on behalf of Jonathan meant that 5VD19 didn't officially join the Phantom VI on the working fleet until two years ago.

Since then, however, it has performed its duties with aplomb, providing its owner's Southampton-based clients with the ultimate in dignified classic transport.

Naturally, with Jonathan being an ardent Rolls-Royce enthusiast, both of his Phantoms are more than just tools of work, which explains why he also enjoys driving them outside his normal working hours. Indeed, on the day of our photo shoot back in the summer, he was attending a friend's outdoor birthday party and had arranged for each of his limousines to also be there, joining a gathering of Rolls-Royce classics by way of celebration. These cars help their owner to earn a living in what must be one of the most challenging key roles of today; that they also bring him pleasure outside of such work is reassuring to hear. ■

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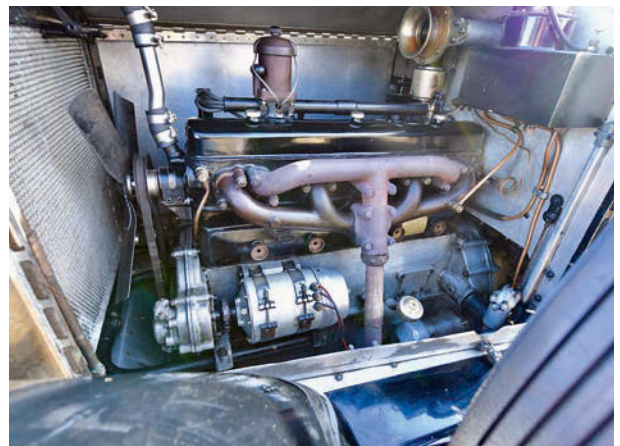
Each issue, we take a look at some of the most tempting cars for sale and report on others that have sold – covering everything from affordable modern classics through to the most premium-priced gems

TWENTIES' DELIGHT

One of the most interesting Rolls-Royce 20hp models on sale with Vintage & Prestige at the time of writing is this 1923 four-door tourer (chassis number 67H2), finished in Primrose over Black. Its history is fascinating, as the new rolling chassis was shipped to Australia where it was fitted with a saloon body by Smith & Waddington. A replacement engine was fitted under warranty on May 30th 1928, and in 1934 a six-light saloon body by Martin & King was fitted. The 20hp then passed through several owners before being acquired by Dr Paul Crea of Northbridge, New South Wales, who had the car reinstated with a tourer body.

The Rolls-Royce was imported into the UK in 2002 by The Real Car Company, who then sold it to its most recent owner. The DVLA allocated the registration number SV9305, and the car has been in regular but modest use ever since. It apparently runs smoothly and has good oil pressure, with no signs of overheating. V&P's Richard Biddulph comments: "Having a relatively light body, the rear-only brakes are adequate but do require an appropriate driving style."

This very appealing 20hp – offered for sale at £74,000 – is described as a "particularly pretty and correct car in super driving order". Richard also says that "the owner of this 20hp has gone to extraordinary lengths to ensure it is complete with tools and spares down to the last detail – with even the Pratts Motor Spirit can being of the correct type and year for the car." To find out more, call Richard on +44 (0)7967 260673 or go online to www.vandp.net.



AUCTION SUCCESS

Eight out of the ten Rolls-Royces entered into the Historics Autumn Classic Sale in late September managed to find buyers, with many of them either achieving or exceeding their high-end estimates. Five of those sold are shown here, representing a broad cross-section of models – the youngest being a 1998 Silver Seraph with just 30,000 miles under its wheels, beating auctioneer expectations by selling for £40,186 including fees.

Rarest of the cars is the 1966 Silver Shadow two-door by James Young, a model that enjoyed only a very short production run (as you can read in this issue, starting on page 50), with this recently imported and recommissioned example achieving a winning top bid of £17,920. By comparison, a 1979 Silver Shadow II is almost commonplace, but this 85,000-mile example – attractively finished in Chestnut over Honey – performed well on the day, selling for £16,800.

Very early Silver Spirits are an increasingly unusual sight, and this

Ice Green example – offered in superb condition, having covered just 36,000 miles – reflected the rising values of these vehicles, selling for an all-in price of £14,560. Meanwhile, Silver Cloud fans might have been tempted by the 'III'

from 1963, a handsome example that despite its “stunning silver coachwork”, low ownership and from-new mileage of just 44,000, ended up selling for a shade under £31,700. To see the full results list, go to www.historics.co.uk.



UPDATED BENTLEY

Phantom Motor Cars, a Surrey-based independent specialist in Rolls-Royce and Bentley classics, offers on its website this invaluable advice for potential buyers: "What may appear to be inexpensive usually turns out costing more than buying a better car in the first instance", with the company stressing that "cosmetic condition is paramount, as this is often the most costly area of any refurbishment." It's why this 1997 Bentley Turbo RL, finished in Peacock Blue (with Magnolia interior) and described as "truly exceptional", is likely to attract plenty of interest.

The Bentley has covered 76,000 miles but apparently resembles a car of 20,000 miles. It comes with a comprehensive service history from new (with all invoices present), and has had just three owners – the second having had it from 1998 to 2016. Phantom Motor Cars has looked after this special example for the last 18 years. Interestingly, a Bentley Turbo RT Performance Kit was installed in 2002,



with the engine components, electronic control modules and other items all being supplied by Jack Barclay, the end result being an output of 400bhp.

This exceptional looking Turbo RL has been garaged throughout its

life, with the selling dealer describing it as "most certainly a concours contender". The asking price is £28,500, and you can find out more by calling +44 (0)1252 850231 or by heading online to www.pmcuk.com.



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BENTLEY TURBO RL 400 HP – £28,950
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BENTLEY CONTINENTAL T 2000 – £124,950
28,000 miles. Silver Pearl with Black Hyde throughout and Machine Turned Aluminium dashboard. Twin Umbrellas to the luggage Compartment and Painted Cheater Panels. Shaded band to rear windscreen. Two owners (1 former). Service History.



BENTLEY CONTINENTAL FLYING SPUR 2006 – £26,750
Only 7,572 miles from new. Moonbeam Silver with Nautic Blue hide. Service history from Jack Barclays, Bentley Surrey and Phantom Motor Cars. Electric Glass Solar panel sunroof. Maintenance invoices for in excess of £10,000 over the last two years.



BENTLEY ARNAGE R – 2008 – £65,000
Just 1,600 miles. Registered 30 September 2008. Supplied New by Bentley Hadley Green. Peacock Pearl with French Navy Main Hide. Carpet Over mats in addition to Lambswool Rugs. Dark Blue Wilton Carpet. Darkest Burr Walnut wood.



BENTLEY AZURE IN (LHD) 1994 – £69,950
An extremely fine condition Bentley Azure in LHD. Only 39,000 miles. Silver Pearl with Main Hide in Silverstone & Secondary hide in Slate. Shale Grey Wilton Carpet throughout incl luggage cmprt. Dash Top Roll & Centre Console Trimmed in Slate.



BENTLEY CONTINENTAL T 1999 – £129,959
29,000 Miles, Sequin Blue with Magnolia & French Navy Hide. Wide Body 420 HP. Collection condition with low mileage, and 1 owner (zero former keepers in registration document). Currently Serviced and Prepared by Phantom Motors.

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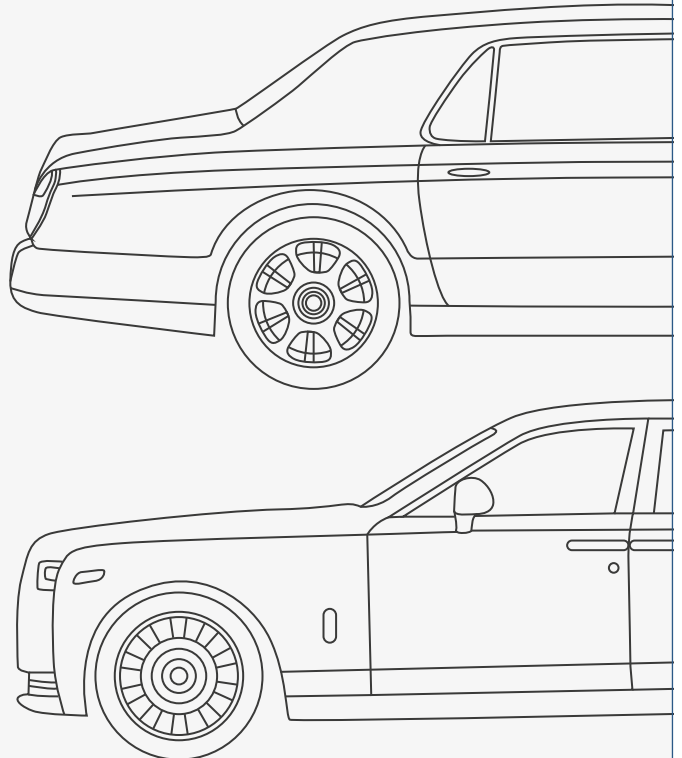
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When a car is something special, something with personality and charisma, something that becomes almost one of the family, then it's more than just a machine. And it's tempting to give it – or the 'he' or 'she' it will inevitably have anthropomorphised into – a name. So allow us to introduce you to Pearl, the 1997 Bentley Turbo R of Tim Nelson. Although he wasn't the one who bestowed the name on her (there's a previous owner to thank for that), as far as Tim's concerned it's a name that's sticking... not least because it's now engraved

on the treadplates of each door.

Tim acquired Pearl in July 2018, but his affection for Bentleys stretches back much further than that. His love of cars in general comes from his father, John, but he can identify the moment he fell for the Crewe marque. "I particularly remember a school trip, where we went to watch cricket at Edgbaston," he recalls. "I spent more time walking around the car park with a friend than watching any of the cricket going on. It would have been 1982 or '83, so in the car park there were things like Silver Shadow IIs. And I'd always liked the SY models. But there were also some SZs,

which were very new at the time. And it was just one of those things; you just kind of think 'Oh God, one day, I'd love one of those'. That kind of stuck. There was something about the boxy design that just appealed to me; a total contrast to what else was around them."

The resurgence of Bentley in the 1980s and '90s, after decades of languishing in Rolls-Royce's shadow, meant that Tim fell firmly under the spell of the Flying B rather than the Spirit of Ecstasy. "I always preferred the look of the Bentley's twin headlamps rather than Rolls-Royce's rectangular lights, although



A PEARL OF A BENTLEY

Although it took him decades to achieve his dream of Bentley ownership, Tim Nelson is now the proud custodian of this late-model Turbo R

WORDS: RICHARD GUNN
PHOTOGRAPHY: MATT RICHARDSON

I do flip-flop sometimes," he admits. "Bentley also seemed to be pushing really hard with its special versions around the mid-1990s, making them as sporty as possible."

Fast forward to 2018 and Tim, now a 40-something IT consultant, had moved from London to Manchester, and to a house with more space. It meant that he could start to think more seriously about finally fulfilling his childhood ambition, although there was one big obstacle: "I didn't know where I could take it for maintenance, servicing and so on. So I was just randomly driving one day, a few miles

from home but in an area I'd never been to before, when I went past Bowling-Ryan, the independent Rolls-Royce and Bentley specialist. And I thought, 'Right, I've got absolutely no reason now not to get one'."

Thus the serious search for a turbocharged Bentley began. The first car Tim went to look at was a local one, which was "not bad, but it looked a little neglected". The second was the car he eventually bought, in July 2018. It was in South Wales, so involved a bit of a trek from Manchester to the non-specialist dealer advertising it. Some fall in love with their cars at first sight,

but that wasn't quite the case with Tim and Pearl: "I wasn't initially too excited by the exterior colour and wasn't really looking for a long-wheelbase car. And I wasn't really that sure about it on the test drive. Like most tests, it wasn't long enough; I wasn't used to the car, I'd never driven any Rolls-Royce or Bentley before that time, so didn't really know how it was supposed to feel and I just didn't know if it felt good enough. But it was in great condition, to my eye at least." Tim ended up staying overnight nearby, so he could go back for a second look the following day... and that sealed the deal. Love at »

FEATURE CAR BENTLEY TURBO R

second sight then? "It was one of those things; actually, I really do want this."

CONFIDENCE BOOST

Browsing through the history at the dealer, Tim found it had been looked after by Bowling-Ryan, his local specialist, as well as Paul Yorke at Everything Rolls-Royce in South Wales. "That gave me a level of confidence,"

he says. He arranged for Paul to come and check it over for him. It needed a service, all fluids changed, and some minor jobs such as wiper adjustment and the air conditioning re-gassing, plus two new tyres. But that aside, it was all pretty good, having covered fewer than 60,000 miles from new; some years, it had only done a handful of miles between MoTs. "For the asking price, I negotiated with

the seller to have Paul Yorke do the required work and, within a couple of weeks, I was heading down to South Wales on the train to pick the car up," remembers Tim. "On the way home, I stopped outside the Crewe factory on a quiet, sunny evening to take some photographs of the car coming 'home.'"

That Crewe pilgrimage suggests that Tim appreciated he had something more than a mere machine right from



Myrtle wood-rimmed steering wheel is an aftermarket fitment that complements the cabin well



Royal Blue inserts and armrest cappings were a late change to the Bentley's build specification



Tim admits to the R being a bit of a "roly-poly barge", albeit one that transforms into a beast when pushed



Flying B mascot and bonnet strip were additions by a previous owner, but blend in nicely with the metallic silver car



the start. But it would have been difficult not to – just as the previous owner who named her Pearl must have done. Finished in Silver Pearl Metallic (which is presumably why the Bentley is so named), the car emerged from Crewe on May 14th 1997, around six weeks before the final Turbo R was produced. It was originally specified with Silverstone leather and Black carpets, with Slate piping and binding. But this was later changed to special order Light Grey hide with Royal Blue carpets, binding and piping. "Fortunately, I like grey leather," says Tim. "I don't know if it was the guy who ordered it originally or H.R. Owen changing the spec itself, but it also has blue cappings on the armrests. They look so nice and make it a little more distinctive. On the order form, they were going

"Tim ended up staying overnight nearby, so he could go back for a second look the following day... and that sealed the deal"

to be black, which might have been a bit heavy, so this was crossed out and 'Royal Blue' written in instead." Such bits of trivia just add to the car's story. This small alteration added an extra £335 to the £143,267 purchase price in 1997. Tim can remember buying a small flat in London for a similar price around the same time...

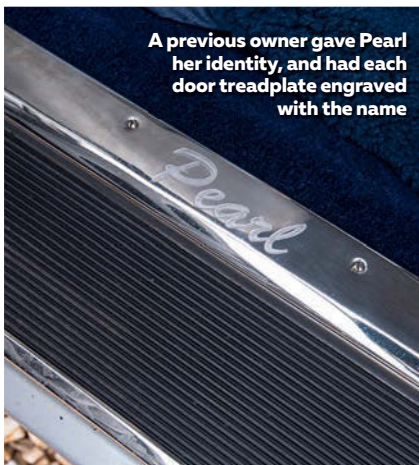
The standard specification of these late Turbo Rs was impressive. They came fitted with automatic headlamp activation, electronic traction assistance

(ETAS), upgraded 340mm performance front brake discs, revised 17-inch alloy wheels and a longer wheelbase – giving an extra four inches of legroom in the rear. This was in addition to the recently adopted viscous control differential and styling update adopted for 1996. Elsewhere, the cars featured automatic ride control, transmission shift-energy management (SEM) and adaptive shift control that would 'learn' the driving style and modify itself accordingly. Then there were the interior creature »

FEATURE CAR
BENTLEY TURBO R



Tim Nelson realising his boyhood dream at the wheel of his very own Bentley Turbo R



comforts to pamper passengers, such as the power/tilt-adjustable steering wheel with entry and exit feature, memory facility for the seats, rear-view mirror and steering wheel position, bi-level lumbar support for the heated front seats, and air conditioning outlets for passengers in the rear.

One feature that Tim is quite fond of, more for period novelty than anything else, is the 1990s Motorola GSM phone system, with a single handset that can be plugged into the front or rear armrests. Theoretically, being digital, it should still work with an appropriate old SIM card inserted. "Maybe I should try and get hold of one and see if it actually does, assuming they're even available any more," laughs Tim. There's also a six-CD autochanger under the front centre armrest, originally mated with the factory-fitted Alpine radio/cassette player. But that's now been replaced by a modern Sony digital/Bluetooth unit. "It does look out of character with the rest of the car," Tim admits, "but it can be concealed by the wooden panel and I appreciate its up-to-date practicality." Speaking of wood, and rather more in-keeping with the cabin, there's the Myrtle steering wheel, with its burr walnut nicely



matching the rest of the car's veneer. A previous owner also added a non-standard fixed Flying B grille mascot as well as a central bonnet strip, both of which suit the silver car rather well.

"I don't often measure the miles per gallon, thinking of it more in terms of smiles per mile"

A GENUINE PEARL

Then, of course, there are those monogrammed treadplates: "I do refer to the car as a she, as Pearl," says Tim. "It's an inherited name, from a couple of owners back I believe. All the chrome strips in the doorways have been so engraved. He also spent around £1500 on having her professionally detailed. Whatever coating they put on is still pretty good, because the car is very easy to rinse down. His money was well-spent." Tim is now considering getting in contact with some of the car's ex-owners, if possible, to find out more information and perhaps re-introduce them to their old transport.

There have been very few problems during Pearl's time with Tim. Fortunately, the Bentley had its head gaskets – the Achilles' heel of these Turbo Rs – replaced before his acquisition. John Bowling at Bowling-Ryan looks after the car on a routine basis and, aside from some electrical »



**“I’ve had a few fluid leaks of various types...
but the more people you talk to,
the more you hear that
they all do that”**



issues, she’s behaved herself. “I’ve had a few fluid leaks of various types, but the more people you talk to, the more you hear that they all do that,” smiles Tim. “It’s when they’re not doing it that you need to worry, because it means they’re empty!” The front springs have very recently been replaced to counteract a slight pull to the left, but they need to be bedded in before the effectiveness of the cure can be assessed. “So I’m currently giving them some abuse to get them to settle in, before the final adjustments. My instruction was to take it away and drive it on cobbles for about 500

miles.” At some point, it will probably need minor paint rectification, too.

During the nine years before Tim bought the Bentley, it covered just 9000 miles. After only two years with him, around 10,000 more have been added, with Pearl being the carriage of choice for holidays in Scotland in particular, as well as closer getaways, shows and events. However, the mileage is still a mere 67,500 – hardly even run-in for one of these. “I believe in getting out and driving it, rather than having it just sat there, not doing anything,” explains Tim.

Pearl certainly turns heads: “When we

went to Skye, the car was apparently the talk of the island. It was noted that we were there – hopefully in a good way. Skye has some lovely roads that really suit something like the Bentley; gradual, lengthy corners rather than twisty sections. I’ve done the North Coast 500 in my modern Mercedes – an SL63 AMG – in a clockwise direction, so I’d like to take the Bentley up there and do it anti-clockwise. There’s a really picturesque castle in Dunrobin that the Bentley would look stunning parked outside of.”

So has the dream of the boy at the cricket ground, all those years ago, been fulfilled? “Oh yes, he’s certainly got what he wanted. I don’t often measure the miles per gallon, thinking of it more in terms of smiles per mile. It can be as docile as you want, but when you put your foot down, it’s all there. It’s still a pretty quick car, but twenty years ago it must have just been fantastic. They are never quite as smooth as you want them to be, but that’s the sacrifice for the better road-holding. Yes, it’s a roly-poly barge when pushed, but long sweeping curves are its forte and pressing on can be a lot of fun, and very surprising to other drivers around you. Most glances are admiring; people seem to like seeing it and overall it just encourages you to relax a bit more. I don’t think I really want to change it – or rather, her – for anything else.” ■



The Bentley has been used for holidays in Scotland, where it caused quite a stir on one trip to Skye (photo: John Cryer)



BENTLEY



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Most responsible owners of older Rolls and Bentley models recognise that the lighting needs upgrading to make the cars safe to use in modern traffic. This has involved quite a lot of time and effort in the past, but now Better Car Lighting of Warwickshire have announced a revolutionary new conversion which uses the latest technology to make the upgrade surprisingly quick and easy to install.

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Bright news for older cars

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55 YEARS OF THE SILVER SHADOW

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REINVENTING ROLLS-ROYCE

Full history of the Silver Shadow

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TWO-DOOR EXCLUSIVITY

From MPW two-door to Corniche

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Italy's coachbuilt Bentley T-series

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Silver Shadow long-wheelbase

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Marque enthusiast's Silver Shadow II

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SELLING THE BEST

Period brochures and photographs

REINVENTING ROLLS-ROYCE

To mark its 55th anniversary, we take an in-depth look at the Silver Shadow – the legendary saloon that reinvented the best car in the world, leading to numerous variations on the same theme

WORDS: PAUL GUINNESS PHOTOGRAPHY: KELSEY ARCHIVE

To say that the innovative new Silver Shadow shocked onlookers when it first took a bow in 1965 is no exaggeration, with the newcomer grabbing attention not only for its drastic change of style compared with its Silver Cloud predecessor, but also for its levels of hi-tech modernity. Moving Rolls-Royce technology forward in such a profound way, however, enabled the Silver Shadow to enjoy an extended career, with the four-door saloons remaining in production for an impressive 15 years – and their two-door derivatives for even longer. It's therefore rather fitting that with the Silver Shadow's 55th anniversary now

upon us, this issue of *Rolls-Royce & Bentley Driver* pays tribute to Crewe's best-selling model of all time.

Rolls-Royce had, of course, enjoyed considerable success with three generations of Silver Cloud – and Bentley S-series derivatives – throughout its decade-long production run. Launched in 1955, here was a car that stayed true to tradition, with its separate-chassis layout enabling Britain's dwindling numbers of specialist coachbuilders to offer their own bespoke versions. There were modern touches to the Silver Cloud saloon's aesthetics when it first went on sale, moving Rolls-Royce and Bentley successfully on from the previous Silver Dawn and R-Type

era. But car design was evolving rapidly by the start of the '60s, which meant that Rolls-Royce's chief stylist, John Blatchley, faced a dilemma when it came to creating a Silver Cloud successor.

Even at the upper end of the new-car market, there was a noticeable shift in demand. There would always be wealthy buyers who wanted – and could afford – the ultimate in traditionalism and prestige, which explains why Rolls-Royce continued to enjoy steady demand for its 1959-on Phantom V limousine. But as the 1960s dawned, John Blatchley knew that a successor for the Silver Cloud family needed to cater for a new breed of buyer – the owner-driver who didn't employ a chauffeur.



The newcomer needed to offer the kind of luxury that a Rolls-Royce always should, albeit in a slightly more compact, more manoeuvrable package.

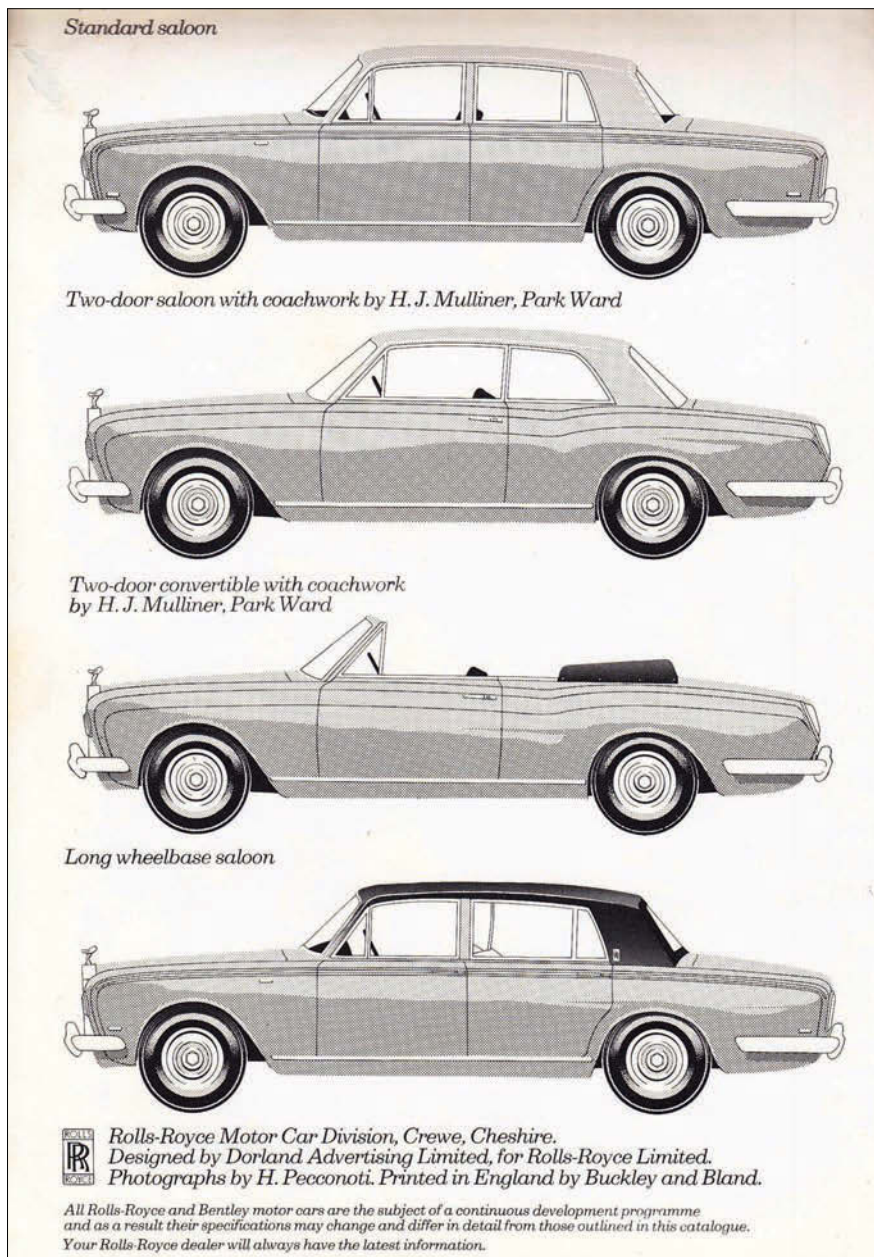
Blatchley also knew that the way the car was built needed to change, as the world was moving away from the separate-chassis layouts of old. The use of monocoque construction might have caused consternation among Britain's traditional coachbuilders, but it was a must for any new Rolls-Royce that needed to bring extra sales and increased profits to the car-building side of the business. Adopting a modern monocoque layout would enable the new Rolls-Royce to be both lighter and smaller than the Silver Cloud, which in turn would have an effect on both performance and fuel economy; and it would enable Rolls-Royce to build in larger numbers than before.

What became the Silver Shadow of 1965 wasn't just modern in terms of its construction, of course. It also needed to offer a smoother ride, much-improved handling and more stability at high speed than the Silver Cloud, hence the adoption of fully independent suspension. And with Citroën being world leaders in terms of suspension technology, Rolls-Royce wisely chose to licence the French firm's hydropneumatic system, albeit redesigned at Crewe to incorporate conventional coil springs. The hydraulics provided self-levelling to maintain the car's ride quality irrespective of load, as well as powering its four-wheel disc brakes to ensure reassuringly strong stopping power.

One of the few elements of the Silver Shadow that was carried over from the Silver Cloud III was its 6230cc V8 – a unit that was capable of endowing the smaller, lighter newcomer with superior performance compared with its predecessor. In every other respect, however, the Silver Shadow was a genuinely new design, hailed as “the most radically new Rolls-Royce for 59 years”. Indeed, not since the original Silver Ghost had there been a Rolls-Royce so genuinely advanced compared with the competition.

QUESTION OF STYLE

Work on a successor to the Silver Cloud began while that car was still in its infancy, with John Blatchley focused on the need for modernity: “Styling this car was very much an architectural exercise... the specification demanded it be lower, narrower and shorter with



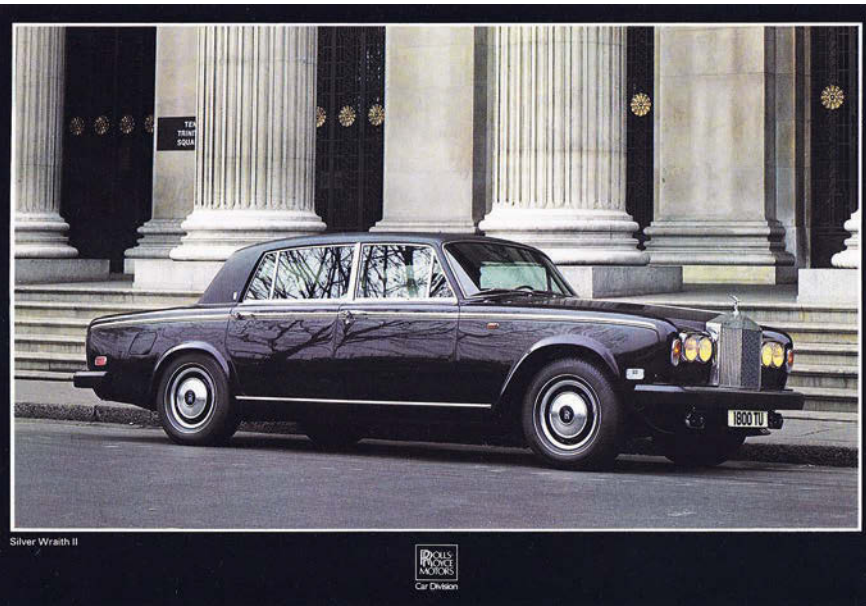
more luggage space and a bigger petrol tank. My biggest challenge was getting all this paraphernalia, plus passengers, into a car that still looked right.”

Prototypes began to appear in the late 1950s and early '60s, codenamed Tibet (for the Rolls-Royce) and Burma (for the Bentley), the original plan being to make the Bentley the smaller of the two. Even at that early stage, the final shape of the Silver Shadow was beginning to emerge, although the wraparound screens and reverse-angle rear door windows made those initial cars look dated compared with the eventual production model.

The grille treatment of the early

prototypes was also controversial, as Blatchley experimented with numerous options (including a full-width grille design incorporating quad headlamps) before deciding on the final version. Martin Bourne, another member of the Rolls-Royce design team from 1959, recalled the many changes made during the Silver Shadow's early development: “Hardly a day went by when some small detail of its appearance wasn't being considered”.

Rolls-Royce was also working with the British Motor Corporation (BMC) at this time, the idea being to adapt one or two of the bigger company's models into a higher-volume Bentley »



employing Crewe's 4.0-litre, six-cylinder F60 engine. And so while Blatchley and his team worked on development of the Silver Shadow, he also created a front and rear restyle of the Vanden Plas Princess 3 Litre (codenamed Java) to accommodate a Bentley grille between stacked quad headlamps. This eventually evolved into Java 3, a concept with definite overtones of the Silver Shadow. In the end, however, as we revealed in last issue's in-depth look at the relationship between Rolls-Royce and BMC, the idea of a BMC-based Bentley came to nothing.

BRAVE NEW WORLD

The Silver Shadow made its motor show debut at Earl's Court in the autumn of 1965, with *Autocar* magazine explaining that a "new Rolls-Royce is an event of a decade". It hailed the newcomer as "the most advanced and intricate car the company have introduced" thanks to such headline features as monocoque construction and that all-independent self-levelling suspension. The Rolls-Royce stand of '65 featured three examples of the Silver Shadow, finished in Shell Grey, Regal Red and Dawn Blue.

Members of the motoring press were highly impressed with the newcomer, of course, with Basil Cardew of the *Daily Express* describing it as "smaller, roomier, lighter, swifter" than its predecessor. John Blatchley's brief that the Silver Shadow should be lower, narrower and shorter than before (the Silver Cloud was three and a half inches wider and seven inches longer), whilst offering more space for people and their luggage, had been well and truly delivered.

How would the Rolls-Royce and Bentley fans of old take to such an advanced design, though? Bentley Drivers Club president Stanley Sedgwick borrowed a new T-series in 1966, and was immediately impressed: "I accepted the design of the body for what it was. I liked it and I think the S-Types really did look dated beside the car. The more I saw of the car, the more I considered it better-looking than any of its contemporaries."

There were inevitably complaints from the company's more traditionally-minded clients, some of whom couldn't initially accept the Silver Shadow's modernity, not least its lack of a separate chassis. But in much the same way that the new Rolls-Royce Cullinan of 2018 divided opinion (yet attracted large numbers of orders from new customers



“John Blatchley knew that a successor for the Silver Cloud needed to cater for a new breed of buyer”

even before going into production), there were enough well-heeled luxury car buyers willing to give the Silver Shadow a chance – ultimately ensuring it was the most successful individual Rolls-Royce model of the 20th century.

STEADY DEVELOPMENT

The standard Silver Shadow saloon did exceptionally well for itself, surviving for a decade and a half before finally giving way to the new Silver Spirit of 1980. Throughout that time, however, Rolls-Royce carried out innumerable upgrades and improvements to ensure it stayed ahead of the luxury car pack.

Many of these changes were subtle, such as the early adoption (at the end of 1965) of a lighter brake pedal movement, while October 1967 saw a Saginaw power steering pump replacing the original Hobbourn Eaton type, complementing the Saginaw recirculating ball steering system that was fitted to the Silver Shadow. At the same time, the car’s opening

front quarter light windows were changed to fixed units, while in 1968 the Silver Shadow received a revised handbrake, higher-ratio steering, an uprated front anti-roll bar (as well as a rear anti-roll bar for the first time, although not on US-spec cars) and the latest GM400 automatic transmission from General Motors.

Rolls-Royce made a habit of improving on what had already been developed by other manufacturers, of course. Its use of monocoque construction wasn’t exactly an industry first, for example, yet the Silver Shadow’s bodyshell was widely recognised as the stiffest of its kind at the time; and while the company took the sensible approach of licensing Citroen’s suspension technology, it found ways in which it could be upgraded to suit the company’s exacting standards. And so it was with that latest automatic transmission, as Malcolm Bobbitt explains in *Rolls-Royce Silver Shadow, Bentley T-Series, Camargue & Corniche* (Veloce Publishing): “Although the GM400 gearbox was brought- »



BENTLEY EXCLUSIVITY

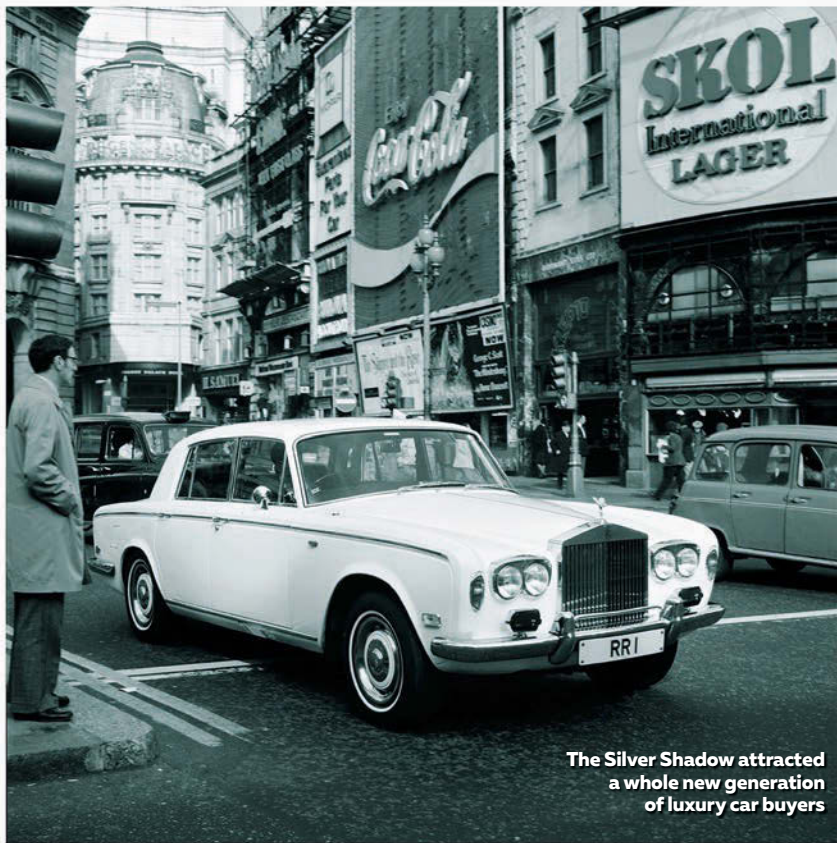
Up until the arrival of the Silver Shadow, Bentley tended to rival Rolls-Royce when it came to sales success. The Silver Cloud of 1955–65, for example, was actually outsold by the Bentley S-series equivalent, with the early S1 in particular being significantly more popular than the Silver Cloud at that time.

The generation before had also seen Bentley enjoying considerable success in the luxury car market. The 1946–52 MkVI sold over 5200 units in total, with its R-Type successor of 1952–55 (derived from the MkVI and featuring modified rear styling) attracting 2323 buyers. By comparison, the Rolls-Royce Silver Dawn (another MkVI derivative of 1949–55) achieved a mere 760 sales.

The arrival of the innovative new Silver Shadow in 1965, however, marked a remarkable fall from grace for the Bentley marque. Rolls-Royce’s first monocoque-bodied model went on to be a major success, with 16,717 of the original four-door saloon (prior to the Silver Shadow II of 1977) being sold over twelve years. By comparison, just 1712 of the Bentley T-series (before the T2 of ’77) attracted buyers, leading Rolls-Royce to contemplate dropping the Bentley marque altogether when work began on a Silver Shadow successor in the 1970s.

Fortunately, however, that never happened, and Bentley went on to enjoy renewed appeal – and booming sales – throughout the ’80s and beyond, largely thanks to the success of the high-performance Turbo R.

“Bentley Drivers Club president Stanley Sedgwick borrowed a new T-series in 1966, and was immediately impressed”



The Silver Shadow attracted a whole new generation of luxury car buyers

in direct from America, the electric selector actuation was not part of its specification and this, therefore, was added at Crewe. Rolls-Royce was the only manufacturer to fit electric actuation to this type of gearbox – which allowed the lightest finger-tip control – and whilst such cars as the Cadillac were fitted with the same unit, ratio selection was operated manually.”

Other relatively early changes to the Silver Shadow included the deletion of self-levelling front suspension in 1969, which might have seemed like a retrograde step at the time. In truth, however, the self-levelling front end had relatively little work to do, and its deletion actually managed to improve the car’s handling and steering (which some testers had found to be a little vague). The biggest upgrade at the end of ’69, however, ready for the 1970 model year, was the introduction of the latest 6750cc version of the venerable L-series V8 engine, created via a redesigned crankshaft, which in turn lengthened the stroke. Although Rolls-Royce refused to disclose any power or torque figures, it was estimated that the Silver Shadow now had somewhere in excess of 200bhp at its disposal.

The difference in driving style was



immediately noticeable by all those who tested the car, as Malcolm Bobbit explains in his Silver Shadow book: "John Bolster, testing the 6.75-litre-engined Silver Shadow for *Autosport* in December 1970, was impressed at how much low-speed torque had been improved. Overall speed had also increased, and he found the car easily achieved 118mph."

SECOND GENERATION

The process of improving the Silver Shadow continued unabated, although disaster occurred in 1971 with the collapse of Rolls-Royce following difficulties with its aero-engine division. The appointed receiver realised the importance of 'business as usual' for the car-making side of the company, however, and ordered that production of the Silver Shadow should not be affected.

As part of the restructuring, the car-making division was sold off in 1973 as Rolls-Royce Motors, but this was something of a double-edged sword; the firm was now free from the risk of being dragged down by the troubles of a parent group, but resources were much more slender. Although ideas for a Silver Shadow replacement had been part of management discussions for some time (the original plan being for the car to enjoy a ten-year production run), its eventual successor wasn't to appear until the start of the '80s



FINAL BODYSHELL

With the Silver Shadow due to be replaced by the Silver Spirit for the 1981 model year, this photograph shows the old car's final bodyshell being produced by the company then known as Pressed Steel Fisher (PSF). The image features workers at PSF's Cowley-based 'V' plant gathered around the last 'shell'. But they needn't have worried about

the loss of the Silver Shadow, as PSF was gearing up to produce bodyshells for the Silver Spirit at the company's nearby 'R Building'.

The Silver Shadow was an important model for PSF, with around 65 bodyshells being built each week by the late 1970s – thirty years after the company became involved with Rolls-Royce body production.



– which meant extending the life of the company's best-selling model.

Indeed, sales of the Silver Shadow held up very well once the company was reconfigured as an independent car manufacturer, with 2720 Rolls-Royces being built in 1973 – up from just over 2000 per annum at the start of the decade. But it was obvious that a facelift would be required at some point if the Silver Shadow was to retain its crown as the best car in the world, hence the announcement of the Series II in February 1977.

The most obvious visual changes included plastic-faced alloy bumpers with polyurethane side pieces, while below the front bumper was a spoiler (aimed at improving high-speed stability) and a pair of front fog lamps. Inside the car, the Silver Shadow II boasted a new-look fascia with revised instrumentation, while the air conditioning had been upgraded to a split-level system. Most important »

“Sales of the Silver Shadow held up very well once the company was reconfigured as an independent car manufacturer”



of all, however, was the adoption of rack and pinion steering and a modified suspension system, ensuring that the Silver Shadow II offered the kind of sharpened-up handling and more precise steering that luxury car buyers of the late 1970s expected.

Production of the Silver Shadow officially ceased in late 1980 (although some cars weren't despatched from Crewe until early the following year), at a time when Rolls-Royce was preparing itself for the launch of its successor. What had been a hugely successful model for the company was finally being consigned to the history books, although its Corniche convertible cousin was scarcely halfway through its production run by then. During its 15-year career, the Silver Shadow had gone from being a cutting-edge design packed with modernity to the highly respected elder statesman of the luxury saloon world. It left the automotive stage with dignity – and remains the most prolific classic Rolls-Royce to this day. ■

PRODUCTION FIGURES

Silver Shadow (1965-77)	16,717
Silver Shadow LWB (1967-77)	2780
Silver Shadow II (1977-80)	8425
Silver Wraith II (1977-80)	2135
Bentley T-series (1965-77)	1712
Bentley T-series LWB (1967-77)	9
Bentley T2 (1977-80)	558
Bentley T2 LWB (1977-80)	10
Silver Shadow MPW 2-dr (1966-71)	568
Silver Shadow James Young (1966-67)	35
Bentley T-series MPW 2-dr (1966-71)	98
Bentley T-series James Young (1966-67)	15
Rolls-Royce Corniche 2-dr (1971-81)	1090
Bentley Corniche 2-dr (1971-80)	69
Silver Shadow MPW Convertible (1967-71)	505
Bentley MPW Convertible (1967-71)	41
R-R Corniche Convertible (1971-95)	5160
Bentley Corniche Convertible (1971-95)	533
TOTAL	39,882

CREATING THE CAMARGUE

Although not strictly a Silver Shadow derivative, the new-for-1975 Camargue shared essentially the same floorpan. It appeared nine years after the debut of the last two-door Rolls-Royce (the Silver Shadow Mulliner Park Ward two-door, later renamed the Corniche), and was certainly one of the more controversial members of the clan thanks to its distinctive styling by Pininfarina.

It was also one of the most expensive cars on sale in the UK, and remained so throughout its career. By 1980, for example, a brand new

Silver Shadow II would have set you back £41,960, at a time when the hardtop Corniche could be had for £62,479. But both cars looked almost bargain-like compared with the Camargue, which forty years ago carried a list price of £76,120.

Rolls-Royce described the Camargue as an “elegant and sophisticated two-door saloon of exceptional grace and beauty”. By the time the last Camargue was built in 1985, however, a mere 530 examples had been sold worldwide – reinforcing its reputation as one of Rolls-Royce’s most exclusive models.



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STRETCHING THE POINT

For those buyers craving a more spacious alternative to the standard Silver Shadow, Rolls-Royce offered the long-wheelbase – and the example featured here is one of today's finest survivors

WORDS & PHOTOGRAPHY: PAUL GUINNESS

Prior to the launch of the Silver Shadow in 1965, a precedent had already been set for long-wheelbase versions of the company's regular saloons. The Silver Cloud and S-series of 1955-on were both available with lengthened wheelbases, an option that proved popular among buyers who appreciated the style of Crewe's 'Standard Steel' offerings but sought a touch more exclusivity and useful extra on-board space. And so it was inevitable that,

despite the switch from separate-chassis to monocoque construction, Rolls-Royce would continue to cater for this exclusive market.

The story of the Silver Shadow long-wheelbase began via a pilot run of just ten 'extended' cars – one of them for Princess Margaret – in 1967, deemed successful enough for the model to subsequently become a full-time member of the range. Deliveries to American customers began in 1969, with home-market cars being offered

from the following year. Princess Margaret's early car was particularly special, however, as Malcolm Bobbitt explains in his well-known book, *Rolls-Royce Silver Shadow, Bentley T-series, Camargue & Corniche*, first published by Veloce in 1996: "Delivered on 19th July [1967] through Kenning Car Mart Ltd, one of these cars, which had been specially commissioned by HRH Princess Margaret and Lord Snowdon, was built on chassis LRH2542 and incorporated several special features, »

55 YEARS OF THE SILVER SHADOW LONG-WHEELBASE MODELS

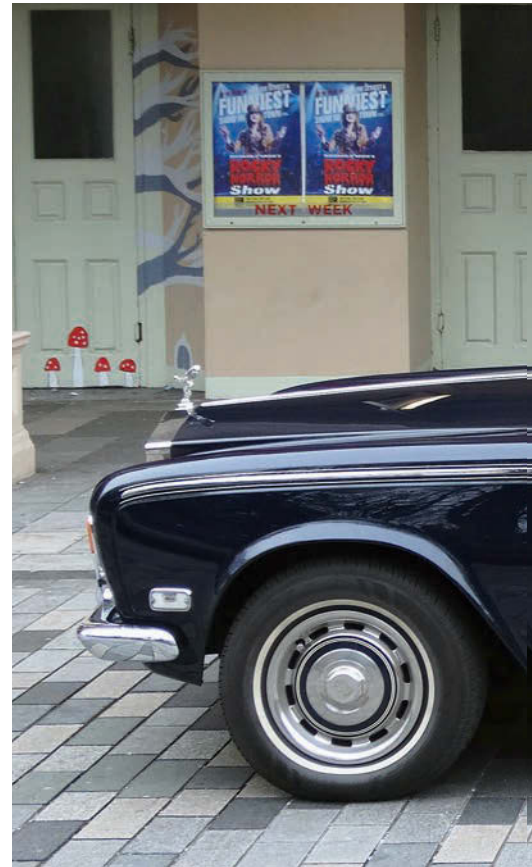
some of which were exclusive to royal requirements." These included a height- and forward-adjustable rear seat, extra interior lighting, the inevitable police lamp above the windscreen, and a specially-designed pennant carrying the royal coat of arms.

Long-wheelbase models were essentially standard Silver Shadows with four inches (just over 100mm) added to the wheelbase just behind the B-pillars, enabling Rolls-Royce to offer a new-generation model with extra-generous rear legroom –

an important consideration when it came to the all-important chauffeur-driven sector of the market. Ironically though, the extra-cost option of a chauffeur division removed any legroom advantage over a standard Silver Shadow, hence why many buyers chose not to tick that particular box on the order form. The long-wheelbase's rear doors were obviously lengthened compared with a standard car's, while the rear screen was slightly reduced in size to provide a touch more privacy. Meanwhile, the extended roof came



The lengthened wheelbase provided extra space for rear seat passengers



with an Everflex covering as standard on all but the earliest examples.

Bodysells for the Silver Shadow long-wheelbase began their careers at the same Cowley-based Pressed Steel works as the regular models, but were then transported to Mulliner Park Ward's Willesden base, where the 'surgery' took place. The lengthened bodysells would then make their way to Crewe, with the cars' final build taking place in the usual way. Not surprisingly, the difference in price over a regular Silver Shadow was considerable, with the long-wheelbase version costing £10,643 once production got properly under way (or a hefty £11,348 with chauffeur's division), at a time when the standard-length model could be had for 'only' £9272.

After sales of 2780 examples, the long-wheelbase Silver Shadow was usurped by a 'stretched' version of the newly updated Silver Shadow II in 1977, this time badged as the Silver Wraith II – bringing back to life a classic name from Rolls-Royce's back catalogue. During less than four years on sale, 2135 Silver Wraith IIs were produced – an impressive achievement for such a relatively short-lived model,



“Long-wheelbase models were essentially standard Silver Shadows with four inches added to the wheelbase just behind the B-pillars”

usefully adding to the success of the Silver Shadow II family as a whole.

SUPERB SURVIVOR

One of the finest long-wheelbase Rolls-Royce Silver Shadows you're ever likely to come across (the winner of various awards in recent years) is the example you see here, owned by marque enthusiast Paul Capper, from Eastleigh in Hampshire. Despite this being a prize-winning example, however, Paul is unafraid to use it extensively – and since acquiring the car in 1997 with 63,000 miles showing on its odometer, he has added another 70,000-plus. Yes, this most fastidious of owners has covered more miles in his Rolls-Royce than all of its previous three keepers put together. And whilst we're on the subject of previous owners, it brings us neatly round to the fact that this 1975 example of the 'extended' Silver Shadow was once owned by Danny La Rue OBE.

Anyone who grew up in Britain in the 1960s or '70s, or who enjoyed variety shows during their TV heyday years, will remember La Rue for his on-stage cross-dressing and his impersonations of female stars like Zsa Zsa Gabor and Marlene Dietrich. For many years, Danny La Rue was one of Britain's highest-paid entertainers, and he made sure that his chosen modes of transport reflected his fame and success. At the same time that La Rue owned the Silver Shadow long-wheelbase shown here, he was also the proud possessor of a regular Silver Shadow and a Silver Cloud, underlining his admiration of Rolls-Royce quality and prestige.

By the time this Silver Shadow long-wheelbase was finally sold, however, it wasn't in the best condition, as current owner Paul admits: "It still looked lovely from a distance, if you squinted... but close-up it was a different story, and parts of the car were a mess." Nevertheless, Paul went

ahead with the purchase, with a total of £7500 changing hands – which nowadays sounds like exceptional value for money, although plenty of work (and expense) lay ahead.

"As soon as I bought the car I started using it and taking it to RREC events, but it was obvious that its condition left a lot to be desired," recalls Paul. And so after two years of ownership, he took the decision to give his long-wheelbase Silver Shadow the attention it deserved, entrusting most of the work to a London-based specialist in classic vehicle bodywork repairs and restoration: "The car was stripped and, with all the necessary work carried out, treated to a bare-metal respray."

Most of the notoriously rust-prone areas – including the rear wheelarches, lower rear quarter panels and sills – were very solid, but the front wings were in a poor state. The offside wing was repairable, with new metal being expertly welded into place, but the »



nearside ended up having a half-wing replacement thanks to its decay. The repairs were carried out extremely well and the eventual paint finish – in the car’s original Oxford Blue – was superb.

OVERSEAS TRIPS

With the Silver Shadow back home and looking like new once again, many owners might have been tempted to keep it tucked away, bringing it out of storage only for occasional shows and club meets. But Paul’s ownership of the car has taken a rather different route... literally. Memorable excursions

include one to France in 2001, which took in the Loire Valley and a visit to Le Mans, the latter involving some very un-regal behaviour when Paul took to the track in his Silver Shadow, which he soon nicknamed Nellie: “When taking her around the Bugatti Circuit at Le Mans, straight lines were great but bends and cornering were like *The Poseidon Adventure*. I was expecting to see Shelley Winters sail past at any moment!”

One of Paul’s most enjoyable European breaks took place in 2009, when he and his Silver Shadow boarded the Southampton to Bilbao ferry and,

upon their arrival in Spain, drove non-stop to Alicante: “The Bilbao rush hour was like joining a Roman Chariot race, but nonetheless Nellie wafted from Bilbao to Alicante in twelve effortless and trouble-free hours.”

Since then, Paul’s Silver Shadow long-wheelbase has continued to win awards at RREC events, achieving the accolade of Best Silver Shadow as well as being nominated for the club’s Master Class section. It’s a remarkable achievement for a car that, despite its previous celebrity links, looked decidedly down-at-heel when it came into its current ownership.

It’s also an impressive tribute to Rolls-Royce engineering that the Silver Shadow has needed remarkably little in the way of mechanical work, with early problems of fuel starvation (caused simply by an incorrect fuel pump being fitted in those early days) being the only issue. The engine and transmission remain original and virtually untouched, as do the steering, suspension and brakes – aside from routine servicing, of course.

Although he’s the proud owner of other Rolls-Royces and a Bentley Mulsanne, Paul is particularly fond of his Silver Shadow long-wheelbase, appreciating its extra space and practicality – as well as the sheer pleasure he gets from being behind the wheel. He describes the whole experience as “like driving your favourite armchair”, which helps explain why he’s always happy to climb aboard and embark on yet another long-distance adventure. Frankly, who can blame him? ■



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CARVING A NICHE

Creating two-door versions of the Silver Shadow and developing soft-top derivatives helped to extend the SY generation well into the 1990s, as Richard Gunn explains

PHOTOGRAPHY: KELSEY ARCHIVE

The saying goes that there is no such thing as bad publicity, but Rolls-Royce might have begged to differ during the first few months of 1971. It had a new – well, sort of – model to launch in March of that year, but the company name was on everybody's lips for a very different reason. Only weeks earlier, on what has become known as Black Thursday, 4th February, Rolls-Royce had called in the receiver – and there was genuine doubt as to whether the company could carry on.

It wasn't the car manufacturing arm that was in financial trouble, but

the aviation side, brought down by the soaring development costs and problems for its troublesome RB211 turbo-fan engine. The vehicles may have been bringing in money, but Rolls-Royce was losing many millions elsewhere. It was a very real threat to the future of the cars, through no fault of the division itself. And now it was desperately trying to convince everybody that it would still be around in a few months to build the new Corniche it was trying to drum up interest in. It was not the most auspicious of circumstances for a launch, even if it did take place (appropriately enough given the model's appellation) in the south of France.

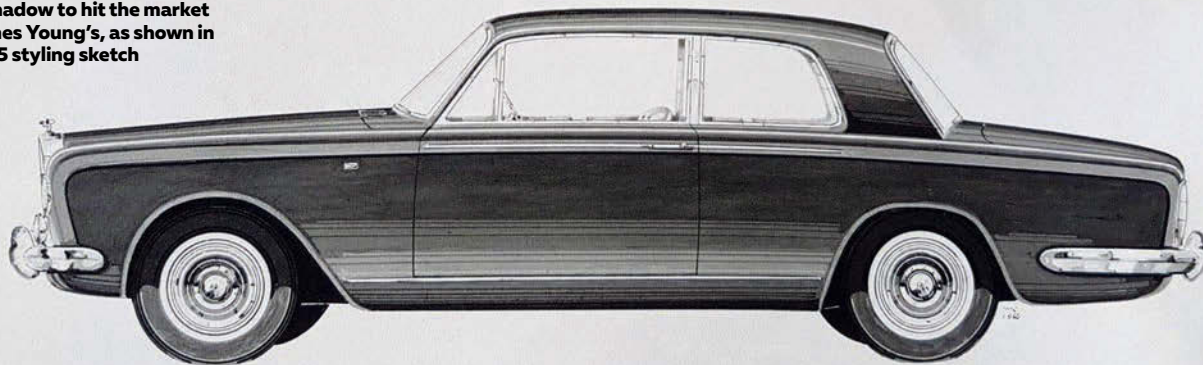
Of course, it all resolved itself in the end. Rolls-Royce's vital defence contracts meant that the government stepped in to save it, and the car side

became a firm in its own right, sold off in 1973 to become Rolls-Royce Motors, enabling the main company to concentrate on aviation projects without distraction. As for the Corniche, it went on to be very successful, outlasting by an impressive 15 years the Silver Shadow on which it was based.

For the general public, perhaps crossing their fingers and hoping that such a symbol of British prestige as Rolls-Royce wouldn't disappear, the 1971 unveiling of the Corniche was major news, as well as something of a morale boost. It did seem like an exciting and desirable new addition to the Rolls-Royce line-up. But for marque enthusiasts and those lucky journalists picked to attend the launch in Nice, on the French Riviera, there was the knowledge that the Corniche wasn't



The first two-door version of the Silver Shadow to hit the market was James Young's, as shown in this 1965 styling sketch



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actually that fresh after all. It was a mild reworking of the two-door Silver Shadow saloons and convertibles that had been around since 1965, while the Corniche name dated back to the '30s.

In fact, it was Rolls-Royce-owned Bentley that first used the Corniche designation, creating a streamlined high-performance prototype coupé in 1939, based around its MkV saloon and featuring gorgeously flowing Art Deco-ish bodywork by Parisian coachbuilder, Carrosserie Vanvooren. In speed trials, the Corniche (so-called because of its French connections) managed over 100mph at Brooklands before going abroad for more testing. After 15,000 miles, however, it was damaged in an accident, subsequently repaired and sent to Dieppe docks where it awaited shipment back to England. But with the outbreak of the Second World War seeing Dieppe being bombed and the Corniche destroyed, that was the end of the project... until 2019, when an identical car was created to help Bentley Motors celebrate its centenary.

Although the original Corniche may have been lost, the name wasn't. Rolls-Royce registered it and then squirrelled it away for future use, though doubtless not realising at the time that it would lie dormant for more than three decades.

FROM THE SHADOWS

Biggest news a quarter of a century later was the arrival of the Silver Shadow and its Bentley equivalent, the T-series. In their own ways, these two models – all but identical aside from their badging and radiator grilles – were just as radical as the pre-war Corniche had been. With their monocoque construction, contemporary styling »



Bill Allen (seen here after retirement, with the last Corniche built) was the stylist behind Rolls-Royce's two-door saloons and convertibles

The James Young two-doors were handsome cars, but their similarity to the four-door models was too close to give them real distinction



and innovative use of such technology as hydropneumatic self-levelling suspension, they were very modern in outlook – and all from a marque that had often been anything but that.

However, the monocoque-bodied Shadows and Ts did present a challenge to traditional coachbuilders. While these craftsmen businesses had been declining since the war, there were always going to be Rolls-Royce and Bentley customers who wanted something a little more than a standard saloon. However, with separate-chassis construction now dispensed with, creating bespoke bodies was going to be a far more complex process than it had ever been.

Two main Rolls-Royce and Bentley coachbuilding establishments were left by the dawn of the Shadow era. One was James Young Ltd, with over a century of experience behind it. The other was Mulliner Park Ward (MPW), Rolls-Royce's in-house specialist. It had been formed by the amalgamation of H.J. Mulliner and Co (founded 1897) and Park Ward (established in 1919) in 1961, after Rolls-Royce had snapped up the former in 1959 and the latter in 1939.

Despite MPW having the distinct advantage of being part of Rolls-Royce, it was James Young that managed to be first with a bespoke version of the Silver Shadow, launching its two-door saloon in late 1965 – not long after the regular Silver Shadow had made its debut at the Paris Motor Show. It was a significant, almost maverick achievement by the small concern owned by dealer Jack Barclay – although on closer examination, the reason it had been able to be so quick was because what it had created wasn't that different to the standard four-door saloon. The front doors were



A Bentley version of the James Young two-door – one of just 15 winged-B versions built between 1965 and '67

“Rolls-Royce neglected to mention that the Corniche badge’s font was based on something strayed across in *Reader’s Digest* magazine”

elongated and given new handles, fresh metal was put in where the rear doors had been, and the B-post was moved back. Inside, there were some alterations to the wood trim and leather seating. But in reality, little else was done – except for a premium of £1214 being added to the price of a four-door model. (At the time, a standard Silver Shadow cost £6556 – or about ten times the price of an average family car, like a Ford Anglia or BMC 1100.)

The combination of a high price and lack of distinction when compared to the standard cars ultimately cost James Young dearly. Ultimately, only fifty examples of its two-door offering would be built up until 1967, 35 of

which were Rolls-Royces and 15 were Bentleys. The firm went out of business one year later. Had James Young been able to vary its design to ensure it stood out more, maybe its vehicles could have done better – or perhaps it was simply facing an impossible task. Having to cope with unitary construction for the first time, there was necessity to beat MPW with no official help from Rolls-Royce (James Young had to buy its cars and then convert them). Not only that, its talented chief designer, A.F. McNeal, had died during 1965, which meant the loss of much of the firm's creative flair.

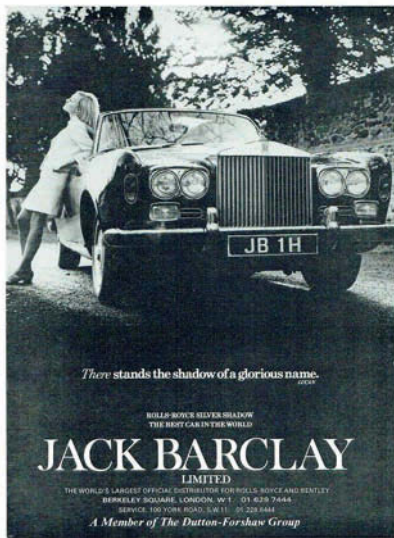
MPW, meanwhile, had all the benefits of Rolls-Royce expertise and assistance on its side, which included



The ‘Coke bottle’ swathe line – particularly apparent on the convertibles – helped the MPW cars to stand out from the Silver Shadow



Bill Allen, the stylist behind the MPW two-door cars, considered the hard-top to be a better-looking model than the convertible



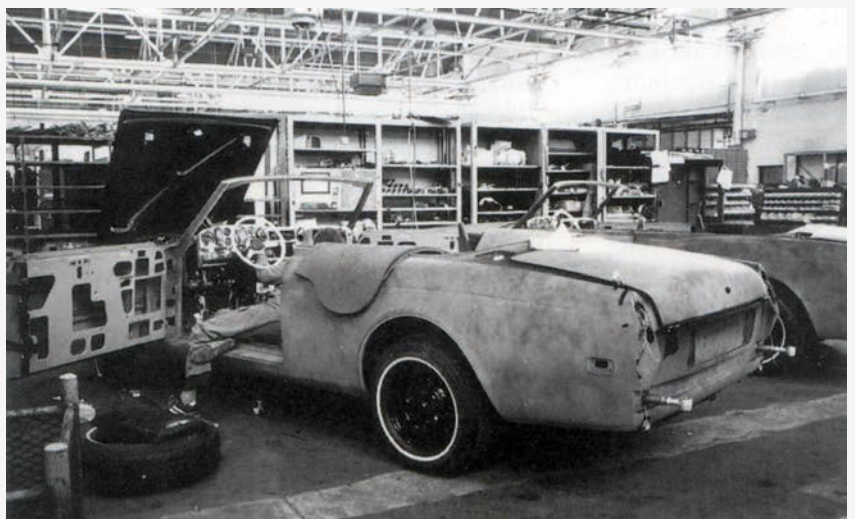
A 1969 Jack Barclay advert for the Silver Shadow, which happened to use an MPW convertible as its main image

chief designer John Blatchley and his deputy, Bill Allen. It was the latter who was most responsible for the more individualistic look of the MPW two-door vehicles, adding a then-fashionable 'Coke bottle' flick to the rear quarters. This echoed current styling trends, mostly in the USA – with machines like the Buick Riviera and Corvette Sting Ray – but also emerging in the UK with vehicles such as Vauxhall's HB-series Viva. It put MPW – and thus Rolls-Royce – rather ahead of the curve, although there was also a sporty echo of the earlier Bentley S-Type Continentals in its line.

The two-door MPW Silver Shadow saloon and its Bentley counterpart were first seen in public at the March 1966 Geneva Motor Show. At £8150 for the Rolls-Royce (the Bentley was £50 less) before taxes, it was even more expensive (by £380) than the James Young variant, but it was a more individualistic creation with up-to-the-minute looks.

SOFT-TOP STYLE

Those wanting something even more special had to wait until October 1967, when Rolls-Royce was able to show off MPW's convertible at that year's London Motor Show. The delay was due to the extra work needed to make an al fresco variant, with extra underbody strengthening required and the need to come up with a power-operated hood that met Rolls-Royce's



From 1992, all Corniche and Continental models were built at Crewe, with Mulliner Park Ward's Willesden factory closing in 1994

demanding standards. This took a week to put together in its own right, with an entire car taking around twenty weeks from start to finish (including having to travel between MPW's works in Willesden, London, and Rolls-Royce's factory in Crewe). It was not a process to be remotely rushed. The Rolls-Royce convertible cost £8550, the Bentley £8500 – and that was before taxes, which would take both comfortably into £10,000 territory.

Unlike the James Young cars, which no doubt had their demise hastened by the arrival of the MPW two-doors, the models met with both critical acclaim and sales success. Rolls-Royce strengthened their appeal by deciding to introduce some upgrades on them before they filtered

down to the standard saloons. For example, they were the first to get the new GM400 gearbox, with air conditioning being standardised in spring 1969; on other Silver Shadows and T-series', this change didn't come until the end of the year. And this policy of advance innovation would continue into the Corniche years, with better brakes, cruise control and improved suspension all being seen first on the two-door models.

But why the name change to Corniche, with its unfortunate timing of March 1971? Well, during 1970, such sweeping changes were being planned for the two-doors that the upgrade was given the codename of 'Project Gamma' – all very sci-fi. And so it seemed logical to give the revamped »

production cars a different name as well. There was also a desire, however, to make them stand out even more from the Silver Shadow saloons on which they were based – and bestowing upon them the old title of Corniche seemed the perfect way of doing this.

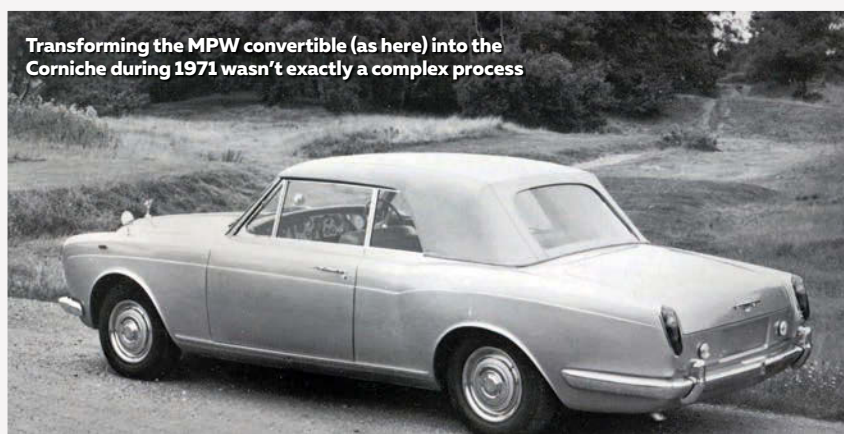
There was perhaps something ponderous but also a little anonymous about the designations 'Mulliner Park Ward two-door saloon' or 'Mulliner Park Ward two-door convertible' that these hand-built offerings had had from the start. Calling them Corniche made sense, being snappier, classier and definitely more evocative, and the decision was made to use the same moniker on both the Rolls-Royce and Bentley models. The latter marque was being comprehensibly subsumed by its parent company at the time, which explains why just 139 Bentley MPW



The Corniche convertible was a particularly elegant machine, always at its best in hood-down guise



So labour-intensive was the Corniche convertible it took a week just to put the hood together



Transforming the MPW convertible (as here) into the Corniche during 1971 wasn't exactly a complex process

cars were built compared with 1075 of the Rolls-Royce versions prior to their metamorphosis into the Corniche.

ENTER CORNICHE

The 'sweeping modifications' that came in with the Corniche weren't that considerable by ordinary car company standards, but for Rolls-Royce they did represent quite a sea change. For starters, the V8 engine was heralded as offering 10% more power. At the time, Rolls-Royce famously didn't reveal its outputs – they were always 'sufficient' – but it represented around 20bhp on top of the existing 200bhp, allowing for an increased top speed of 120mph. The interior was reworked too, with more wood – including on the steering wheel – and a rev counter and new centre console. The radiator grille was made deeper (a little more chrome rarely goes amiss) and new wheel trims were fitted, which also aided brake cooling. Plus, of course, there was the fresh badge on the boot lid, although Rolls-Royce strangely neglected to mention that its font was based on something that designer Martin Bourne had strayed across in *Reader's Digest* magazine.

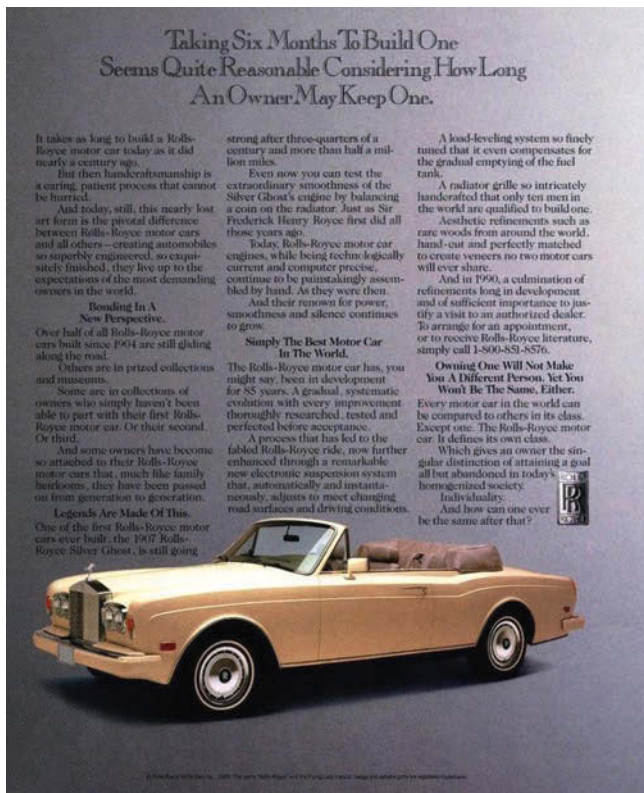
Despite a 10% price hike – plus continuing uncertainty about Rolls-Royce's future, which wouldn't be resolved until the car division's independence in 1973 – the Corniche built upon the success that the MPW two-doors had started. And the upgrades continued, either concurrent with or ahead of the Silver Shadow saloon. In 1977, for example, the



Many celebrities bought Corniches and their variants, with this particular example being owned by Frank Sinatra



Bentley versions of the MPW two-door cars – and the subsequent Corniche – were always the rarest of them all



This US advert for the Corniche pointed out that its construction also involved computers as well as craftsmanship.

bulkier (and arguably less attractive) shock-absorbing bumpers of the Silver Shadow II were adopted, along with the same front air dam, slightly flared wheel arches, rack-and-pinion steering and enhanced suspension. Then during 1979 the rear suspension from the forthcoming Silver Spirit was adopted, notably improving road manners.

With the 1980 launch of the Silver Spirit marking a major change of style for Rolls-Royce, the following March saw the end of the Corniche saloons, which by then were priced at £62,000 – but the convertibles (costing an extra £4000) continued. There were tentative plans to update the convertible using the Silver Spur – the long wheelbase variant of the Spirit – but these didn't progress beyond the full-sized mock-up stage, probably because decapitating this more angular, bulky design didn't lead to a very graceful result. And so the elegant old-style Corniches continued, albeit with regular enhancements.

REVISED MODELS

The Corniche II was announced in 1986 – for the USA that is, as the rest of the world had to wait until

“It was a mild reworking of the two-door Silver Shadow saloons and convertibles that had been around since 1965”

1988. Aside from revamped seats and anti-lock brakes, the most noticeable upgrades were new wheel trims as well as colour-coded bumpers and door mirrors. However, with the continuing renaissance and differentiation of the Bentley marque throughout the 1980s, those convertibles with Bentley grilles were now called Continentals instead of Corniches – a welcome revival of a great Bentley name. Further marking out these winged-B cars were dashboards with separate round instruments more redolent of Bentleys of the past than Rolls-Royces.

It only took until 1990 for the Corniche III to come along, by which time anti-lock brakes and Bosch electronic fuel-injection were also being fitted. For the III, alloy wheels made a belated appearance, airbags were fitted into the revised interior, and a CD player became an option.

Under the skin, a more advanced electronically-controlled suspension was installed, enhanced even further with the Silver Spirit's adaptive ride suspension for the Corniche IV of 1992, which also got a four-speed automatic transmission, a heated glass rear screen instead of plastic, and twin airbags. One year later, engine power went up again by the customary 20%.

Also in 1992, there was a commemorative model for the Corniche's 21st birthday, featuring even plushier trim and Ming Blue paintwork with a cream-coloured hood and magnolia upholstery. Just 25 were built, each one being identified by a special numbered plaque inside. One could be yours for a mere (deep breath) £165,271. The Sultan of Brunei bought three...

However, it wasn't all celebration. All the convertibles were now being built at Crewe, because Rolls-Royce »

was planning to shut Mulliner Park Ward's Willesden factory, a task it eventually carried out in 1994. By then, however, the writing was on the wall for the ageing Corniche and its Continental counterpart. Despite its updates, it was still based on a car that had debuted in 1965. And as timeless and distinguished as the design was, it couldn't last forever.

The end came in 1995, thirty years after the Silver Shadow's launch. And to mark the occasion, 25 Corniche S models were built with turbocharged V8s, echoing the eight 300bhp Bentley Continental Turbos that had previously

"It only took until 1990 for the Corniche III to come along, complete with anti-lock brakes and Bosch fuel-injection"

been constructed. They bought total Corniche variant production to 6823, a total that comprised 6262 Rolls-Royces and 561 Bentleys. It was a fitting send-off for a car that had managed a remarkable survival at such an exclusive level, linking several different periods of Rolls-Royce

history. Not bad for something that stylist, Bill Allen, was convinced wasn't going to last. "You know, this is never going to sell, it's far too old fashioned," he'd confided to colleague Martin Bourne before launch. Thank heavens he was wrong about that, because he got so much else spot on. ■



The last 25 Corniches ever built were sold as S models and featured turbocharged versions of the V8



Any pre-Corniche MPW two-door convertible is a sought-after classic these days



The gloriously opulent interior of a 1972 Corniche – a particularly early survivor



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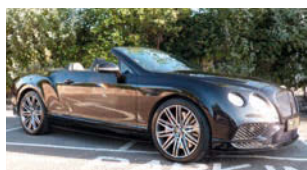


1969 Rolls Royce Silver Shadow. Finished in Silver Sand with Cream interior, Cream carpets, picnic tables and Walnut veneers. History up until 2000, when the car went into storage until 2018. We then carried out a complete reconditioning before its sale to the last owner. Very original with no rust..... **Only £19,950**

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2012MY Bentley Continental GT 6.0L W12 GEN 2 MDS 19,000mile Moonbeam with Beluga hide linen contrast stitching, 21" Alloys, Reverse Camera, TV Tuner Touchscreen Sat Nav, Power Boot, 3 Spoke Steering Wheel, Massage Heated Memory Seats, Soft Close Doors, Spacesaver Spare, Full Bentley Service History just serviced, Keyless-Go 2Keys, This car is an immaculate example. **£49995**



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THE TOP CONTENDER

When David Coote decided to treat himself to a classic Rolls-Royce, he followed many other first-time buyers by opting for a Silver Shadow II – and almost two years later, he’s still delighted with his choice

WORDS: PAUL GUINNESS PHOTOGRAPHY: MATT WOODS

An enthusiast who has yet to take the plunge into Rolls-Royce or Bentley ownership often has one question uppermost in their mind: which model makes the best first-time buy? It’s a dilemma faced by many potential owners, and the answer inevitably varies according to their list of priorities – and of course, their available budget. In many cases, however, the finest choice has to be the most prolific classic Rolls-Royce of them all – the Silver Shadow.

Admittedly, a Silver Spirit offers better value, while a Silver Cloud provides perhaps a touch more majesty. A Bentley R-Type offers early post-war charm in abundance, while a 21st century Continental GT gives sensational performance at a tempting price. But for those seeking real classic luxury in a car that’s still capable of effortless long-distance cruising, coupled with the ability to turn heads and attract favourable comments just about everywhere, there’s little to touch a well-preserved Silver Shadow.

One relatively recent convert to Rolls-Royce ownership is David Coote, who lives in Letchworth, Hertfordshire, and whose previous on-road passions had just two wheels: “I’ve been a biker all my life,” explains David, “but decided to give it up when I reached the age of fifty. My wife, Janice, and

I liked the idea of a classic car but it had to offer both quality and comfort. It also had to be modern enough to use on long-distance trips but old enough to have character. It didn’t take long before we decided the Silver Shadow offered an ideal solution.”

It was in early January 2019 (the same month in which he was due to retire) that David took a trip to Hanwells of London, a well-known and long-established independent specialist in Rolls-Royce and Bentley models of all ages, although there’s usually a wide selection of carefully selected Silver Shadows in stock. “I was going to be spending a considerable sum on a retirement present to myself, and so I wanted to make it as safe a purchase as possible,” recalls David, “which is why I chose to buy from a marque specialist. It also meant I could view several examples on one site, which made life easier.”

Opting for a Silver Shadow isn’t the end of the decision-making, of course, as the potential buyer also has to decide between the first- and second-generation models. For David, however, this was a fairly straightforward choice: “I do like the chrome-bumper look of the original Silver Shadow, but I did a lot of research and decided that a Silver Shadow II was more suitable. I would appreciate the car’s improved handling, »



David enjoys looking after his Rolls-Royce

and Janice liked the idea of the split-level climate control system for the ultimate in long-distance comfort."

FINAL DECISION

At the time of David's visit, Hanwells had three suitable Silver Shadow IIs available for sale, in three very different colours: "I looked at a deep red and a light blue car, but I really liked the Silver Sand example. I asked lots of friends and fellow car enthusiasts what they thought and they all agreed with my choice. I think Silver Sand with the contrasting

Everflex roof suits it perfectly, and so I agreed to buy the car – which I immediately nicknamed Rodney thanks to its registration number."

Just over a week later, David collected his newly acquired Silver Shadow II from Hanwells and immediately put it into regular use: "The car had covered just 70,000 miles and was in impressive condition, but I wanted to make sure everything was working as it should. It came with the usual two-year warranty from Hanwells, but for the first two months absolutely everything is covered – even down to a light bulb – and so I wanted to check that all was well. I used



Several weeks' hard work went into recolouring the car's hide upholstery and trim



the Rolls-Royce for just about every trip, including local ones to the shops and back, which wasn't good news when it came to fuel consumption!"

One thing that did arise was an intermittent starting problem, and so the car was returned to Hanwells: "The issue was solved by having the carburettors fully rebuilt," says David. "It was all done free of charge and was all part of the service as a car-buying customer. I must admit, I was very impressed. And it proved to me the benefit of dealing with a specialist and having a decent warranty."

The car's Silver Sand paintwork is

"Opting for a Silver Shadow isn't the end of the decision-making, as buyers also have to decide between the first- and second-generation models"

thought to be largely original, and the Everflex roof is also as it came from the factory. At some point, however, the hide interior had been recoloured by a previous owner, with the poorly-applied beige finish being less than

ideal for David: "It had been done about five years earlier and it didn't look good. I therefore decided to take the plunge earlier this year, stripping out the entire interior and starting all over again. This all coincided with the »



The Black Horse at Ireland pub provides a suitably scenic setting



“This particular Rolls-Royce came with a comprehensive history, containing details of every service from 1981 onwards”

UK going into lockdown due to Covid-19, and so I spent a total of ten weeks working on the interior. I used various products from Colourlock.com, first of all cleaning and preparing all the leather before recolouring every piece in cream. I'm really pleased with the end result,

which has totally transformed the look of the car inside and has attracted a lot of favourable comments.”
With the Silver Shadow II's woodwork being very well preserved, the condition of the whole interior now matches the impressive state of its bodywork and

mechanicals. The ultimate aesthetic touch, however, occurred when David's local RREC group arranged an official visit to Autoglym's headquarters, where his car was chosen to be fully detailed by the experts.

BETTER HANDLING

Rolls-Royce's launch-year brochure for the Silver Shadow II featured this dramatic photograph of the company's latest model being pushed hard into a corner – and with good reason. The accompanying text explained that if you wanted to appreciate the car's latest enhancements, “you will have to put your foot down”.

It was at speed that you would most notice the “modifications to the suspension, which keep the front wheels more upright when cornering”, while the car's roll angle was also dramatically reduced. The brochure's copywriters boasted



that the “extremely precise and sensitive” new rack-and-pinion steering provided “the positive ‘feel’ that experienced drivers expect”. And in conclusion, they explained that the Silver Shadow II was “an immediate and ever-growing pleasure to drive and to own”.

FULL HISTORY

With this particular Rolls-Royce coming with a comprehensive history, containing details of every service from 1981 onwards, David was obviously keen to keep the car well-maintained. And so in January 2020, he sent it back to Hanwells for its latest service: “I'd had the car for a year at that point and obviously didn't want to skimp on its maintenance. Hanwells carried out a major service, including renewal of all the fluids. They also changed the front exhaust sections and the downpipes, as these were past their best by that stage. And they fixed an issue with the climate control, which had suddenly stopped working properly – a fault that was traced to nothing more than a broken wire. One modification I asked for at the

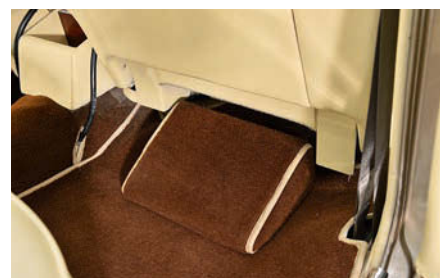


same time was fitment of a dashcam, although I wanted it well-hidden, properly wired in so that it didn't show."

The cost of such work soon adds up, but David was wise to commission it thanks to his and Janice's regular use of the car: "I didn't buy it to potter about in or just to polish and admire," he explains. "From day one, I was determined to get as much use and enjoyment out of it as possible, using it on long journeys and overseas trips."

When we spoke with David in September, the odometer displayed approximately 78,000 miles – an 8000 increase from when he bought the car. Inevitably, fewer miles have been covered in 2020 thanks to the proliferation of cancelled holidays and postponed events, but the previous year was a particularly active one for David, Janice and their newly-acquired Silver Shadow II: "We enjoyed quite a few lengthy journeys in the Rolls-Royce in 2019, including a 1300-mile round trip to Germany, spending a week touring around. It was a great experience, with the comfort and luxury of the Silver Shadow II making it feel quite effortless."

Using the car less in 2020 has enabled David to improve it still further, with the revamping of its interior being followed by renewal of all four door seals: "It's another task »





“The car’s Silver Sand paintwork is thought to be largely original, and the Everflex roof is also as it came from the factory”

that I thought I might as well tackle this year, given the fact that we were using the car less due to the pandemic. I got a full set of seals from IntroCar and did the work myself. It was fairly time-consuming but the end result was well worthwhile, with Rodney being a lot quieter at speed now.”

A future job for David is replacing the car’s fuel pump, purely as a precautionary measure: “The current one seems to be working fine, but at some point it’s sure to give notice so I’d rather change it before it presents any problems.” It’s the kind of forward-

planning that helps to keep any classic fit and healthy for the future, especially important when it’s a car that’s intended for relatively high-mileage use.

Indeed, with his Silver Shadow II now looking and driving exactly as he wants, David hopes that 2021 will provide opportunities to cover many more miles: “Rodney is definitely a keeper,” he smiles, “which is why I’m determined to keep him in peak health. But for me, owning a classic is all about driving and enjoying it, taking it on adventures and holidays – particularly as I’m now retired. We’re

thinking about a trip to Portugal next year, turning it into a proper road trip in Rodney rather than flying there as we have done previously. I think that would be a great experience.”

For anyone doubting the suitability of a Silver Shadow (or Silver Shadow II) as the ideal first-time Rolls-Royce choice, an hour spent in the company of David Coote should be enough to convince them otherwise. For him, owning a late-model example has been a joyful experience so far – reinforcing his conviction that he made exactly the right choice. ■



THANK YOU

We’re grateful to the team at The Black Horse at Ireland (www.blackhorseireland.com), based in Shefford, Bedfordshire, for providing the location for the photo shoot.



The Silver Shadow II offers plenty of space for next year’s overseas adventures

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THE LORD GIVETH...

Commissioned by playboy entrepreneur Lord Hanson, this one-off Pininfarina-bodied Bentley Coupé Speciale was the star of the 1968 Turin Motor Show

WORDS: CRAIG CHEETHAM PHOTOGRAPHY: VARIOUS

This is the car that Audrey Hepburn missed out on. The Hollywood starlet not only turned down the opportunity to travel in a one-off Bentley, but also the allure of a life in Huddersfield with a man who sold bricks for a living when she broke off her relationship with industrial magnate James E. Hanson, later Lord Hanson.

We're sure that, had she lived long enough to attend the Goodwood

Members' Meeting in 2015 (where the Bentley sold for a quarter of a million pounds), our Audrey would have been wandering around it like a bewildered *Bullseye* contestant admiring the Vauxhall Nova that she could have won but didn't. After all, it's a magnificent-looking thing. As, in the day, was Ms Hepburn.

James was obviously a man with impeccable taste, even if he couldn't hold down a relationship with the most

famous film actress of the era. But when it came to buying himself a new car, he found he was unable to find anything to suit his exacting requirements. He wanted a Bentley, but he wanted it to look like a Ferrari... and such a thing didn't exist. So instead he took himself off to Italy for a chat with the master of car styling himself, Sergio Pininfarina.

With a vision that went far beyond creating a one-off car for a billionaire British playboy, Pininfarina put his





best man onto the job. The styling was the work of Paolo Martin, who had started his career with Michelotti in 1960, moved to Bertone in 1967 and the following year was appointed chief of Pininfarina's Styling Department, making him the first stylist to work for all three of the big Italian design houses.

In an interview with *Thoroughbred & Classic Cars* magazine in 2000, Lord Hanson recalled how he managed to get the styling house to bring the price down: "I had met [Pininfarina] before, when I bought a Ferrari Superfast. He got quite excited about the idea and agreed to do it at cost price because he felt he would be able to persuade Rolls-Royce to use his prototype as the new Bentley Continental. I just said to them, do it as if you are doing a Ferrari – it's your car so put your signature on it."

A wooden mock-up was constructed for Hanson's approval and, after a few minor alterations, he specified it be finished in a green so dark that it appeared almost black (named by Bentley as Brewster Green), with a black leather interior that was of a bespoke finish, with much smaller and more delicate controls than in a standard



"When it came to buying himself a new car, Hanson found he was unable to find anything to suit his exacting requirements"

T-series. Thus the Bentley Coupé Speziale (or Special Coupé) was born – a one-off commission that Pininfarina wanted to use as the centrepiece of its stand at the 1968 Turin Motor Show in the hope that Bentley's owner, Rolls-Royce, would sit up and pay attention. And that's exactly what happened, though perhaps not in the way that Pininfarina had expected.

Instead of developing a styling theme for the new Continental, the Coupé

Speziale would become the progenitor of the new Rolls-Royce Camargue – a Silver Shadow-based two-door that would be a deliberately marked departure from tradition in a bid to attract a younger clientele. The tapered roofline, kamm-tail styling and low-cut glass areas are all near identical, though the Camargue retains a taller and more regal Rolls-Royce front end.

But the Coupé Speziale story doesn't end there. As well as its Turin »





stage debut, the car was shown at the Paris and London Motor Shows by Pininfarina, with Lord Hanson not taking delivery of his new car until May 1969 via the H.R. Owen dealership in Park Lane, London. The car was kept at his London residence and was used for frequent trips back up to Yorkshire, where the family home and business were based, and for most of that time wore the registration number JGH 1, which was Hanson's personal plate.

EXPENSIVE UPGRADE

In 1978, Hanson took the car off the road and booked it into the Jack Barclay showroom in Mayfair, with an instruction to update it to the specification of a Bentley T2. It was completely stripped and rebuilt, with a full respray in the original colour, a new GM three-speed 'Torqueflite' transmission, large rubber bumpers,



The one-off Bentley was upgraded to T2 spec in 1978 by the team at Jack Barclay



new wheel centres and revised suspension. The invoice, which has remained with the car, ran to over twenty pages and cost Hanson more than £20,000 – around £101,000 in today's money, factoring in inflation.

After the car was returned to him, Hanson didn't keep it long. In 1981, it was sold through classic Rolls-Royce specialist, Frank Dale and Stepsons, for a staggering £225,000 – only £25k less than it was sold for most recently. It was featured in the *Daily Mail* as "the most expensive used car ever", and also made headlines in *The Daily Telegraph*. Today, 1981's £225,000 would be about £950,000.

The Bentley then lived a quiet and private existence before passing into the hands of a Japanese collector in 1989, who kept it in a museum for a decade before selling it to an American enthusiast, who then sold it on to a contact of his. It resurfaced in the USA in 2009 – six years after Lord Hanson had passed away – and was offered at that summer's Bonhams and Butterfields Quail Lodge auction, where it achieved US\$172,000. The buyer was a British collector who then brought the one-off Bentley back to the UK.

Luckily, the documentation with the car allowed it to be reunited with its original number plate – BGC 225G – which had been removed shortly after it was bought by Lord Hanson, replaced by his personal one. That was the plate it wore in 2015, when it achieved a sales price of £250,000 at the Goodwood Members' Meeting auction – though given the heightened



“The invoice, which has remained with the car, ran to over twenty pages and cost Hanson more than £20,000”

interest in cars as investments since then, we can't imagine it ever being that cheap again. To describe a quarter of a million as a bargain might sound as incongruous as a Bentley styled to look like a Ferrari, but it would likely attract a much stronger bid these days.

The true unanswered question, however, is what would have happened if Rolls-Royce had followed up Pininfarina's vision and – rather than create the Camargue – had evolved

the Pininfarina design into the next Continental, which was a name synonymous with some of the finest grand touring cars ever made?

Given the success of the Continental GT in more modern times, and the fact that a two-door coupé is very much the staple of Bentley's present-day success, it was probably more of a missed opportunity than Audrey Hepburn's chance to go and live in Huddersfield. Most definitely, in fact. ■



SELLING THE BEST

To round off this issue's tribute to 55 years of the Silver Shadow, we take a look at some of the brochures and images from its lengthy career



Many improvements were made to the Silver Shadow during its 15-year career, although it was in early 1977 that the biggest changes came via the Silver Shadow II – featuring rack and pinion steering, improved suspension and a host of other upgrades. According to this particular brochure, the Silver Shadow II provided unrivalled quality and reliability: “Every Rolls-Royce engine, once complete, is test-run on a bench for the equivalent of 150 miles” it explained, pointing out that a “Rolls-Royce is designed to run for 100,000 miles without major overhaul.”



Beneath the gleaming finish and luxurious interior of the Silver Shadow is some of the most advanced automobile engineering in the world. Monocoque construction, an exceptionally smooth and flexible 6.23 litre V-8 engine, automatic transmission with electrically-operated gear selection, all-round disc brakes operated by three separate hydraulic systems, and independent suspension with automatic ride height control are matched by painstaking attention to the smallest detail. For example, brass wheel nuts screw on clockwise on the right-hand side and anti-clockwise on the left-hand side, to ensure that the nuts on both sides tend to tighten as the wheels turn.

This large-scale brochure was published in 1969, with the Silver Shadow being featured in an unusually industrial setting across a double-page spread. The accompanying text explained that “beneath the gleaming finish and luxurious interior of the Silver Shadow is some of the most advanced automobile engineering in the world”. The extensive list included “an exceptionally smooth and flexible 6.23-litre V8 engine, automatic transmission with electrically-operated gear selection, all-round disc brakes... and independent suspension with automatic ride height control.”



Taken from a 1975 brochure is this double-page spread showing the entire SY-generation of Rolls-Royce models – a line-up that comprised the Silver Shadow in both standard and long-wheelbase guises, plus hardtop and convertible versions of the more exclusive Corniche. A decade on from the debut of the original Silver Shadow, the range had grown significantly – which meant extra sales for Rolls-Royce Motors in the mid-1970s, by then a successful separate company in its own right.



Dating from the mid-1970s is this classic brochure image of the Silver Shadow long-wheelbase – a studio-based profile shot showing a reflection of this most expensive four-door version of the time. With an extra four inches added to its wheelbase, this ‘extended’ Silver Shadow was aimed at those buyers who craved extra rear legroom, and it proved to be something of a hit – with a total of 2780 built by the time it was usurped by the Silver Wraith II in 1977.

By the time this double-sided leaflet was issued by Rolls-Royce in 1978, the Corniche had gone through the same kind of upgrades as the Silver Shadow II – although, of course, it remained a much more exclusive (and expensive) offering. The leaflet boasted that the Corniche offered “coachwork of steel integral construction by Mulliner Park Ward”, resulting in the Corniche having a more labour-intensive build process – which inevitably meant a hefty price tag. By ‘78, a Silver Shadow II would have set you back £26,740, compared with £38,879 for the hardtop Corniche – with the drop-head version coming in at £41,289.

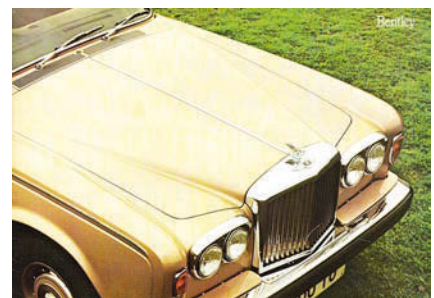


Period photographs taken inside the Rolls-Royce factory at Crewe are always fascinating, particularly when they involve a completed car’s final inspection – with this one showing a Silver Shadow undergoing detailed checks before being signed off and approved for dispatch. The white-coated expert in the photo is shown examining the body and paintwork up close, aided by an inspection lamp and a polishing cloth. Such attention to detail!

ROLLS ROYCE

“What makes a Rolls-Royce safe?” was the question posed on the cover of this 1972 publication, in which Rolls-Royce went into detail about the safety features of the latest Silver Shadow. The brochure explained that “the safety, comfort and wellbeing of driver and passengers has always been a major concern for the engineers who design and develop Rolls-Royce motor cars.” The Silver Shadow boasted primary safety features that included “disc brakes on all four wheels”, as well as handling that was aided by “automatic ride height control”. It was all very reassuring to Silver Shadow buyers of the early 1970s.

What makes a Rolls-Royce safe?



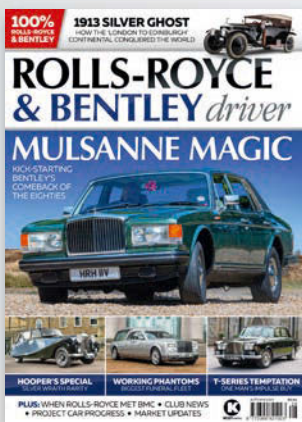
As with its Silver Cloud predecessor, the new Silver Shadow of 1965 was to spawn a Bentley version in the shape of the T-Series, evolving into the T2 version after twelve years and featuring the same improvements as the Silver Shadow II. The T2 – featured in this launch-year brochure – was always a much rarer sight than its Rolls-Royce sibling, with just 558 of the standard-wheelbase models being produced, compared with 8425 examples of the Silver Shadow II.

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! We even offer free postage to UK residents and reduced shipping overseas. Check out the sample list below and then head online to:

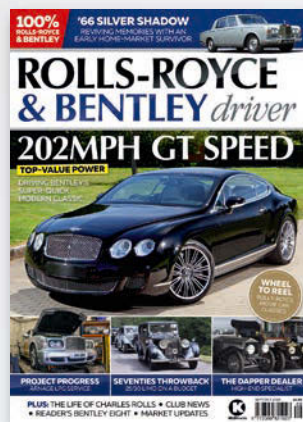
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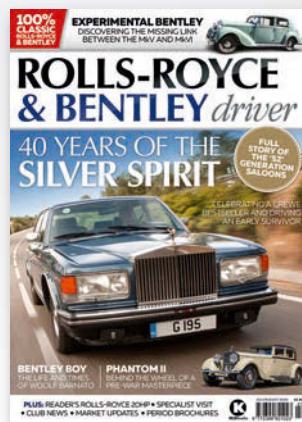
AUTUMN 2020

- Mulsanne of the 1980s
- Silver Wraith 'New Look'
- Owning a Bentley T-series
- Silver Ghost Continental
- When Rolls-Royce met BMC
- Phantom VII Funeral Fleet



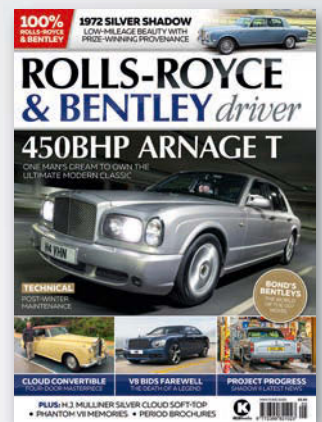
SEPTEMBER/OCTOBER 2020

- Continental GT Speed
- Conti' GT Scoop of 2002
- 1966 Silver Shadow
- The Life of Charles Rolls
- Rolls-Royce Movie Cars
- 25/30 Limo in the 1970s



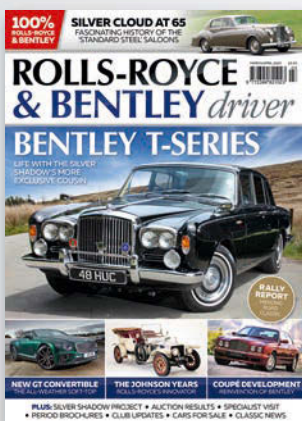
JULY/AUGUST 2020

- 40 Years of SZ Saloons
- Silver Spirit in Gibraltar
- Woolf Barnato Tribute
- Rolls-Royce Phantom II
- 1939 Bentley Prototype
- Arnage Project Update



MAY/JUNE 2020

- Arnage T Acquisition
- Low-Mileage Silver Shadow
- James Bond's Bentleys
- Unique 'Cloud Convertible
- L-Series V8 Tribute
- Post-Winter Checking



MARCH/APRIL 2020

- Early Bentley T-series
- 65 Years of Silver Cloud
- New Bentley GTC Tested
- Claude Johnson Profile
- The Continental R Story
- Rallying Rolls-Royces



JANUARY/FEBRUARY 2020

- 'Shadow Owing Teen
- Continental R vs GT
- Eleanor Thornton Story
- Radford's Bentley MKVI
- James Young 'Cloud III
- Project Silver Shadow



NOVEMBER/DECEMBER 2019

- Silver Seraph on Test
- Early Bentley T-series
- Buying a Silver Spirit
- 'Blue Train' Tribute
- Hooper-built Phantom I
- 'New' Pre-War Corniche



SEPTEMBER/OCTOBER 2019

- Ten Best Bentley Buys
- Silver Shadow in Gibraltar
- Trans-Himalayan Rally
- Phantom V Down Under
- Turbo R in Death Valley
- Phantom II Continental

YOUR SHOUT

Got something to say about anything Rolls-Royce or Bentley related? Then we want to hear it!

Send an email to rreb.ed@kelsey.co.uk or write to: The Editor, *Rolls-Royce & Bentley Driver*, Kelsey Publishing Ltd, The Granary, Downs Court, Yalding Hill, Yalding, Kent, ME18 6AL

MATCHING NUMBERS

I'm really enjoying your excellent magazine. In the Market Watch section of the Autumn 2020 issue, you featured a late-model Silver Shadow II with the registration number A389 SYL. It caused me to do a double-take as my own Bentley Corniche FHC sports the registration number A386 SYL.

Both cars were built in 1980 but not registered until '83, hence the A-prefix. They were both supplied by Jack Barclay of Berkeley Square, London. The Corniche's first owner was the Saudi Embassy in London, and it was sold on August 11th 1983. The Silver Shadow you featured sold in December that same year.

Did Jack Barclay run their registration plates in number sequence, I wonder?

The Corniche is a much-loved family car and is currently undergoing some 'gentle restoration' at The Beaconsfield Workshop.

Stephen Watson
Gloucestershire



VANDEN PLAS MEMORIES

That was a wonderful article on the Vanden Plas Princess R in your Autumn 2020 issue – *When Rolls-Royce Met BMC*. You might like to know that my father purchased one of the very first of these. He had to wait for about a month for the Solihull Motor Company to let

him buy the only one that they had (it was in the showroom). He was very impatient as he always promised himself that he would one day own a Rolls-Royce – but as he couldn't afford it, the Vanden Plas seemed to be the answer.

It was a beautiful car, very nicely fitted and it drove very well. It's just a shame that the 'R' stood for 'rubbish', as the vehicle was nothing but trouble from the first few days. It became so bad that my father contacted BMC and told them he was going to stand up at the next AGM and tell everyone what a dreadfully made car this was. BMC's answer was that they would take the car away, loan him another

and sort his out. They completely rebuilt the car, resprayed most of it and returned it about a month later.

It arrived on a Friday morning. The very next day we went to Lincoln Street Motors in Birmingham and exchanged it for a Rolls-Royce Silver Cloud II (STB72), which he kept for the rest of his life. Attached is a photograph of my father's Princess R.

John F Neale
Via email

Thank you for sharing your story, John. I'm delighted to hear your father achieved the Rolls-Royce ownership he'd always craved – Ed.





WAIT AND SEE

On the subject of the Bentley Bentayga and Rolls-Royce Cullinan, I remember when the Continental GT and the new Phantom were first released in 2003. Many members of the clubs said it was a travesty, and that the new models weren't in keeping with the brands' history.

There are two things to note here, though. Both of these models have aged well and are now familiar sights at events, with many enthusiasts now seeing them as good club cars. And each one has enabled its respective manufacturer to continue to expand and be successful. In my view the Cullinan is ugly but very capable, and the Bentayga is better but is still an unresolved design. I do, however, regret the passing of the Mulsanne and the V8.

We will have to see in ten years' time whether club members are more accepting of these new-generation models.

Steve Richardson
Via email



SILVER GHOST SALE

As a new subscriber, I wish to mention that I am thoroughly enjoying the magazine. However, after reading the latest (Autumn 2020) issue, I'd like to respectfully point out an error concerning a news story entitled *Sold at Auction*, referring to a 1922 Silver Ghost.

As a Silver Ghost enthusiast who showed interest in the car in question, I can confirm that it was unsold at the auction, the top bid being £190,000 (as related to me by a Bonhams representative). I recently learned that the owner has been in discussions with another classic car dealer about marketing the same car. At this point in time [August 2020 – Ed], the car has not been sold.

Nigel Atherstone
Via email



THE £2M BENTLEY

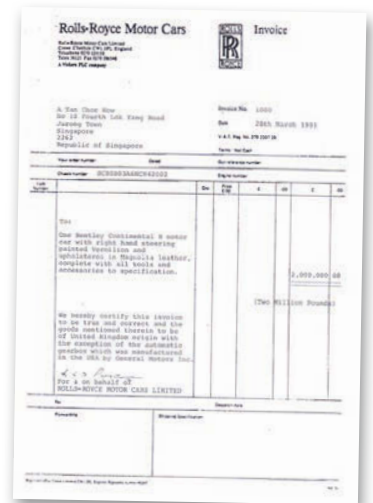
I read your interesting story of the born-again Bentley Continental R a little while ago, and thought I would add an exciting story of my own from when it was launched at the Geneva motor show, on March 5th 1991. I took a few photographs of the new Bentley at Geneva and showed them to the royal family of Brunei. I was immediately told to buy this new car and I took the next flight to London that same night.

I met the sales director (Nigel Cornelius) and CEO (Peter Ward) at Crewe but was told the car was not for sale, and so I had to fly back to Brunei to disappoint the buyer. HRH insisted on buying the car, though – just name the price. And so I had to immediately fly back to London and visit Crewe again, where I was told the car would need to be very expensive as it was actually needed for further road testing.

I returned to Brunei and suggested that HRH didn't buy the car for what was a crazy price of £2,000,000, as six months later the official price would be less than £200,000. I was warned by the Private Secretary that I must never give any advice unsolicited, and so I rushed to Crewe and met the sales and marketing director, Malcom Hart. His first question was: "Where is the money?" He obviously didn't believe such a deal could be done, and so he was shocked when I gave him my bank draft for £2,000,000.

I chartered a Singapore Airlines combi plane from London to Brunei for me and the Bentley, and HRH was delighted to receive the car. I was proud that I didn't make any profit from the deal, but have subsequently sold many Rolls-Royces and Bentleys to Brunei, as well as the first three examples of the McLaren F1. I am attaching photographs of the Bentley with the Singapore Airlines plane in the background, plus a copy of the invoice from Rolls-Royce.

Alfred Tan
Hong Seh Motors Pte Ltd
Singapore





'LOCKDOWN' PROJECT

I was interested to read your article on the FB60 engine in the Autumn 2020 issue of *Rolls-Royce & Bentley Driver*. I believe this all-alloy engine to be the best version of the Rolls-Royce straight-six, and it's a shame it wasn't installed in a Rolls-Royce chassis.



I decided to use this year's 'lockdown' to rebuild my 1937 25/30, as well as introducing some updates to make it more practical for modern roads. These include the FB60 engine mated to a four-speed ZF gearbox with overdrive top gear. I hope to get the rolling 'shell back from the bodyshop soon, and would be happy to send you progress reports if you're interested.

Martin Sinclair
Via email

We'd love to receive further updates and hear more about your 25/30 project, Martin. What a terrific way of making the most of this difficult year – Ed.



REGISTRATION QUERY

Catching up on my reading just recently, I saw your column in the September/October 2019 issue regarding registration numbers. Like you, I have Tony Hill's books in my collection: *The A to Z of Car Numbers* (1985) and *The Concise Guide to Car Numbers* (1982).

When I purchased my Hooper-built 1948 Silver Wraith Touring Limousine (chassis number WDC6) in San Francisco in 1977, it had been imported from the UK and still had its YAC 1 number plates in place. Being in the US, of course, I just left the plates on the car. However, I've often wondered about the registration number's history and value.

I am an original subscriber to your magazine and enjoy it very much.

Robert Moore
Via email

Having checked online, I can find no record of YAC 1 still being in use here in the UK, Robert, which suggests it's no longer registered to a car. If it does still exist, its current owner may have transferred it to a Retention Certificate for future use – or there's a chance that the registration was simply 'lost' when your Silver Wraith was exported. YAC 1 would have been issued in Warwickshire in around March 1958 – Ed.

HAPPY READER

I've been reading with interest the September/October issue, and in particular your column on page 82. Congratulations on editing your 15th issue of *Rolls-Royce & Bentley Driver*. Your team consistently turns out a top-notch magazine. Everything is rightfully balanced, with the ideal amount of technical data not to overwhelm those who – like me – are not particularly technically minded.

The range of cars featured – from the earliest to the latest – is outstanding. You are also to be congratulated

on maintaining the regularity of your issues and the quality of printing, particularly during these difficult times. I look forward to receiving many more issues in the future, to be informed, entertained and astounded.

Stephen Williams
Croydon, Surrey

Thank you for those kind words, Stephen, and for your regular notes that we always look forward to opening and reading – Ed.

LOOKING TO THE FUTURE

Gerard Le Clerc, the RREC's Director for Publications, uses this issue's Clubhouse column to introduce himself – and his car

I thought I would take this opportunity to introduce myself to *Rolls-Royce & Bentley Driver* readers as the Director for Publications of the RREC. My own car is a 1953 Rolls-Royce Silver Dawn (SNF95), which I discovered on a used-car lot looking quite the worse for wear. I had always joked that if and when I became successful, I would own just such a car – and the moment I saw her, I knew that she would be coming home with me.

Many enthusiasts try to describe what a Rolls-Royce sounds like; I think that the presence of its working motor expresses itself as music does. Indeed, the 'silence in motion' of a

harmonious Rolls-Royce lives and expresses itself at the point where words fade and music begins...

As members will have surely noticed, our great club is in constant evolution; and as Director for Publications, I have taken on this position with enthusiasm, as well as a vision. Due to my previous role as the Club International Correspondent, I provided many articles for *The Bulletin* and *Yearbook*, making connections in the publishing world and the membership.

I have been looking to the future concerning our magazine and streamlining our publications. I plan to broaden the reach of those

publications, encouraging members' involvement and more. I have built the foundations for this and look forward to putting my plans into action.

In the end, any car club is as good as the members that make it what it is, and so it's about people and their ongoing enthusiasm for motor cars – not just 'The Best Cars in the World', but motor cars of every marque. This recent period of Covid-19 has given us a chance to look back, whilst also planning for the future. The photographs here give an idea of some of the previous RREC events that enthused our members – and we look forward to enjoying many more to come. ■





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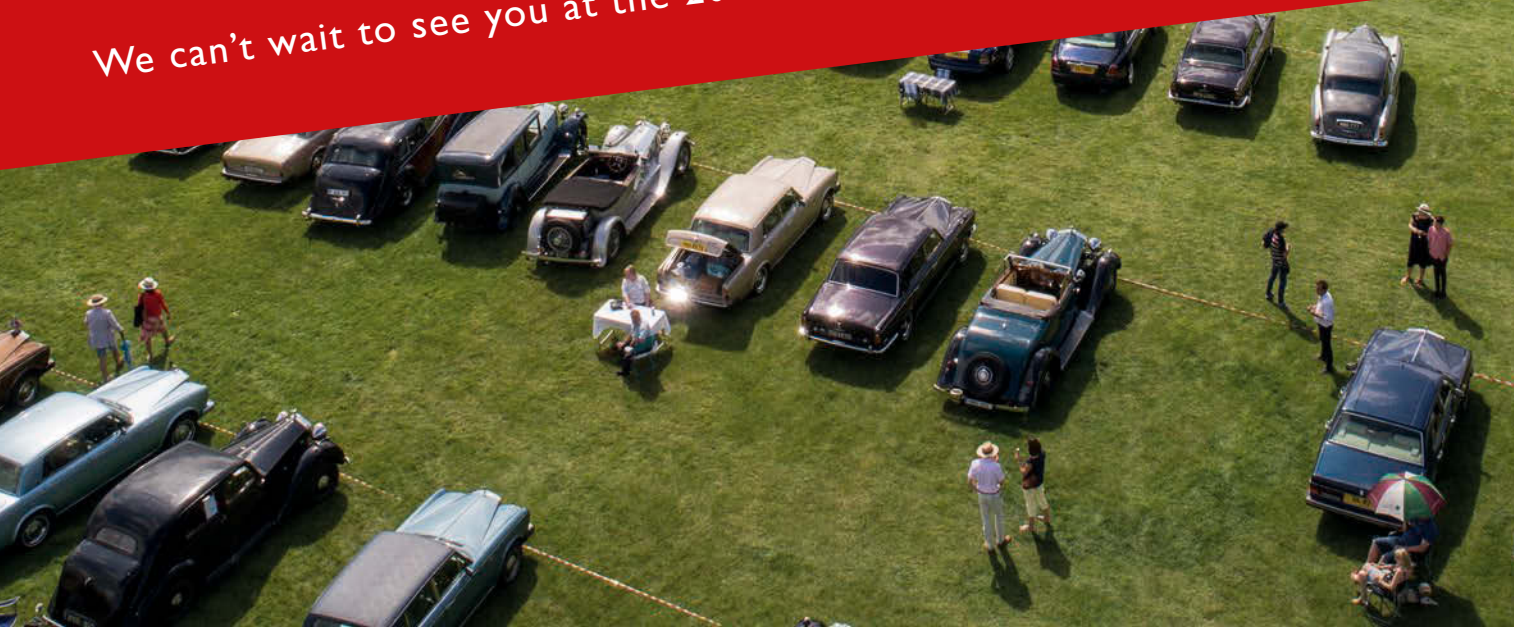
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HISTORIC RACE DAY

Michael Higginbotham and Richard Frankel were the main Bentley winners as the BDC's 72nd annual meeting at Silverstone revelled in some thrilling track action

The Bentley Drivers Club's 72nd annual race meeting at Silverstone – an institution on the British club competition calendar – saw a day of fantastic racing in August, albeit behind closed doors due to Covid-19 restrictions. Despite the restrictions and the absence of the traditional lunchtime track parade of club members' Bentleys, however, the ten-race programme produced some thrilling action around the Northamptonshire venue's testing National circuit.

Although spectators couldn't watch the racing first-hand, live action was streamed – and a highlights package uploaded – on the club website, courtesy of BDC member Simon Laidlaw and his team. Bentleys of all ages – many raced by BDC members – shared the entry list with Morgans, TVRs, MGs, Jaguars, Allards, Alfa-Romeos, Aston Martins, ACs, Austin-Healeys, Minis, Triumphs, Fords and many other marques – including an Ariel Atom.

The usual exciting mix of Bentley scratch/sealed handicap encounters was supplemented by a BDC Pre-War event – new for this year – and races for the BDC Classic Challenge and Morgan Techniques Trophy; Allcomers scratch and TVRCC Challenge; Allcomers handicap; Aero Racing Morgan Challenge series, FISCAR (Fifties Sports Car Racing Club); and AMOC Jack Fairman, Innes Ireland Cup and Mike Hawthorn Challenge with JEC XK.



Richard Frankel's 3 Litre TT, the world's oldest Bentley still racing, won the Bentley handicap encounter (photo: Peter de Rousset-Hall)

Michael Higginbotham retained the coveted Times Trophy and his Bentley scratch race crown in his incredibly quick MkVI Special, taking his fifth win in the event by the comfortable margin of 24.461 seconds, and remains unbeaten since 2017. Despite a slowish start from pole position, allowing eventual second-placed finisher Paul Forty's similar car to grab the early lead, The Gadget (as Michael's MkVI is known) had assumed an unassailable lead by the second of the twelve laps, claiming both the overall and Group A honours along with the fastest race lap.

Paul Forty took the Group B spoils and William Elbourn Snr (3/4½ Litre), who came tenth overall in the 15-car field, earned the sealed handicap honours. Ewen Getley (3/4½ Litre) was the first vintage Bentley home in third spot. One of the race's most thrilling battles involved 3 Litre 'twins' Jock Mackinnon (eighth) and Duncan Wiltshire (ninth), who took the chequered flag after a race-long battle – just 0.222 seconds apart.

A surprised Richard Frankel, at the wheel of his 1921 3 Litre TT – the oldest Bentley in the world currently racing – took a popular victory in the Bentley handicap. He won the eight-lap encounter by 15.423 seconds from David Ratcliffe (3 Litre Speed) after being flagged off fourth in the traditional pit-lane start, making up a deficit of 1min 15secs on David, the first starter. Last of the 14 starters, Ewen Getley scythed through the field to score his second third-place result of the day and take fastest lap.

BDC president Duncan Wiltshire said: "Although this year's meeting was a much pared-down event due to the Covid-19 restrictions, our grids were well subscribed with entries which generated some fantastic racing." ■



Michael Higginbotham's MkVI claimed his fifth Times Trophy (photo: Chris Dicken)

Bentley

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• PROJECT CARS •

SILVER SHADOW II

Readied for its last compulsory MoT test, Dan Furr's Silver Shadow II feels the heat before a liberal application of modern thermoacoustic sound deadening material quietens the car...

PHOTOGRAPHY: DAN FURR

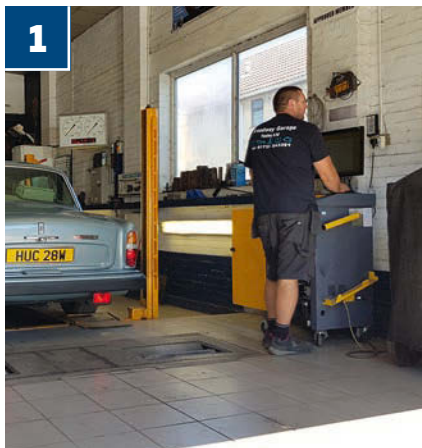
It's been a funny old year, hasn't it? Regular readers will recall how Pandora (my 1980 Rolls-Royce Silver Shadow II) sent me on a wild goose chase to find the source of a frustrating running issue, resulting in an extensive overhaul of the car's ignition and fuel systems. I was looking forward to a swift conclusion to the matter, but the process of elimination took far longer than expected. In part, this was down to the limited availability of generous-but-busy specialists who had offered to help diagnose and fix the fault; but time was also being spent on some of my

other automotive projects, not least my 2003 Bentley Arnage T, another Crewe classic that has made regular appearances in *Rolls-Royce & Bentley Driver*. Unfortunately, while all that was taking place, Pandora's MoT expired.

Eventually, and as outlined in earlier issues of this very magazine, the car's problems were identified and rectified. But just as I was getting ready to arrange a return visit to Broadway Garage Yaxley (the Rolls-Royce and Bentley-friendly MoT station responsible for giving the car a clean bill of health at the start of 2019, following a return to the road after a lengthy

process of recommissioning), the world began to implode, businesses shut down and we were told it wasn't safe to mix with others in the wild. Pandora's eagerly anticipated hop back onto the public highway would have to wait.

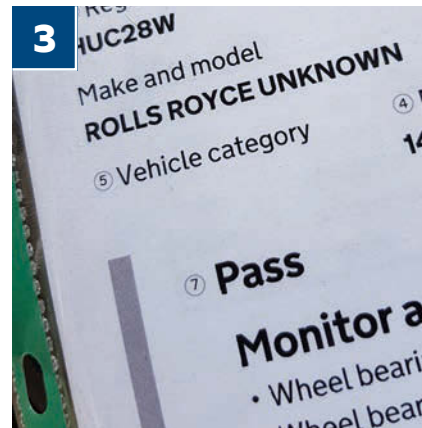
Fast-forwarding beyond scenes of supermarkets free of toilet paper and worried households stocked with fifteen tonnes of Pedigree Chum, companies eventually began cautiously opening their doors in the hope of finding something resembling normality. We're nowhere near close to being back to the way we were, but 'the new normal' at least allowed for key



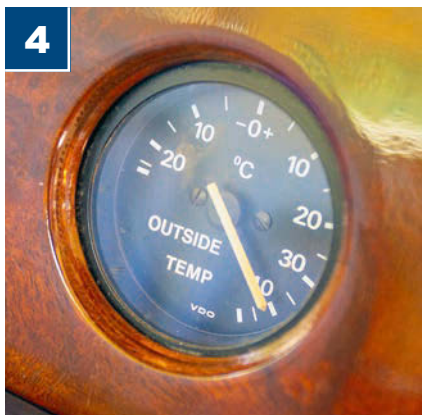
1
Pandora's return to Broadway Garage followed months of troubleshooting and necessary remedial work, during which time the car's MoT expired and lockdown kicked in



2
Chief MoT tester Daniel Meighan was impressed by the amount of work and new parts thrown at the car since its last visit to Yaxley



3
Despite informing DVLA of all the car's particulars when I applied for its original registration number in 2019, the model name is still listed as 'unknown' on accompanying documentation



4
Whose idea was it to take a forty-year-old classic with busted air-con and a dodgy radiator fan for an MoT at a testing station an hour's drive away on the hottest day of the year?

businesses and services – including MoT stations and other automotive workshops – to resume trading, albeit in highly restricted capacity. It's worth noting that during lockdown, the UK government extended the life of MoT certificates expiring while the planet stopped turning; but with Pandora's test being due pre-pandemic, there was no legal way to enjoy seat time on the open road. Broadway Garage once again welcoming clients couldn't come soon enough.

Aside from any silly oversight, such as a blown bulb (a source of frustration during 2019's visit to Yaxley), I was confident that the car – fast approaching its fortieth anniversary – would pass what is likely to be its last compulsory MoT test. Sure enough, head tester Daniel Meighan



5
Logging the need for air-con re-gas and investigation into the radiator fan's lack of operation, Dan decided to press on with the liberal application of Dynamat Xtreme sound deadening material

congratulated me on being the owner of a Silver Shadow II in such good mechanical and operational order. This shouldn't come as too much of a surprise considering virtually every chassis component and all engine supporting equipment is more or less brand new, though he did recognise Pandora's cosmetic condition as being the next major job on my to-do list. Indeed, the rear wheelarches are starting to show their age, with a small piece of metal doing its best to make itself known by sitting proud of the offside rear wheel arch contour. Along with slight noise from the nearside rear wheel bearing, this was enough to register as an advisory note on the fresh MoT certificate.

Replacing a Silver Shadow II's rear wheel bearing is a massively



6
Dynamat Xtreme is a supremely sticky substance that will cling to your fingertips – but it cuts easily with tin snips, enabling awkward shapes and curves to be fashioned without hassle

involved job, involving splitting of the complete hub assembly, a task quoted in Rolls-Royce service manuals as taking eight hours – though in reality, even more time is usually required when tackling this taxing job today. Thankfully, independent Rolls-Royce and Bentley parts specialist IntroCar supplies complete rear hub assemblies on an exchange basis, massively reducing labour time (and cost). It's an offer I took advantage of when assessing the condition of the offside rear wheel bearing during the car's recommissioning (carried out by Colbrook Specialists), and one I'll revisit in due course following Daniel's findings.

As many of you will undoubtedly agree, an MoT test can result in an unexpectedly eventful day. Ordinarily, the source of surprise will manifest »

itself as a fail sheet bearing a long list of complaints, rather than the journey home after a pleasing pass. To my own discredit, I booked Pandora's appointment at Broadway Garage to take place on the hottest day of the year. Nothing reminded me of this error quite as acutely as a discharged air-conditioning system and a radiator fan refusing to kick in when required; sitting at junctions, waiting for slow traffic to pass, the car's mighty six-and-three-quarter-litre V8 struggled to keep cool on more than one occasion. Weather reports talked of outside temperatures nudging 40°C, marking the UK's ninth-hottest day on record. My Silver Shadow II's delightfully analogue outside temperature gauge confirmed the fact, sailing past the big four-o

as I sat in frustratingly lackadaisical traffic worried my Rolls-Royce would subsequently 'fail to proceed'.

Punctuated by my fist beating the air in the direction of road users seemingly happy to spend all day admiring the delights of whichever roundabout we found ourselves meeting at, the journey back to Furr's Fleet HQ was completed with Pandora operating under her own steam (pun intended). Having narrowly avoided boiling alive inside the car's cabin, I placed fixing radiator fan functionality and fresh refrigerant for the air-conditioning system at the top of my Rolls-Royce job list. With the car able to cool off in my workshop, however, I decided to crack on with a task I'd wanted to get around to for some time, but had been prevented

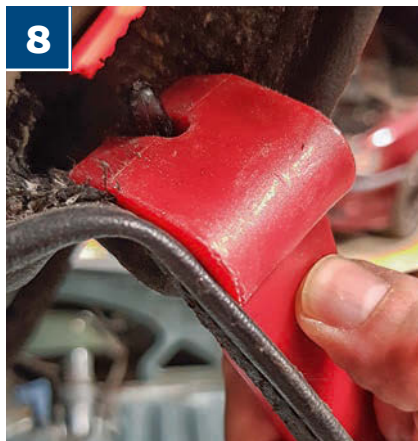
from doing so due to many 'need to do' pursuits taking priority over those considered 'nice to do'. In this instance, the latter refers to the application of additional sound deadening material.

QUIETEN DOWN

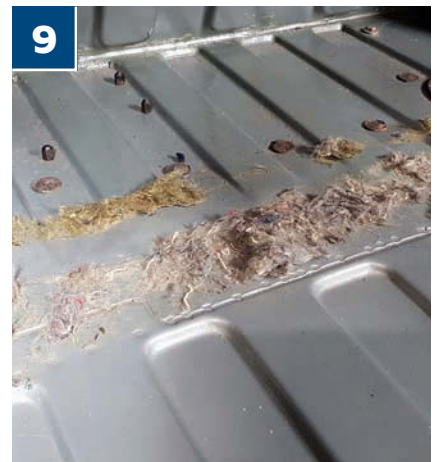
Now, before you spit that cup of Earl Grey through your nostrils, let me acknowledge Rolls-Royce and Bentley motor cars as being supremely quiet during operation. My aforementioned Arnage T is a great example of this, with super-thick windows and masses of soundproofing contributing to what I can confirm is a dreamily peaceful place to spend time. A four-decade-old Silver Shadow II, on the other hand, can be a comparatively noisy



7
More excellent gear for the job at hand: this Phyles fourteen-piece interior trim removal kit was to prove useful when Dan was working his way through the car



8
Carefully remove all carpets and interior trim with the tool you find best suited to the space and angles you're working with, taking care not to rip any material by forcefully pulling at fasteners



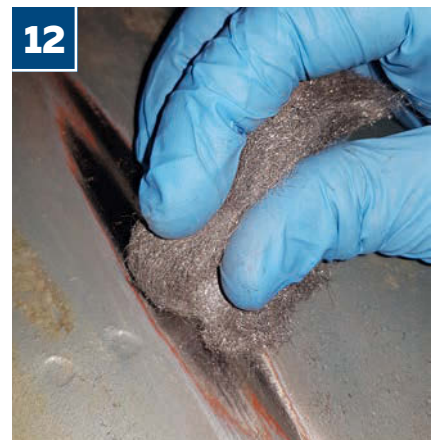
9
If you're left with scraps of underlay stuck fast to metalwork, don't worry – simple tools and elbow grease will have this removed in no time...



10
First, use a plastic spreader to gently remove large clumps of material that seem determined to stay put



11
Next, use glue and tar remover to get rid of the remaining adhesive; you don't need to be aggressive, and leaving some of the old residue is fine as long as it can be pressed flat



12
Sandpaper, wire wool and a wire brush were used to rub back the area where Dan detected slight surface pitting, as he didn't want it festering beneath a butyl compound that's probably never going to be removed

place to be, especially if door seals and other parts are beginning to demonstrate their age. In other words, there's always room for improvement, and it's worth remembering my car's carpets and the corresponding underlay had suffered damage caused by moisture ingress stemming from a compromised front windscreen seal.

Dynamat Xtreme – recognised as the highest-efficiency energy conversion sound deadener available – is the product I decided to invest in following successful use of the same material throughout the cockpit of my Porsche 944 Turbo restoration (you can read all about this and my other automotive projects by visiting www.furrsfleet.com and following the Furr's Fleet social media channels). Known

throughout the automotive world for improving the acoustic properties of car interiors through a process called 'vibro-acoustic energy conversion', this thin, super-sticky butyl is rubber-bonded to a 4mm aluminium alloy skin and formulated with Dynamat's patented Vector Chemistry, resulting in the most effective sound control material available on the aftermarket. Moreover, the product will stretch and contour better than similarly marketed products and won't tear, making it ideal for Pandora's ribbed floor and curved inside-metalwork.

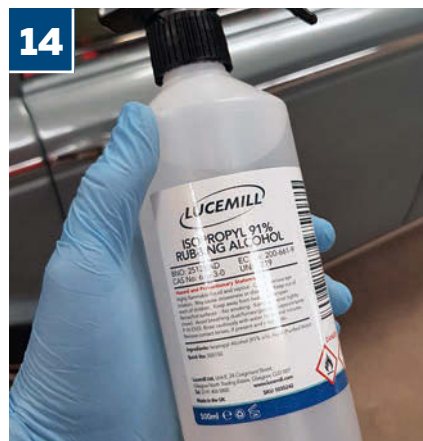
I decided to start from the rear of the car and move forward, reasoning the luggage area would be a simpler place to work with than the main cabin. In truth, there isn't a huge difference

in complexity of the work. Cracking on, I stripped the boot's multiple carpets (including fabric attached to the inside of the boot lid) using specially designed plastic trim removal tools ordered at low cost through Amazon. I also removed brackets, the battery tray, wiring, the bottle jack, its mounts and anything else that needed to be dismissed before I could start laying down the strong, black sticky stuff. A plastic spreader and rubbing alcohol helped to remove stubborn old adhesive from sheet metal surfaces without damaging paintwork, though I did see slight surface pitting on an isolated area of the boot floor, which I rubbed back to bare metal, treated with anti-corrosion fluid and coated in epoxy primer before going any further.

If you're tempted to carry out the »



13
The problem was slight pitting on two lips of the floor's raised rails; isolated to a tiny area, there's no doubt the issue was superficial, but Dan reasoned it worth treating and painting in epoxy primer



14
Before applying the new sound deadening material, make sure every surface is dry; wipe with a high-voltage isopropyl rubbing alcohol to ensure a clean mating surface for the Dynamat material to bond



15
A bulk box of Dynamat Xtreme contains nine sheets measuring four square feet each; the luggage area of Dan's car took 44sq.ft. of material



16
Thankfully, Dynamat Xtreme cuts to your required shape and size extremely easily, meaning there is absolutely no waste material generated when using the product



17
As you can see, the heavy duty roller available direct from Dynamat is the same width as the recess between each raised element of a Silver Shadow II's floor



18
With the material carefully laid in place, you can start to work the roller into each crevice, though Dan recommends laying a sheet gradually, working the roller as you go



19 Don't be worried if the sheets you're working with crease on application, as using the roller will flatten them out; besides, curved and angled shapes, such as the rear suspension turrets, are unlikely to allow smooth fitment



20 A heavy coating of Waxoyl (presumably carried out during the car's earlier restoration at the hands of a previous owner) appears to have preceded Dan's work in the luggage area



21 Dan also took the opportunity to remove this crude battery cut-off switch from the car's rear inside quarter; he'll replace it with one that allows power to the onboard security system but kills a feed to anything else that might drain the battery



22 Don't forget to remove all brackets, fixtures and fittings, including the interior light fitting on the inside of the boot lid, before applying Dynamat Xtreme.



23 It might have taken two days in total, but with the inner wheel arches, rear bulkhead, floor and inside the boot lid and fuel filler cavity covered, this might well be the world's quietest Silver Shadow II luggage area

same work on your own classic Rolls-Royce or Bentley, then I recommend investing in an application-specific roller. Not only will this help you to spread and firmly apply the product, the roller itself is exactly the same width as one of the impressions in a Silver Shadow II's floor, saving valuable time on what is likely to be a time-consuming job. I spent just under two working days on strip-down, product application and refit of the luggage area alone, using 44sq.ft. of Dynamat Xtreme along the way. On the plus side, there was zero wastage thanks to the product being easy to cut (tin snips are ideal), thereby enabling smaller trimmed pieces to be applied to hard-to-reach areas or awkward shapes.

I also think it's a good idea to invest in a set of Dynamat-friendly gloves.

Naturally, the company sells its own for you to take advantage of, but it's worth remembering the product is very, very sticky and will pull at your fingertips. The 'touch' side of the gloves I was using didn't attach themselves to the product's adhesive surface, though I did need to work with my bare fingers to squeeze the material into tight spaces. Take it from me, you don't want to get this black gold caught between your fingernails and fingertips. Ouch!

After cutting, rolling and prodding my way through sheet after sheet of Dynamat Xtreme, the job was complete. A Silver Shadow II's rear end is a conveniently spacious environment to work in, meaning the biggest challenges I faced were ensuring my patience didn't wear thin and the ends of my fingers remained in place! I'm looking

forward to continuing the work in the car's cabin, where the effects of the product will be even more pronounced. Oh, and in case you were wondering, unlike regular underlay, Dynamat Xtreme is water-resistant, forming a tight bond with the metal surface and repelling moisture, which might otherwise be held against the floor, potentially corroding it from the inside out. Now, about that radiator fan... ■

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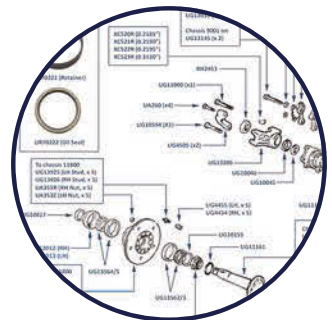
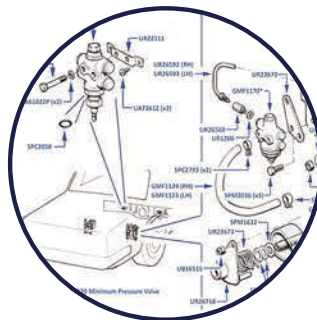
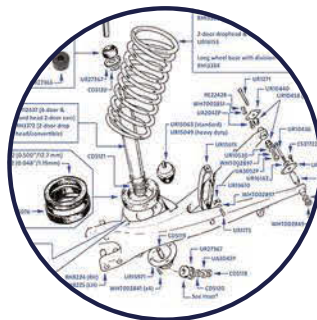
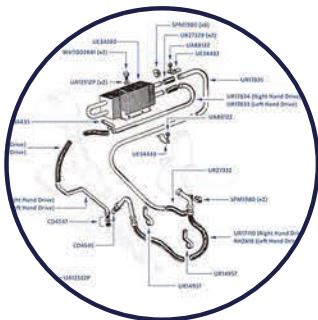
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THE SPIRIT WORLD

On the eve of its 40th anniversary, the Rolls-Royce Silver Spirit still has plenty to offer – as we discover when we get behind the wheel of a particularly early survivor

WORDS & PHOTOGRAPHY: PAUL WAGER



When Rolls-Royce Motors' managing director, David Plastow, encouraged his engineering department to send a timeworn Silver Shadow prototype off to Broadspeed for a turbo installation with the words "Let's have a bit of fun," he kick-started a process that would ultimately see the Rolls-Royce brand overtaken by Bentley's rediscovered performance ambitions. That boosted Silver Shadow hack

would ultimately spawn the Mulsanne Turbo and in turn the Turbo R, which captured the imagination of a whole new class of buyer for the Crewe firm's cars. Today, with the Silver Spirit-based models now very much accepted as modern classics, it's still the Turbo R that gets much of the attention, leaving the regular Rolls-Royce derivative as arguably the overlooked member of the SZ-generation family. This presents something of an opportunity for the thinking classic

buyer, however, since the Silver Spirit has a lot to offer even in regular non-turbo form – and represents a great alternative to the ever-appreciating Silver Shadow, with the bonus of a more accessible entry price.

In practice, the Silver Spirit and Silver Shadow are more closely related than their appearances might suggest, with development of the newer car beginning as early as 1972. Unfortunately for Rolls-Royce the car maker though, parent company

CLASSIC TEST 1981 SILVER SPIRIT

Rolls-Royce the aero engine maker had suffered financial collapse the previous year, the fallout from which saw the car maker being spun off as an independent business. This at least freed it from being dragged down by the problems of its parent; but the downside was that it no longer had access to the financial and engineering resources of a larger group.

It meant that any successor to the Silver Shadow couldn't be a clean-sheet design, and so would need to use an adapted version of the SY-generation's

platform, as well as the long-serving 'six and three-quarters' V8 engine. This could have proved rather restrictive, since by the standards of luxury saloons from Cadillac and Mercedes-Benz, the Silver Shadow looked narrow and upright, as well as being physically smaller than any 'full-size' American models. Fortunately, however, clever styling tricks enabled Rolls-Royce to produce a car that appeared much larger than its predecessor, even if it was only marginally longer and wider.

As Rolls-Royce & Bentley Driver

readers will already be aware, late-model Turbo Rs command strong values, while the Silver Shadow is increasingly sought-after, with prices rising accordingly. Meanwhile, the Silver Spirit has languished in a kind of no-man's-land, with values reflecting the many tatty, unloved examples that have been a familiar sight for a number of years. The tide is turning though, particularly as the Silver Spirit is about to celebrate its 40th birthday – finally attracting the kind of respect it deserves as a



The interior combines traditional luxury with 1980s modernity, such as digital dashboard displays



desirable classic in its own right.

With the really shabby examples being broken up, this means the standard of surviving cars is gradually rising, although there remains a big gulf between the bottom of the market and really nicely preserved examples like you see here. The expense of sorting out tired hydraulics, frilly bodywork and dog-eared wood and leather means that it can often make sense to buy a better example in the first place. And so in our quest to revisit the Silver Spirit in its original form, we went straight to the top of the market with the car you see here. Currently in stock at Warwickshire-based Manor House Automobiles, it's an impressively original example that, having lived under cover for most of its life, is also unusually solid.

My recent experience of the Silver Spirit generation has centred around the later turbo cars, which on their fat low-profile tyres and with colour-

“The Silver Spirit and Silver Shadow are more closely related than their appearances might suggest”

coded bodywork and aluminium mesh trim, tend to look more aggressive. But as this early Silver Spirit emerged from the barn on the day of our road test, I was struck by its presence.

BIG IMPRESSION

Considering the restrictions of the Silver Shadow platform, this was a clever trick for Rolls-Royce's in-house designer, Fritz Feller, to pull off. Lowering the roofline by half an inch, dropping the waistline and enlarging the glass area by 30% made the car seem physically larger, while tricks like a flatter bonnet pressing and

horizontal design elements to the lights made it appear substantially wider.

The impression of imposing bulk continues as you climb aboard the Silver Spirit – or rather slide into the seat, which is higher than a lesser passenger car. The chunky chromed door handle looks as if it will need a hefty yank but in fact clicks with an easy precision, allowing the heavy door to swing gently open and, of course, to latch closed again with little more than a gentle push.

Firing up the Silver Spirit seems more 1950s than '80s though, with Rolls-Royce perhaps deliberately adding a sense of occasion. Your first task is

The Silver Spirit still has plenty to offer in original-spec, early '80s guise



“The end result is that the Spirit retains the same ride comfort as the Shadow, but is a much more capable handler”

to identify which one of the several keys is used for the ignition, with the key switch located not on a steering column in the modern way but directly ahead in the dashboard – a layout familiar to anyone who has experienced the Silver Spirit’s predecessor.

Early Spirits like this one ran twin SU carburettors, fuel-injection not arriving on UK-spec models until well into the '80s, but the V8 catches immediately and idles with just enough presence to let you know it's there; not entirely silent, but as muted as a current petrol engine a sixth of the size. The running gear was essentially carried over unchanged from the late-model Shadow, retaining the three-speed GM Hydramatic transmission controlled via a slender column shift. Fingertip effort is needed to slip the Silver Spirit into Drive, while the long throttle travel makes it ease

away smoothly from a standstill.

More vigorous acceleration shows one of the more significant technical differences between the Silver Shadow and the Silver Spirit, with the latter receiving the redesigned rear suspension that originally debuted on the Corniche and Camargue. Known internally as a 'refinement package', it answered criticisms of the Silver Shadow's handling by redesigning the angle of the rear trailing arm pivots, reducing body roll and providing a flatter ride. The rear track was also widened by three inches over the Silver Shadow, and a reinforced subframe carried the rear axle and suspension via rubber body mounts.

The end result is that the Spirit retains the same ride comfort as the Shadow, but is a much more capable handler than many owners would have ever known, with noticeably less lean



The famous 6.75-litre V8 was inevitably carried over to the new Silver Spirit



under brisk cornering. It all adds up to a car with a pace which belies its bulk in the way it fits into everyday traffic. A neat pedestrian protection system that dropped the Spirit of Ecstasy into the radiator shell on impact allowed the mascot to remain on the Silver Spirit's prow, and it makes a great marker for placing the car on the road. Despite its apparent girth, the Rolls-Royce is easy to thread through busy town centres and narrow lanes, with its relatively high driving position adding to the driver's feeling of confidence.

On faster open roads, the car can make brisk yet unruffled progress, seldom needing more than a light touch on that slender-rimmed wheel and the self-levelling generally keeping things on an even keel. Well into the 1980s, Rolls-Royce was still insisting on opaquely describing the V8's power output as "adequate", although that was generally thought to be some 200bhp. Yes, that's significantly bettered by the later turbocharged cars; but with its torque reckoned to be around the 300lb.ft. mark, the Spirit feels far from breathless, and generally has power on tap to maintain high speeds. This is a classic that's all about effortlessly

covering distance in comfort, and in that respect it's as good as it gets.

The interior of the Silver Spirit in 1980 introduced such new-fangled features as digital LED displays for temperature and time, which back in the day were a daring modernity for Rolls-Royce customers but today seem delightfully old-fashioned. Apart from that though, the cabin shares much with the later Silver Shadows, with its glossy veneer on doors and dashboard, chunky chromed control knobs and rich leather. It is, of course, an immensely comfortable place to be, aided by those heavily-bolstered seats and impressive refinement at all speeds.

In short, a well-preserved early survivor such as this represents a classy way to travel, as well as offering the ideal compromise between the genteel appeal of the Silver Shadow and the more modern driving manners of a later SZ. There is an acceptance among marque aficionados that the Silver Spirit was substantially improved throughout its lengthy career, which it undoubtedly was. But there's something about an early example that still delights, offering today's buyers the Silver Spirit experience in its original, purest form. ■



CAR FOR SALE

Very early Silver Spirits aren't as plentiful as they once were, but this one is about as good as they come, with superb provenance. It has covered just 34,000 miles from new and has been carefully stored in a dry garage throughout most of its 39 years. The asking price is £18,995 and you can find out more via www.manorhouseautomobiles.co.uk.

PERSONAL CHOICE

Here at *Rolls-Royce & Bentley Driver*, we invite readers to share photographs and stories of their much-loved cars. Check out these latest arrivals...

1980 ROLLS-ROYCE SILVER SHADOW II

OWNER: KEITH MUNKS

I inherited a love of Rolls-Royce motor cars at a very early age from my dear old Dad. He was totally in awe of them and often used to remind me that they were "the best car in the world". As a toddler, my Mum would take me to visit my Gran, and we would walk past the frontage of A.W. Lymn, the local funeral directors in Nottingham, where I would marvel at the fleet of Rolls-Royces showcased behind the huge window of their garage. As a child I used to tell myself that one day I would own one of these magnificent works of art,

never really believing it would happen.

Fast-forward a few decades to the late 1990s and I found myself keeping half an eye out for a Rolls-Royce that I could call my own. A guy I knew had six Silver Shadows and was good enough to let me take a couple of them out for a day at a time, after which I set my heart on a Silver Shadow II. I began my search, but by this time even the very latest models were getting on for twenty years of age, and I was dismayed at just how much rubbish there was

out there. I eventually lost interest and resigned myself to the fact that my dream of Rolls-Royce ownership would only ever be that... a dream.

Then one day in 2005, the guy with the six Silver Shadows rolled up at my home in a wonderful 1980 Silver Shadow II, finished in Georgian Silver with a black Everflex roof and showing just 37,000 miles. He said that a gentleman had offered it to him knowing of his collection; and although he wasn't looking for another Silver Shadow, he simply couldn't turn



it down. I said to him: "Well, I will give you £2000 profit on it here and now, as you'll only dump it in your enormous garage to gather dust and have junk piled on top of it!" Alas, he was having none of it, saying that he would treasure this one. He then asked me to drive it from Nottingham to his place on the Lincolnshire coast, and I fell more in love with it as each mile passed by.

Ten years later, I heard that the guy had decided to slim down his collection and so I gave him a call. After some persuasion he half-agreed that he may be open to negotiations on the silver car; and so, joined by my wife and dogs, I set off one sunny day to Lincolnshire to once again meet up with this wonderful machine. Sadly though, when we got there we found it covered in dust and the brakes all but seized. Even after a decade, it was still showing only 39,000 miles, having been laid up for so long once the initial novelty had worn off for the owner.

We agreed to return the following week, once the car had been cleaned and made more mobile; and although it was now presentable, it was only a shadow (no pun intended) of its former glory. Nevertheless, I agreed to buy on condition that it came with an MoT. We agreed a fair price, taking into account the unknown quantity of recommissioning work that would inevitably be required. To my surprise, the MoT test presented only one advisory: an oil leak from a source unknown.

After a few weeks' shakedown, I booked my Silver Shadow II in to Ristes Motor Company for remedial work on



Keith's dream of owning a Rolls-Royce finally came to fruition



the oil leaks and to sort a tendency to pull slightly to the left. It came away with a new hydraulic pipe from one of the pumps, rebuilt accumulators and spheres, and a reconditioned steering rack. Come the next MoT, I then took the car (by now nicknamed Clementine by my wife) to Paul Mackley, another Rolls-Royce specialist in Nottingham, to check her out. She passed the MoT test with flying colours, albeit with a verbal note that braking efficiency was down – still very good but not optimum.

Knowing that it hadn't had a full brake service for a long time, I asked Paul to investigate and advise accordingly. It turned out that five of the pistons needed replacing, with another three being ropey but serviceable. No half measures

here, I asked him to replace all 16 pistons with genuine Rolls-Royce parts, along with any hoses/pipes that were even slightly suspect. He also serviced the main reservoir with new filters and sight glasses, fully serviced the auto-box, and changed the engine oil and antifreeze.

Clementine has since been generally fine and is now showing 42,000 miles. The carburettors need setting up but I intend to smarten the engine bay in the winter months – and so, as everything will get disturbed, I'll wait until that's been done. The car's paintwork gets noticeably better each time I polish it (all those years of dust took their toll), although certain parts will need to be resprayed at some time. I had the car raised up on ramps for a few months earlier this

“As a child I used to tell myself that one day I would own one of these magnificent works of art, never really believing it would happen”

year and inspected the underseal inch by inch, stripping back any flaky bits and resealing after making good with rustproofing primer and enamel paint.

I've owned Clementine for nearly five years now and have loved (almost) every minute of that time. Not being a natural extrovert, I was very self-conscious about the image of a Rolls-Royce, but to my pleasant surprise most folk see 'Our Clementine' for just what she is – a lovely old classic, to be admired for

her quality, grace and beauty.

To add a twist to the tale, not only do I now own one of the marques that I used to admire so much in A.W. Lymn's window, I retired as an engineer and now work as a funeral director. My only regret is that my Dad, who inspired me so much to appreciate these beautiful cars and instilled in me the importance of working hard to achieve my goals, passed away before he could get to see his only son own a Rolls-Royce of his own.



SHOW US YOUR PRIDE AND JOY

If you fancy seeing your own Rolls-Royce or Bentley within these pages, it couldn't be easier! We're interested in any model of any age – and even its condition isn't important, as we're just as keen to see ongoing projects as we are potential prize-winners. All you need to do is email us a small selection of

good quality jpeg images – and we'll do the rest. Within your email, don't forget to tell us a bit of history about your car, details of any work carried out, or perhaps your future plans for it. The more information, the better!

Email us at rrb.ed@kelsey.co.uk – and don't forget to send your photographs full-

size. The higher the resolution, the larger we can use your images. If you'd prefer to send non-digital photographs by post, that's also no problem. Simply write to: The Editor, *Rolls-Royce & Bentley Driver*, Kelsey Publishing Ltd, The Granary, Downs Court, Yalding Hill, Yalding, Kent, ME18 6AL.



1995 BENTLEY BROOKLANDS

OWNER: STEPHEN DUXBURY

After owning a couple of Jensen Interceptors in the 1970s, my father went for a change of style when he swapped over to a low-mileage Bentley T-series finished in the kind of walnut brown colour that was popular at the time. It marked the start of another favourite marque for both him and me. I can remember having my 17th birthday while Dad owned the Bentley, which meant I was able to put 'L' plates on the car and go out in it. Can you imagine an insurance company allowing that today?

When I sold some property a couple of years ago, the idea of owning a Silver Shadow started to formulate. I've bought and read plenty of books on Rolls Royce and Bentley over the years, and so I knew from my research that I wanted a first-generation model. I started searching on eBay and other sites, and I found plenty for sale – although many were sad-looking, tatty examples that I discounted straight away.

I ended up speaking to a few dealers and a couple of owners, finally driving up to Moffatt to look at a smart Silver Shadow with lovely chrome and a pretty good interior, but its service history was patchy and it had had a lot of owners. I did go out for a drive in the car, but its handling was poor (it seemed to lurch into corners) and I soon realised that the allure of beautiful chrome bumpers simply wasn't enough.

I then decided that a Silver Shadow II

would hopefully be a much better drive, and found a number of them for sale at around the £20,000-30,000 mark – although most were 'down south', a long way from home. One in Kent sounded promising and ticked many of my boxes, and so the private seller sent me lots of pictures and videos of the car; I could see, however, a number of paintwork problems, as well as poor leather and cracked veneer.

I managed to find a garage in Blackburn that was selling various Silver Shadows, but the one I liked the look of had certain issues. I also saw a tidy looking two-tone (silver and blue) example in Leeds, allegedly a 20,000-mile car that hadn't had many owners; it certainly drove better than some of the other cars I'd tried, but somehow it didn't ring true for the mileage and condition. A strange coincidence then occurred when the car from Kent arrived at the garage in Blackburn, which meant I could finally see it 'in the metal' – but all that did was confirm my suspicions about the paintwork and interior.

Finally, I went to see a Silver Shadow located just outside Preston, a car that looked very impressive in photographs but in reality was pretty miserable. The dealer realised I wasn't interested, but next to it was another car under a cover – and it looked like a Silver Spirit. The dealer explained that it was actually a very nice, low mileage, one-



owner car – and when he lifted the cover he revealed a bright red Bentley Brooklands from 1995. He asked if I'd ever driven one, I said no, and so we took it out for a drive. Within the first hundred yards I knew this was a good example, although I didn't have much time that day to really crawl over it.

I went home and kept thinking about just how nice the Bentley was. And so, after a few slightly tense phone calls and emails, we negotiated a price and agreed that the dealer would MoT (but not service) the car. A major plus point was that the Brooklands was something like £10,000 less than most of the Silver Shadows I'd been looking at. I went back after a week to collect the car and now, two years later, have enjoyed more than 6000 miles in it. Last year I took it to Le Mans for a classic car weekend, while this year should have seen me going on two more foreign trips, both of which were cancelled due to the Covid-19 situation. Nevertheless, I'm now looking forward to 2021 and the prospect of more effortless long-distance motoring at the wheel of my Bentley. ■

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

NEW POWERPLANT ►

Published in 1959 was this well-illustrated brochure extolling the virtues of Rolls-Royce's all-new V8, an engine that would go on to enjoy a sixty-year career and experience major engineering upgrades. It was unusual for any company to issue a brochure solely focused on an engine, but this was a very special announcement from Britain's most prestigious car manufacturer.

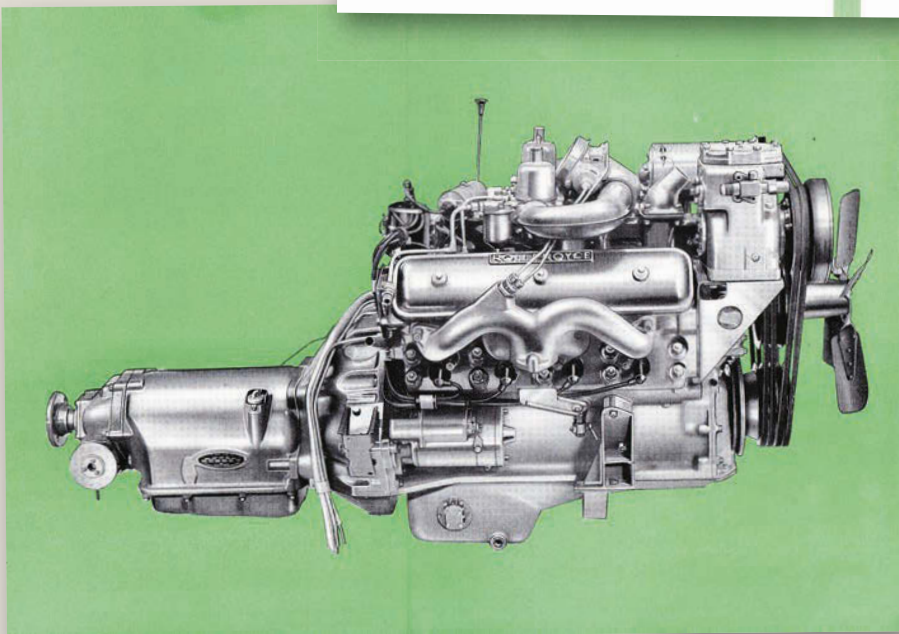
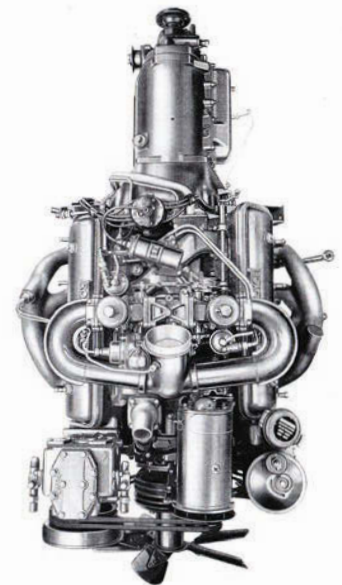
The text explained the significance of the event: "Rolls-Royce engineers have

A NEW ROLLS-ROYCE ENGINE

Rolls-Royce engineers have developed a new engine to power all Rolls-Royce and Bentley motor cars—the Phantom V, the Silver Cloud II, the Bentley S2 and the Bentley Continental. It is an 8-cylinder 90° vee unit of 6230 c.c., made in aluminium and it supersedes the 6-cylinder in-line engine, which had reached the peak of its output within the standards of smoothness set by Rolls-Royce. Development work on the new unit has been in progress for five years.

The improved torque curve of the vee eight engine gives better acceleration over the entire speed range, particularly in the important cruising speeds from 60 to 90 m.p.h. and the considerable power is delivered with complete lack of stress. Although larger than the straight six, the 8-cylinder engine is no heavier, having its cylinder block and heads in aluminium.

The specification also includes overhead valves, which make for a more compact combustion chamber; hydraulic tappets, which are quieter, allow better cam

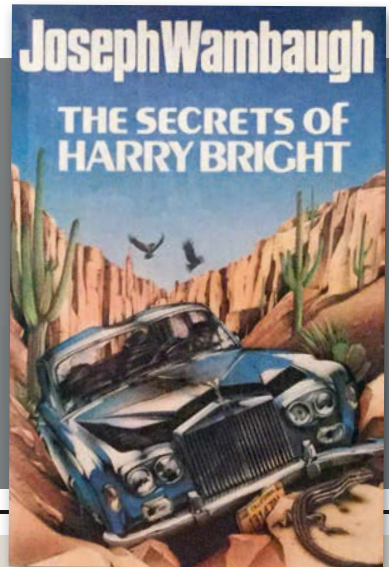


developed a new engine to power all Rolls-Royce and Bentley motor cars – the Phantom V, the Silver Cloud II, the Bentley S2 and the Continental." The 6230cc V8 had, of course, been thoroughly tested: "Development work on the new unit has been in progress for five years." And it marked a major advance over its predecessor in terms of refinement and performance, providing "better acceleration over the entire speed range, particularly in the important cruising speeds from 60 to 90mph."

NOVEL APPROACH ►

It's not unusual to stumble across an old vinyl record with a cover featuring a Rolls-Royce, but for some reason they don't appear quite as often in the world of paperbacks. *The Secrets of Harry Bright*, written by Henry Wambaugh, is one of the exceptions, a novel first published in 1985 and featuring a rather unfortunate Silver Shadow on its front cover.

Seventeen months after the remains of Jack Watson were discovered in the Californian desert, the rich man's son was found incinerated in a Rolls-Royce, a bullet in his head. A year and a half later, Los Angeles Police Department homicide detective, Sidney Blackpool, is called into the desert to take on the case – something that quickly becomes an obsession. Not every edition of *The Secrets of Harry Bright* features the Silver Shadow on the cover – but maybe yours does?



PHANTOM PERFECTION ▼

This all-model Rolls-Royce brochure from 1982 included a section devoted to the long-running Phantom VI, the company's most expensive and most exclusive offering. This gargantuan limousine was, of course, still hand-built in the traditional manner, even down to its individually crafted body panels,

as the brochure explained: "The body is formed over an inner cage of corrosion-protected steel and wood. A skin of aluminium panels is fitted. The sweeping lines and elegant angles are shaped from the sheet entirely by hand using only the simplest of tools and the patient hands of the craftsman."

The brochure concluded the description with this proud boast: "The Rolls-Royce Phantom VI is built by a company employing a workforce with a higher proportion of specialist craftsmen than any other motor manufacturer in the world. Their philosophy is simple. To take the best and make it better."



CHAUFFEUR DRIVEN ▶

This 1995 American-market advert for the SZ-based Rolls-Royce Touring Limousine was an eye-catching affair, describing it as “the most prestigious car bearing the Rolls-Royce name”. The ad went on to explain that the Touring Limousine was “unmatched in the luxury class”, a machine that confirmed its discerning owner was “satisfied with nothing less than the absolute best”.

Naturally, anyone buying a Touring Limousine was assured of its coachbuilt quality as well as the unique specification of each hand-built example. What mattered most, however, was the opulence on offer in the rear: “While the chauffeur tends to the driving, you experience the richness of the Mulliner Park Ward coachwork in the roomy rear seating area”, where you could “open the sunroof to enjoy the night sky while sipping a cocktail from the crystal bar with ice from the refrigerator”. Meanwhile, privacy was assured “thanks to the dual electric dividers, and communication unhindered thanks to the intercom system”.

The Rolls-Royce Touring Limousine

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Relax in your seat, electronically adjustable of course, and maintain the perfect temperature with the separate rear climate control. Privacy is assured with dual electric dividers, and communication unhindered thanks to the intercom system. Conduct business utilizing the burwood writing table and phone, or enjoy elegant transportation for a night on the town. In any case, the burwood trim inlaid with silver, sumptuous leather seating, and generous legroom will satisfy even the most discriminating passenger, guest, or client.

This motorcar is available immediately, in stock at our dealership.

Please contact:
Stonish Motors, East Meadey Cadillac, Rolls-Royce, Beverly, 6677 Ann Arbor Rd., Wyomissing, PA 62175 (315) 415-7125.

The photographs are of an representative of the vehicle described.

FAMOUS OWNER ▼

Although boxing legend Muhammad Ali owned numerous Rolls-Royce models throughout his lifetime, one of the best-known was the 1970 Silver Shadow MPW two-door convertible shown here. The sporting hero was still known as Cassius Clay when he bought the Rolls-Royce brand new in New Jersey in December of that year – possibly in celebration of having regained his boxing license, which had been taken away when he refused to be drafted into the US military during the Vietnam War, citing religious

principles. As punishment, he was stripped of both his boxing license and passport for nearly five years.

This particular car was owned by Ali until 1976, and subsequently ended up being exported to Europe. Its most recent sale was in 2018, when it achieved almost £121,000 (including fees) at a Bonhams auction. The car has apparently never been fully restored, and was described as being in very good condition when it went under the hammer two years ago.



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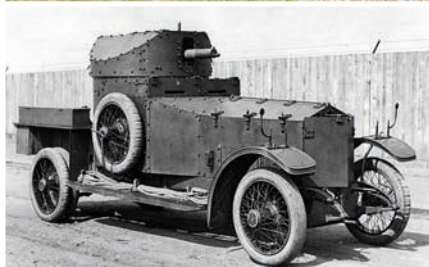
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1934, £145,000. Three Position DHC. An 'Owen Sedan' often considered the most stylish coachwork - major work early 2000's, engine and gearbox rebuild, rewire, re-cored radiator, overdrive etc. Please call 01248 602 649, South East.

102839

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1929, £59,500. Very appealing, full of vintage character but with overdrive for faster cruising. Well fettled by enthusiastic last owner; Please call 01248 602 649, South East.

BENTLEY



1933, £155,000. 3 1/2 Barker 2+2 Sports Coupe. Striking, almost certainly unique design by Barker with some very unusual touches and lovely light flowing wings. Excellent condition throughout, drives very nicely. Please call 01248 602 649, South East.

102836

BENTLEY ARNAGE



2005, 57000 miles, £32,950. Finished in Peacock Blue with privacy glass to the rear. The interior is in Cotswold with embossed Flying B's stitched in French Navy and French Navy carpets piped in Cotswold. Please call 02085 679729, Greater London.

103436

BENTLEY ARNAGE



2003, 63000 miles, £27,999. Finished in Fountain Blue with Cotswold interior and Walnut veneers, with electric rear seats. Please call 02085 679729, Greater London.

103437

BENTLEY ARNAGE



2001, 47000 miles, £19,999. Red Label Model, Colour - Amethyst Blue, Interior - Magnolia With Dark Blue Piping, Fitted Sat Nav, Parking Sensors, Automatic, Power Steering, Electric Seat. Also Windows, Remote Central Locking With Two Keys, Alloy Wheels, ABS Brakes, Stereo And CD player, Full Leather Interior, Head Rests All The Way Round, Walnut Wood Dashboard. Please call 07545 703474, South West.

101754

BENTLEY BROOKLANDS



1997, £16,950. Finished in Silver Pearl with Turbo RT alloys, with Silverstone interior piped in French Navy and French Navy carpets with Silverstone piping and comfort seating design by special order. Known to ourselves for last 8 years and always maintained regardless of cost. Outstanding value. Please call 02085 679729, Greater London.

103438

BENTLEY R TYPE CONTINENTAL



1954, 18000 miles, £49,950. JAMES YOUNG. Jersey car. From new, one family ownership. Totally original interior, in excellent condition. Re-commissioned after storage. All tools in mint condition, handbooks, brown log book, factory records. Please call 01491573845, South East.

103717

BENTLEY CONTINENTAL



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103439

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102837

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BENTLEY T

1968, 51000 miles, £4,995. New gearbox, 30 years worth of history with all MoT's and servicing. Blue with light grey leather car has been sitting for 3 years and has rusty sills and rear wheel arches. Please call 07897477456, South East.

101641

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102647

BENTLEY TURBO



1993, 106000 miles, £9,990. Finished in royal blue metallic with magnolia hide piped blue, service history, upgraded 17 inch alloys, active ride, floor change model, Bentley tool kit, rear foot stalls, Bentley flying B badge, alpine stereo and cd multi changer, this car cost approx £140,000 when new! Superb value now. Please call 07802217318, Greater London.

101680

PII CONTINENTAL



1932, £250,000. Fabulous sporty, stylish, 2 seat & dickey design, with one family since 1960! Comes with much history. New cylinder head & driving beautifully; Please call 01248 602 649, South East.

ROLLS-ROYCE SILVER SERAPH



1998, £29,950. Finished in Peacock Blue with Cream coach lines, whitewall tyres and the later lamp lenses. The interior is in Cotswold with French Navy piping and French Navy carpets, with Walnut veneers, picnic tables, vanity mirrors, plus all the usual luxury extras. Only 3 owners. Full Service History. Fantastic condition throughout. Please call 02085 679729, Greater London. 103441

ROLLS-ROYCE SILVER SHADOW



1969, £19,950. Finished in Silver Sand with Cream interior, Cream carpets, picnic tables and Walnut veneers. This car was supplied by ourselves in 1992 and was used on a daily basis, with history up until 2000, when the car went into storage until the owner part exchanged it with us in 2018. This car is in very original condition throughout, with no rust. Please call 02085 679729, Greater London. 103440

ROLLS-ROYCE SILVER SHADOW



1979, 27000 miles, £36,950. Finished in beautiful Seychelles Blue with Silver coachlines and whitewall tyres. The interior is Slate Grey with French Navy carpets piped in Slate Grey. Please call 02085 679729, Greater London. 103442

ROLLS-ROYCE SILVER CLOUD



1964, £55,000. total engine rebuild with new pistons and liners etc new water pump , cylinder head and valves reworked and skimmed complete brake overhaul Power steering overhaul, Aircon overhaul . Please call 07938629196 , East of England. 102448

ROLLS-ROYCE SILVER SHADOW



1976, 76000 miles, £3,950. The car has stood for 3 years. Restoration project or spares. Car was running but currently non-runner. Last MoT expired 2017. Please call 07971234241, South East. 101810

ROLLS-ROYCE SILVER SPIRIT



1987, 44500 miles, £10,950. Injection model finished in Larkspur Blue with parchment hide piped blue leather. Four owner vehicle. Good tyres, radiator , front shocks. Very clean non-smoking interior with excellent woodwork. Maintained to a high standard, not your usual worn out ex wedding car. Ready to drive and enjoy. Please call, 07498456906, East Midlands. 103612

ROLLS-ROYCE SILVER SPIRIT



1996, 38500 miles, £17,500. Blue silver with Silverstone interior. Owned for 10 years. Please call 01656784814, Wales. 103432

ROLLS-ROYCE SILVER SPUR



92000 miles, £11,500. Immaculate condition. New rear springs, tyres, front seat motors. Regularly serviced. Previously chauffeur driven. I have owned the car/RR club member for 15 years. Please call 01797362002, South East. 103498

ROLLS-ROYCE SILVER WRAITH



1979, £16,000. Red, gold and beige leather always garaged and well maintained. Please call 07453530355 , Wales. 103492

S/WRAITH SEDANCA



1949, £45,000. One owner since 1960! Repainted/re-trimmed in the 1970's to a high standard – still very respectable, correct, solid, drives very well; Please call 01248 602 649, South East.

PARTS AND ACCESSORIES FOR SALE

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£325. Rare chromed aluminium 18" 5-spoked limited edition Le Mans alloy wheel with 255/50 ZR18 Pirelli PZero tyre. Very good condition. Please call 07711147560, West Midlands. 101821

BENTLEY ARNAGE/ SERAPH FRONT WHEEL BEARING



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BENTLEY FLYING B MASCOT



£150. Bentley Flying B mascot, mounted. Originated from MK6 R-Type. Please call 07836548731, South East. 101817

BENTLEY MASCOT



£250. Mascot on cap, FB3601/FC external thread. 1945-1955. Please call 02083997541, South East. 102814

BENTLEY NUMBER PLATE



£395. N11 BTR registration number for sale, would suit Bentley Turbo R. Please call 01763 208158, East of England. 102871

ROLLS-ROYCE



£450. Rolls Royce whisper mascot signed Charles Sykes on base. Please call 02083997541, South East. 101189

ROLLS-ROYCE SILVER CLOUD MASCOT



£220. 1954-1965 4.25 height inches. Rolls Royce motor ltd on round base. Please call 07534431198, South East. 101552



PAUL GUINNESS

Our editor recalls when the Silver Shadow II was replaced by the Silver Spirit – and when Rolls-Royce buyers suddenly needed deeper pockets

Working on this issue's centre-section tribute to the Silver Shadow got me thinking back to 1980, a year of major

importance for the British motor industry. Towards the bottom end of the market, the Austin Metro marked the start of a vital new era, finally giving BL a highly competitive offering with huge potential. And at the very top of the price charts we found Rolls-Royce's eagerly-awaited Silver Spirit and Mulsanne, replacing the Silver Shadow II and Bentley T2 respectively. After 15 years on sale, the company's SY-series four-door models were finally bowing out.

As *What Car?* magazine reported, following a first-drive review of the Silver Spirit in its November 1980 issue, a new Rolls-Royce was a "rare event even by the conservative standards of the British industry". In this instance, however, the new model was particularly significant "as it marks the replacement of Rolls-Royce's most successful car ever, the Silver Shadow".

As a car-crazy 15-year-old in 1980, I was obviously excited by the prospect of a brand new Rolls-Royce, and made sure I read every road test of the newcomer that I could find. The vast majority of testers seemed hugely impressed with the Silver Spirit. And despite the fact that it shared so much componentry with the aged Silver Shadow, it proved to be highly competitive. *What Car?* made a point of mentioning that "the floorpan and most of the mechanical components are carried over unchanged from the previous model", which explained why "the first few miles in the Silver Spirit are pure Shadow". Nevertheless, the Silver Spirit proved an important step forward for Crewe, with the same test concluding that "for the fortunate few at least, the Rolls-Royce is still the best car in the world".

This was all excellent news, of course. Rather less positive for any potential buyer, however, was the significant



"For the Silver Spirit, such pricing represented a rise of more than 18% over the Silver Shadow"

jump in list price between the last of the Silver Shadow IIs and the first of the Silver Spirits. The Silver Shadow II ended its career in 1980 listed at £41,960 in the UK, with the long-wheelbase Silver Wraith II coming in at £49,449; but fast-forwarding to later that same year, we had the Silver Spirit and Silver Spur launching at £49,629 and £56,408 respectively. In the case of the Silver Spirit, such pricing represented a rise of more than 18% – a figure that sounds like a huge hike for any new model aimed at the same potential buyers as its immediate predecessor.

Interestingly though, it reflected almost exactly what was happening in the UK as a whole, with 1980 seeing an inflation rate of 17.97% – the highest it would be at any point in the '80s, and a figure that seems almost unthinkable these days. Of course, the idea that Rolls-Royce's most affordable model was suddenly nudging £50,000 in standard form probably came as a shock to some. But as *What Car?* reported in its review of the newcomer, the Silver Spirit remained unrivalled for its "quality of construction and, of course, its undeniable style, status and sheer old-fashioned opulence." ■

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