

B E N T L E Y



"Winged B" and logo from Lee Zuker's 1939 4¼ Litre James Young Sedan Coupe

In 1912, bored with his job at the National Motor Cab Company, W. O. Bentley talked a brother into acquiring the British agency for the French D.F.P. Selling didn't interest W.O. so much as racing. Largely via use of aluminum pistons, he could extract more power from the D.F.P.'s two liters than its makers initially deemed either wise or possible. An astonishing performance in the 1914 Tourist Trophy convinced them otherwise. Less than three weeks later Sarajevo ignited World War I, and W.O. went to work for king and country in the aero industry. By the Armistice, much to D.F.P.'s discomfiture, Bentley decided to produce his own car. He started, he said, with "nothing but a few bits of paper and some ideas." Hyperbole, perhaps. But W.O.'s Bentley would virtually redefine the word. Everything about it was overstated, but in a heroic not an exaggerated sense. This was one epic automobile. "It has been the lot of very few firms to achieve fame with their first cars," *Autocar* noted in 1923. Fortune was another matter.

The 3 Litre Bentley was introduced at the Olympia Motor Show in 1919. Not until 1921 did Bentley Motors Ltd. have the wherewithal to move into manufacture. There wasn't much wherewithal left for promotion. Naturally, W.O. decided to advertise by going racing. . . .

In 1924 a Bentley won Le Mans. In 1925 the 3 Litre owned by Don Weber might have. The fastest car on the course—100 mph down Mulsanne straight—Bentley No. 10 was in the lead until a pit stop to adjust the oil filler cap dropped it back—and then a quirk relegated it a d.n.f. Practice fuel consumption calculations hadn't considered the sustained hard driving of the race, and Bentley No. 10 ran out of gas a lap and a half short of its next permitted stop. Behind its wheel at that time was H. "Bertie" Kensington Moir. His co-driver was a bacteriologist, Dr. J. D. Benjafield. "Bertie" and "Benjy" would become members of that spirited fraternity known as "The Bentley Boys," probably the largest group of men ever to drive to stardom under the banner of a single marque.

Don Weber has owned Bentley No. 10 for fourteen years and in that time has become something of a latterday Bentley boy himself: "In 1979 I drove this 3 Litre from Texas to Monterey, California, racing at Laguna Seca and finishing second to Phil Hill in his 4.5 Blower Bentley. After Monterey, I left the car with Briggs Cunningham at his museum in Costa Mesa. The year following Tom Danaher and I left Briggs' house in Newport Beach on a scheduled non-stop run to René Dreyfus' Le Chanteclair restaurant in New York City. It may sound a little

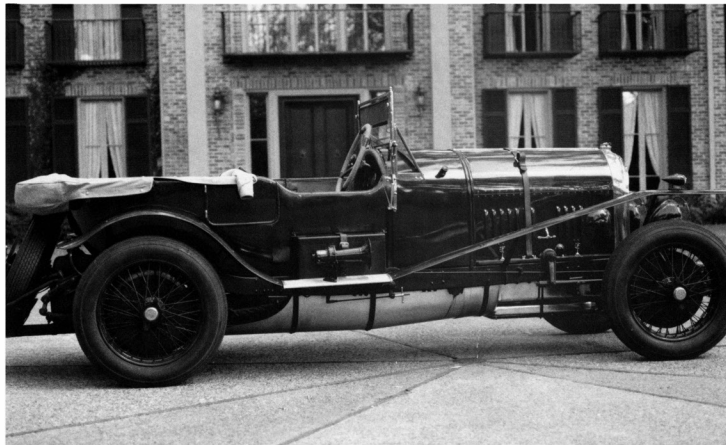


strange, but we simply wanted to see how we would fare on modern freeways running against Cannon Ball Baker's 1925 cross-country record of 41 mph, which had been an astounding feat when you consider that only a portion of the roads were paved. Unfortunately, our light cotton clothing was of little protection against the last of that winter's arctic cold fronts that roared down out of the Rockies with temperatures in the thirties and a six-inch snowfall in El Paso! Needless to

say, the brutal cold made it impossible for us to stay in the open Bentley, and we abandoned the run in Amarillo at two in the morning. We managed to average over 70 mph from Newport Beach to Amarillo, with the judicious assistance of a good radar detector. A few years earlier, Bentley No. 10 had been driven on a 'thousand miles in a day' run from San Antonio to El Paso and return, 4:30 a.m. to 9:35 p.m., cruising at a steady 80 mph all the way. The car is truly a delight to

1925 Bentley 3 Litre Sports Tourer, Vanden Plas

Owner: Donald E. Weber of San Antonio, Texas





drive on the open road—a real thoroughbred. Frankly, I can think of very few American cars, essentially stock, that would do what the Bentley did that day. Its engine is an early predecessor of what is called a 'Quad Four'—four cylinders, overhead cam, four valves per cylinder, dual carburetors, dual magneto ignition (eight plugs); aluminum crankcase, sump, valve cover, firewall and pistons. The transmission is a four speed, and the large aluminum brake drums provide superb stopping power, as good as discs."

1925 Bentley 3 Litre Tourer, Vanden Plas

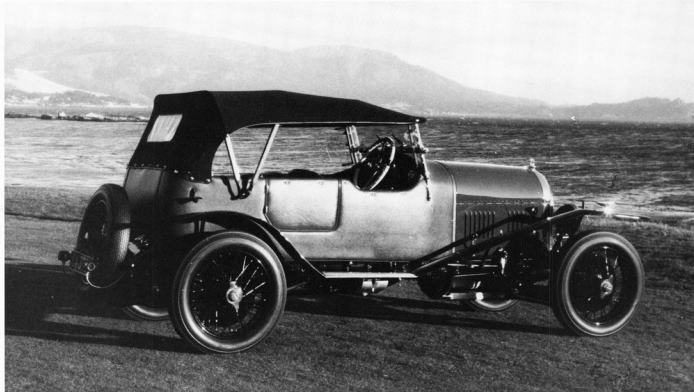
Richard Morrison has owned his 3 Litre Tourer for over a decade:

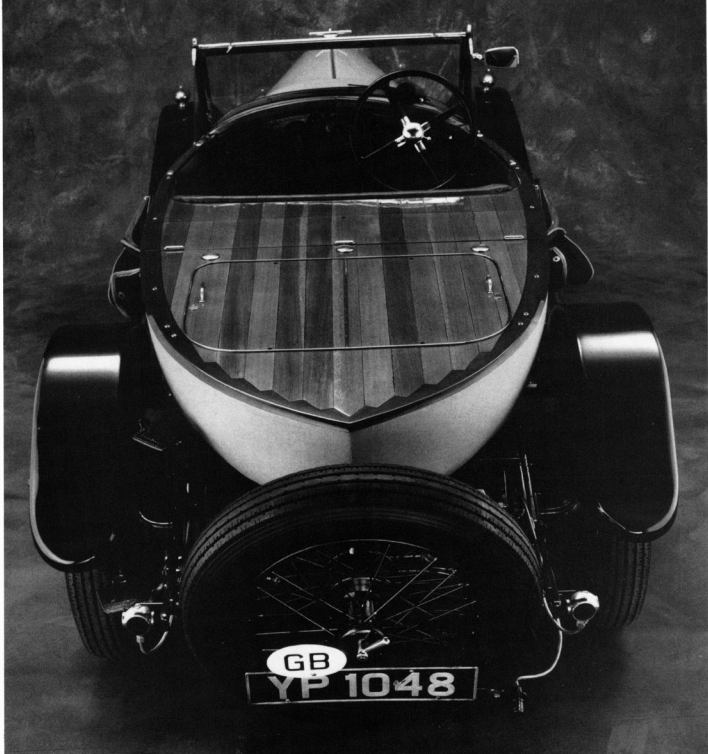
"I think the vintage Bentley (pre-1931) is the ultimate British sporting car of its era. W. O. Bentley pioneered the aluminum piston before World War I and with that knowledge greatly improved WWI aircraft engines. The reliability required concurrently with performance carried over to his motor cars. I am intrigued by W. O. Bentley's engineering. Overhead cam, four valves per cylinder and twin magnetos are features only recently being utilized

on high-performance sports cars. I am also amazed that the Le Mans race-winning cars were so little modified from the production chassis. I like the similarity in style of my 3 Litre to the Le Mans team cars."

The 3 Litre Bentley won Le Mans again in 1927. World records held by the car included 1000 kilometers at 97.11 mph, 1000 miles at 97.40, twenty-four hours at 95.03—all set in 1925 at Monthéry. The year following a long-tailed streamlined version took 2000 kilometers at 100.23 mph and twelve hours at 100.96 at that same track.

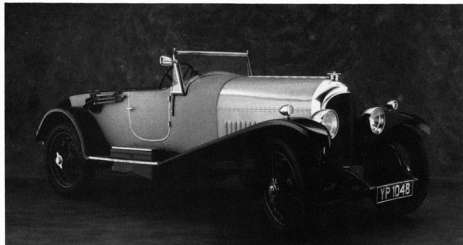
Owner: Richard Morrison of Salina, Kansas



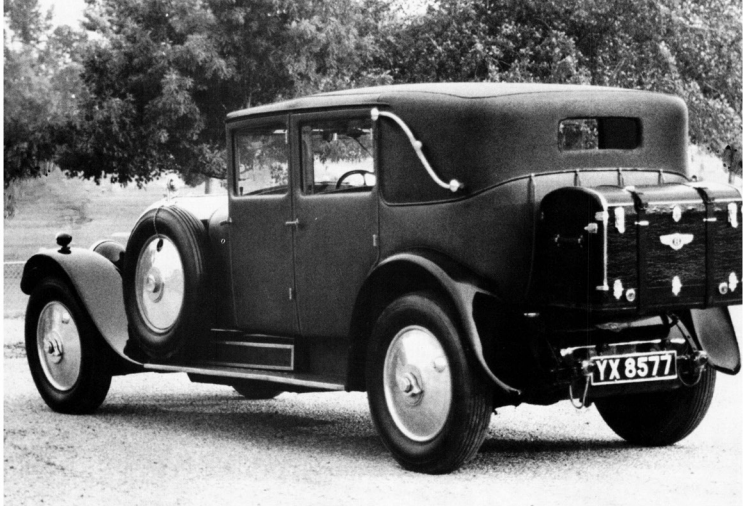


1926 Bentley 3 Litre Speed Model, Vanden Plas

Owner: Miles C. Collier of Naples, Florida



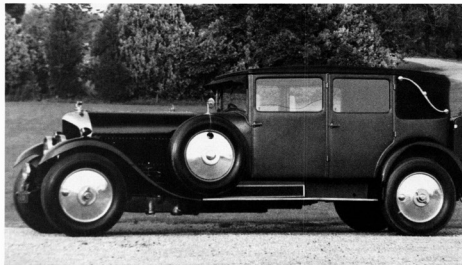
So massively built and doggedly reliable was the 3 Litre that W. O. Bentley guaranteed its mechanicals for five years. Ninety miles an hour straight from the showroom floor was the guarantee for the Speed Model. From 1924 into early 1929, a total of 507 Speed Models left the Bentley works at Cricklewood, most of them carrying Vanden Plas coachwork. A deft combination of nickel and brass brightwork distinguish the boattail speedster owned by Miles Collier.



1928 Bentley 6 1/2 Litre Weymann Saloon, Gurney Nutting

Owner: Richard Morrison of Salina, Kansas

The 3 Litre was developed into the 4 1/2 Litre four which won Le Mans in 1928. The six-cylinder 6 1/2 Litre, introduced in 1926, was W. O. Bentley's first bid for the carriage trade market. Comments Richard Morrison: "The overhead cam engine with four valves per cylinder is smooth and powerful, the hand-scraped aluminum castings are beautiful and the 'three-throw' camshaft drive system is an engineering marvel. This is a wonderful touring car that stays cool in 100+ degree weather, climbs Rocky Mountain passes with ease, and has powerful brakes. Being in the structural fabrics business, I am also attracted to its 'Weymann Patent' fabric body which is strong, lightweight and very quiet. Mine is one of the few 6 1/2 Litres to retain its original closed body and is probably one of the most 'original' ones existing. Most closed cars have been converted to tourers or Le Mans replicas. W. O. Bentley introduced the 6 1/2 Litre chassis to carry the large closed bodies previously fitted to the 3 Litre chassis which had been designed for light open bodies. That this luxury chassis could also win Le Mans two times is truly amazing."



The Speed Six was the 6 1/2 Litre that won Le Mans in 1929 and 1930. And practically every other race it entered. Once it finished second, but only after putting up the fastest lap. And only once did a Speed Six fail to finish a race because of a mechanical failure. Just 171 were built.

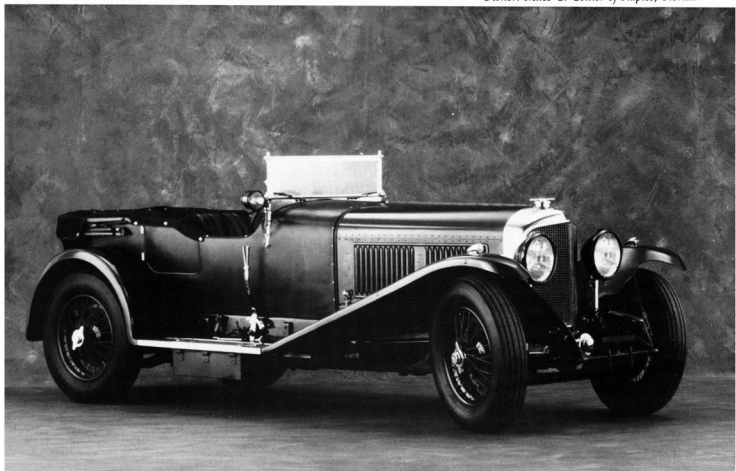
The light fabric-covered Le Mans-type body was among the factors attracting Bill Lassiter to his car.

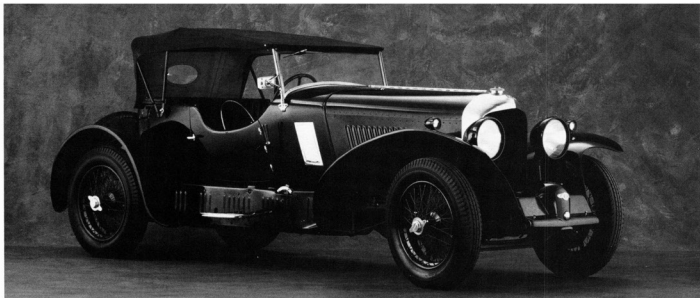
Miles Collier, whose Speed Six is fitted with the three-carburetor competition set-up and is known to have raced, is fascinated by its engineering: "the unique method of driving the camshafts by cranks instead of gears or chains, reminiscent of locomotive practice." Well put. Early in his career W. O. Bentley had apprenticed in a locomotive works.



1929 Bentley 6 1/2 Litre Speed Six, Vanden Plas
Owner: W. G. Lassiter, Jr. of West Palm Beach, Florida

1930 Bentley 6 1/2 Litre Speed Six, Vanden Plas
Owner: Miles C. Collier of Naples, Florida





1931 Bentley 4½ Litre "Blower Bentley" Tourer, Vanden Plas

Owner: Miles C. Collier of Naples, Florida

The Blower Bentley never won a single race and the man whose name it carried didn't like it. Still, the car has mythic status. Sheer audacity has undeniable appeal.

The audacity initially belonged to "Bentley Boy" Sir Henry Birkin. To continue winning Le Mans, W.O. had created the Speed Six. Birkin thought the same result could be achieved by supercharging the four, and he convinced fellow "Bentley Boy" Woolf Barnato that it was worth a try. W.O. was aghast but since Barnato's money was largely keeping Bentley Motors Ltd. afloat as the depression raged, he had no choice but to reluctantly give his okay and find room in his factory for the manufacture of the fifty cars necessary for homologation at Le Mans. Fortunately, the Hon. Dorothy Paget had been persuaded by Birkin to finance premises at Welwyn for race preparation of the cars, so W.O. did not have to witness the final desecration which, in his words, would "pervert" his engine and "corrupt its performance."

Its engine bench-tested at 240 hp (vis-à-vis the 130 of the unsupercharged 4½ Litre), the Blower Bentley was blindingly fast. At Le Mans in 1930, it set a new lap record, then retired—typically. The Blower was the antithesis of the Speed Six. Finishing a race was the rarity. In the 1930 French Grand Prix the car did place second to a Bugatti that weighed half its 4395 pounds. This was a noteworthy achievement, but didn't impress W. O. Bentley much. By 1931 the Blower had gained in reliability but lost in efficiency. Reportedly, it swallowed a gallon of gasoline every fifty-nine seconds. But in short spurts, the car remained spectacular. In the spring of 1932,

Birkin broke the Outer Circuit record at Brooklands at 137.96 mph.

At \$7,375, about two thousand dollars more than an unsupercharged 4½ Litre, the Blower Bentley chassis was put on sale to the public. The original purchaser of Miles Collier's car is not known, but it was brought to this country in 1932 and was for a time owned by the Packard Motor Car Company.

The magnificence of its failure perhaps destined the Blower Bentley to immortality. A healthy assist was given by Ian Fleming when, in his early novels, he chose it as James Bond's transportation. That 007 was a "secret" agent in such a conspicuous car remains one of the tantalizing contradictions that was the essence of the Blower Bentley itself.

Le Mans in 1930 had brought the expected Bentley victory and, shortly thereafter, the unexpected announcement that Bentley Motors Ltd. was closing its competition department. Again, W.O. was without choice, and agreed reluctantly. His company was in deep financial trouble. Among the reasons, his board of directors had concluded, was the Bentley image. As a carriage trade automobile, the 6½ Litre had not fared well in the marketplace—it was thought—because of the Speed Six association. The marque's sensational racing career had left in the public mind a lingering notion that only one of the "Bentley Boys" could drive the car properly. Ergo, the next Bentley would be a production automobile solely.

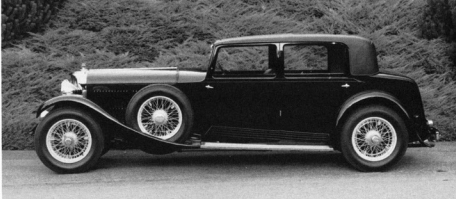


1931 Bentley 8 Litre Sports Touring, Corsica
Owner: Miles C. Collier of Naples, Florida

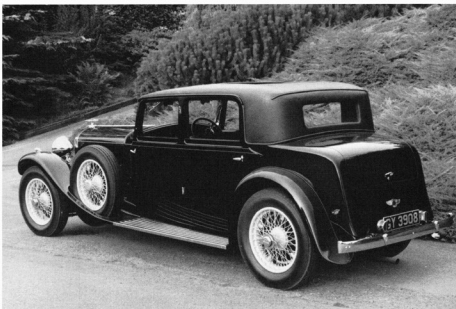
The 8 Litre was an unabashed luxury car. The chassis price was \$9,000. Its specification: six cylinders, single overhead cam, four valves per cylinder, three S.U. carburetors, 7983 cc (several hundred more than Rolls-Royce's Phantom II), 250 hp. Wheelbases were two, 144 and 156 inches, most of the 100 8 Litres that were produced carrying formal coachwork on the longer chassis.

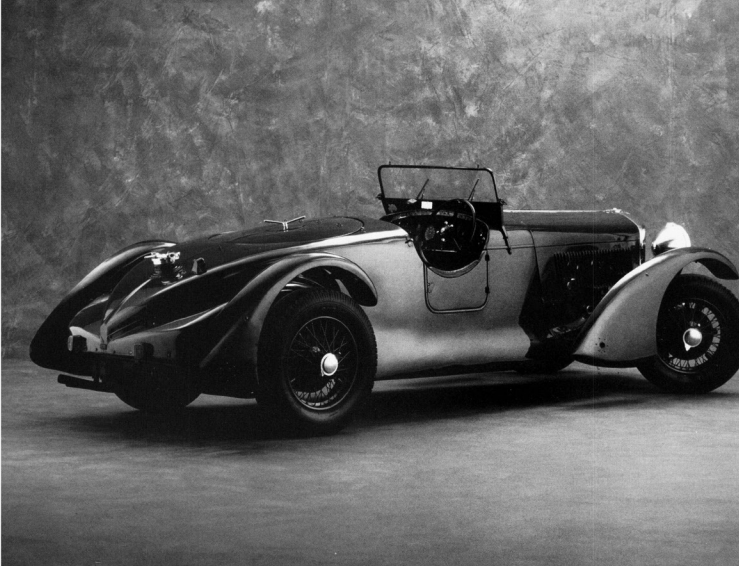
The sporting Corsica body on the short chassis makes Miles Collier's car a rarity. Even more noteworthy, it was one of just two 8 Litres to enjoy speed-enhancing modifications by L. C. McKenzie, the high priest of Bentley tuners.

The Hooper/McEwan car was the fifth to the last of the 8 Litres, delivered to H. R. G. Colclough in August of 1932. Comments Al McEwan: "The 8 Litre marks the epitome of W. O. Bentley's work, a chassis designed to carry formal coachwork at high speeds (up to 100 mph) on the Continent. While a very high percentage of these cars survive, many have had the original formal and/or closed coachwork replaced with later, more sporting bodies. This car retains its original H. J. Mulliner sports saloon body on the longer wheelbase chassis. Heavy to drive in slower city-type environments today, the car is particularly light and responsive at speed. The 8 Litre Bentley was one of the most powerful of all Classic automobiles."



1931 Bentley 8 Litre Sports Saloon, H. J. Mulliner
Owners: R. B. Hooper & A. W. McEwan of Bellevue, Washington





1933 Bentley 4 1/4 Litre Roadster, Offord

Owner: Miles C. Collier of Naples, Florida

"Bentley Motors—Purchase Surprise" was the headline. "The expected absorption of Bentley Motors Ltd. by D. Napier and Sons Ltd., the aero-engine makers, will not take place," the story read. "An unexpected and last-minute bid yesterday afternoon secured the Bentley assets for a rival buyer, a syndicate known as the 'British Central Equitable Trust.' Nothing is known of the syndicate's intentions." W. O. Bentley didn't know either, nor was he aware who the syndicate represented. During the summer of 1931, when the receiver put his company up for sale, it was Bentley's fervent wish that Napier be the buyer, as it was Napier's. Indeed, preliminary plans had already been made for the first Napier-Bentley. It was several days before W.O.—and the world—found out that the Cricklewood company now belonged to Rolls-Royce. As "hostile takeovers" go, this one was a beaut. W.O. was engaged as an employee though he would find that working

for Derby was not his cup of tea.

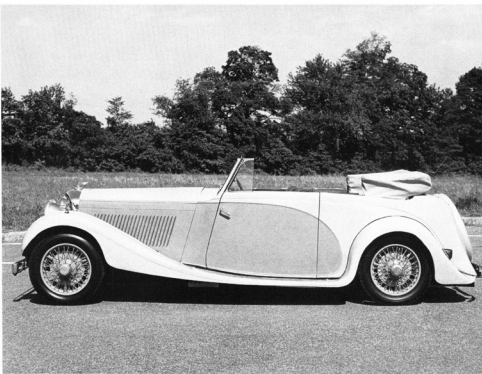
Rolls-Royce had lusted for Bentley Motors for the strategic advantage of owning a rival, of course; now for a purchase price of £125,000 (a bit over \$600,000), Derby could produce a sporting model carrying the name which for a decade had virtually defined a sports car. Introduced at the Olympia Motor Show in 1933, the first Bentley by Rolls-Royce was based on Derby's pushrod 20/25 with four-speed synchromesh transmission and servo brakes. The slogan was "The Silent Sports Car," a scarcely subtle refutation of the rumbleguts image when the marque belonged to W.O. Still, even in saloon form, the new Bentley 3 1/2 Litre could reach 90 mph—which was marvelously sporting no matter how little noise was made.

Among the earliest purchasers was E. R. "Eddie" Hall, a Yorkshire industrialist who took the car now in Miles Collier's collection to learn the Mille Miglia circuit prior to his racing there in an M.G. K3 Magnetite. After

4,000 practice miles, Hall concluded that this Bentley deserved to be raced as well. Surprisingly, Derby didn't blanch. Factory sponsorship was out of the question, of course, but Rolls-Royce agreed to modify the car for Hall to race in the Tourist Trophy. The factory updated the engine to the 4 1/4 Litre in '36, the same year Hall had Offord & Sons, Ltd. build a new windcheating roadster body. Hall and his Bentley competed three times in the TT, with the result always the same. Easily the fastest in the field, the car finished a heartbreakingly close second each time on handicap. But Hall's 78 mph average in '34 was 9 mph faster than ever recorded in the Tourist Trophy by any of W.O.'s Bentleys, and his 80.81 mph average in '36 was the fastest that would ever be recorded in the TT by any car. Nowhere did Eddie Hall and this Bentley ever lose its class. One wonders what the record would have been had Rolls-Royce let down its dignity and gone racing seriously during the thirties.

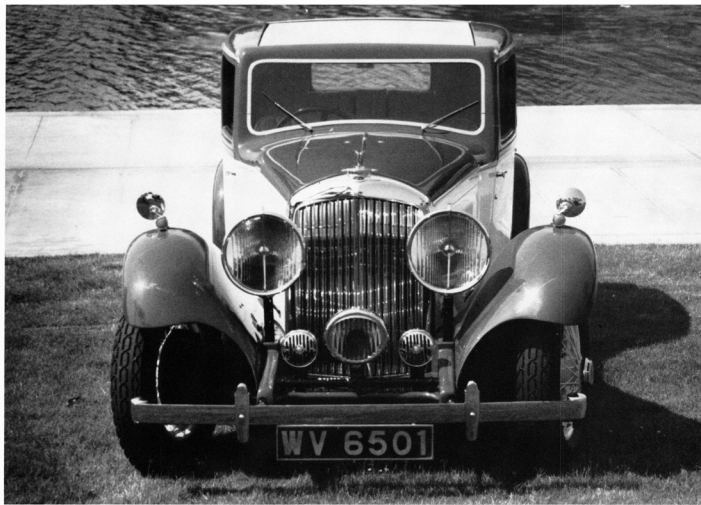
To the properly conservative gentlemen at Rolls-Royce, motor sport was anathema. Their sporting Bentley was its own *raison d'être*, and was refined through the years with the same lavish attention to detail that had long been the hallmark of Rolls-Royce. From 1933 to 1936, 1,177 Bentley 3½ Litre chassis were produced. All carried custom coachwork.

Miss E. E. S. Mathieson of Ayr, Scotland was the original owner of the James Young Drophead Coupe that has been Matt Sonfield's for a decade and a half: "I corresponded with Miss Mathieson who wrote, 'I would drive all over the Highlands of Scotland . . . on roads where many people would not take a Bentley, but it was so reliable I would take it anywhere.' The 3½ Litre has Rolls-Royce quality and silence combined with sporting performance, speed, agility, etc. And this car is an unusual design for an English drophead body of the period with its 'sweep-panel' mouldings and rear quarter windows."



1935 Bentley 3½ Litre Drophead Coupe, James Young
Owner: Matthew Sonfield of Syosset, New York
Photo above: M. Karger





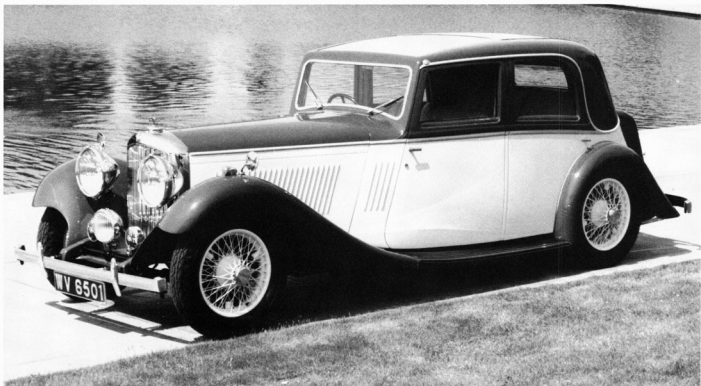
"Very nice lines for a four-door saloon," comments Jerry Sokol of the Barker body on the 3½ Litre he has owned since 1980. The Marquis of Bath was the original purchaser of this car.

Roger Morrison has owned his Barker Drophead Coupe for two decades: "The car was purchased new by H. H. Prince Aly Khan and delivered to him at Chateau Lafitte in Paris. Quoting a *Life* magazine article,

'In 1935, when he was 24, Aly was named as co-respondent in a divorce suit by Thomas Loel E. B. Guinness . . . heir to a brewing fortune. Mrs. Guinness and Aly were married in Paris a week after the divorce.' Was

1934 Bentley 3½ Litre Saloon, Barker

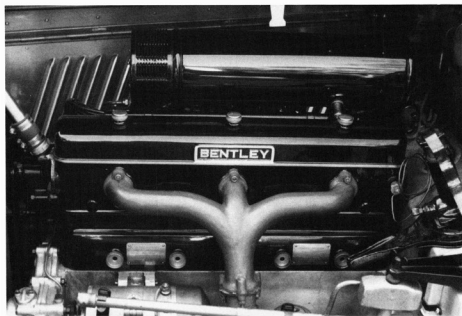
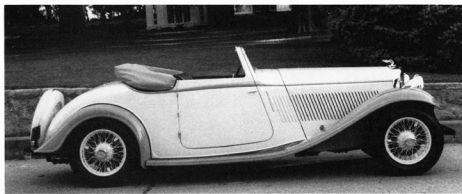
Owner: Jerry L. Sokol of Squaw Valley, California



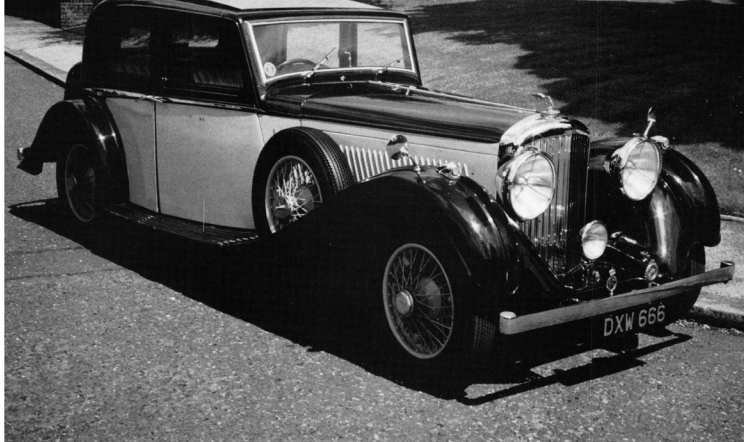


1935 Bentley 3 1/2 Litre Drophead Coupe, Barker

Owner: Roger Morrison of Salina, Kansas



it the Prince or his Bentley that turned Mrs. Guinness' head? Idle speculation, but this car is a head-turner. The one-off body by Barker has a dickey (rumble) seat, most unusual for an English car of the period. Design features include the bonnet louvers which extend onto the cowl sloped at 20 degrees. The dashboard is covered in leather. Among the special requests were instruments with white faces and black numerals, and the steering column to be moved two-and-a-half inches further back from the dash. Did the prince have short arms or just prefer the steering close to the vest? Whichever, this was a great car for him to motor in. The lightweight aluminum body, the overhead valve engine with twin carburetors and the adjustable shock absorbers make it one of the better driving and performing automobiles produced by Rolls-Royce in the thirties. When I bought this car, I was an absolute rookie who was just plain lucky to find it in a small Nebraska town. This was my first Classic—a big change from a 1967 427 Corvette! Both this Bentley's body style and its roadability appealed to me. Only after acquisition did I discover its interesting history."



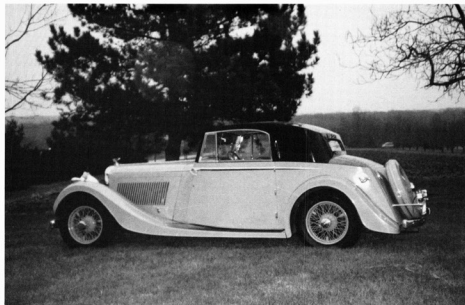
1937 Bentley 4 1/4 Litre Sports Saloon, Vanden Plas

Owner: Jean Gorjat of Harrisburg, Pennsylvania

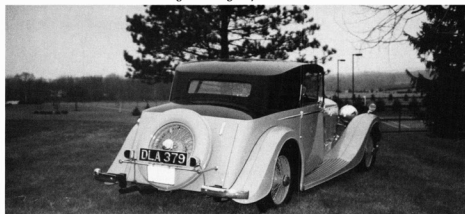
In 1936 the Rolls-Bentley grew from 3669 to 4257 cc; the chassis remained at 126 inches. The additional displacement was necessary because of the rising avoirdupois of the Bentley's bespoke coachwork.

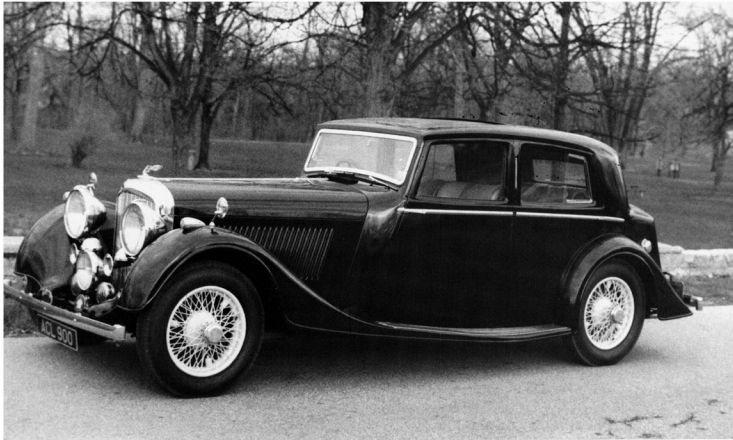
Like Roger Morrison, Jean Gorjat entered Classic ranks with his 4 1/4 Litre Vanden Plas Sports Saloon: "This was my first Classic car. In six years of driving, it has failed me only once. On my birthday, on the way to the restaurant for dinner, at a busy intersection downtown, all four brakes locked due to a faulty servo. So I went the rest of the way by taxi and, after champagne and a gourmet dinner, returned to disassemble the servo—at 2:00 a.m. This is a wonderful automobile—the silent sports car with handsome sedan body and sun roof."

The Freestone & Webb Top Hat Coupe was a Christmas present to Bege Remlinger from her husband Jerry: "The reason for the body designation is obvious when you look at the car. But its first owner never wore a top hat, to the best of my knowledge. This Bentley was commissioned by a lady who wanted a two-passenger car for herself that could carry another person, if necessary and if small enough. Personally, I wouldn't care to ride in that third seat any further than around the corner to the store."



1937 Bentley 4 1/4 Litre Top Hat Coupe, Freestone & Webb
Owner: Bege Remlinger of Massillon, Ohio





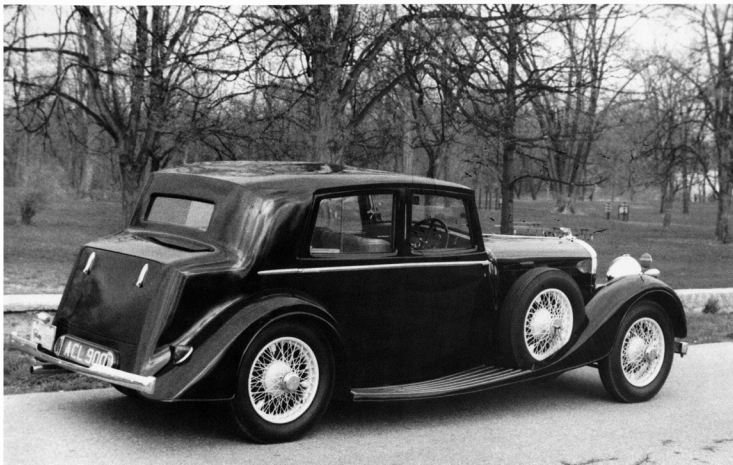
1938 Bentley 4 1/4 Litre Sports Saloon, Mann Egerton

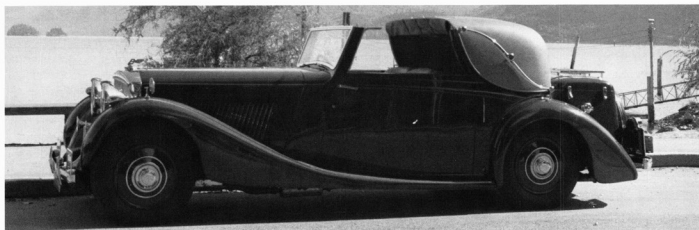
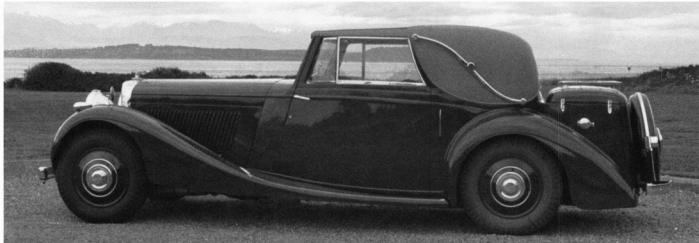
Owners: Mr. & Mrs. Gordon J. Fairbanks of Indianapolis, Indiana

"The razor-edge styling plus the general overall sporting look make this Mann Egerton very pleasing to the eye," comment the Fairbanks about the 4 1/4 Litre they have owned

for fourteen years. "The car has P-100 headlights which have the interesting operation of dipping one light and extinguishing the other when the dimmer switch is activated.

The dipping is accomplished by a solenoid built into the lamp which tilts the reflector. This Bentley is a great tour car able to maintain highway speeds with ease."





Bentley 4 1/4 Litre production totaled about 1,250 cars. Because of the high-speed motoring afforded by new super highways on the Continent, refinements were made to the final 200 Bentley 4 1/4 Litres produced from late 1938. Lee Zuker explains: "Ours is one of the 200 'M' series, with several features not found in earlier cars. The most significant is the change of the gearbox, so that third gear is direct drive and fourth is an 85% overdrive, giving a final gear ratio of 3.65 and an engine speed of about 2000 rpm at 60 mph. Top speed is over 100 mph. Also introduced in this series was Marles recirculating ball steering, and the tire size was reduced from seventeen to sixteen inches to improve road handling. The car includes all of the features standard in Bentleys of the late prewar era: centralized chassis lubrication activated by a lever under the dash; four-wheel servo-operated brakes (in fact, anti-skid brakes since the servo action is proportional to the rear wheel speed); variable rate suspension adjustable with a lever on the steering wheel; and dual S.U. carburetors. Although Rolls-Royce did not publish horsepower developed, stating only that it was 'adequate,' a magazine of the period reported 125 hp at 3500 rpm.



1939 Bentley 4 1/4 Litre Sedan Coupe, James Young
Owners: Lee & Marlene Zuker of Bellevue, Washington



"Our particular 4 1/4 Litre was designed by A. F. McNeil who was hired in 1938 as chief designer by James Young, having previously held the same position at Gurney Nutting. The coachwork is unique, a one-off, although similar to the Owen-Gurney Nutting design used previously for several Rolls-Royce and Bentley automobiles. It is all aluminum and features a very large trunk containing a complete set of tools on the underside of the lid. The ease with which the front top opens and closes further enhances this car's utility, while its ability to cruise comfortably and quietly at thruway speeds makes it a car of pure pleasure and outstanding for CARavanning.

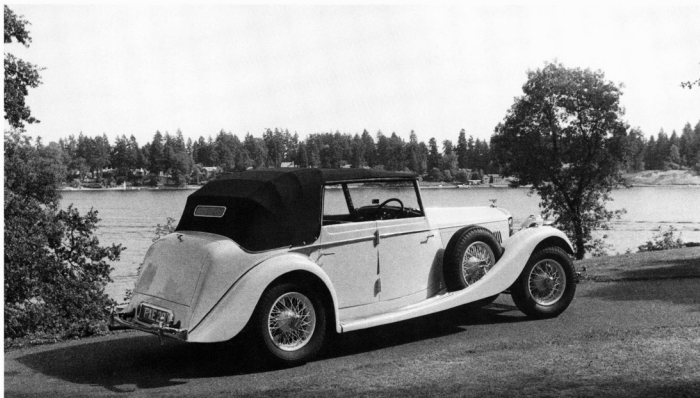
"The original owner was Mrs. E. V. Young who lived on Basil Street, near Harrods, in London. The purchase price was £1,780; Mrs. Young traded in her '28 Rolls-Royce 20 H.P., for which she received a credit of £230. During the war the car was purchased by a company in the Midlands for use by its managing director, and after the war it was owned briefly by Humphrey Cook, the financial backer of E.R.A. race cars. This Bentley arrived in the United States in 1960. We have owned it since 1984. The first trip the car made thereafter was at night, in the pouring rain, to Centralia, Washington, about seventy-five miles away. The purpose of this run was to deliver the Bentley Drivers Club signature book, on its way around the world, to the driver on the next leg of the trip. Mileage to date on this car is 125,000."



1939 Bentley 4 1/4 Litre All-Weather Convertible Sedan, Vanden Plas
Owner: Joseph L. Carman III of Tacoma, Washington

Joe Carman has owned his Bentley 4 1/4 Litre since 1966: "The original owner was Ben Jacobson of London. Much of the car's life after World War II was spent on the Continent, Bermuda and England. It arrived in the United States in the mid-fifties. Excluding five interim dealers, I am the eleventh owner. This Bentley has a particularly attractive and rare body

by Vanden Plas which, combined with outstanding performance characteristics, makes it one of the most delightful prewar touring automobiles. The odometer now reads 173,000 and tells me that this Bentley has provided us with 20,000 miles of delightful motoring experiences over the past twenty-four years."



Coincidentally, Robert G. Lawrence has owned his 4 1/2 Litre Bentley twenty-four years as well: "The car was purchased on June 9th, 1939 by Major Jack Kay of London. A long series of owners followed, including Viscount Althorp (Lord Spencer, father of the current Princess of Wales) in the mid-fifties. Between 1936 and 1939, H. J. Mulliner & Company produced approximately twenty-five aluminum drophead bodies with disappearing hoods on Derby Bentleys. My car was among the last, one of two built in mid-1939 with an enlarged boot and other small changes. Since I have been unable to trace the sister car, it may be the only one extant. But this Bentley is special to me simply because it is a pleasure to look at and very pleasurable to drive, cruising nicely at 65-70 mph. Present mileage is 85,000, and we look forward in a few years to seeing five zeros."



1939 Bentley 4 1/2 Litre Drophead Coupe, H. J. Mulliner
Owner: Robert G. Lawrence of Victoria, British Columbia



1946 Bentley Mark VI Drophead Coupe, Freestone & Webb
Owner: Akin T. Davis of Washington, D.C. Photo: K. Karger

Shortly after Hitler's army moved into Poland, Bentley production ceased in Derby. On June 11th, 1946 Lillie Hall accepted delivery of the Freestone & Webb Drophead Coupe which, following a succession of further owners, was acquired by Akin Davis precisely thirty years later: "I have driven the car over 70,000 miles since 1976. The body style is a one-off, and probably the second oldest postwar convertible Bentley in existence. The road performance is marvelous."

The Mark VI was, with detail modification, the successor to the Mark V introduced shortly before the war, which added coil-spring and wishbone independent front suspension to the M series' 4 1/2 Litre specification. Most impartial observers have since agreed that Rolls-Royce did not do at all badly by W.O.'s Bentley.

