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BENTLEY

CONTINENTAL GT
AND GTC V8



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A new Bentley engine earns its wings.

The clues are there. The dark mesh radiator grille, ringed by bright metal. The aggressive lower bumper with its three air intakes. The blacked-out rear valance, with its twin exhaust tailpipes shaped into an elongated, side-on figure eight. And one further small, but significant detail: a red enamel Bentley winged 'B'. These are the tell-tale signs of an all-new Bentley, powered by a 4.0 litre V8 engine.

From the distinctive backbeat of its eight cylinders at idling speed to the glorious snarl of full-throttle acceleration, the new V8 offers an exhilarating, involving and passionate route to

Bentley Continental ownership. It is an engine that can both stir the soul or calm the spirit, according to the mood of the driver or the conditions. Yet it also delivers a power-to-emissions ratio unparalleled in its class.

For years the name Bentley has been unrivalled among high performance grand tourers. Today, two V8 models extend that reputation, offering sensational performance, outstanding efficiency and a soundtrack to thrill any driver. The Continental GT V8 and Continental GTC V8 have arrived.

A GT that drives to a different beat.

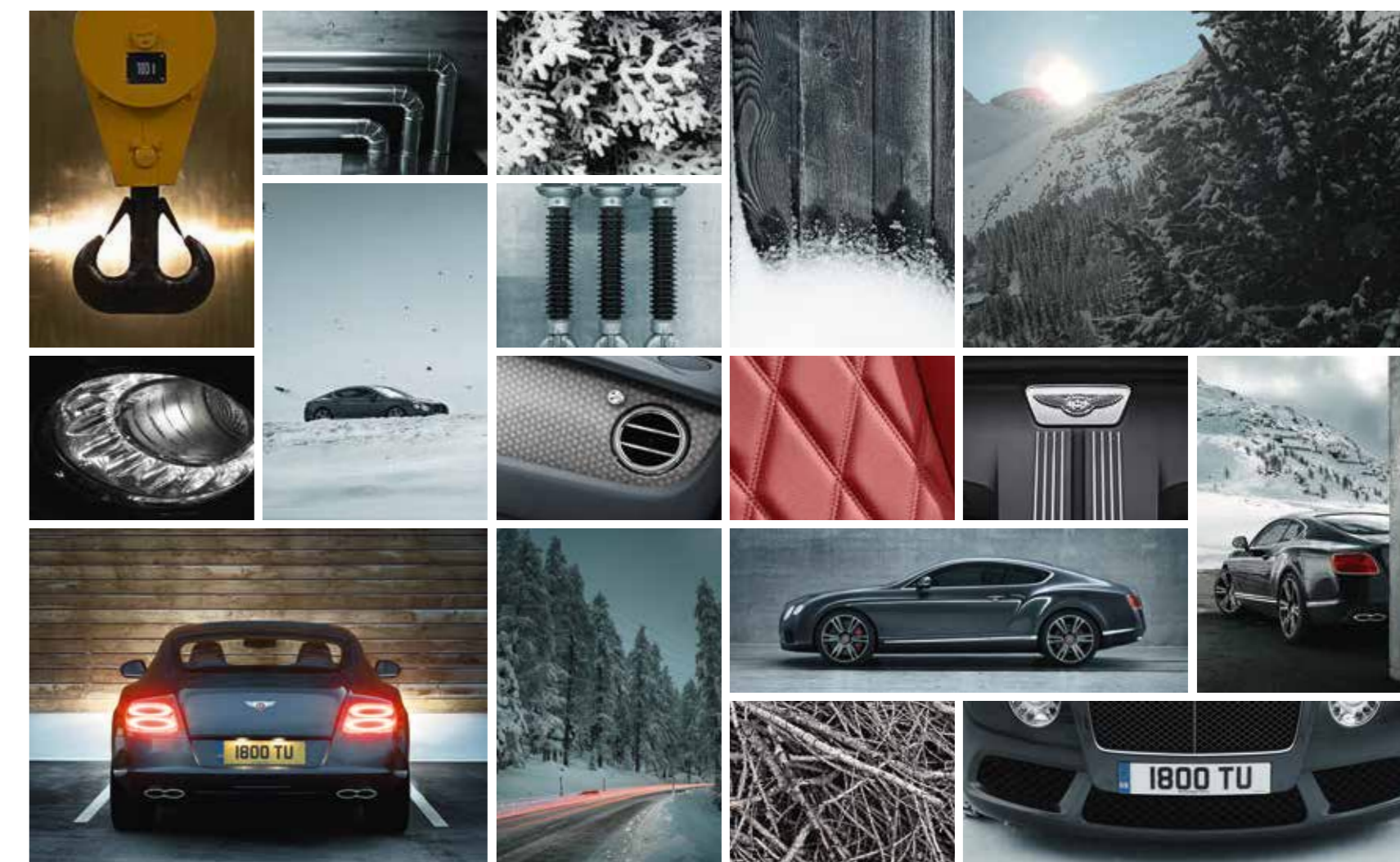
There's a lean and muscular look to the Continental GT V8 that's entirely in keeping with the powertrain beneath the bonnet. The Crewe styling team has created a Bentley coupé of elegantly tailored lines and muscular form, with the precise crease of the front wings shaped by advanced aluminium superforming technology. Those distinctive large, close-set inner headlamps are ringed by jewel-like LED lights; at the rear, Bentley's signature 'floating' LED lights draw one's eye to the extremities of the car, emphasising its low, wide stance. It's a shape that echoes some of the great Bentley grand tourers of the past, yet the design is clean, contemporary and fresh.

The V8's character is emphasised by the gloss black mesh grille, ringed in bright chrome, the aggressive jut of the three-segment front bumper and by the blacked-out rear valance with those tell-tale 'figure eight' exhaust tailpipes. There's a darker side to this Bentley, and it can be summoned up by pressing the

start button and bringing the advanced new 4.0 litre V8 engine to life. Acceleration from 0-60 mph in just 4.6 seconds attests to the power of the advanced 500bhp V8 engine; the power to emissions ratio confirms that it sets a new benchmark for the breed.

Before the drive begins, you'll want to take a little time to enjoy the ambience of the cockpit. Take in the simple, modern feel imparted to the impeccable craftsmanship of the fascia and wood trim by the design team's recommended Dark Fiddleback Eucalyptus, an ambience emphasised by the use of Eliade cloth headlining. The cockpit itself harmoniously integrates advanced infotainment, clear instrumentation, clean, crisp lines and carefully-resolved meeting points of highly polished veneer, soft-touch leather and solid metal. It's an inspiring place to spend some quality time; and with a potential range of over 530 miles between fill-ups thanks to that ultra-efficient V8 engine, you'll be able to do exactly that.





WHY STOP WHEN YOU'RE HAVING FUN?





Convertible. And covetable.

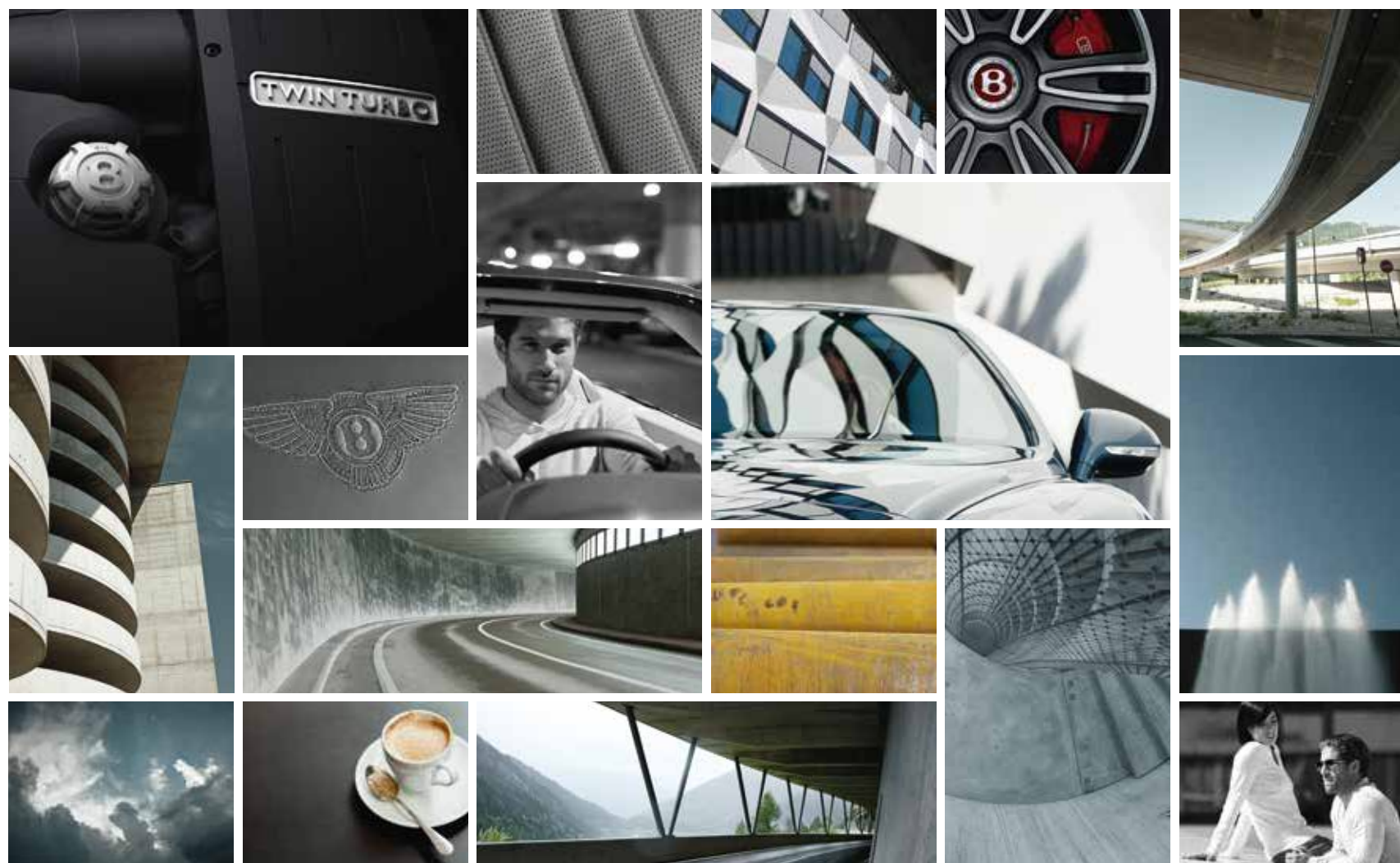


Although closely related to the GT, the Continental GTC V8 has its own distinct character. Those iconic Bentley features of dominant bonnet line, dark matrix mesh grille and twin large inner headlamps confirm its pedigree, while the wide track and four-square stance emphasise the performance focus of an all-wheel drive supercar. At the rear, wrap-around lamps accentuate the low, wide proportions, flanking a distinctive Bentley 'double-horseshoe' boot lid with a spoiler on its upper edge. Distinguishing features for the V8 model include a red enamel winged 'B' badge, gloss black grille with bright chrome surround, three-segment front bumper and the 'figure eight' tailpipes at the rear.

To call the Continental GTC V8 a convertible understates its capabilities. It is both a sensational open tourer when the weather permits and a practical year-round proposition, as well-insulated and refined as a coupé, thanks to its four-layer insulated roof. Inside, the 'cobra head' front seats can be specified with an

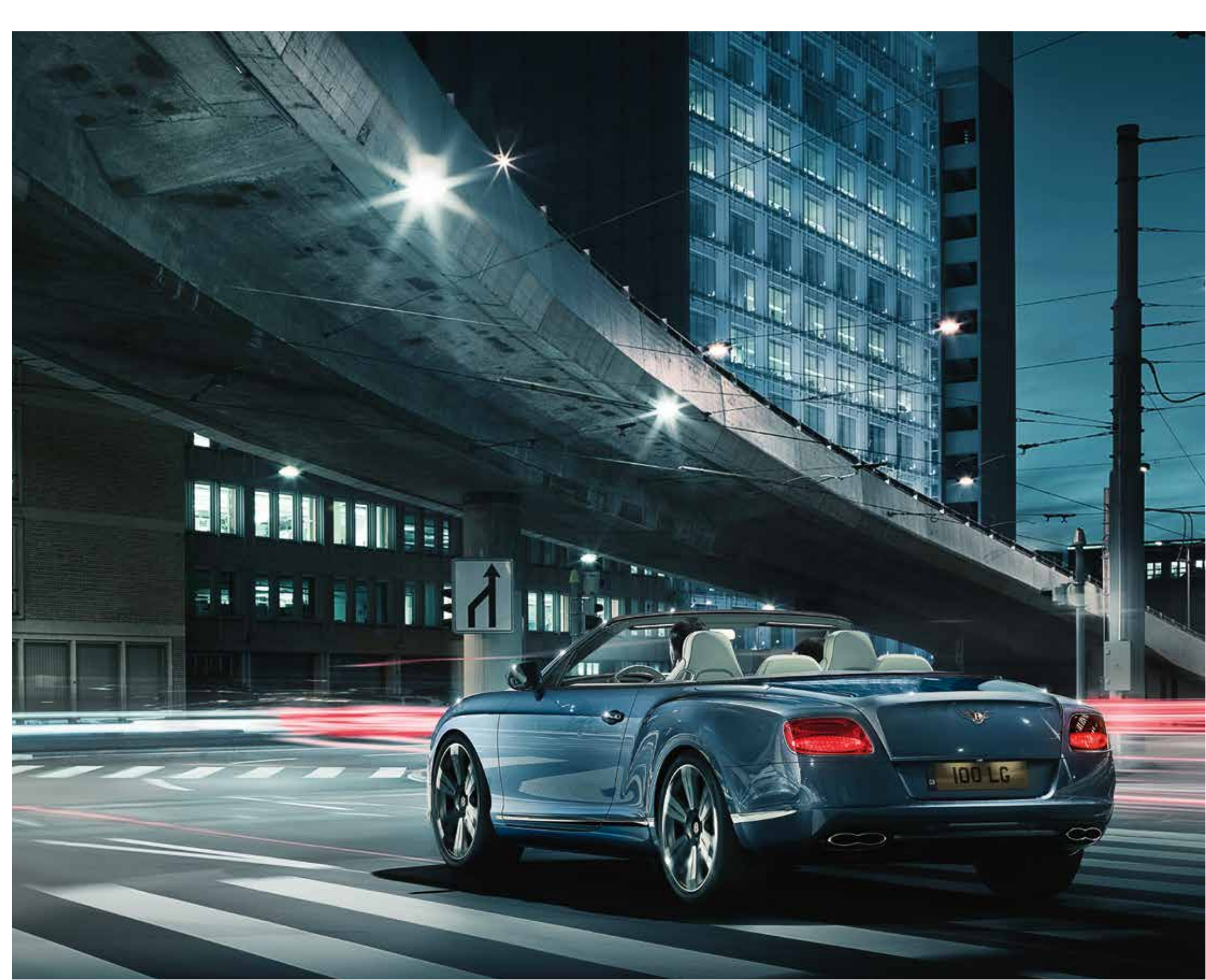
optional neck warmer feature, tempting you to enjoy open-top motoring on your way to the ski run. Choose the optional front seat ventilation system, and excess heat is drawn out of the seat backrest and cushion by silent-running fans, allowing you to experience summer sunshine while remaining cool. Unique to the Continental V8 models is the Dark Fiddleback Eucalyptus veneer trim, giving the interior a fresh, contemporary look.

Bentley's new 4.0 litre V8 engine has an inspiring repertoire of sounds, from the deep V8 burble at low engine speeds to the growl and rasp that swell in crescendo as the throttle is pressed further towards the floor. This exceptional new 500bhp Bentley engine can hurtle the GTC V8 from standstill to 60mph in just 4.7 seconds with a compelling surge of power. And for the owner of a Continental GTC V8, one of the incidental pleasures of hood-down motoring is the chance to enjoy the V8's mechanical symphony...in full surround sound.



WHEN THE HOOD IS DOWN,
YOU'RE NOT AN OBSERVER.
YOU'RE A PARTICIPANT.







Shaped by the wind.

Those knife-edge crease lines down the front wings of the Continental GT and GTC cannot be made using a conventional panel press. Instead, using a technique called superforming, 5083 grade aluminium is heated to 500°C and shaped around a die using air pressure. No other process could have achieved such crisp, sharp lines. No other process could have enabled Bentley to create such a complex panel without seams or joins. And so, because this is Bentley, no other process would suffice.

That, in microcosm, is the story of the Bentley Continental. The drama of the large, LED-ringed inner headlight, the lean and muscular form of the rear haunch, the way the elliptical rear lights echo the shape of the exhaust beneath, all these are the product of uncompromised dedication to the ideal. From sketch to tape outline, tape outline to Alias software, Alias software to full-sized clay model, the refining, finessing and simplifying took tens of thousands of man hours. The result looks like it has been shaped by the wind itself. And that's appropriate, for a car that can outpace a hurricane.





With power comes responsibility

Bentley's new V8 engine is astonishing, not just for what it does but also for the way it does it. The power and torque figures of 500bhp and 660Nm from 4.0 litres alone would indicate that this new V8 is an advanced high performance engine. But take into consideration that the GT coupé's CO₂ emissions are a mere 246 g/km and it's clear that the newest Bentley engine's technology is world-leading. Even though the Bentley develops a full 500bhp, its power to emissions ratio sets a new benchmark that will take most rivals years to equal.

Engine technology

Four years is a short span of time in which to develop a revolutionary new engine, yet Bentley's commitment in 2008 to develop a GT capable of a 40% increase in fuel-efficiency has now been achieved with the new V8. It can be admitted, however, that Bentley already had expertise in one technology: variable displacement, where four of the eight cylinders are effectively switched off at gentle throttle openings. That technology now makes its appearance in the new direct injection V8. When the engine's control microprocessor detects a light throttle opening, perhaps as the driver maintains a steady cruising speed or decelerates, it closes the valves in four of the eight

cylinders so that they only act as gas springs. This has two immediate benefits; the remaining four cylinders operate at a higher level of efficiency, and the engine's frictional and gas transfer losses are reduced. As soon as the driver presses the throttle harder the engine instantly switches back to full eight-cylinder operation.

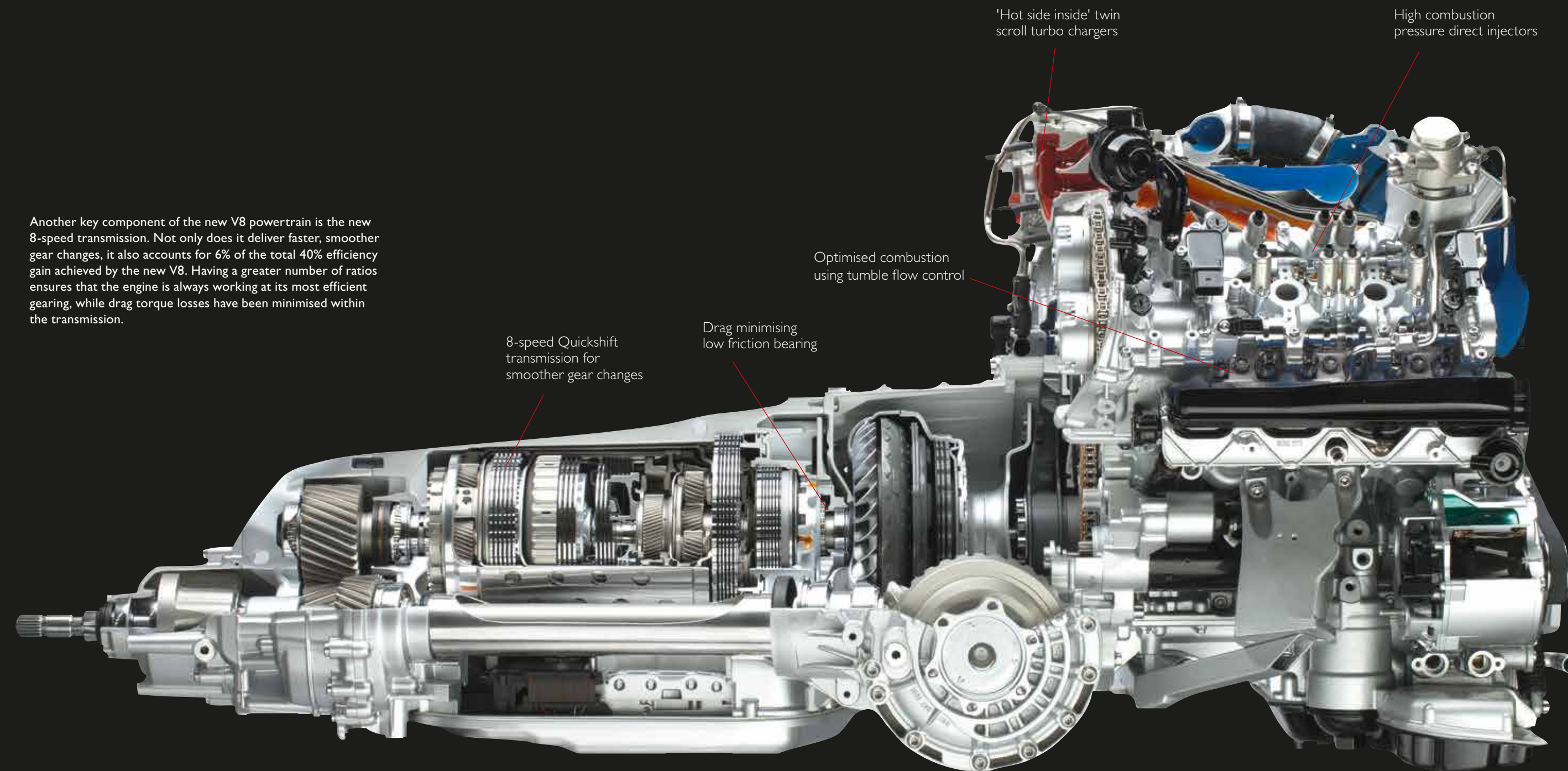
Such is the refinement, speed and smoothness of the technology that the engine's effective displacement seamlessly switches from V8 to V4 and back again with imperceptible ease. Switchable hydraulic engine mounts change to a 'soft' state during idle for improved isolation from vibration.

Seamlessly managing the transition between modes

throughout the V8's operating range is a highly advanced engine management system.

A 32-bit TriCore™ microprocessor performs up to 180 million instructions per second, the kind of computing power that a few years ago was enough to run a space mission. Perhaps the new Bentley V8's engineering really is rocket science: at all events, the microprocessor provides an unparalleled level of precision in its control of the combustion process. It also controls the thermal management system that ensures a faster warm-up for the engine and transmission, as well as the switchable oil control system, each of which has a contribution to make to the new engine's overall 40% efficiency gain.

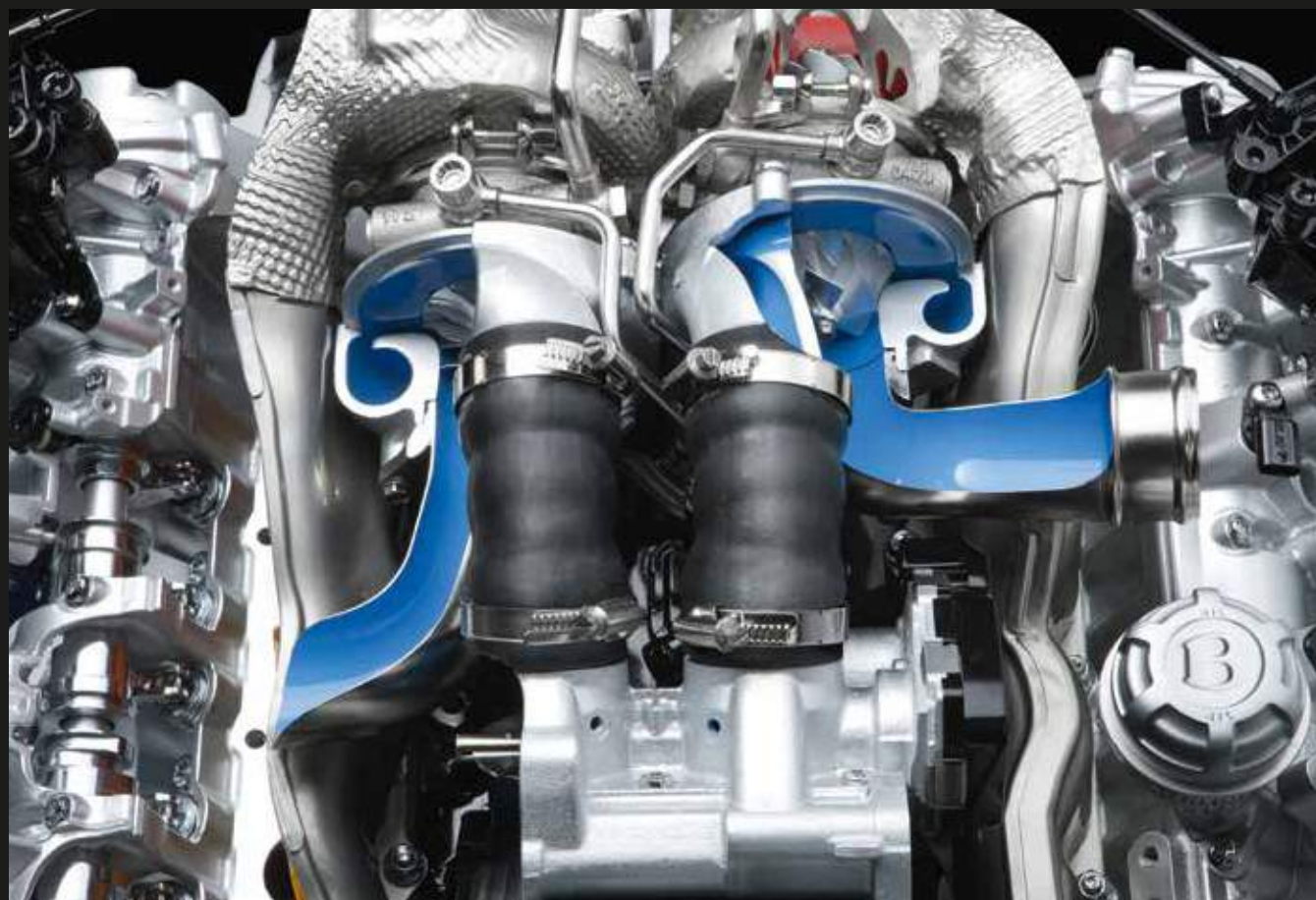
Another key component of the new V8 powertrain is the new 8-speed transmission. Not only does it deliver faster, smoother gear changes, it also accounts for 6% of the total 40% efficiency gain achieved by the new V8. Having a greater number of ratios ensures that the engine is always working at its most efficient gearing, while drag torque losses have been minimised within the transmission.



Hot side inside

In their quest for efficiency, Bentley's engineering team considered every component and how it could be designed to minimise energy losses without compromising power or durability. They call this process 'engine optimisation' and it encompasses everything from oil viscosity and indirect intercooling to the use of low friction bearings. Unusually, the turbochargers are mounted within the 'V' of the V8, contributing to efficiency and weight reduction, a process that Bentley's engineering team term 'hot side inside' (HSI).

Bentley's engineers have even designed the electrical system to work in a more efficient way, reducing the amount of power sapped by the alternator. Using the principle of recuperation, the alternator's output is 'topped up' by the battery at low engine speeds, then the process is reversed via energy recovery during those times when the car is decelerating. Over a typical drive cycle this can reduce fuel consumption by 4%, while the 'on demand' variable power assistance for the steering has another 3% efficiency gain to contribute.



*Fly at high altitude.
Without leaving the ground.*

The genius of the new V8 is that it not only sets a new standard for fuel efficiency within its class, it does so without the driver being aware of any of its ground-breaking technology at work. Accelerate hard and the Continental V8 will streak towards the horizon, hitting 60mph from rest in just 4.6 seconds, the 8-speed transmission seamlessly shifting gears with only the flick of the tachometer to tell you when the next ratio has been engaged. Sweep along a challenging road, accelerating, steering and braking in a satisfying sequence of curves and straights, and you won't be able to detect a single transition between four and

eight cylinders or the action of electrical recuperation. Cruise at a gentle steady state and the intelligent engine and transmission mount will maintain impeccable refinement.

There will be one point in your journey when you realise how efficient the new 4.0 Bentley V8 is, however. It's the moment when you glance down at the fuel gauge after a few hours of exhilarating driving...and realise that the tank is still half full. A thoroughbred new Bentley V8 should be enjoyed on a long, rewarding drive; with over 530 miles possible between fill-ups, your journey need have few interruptions.







A Bentley V8's audio entertainment system.

Bentley has always paid close attention to the voice of its engines. A powertrain that's intrusively noisy at cruising speeds is an unwelcome racket. An engine that's muted when you're unleashing full performance is uninviting. But there's a precise point between the two extremes – a refined, harmonious growl that builds to a thrilling crescendo – that is the hallmark of a Bentley engine.

Our founder W.O. Bentley was famously intolerant of noise, remarking, "I have put up with a lot of noise in my time, but I don't like it, and I hate noise for the sake of noise. To me 70mph in silence is far more creditable than a noisy 80mph." Today's Continental GT V8 is quieter at 140mph than any of W.O.'s creations at 70mph...but the principle remains. That's why the V8 engineering team developed an exhaust system that delivers a rich, powerful V8 sound under acceleration while offering typical Bentley refinement at cruising speed, even taking into account the variable displacement technology that switches between V8 and V4 operation.

It's a fascinating subject, half science, half art, and Bentley's team spent a lot of time in sound simulators before turning their attention to the new V8's exhaust system. Their aim was to create a deep, effortlessly powerful growl at low engine speeds that

builds in intensity to a motorsport-inspired rasp at full throttle. To achieve this, both banks of cylinders feed towards a 9-litre capacity centre silencer beneath the floorpan – but the left hand exhaust first passes through a 2-litre asymmetric silencer that gives the engine its distinctive V8 burble. A balance tube just ahead of the central silencer tunes and modulates the V8 roar, while at the rear, two dual mode rear silencers – one each side – give voice to the sporty character of the V8 under acceleration, while reducing noise intrusion at cruising speeds.

If you really want to make a statement with your V8 soundtrack, the Sports Exhaust option enables you to do so. It delivers a more extreme sound from engine start-up through to full acceleration, but still manages to remain refined at cruising speeds. It's available individually or as part of the Sports Specification, which also includes red brake callipers and carbon fibre interior.

It seems a pity that all this advanced sound engineering is hidden from the owner's view underneath the Continental GT or GTC. But if you cannot see the artistry of the exhaust system engineers, you will always be able to hear it. Outstanding as the Bentley's in car audio system is, there will be times when the engine note is all the music you'll want to hear.



Eight into four will go.



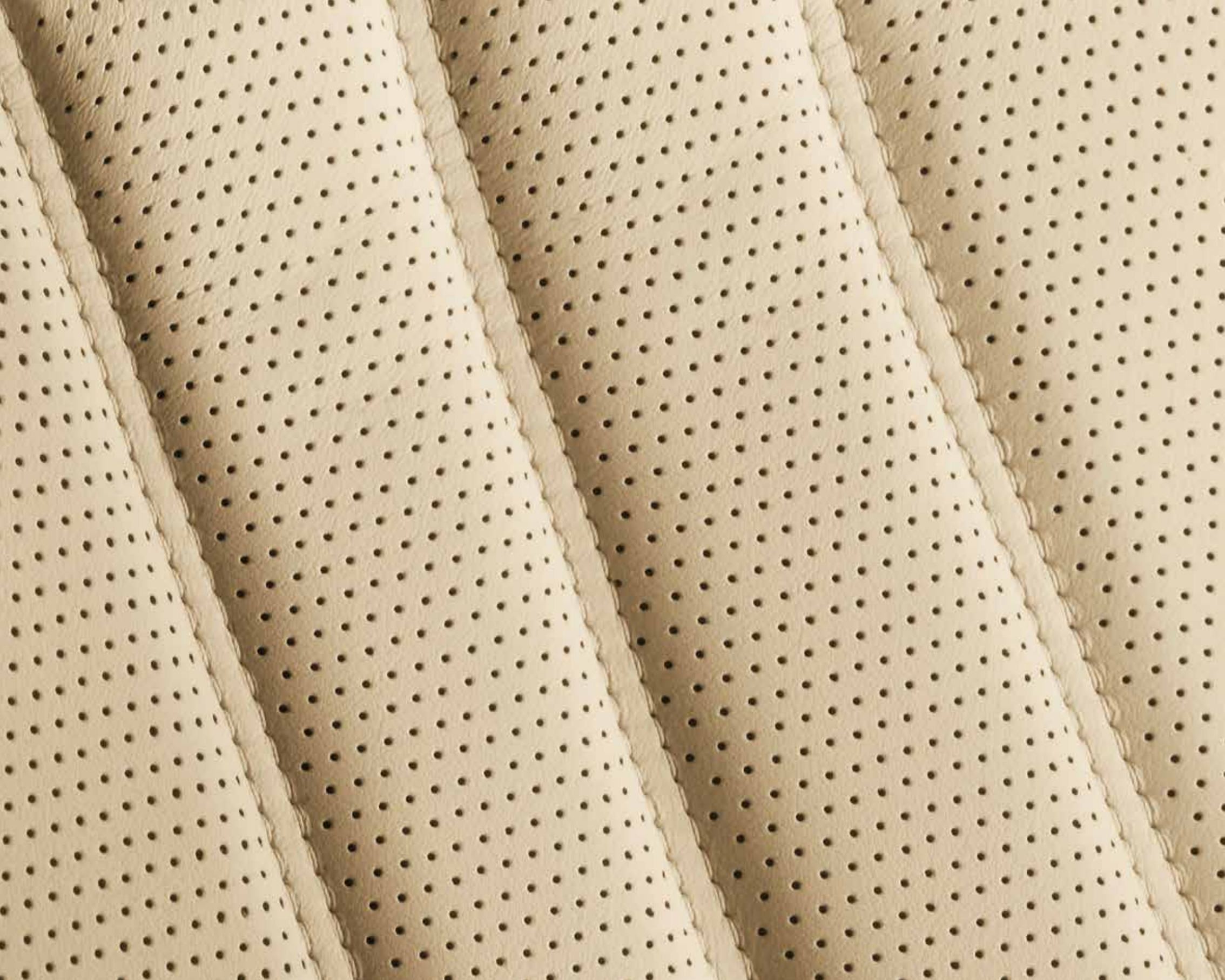
Without resistance, there is no torque. And without torque, there is no acceleration. Bentley's new V8 develops a massive 660 Newton metres of torque at the comparatively low engine speed of 1700rpm. It's enough to catapult a Continental GT V8 from a standing start to 60 miles an hour in just 4.6 seconds, and on to a top speed of 188 miles an hour (303 km/h) in the right conditions. But it wouldn't do so if the tyres were spinning and smoking uselessly, which is why every Bentley Continental features permanent all-wheel drive. Whether you're four-time world rally champion Juha Kankkunen targeting a new world ice speed

record, or simply want to accelerate smartly away from the lights on a cold, wet winter's day, the reassuring grip and traction of all-wheel drive is the other essential ingredient in a Bentley's high performance capability. In the Continental GT and GTC, the power is split 40:60 front to rear, minimising understeer during hard cornering and allowing the experienced driver to control the car's line and balance via the throttle. The new V8's prodigious power and torque give it the potential for astonishing performance. But it's all-wheel drive that turns potential into thrilling reality.



*A brake.
But not on your
enjoyment.*

Acceleration times are often taken as the key measure of performance – and the Continental GT V8's 0-60mph time of 4.6 seconds puts it deep into supercar territory. But as any skilled driver knows, a car's braking system is just as important an arbiter when judging high performance; the ability to brake swiftly and controllably from high speed is just as important as the power to get to that speed. In that respect, the Continental GT and GTC are very well equipped. The vented discs of the V8 models are a massive 405mm at the front and 335mm at the rear. Should you often find yourself descending alpine passes at high speed, Bentley also offers the option of carbon ceramic vented discs, which offer virtually fade-free braking from ultra high speeds time after time, with the additional benefit of an extended, corrosion-free life. Whatever your choice, there are two pedals in a Bentley's cockpit – and both deliver stupendous performance at the flex of a foot.



Inner satisfaction.

The sight of your Bentley, parked and ready to go, is always guaranteed to prompt a smile of pleasure as you approach it, a pleasure that intensifies when you settle into the driving seat and look around you. There's much to admire in the design of a Bentley's interior, but it's also the command centre for an immensely fast sporting grand tourer. So while enjoying the hand-crafted ambience of the interior, you'll also interact with it: programming the sat nav, selecting a music source on the superlative audio system or perhaps even selecting manual mode on the advanced new 8-speed transmission to take advantage of an inviting stretch of road. Every surface you touch, every control you use, is carefully developed to bond driver with machine, uniting form and function to make rapid progress as effortless and intuitive as walking.

That's why designing the interior of a Bentley is part science, part art. It starts with the visual impressions that form as you settle into the driving seat. The Bentley's surfaces of leather, wood and metal are all crisply defined, subliminally echoing the lean musculature of the exterior. Yet each touch of leather reveals a sensation of softness, giving a warm and welcoming sensation to the fingertips.



For the Continental GT V8 and GTC V8, the traditional crafts of wood, leather and knurled metal are given full expression, but in a clean, crisp and modern design language. The symmetrical fascia was inspired by the Bentley winged 'B', and features a 'flying buttress' centre stack and open illuminated stowage. The impeccably framed door and rear quarter trims offer excellent stowage, a result of many hours spent on the road by the design team to develop a living space worthy of a grand tourer. Even the elegant form of the 'cobra-head' seats with their integrated headrests are not simply outstandingly comfortable but also create more legroom for rear passengers.

The sporting, youthful spirit of the V8 models has given Bentley's interior design team the opportunity to create a subtly different ambience. The shorter centre console creates extra space in the rear and emphasises the sports car feel of the cockpit. The Eliade cloth headlining in the GT adds

to the youthful mood, while the specially-chosen veneer – Dark Fiddleback Eucalyptus - has a clean, straight grained appearance that also gives a spectacular 3D effect. Complementing the sporty, focused design theme, the V8 models are offered with a monotone hide interior in a choice of Beluga, Newmarket Tan, Porpoise or Imperial Blue.

Wider choices are available, of course, with options such as the Colour Specification, Touring Specification, Mulliner Driving Specification or Convenience Specification. Yet there's something about the single-mindedness of the Fiddleback Eucalyptus and monotone hide colour that's entirely at one with the efficiency of the V8. It's lean, it's ready for action and it's there to be enjoyed. Such unity of purpose can only come from a place like Crewe, where the engineers think like artists and the artists think like engineers.





*Not all the advanced technology
is under the bonnet.*



The Continental V8 engine is compact, powerful and technologically advanced. Much the same could be said of the infotainment system created for the Continental GT and GTC. Each rises to the challenge of providing outstanding performance within tightly defined parameters, whether of space or capacity.

To take an example, the Bentley's audio system delivers the kind of power and clarity you might expect of a high quality audio system at home. To achieve this within the constraints of a two-door cabin, Bentley specified Balanced Mode Radiator (BMR) speakers, which combine the functions of separate tweeter and midrange speakers in one unit. Sited in the fascia and rear quarter panel, they make it possible to direct the sound with accuracy, together with stunning clarity right across the audible spectrum. As standard the Continental GT comes with an eight channel, eight speaker system, which offers 15 Gigabytes of storage, and can also play music via an iPod, MP3 player, the car's own six-disc CD changer or even an SD card. So too does the Continental GTC, with the thoughtful addition of automatic adjustment to bass and subwoofer to compensate for the shift in audio quality when the roof is down.

Choose the Naim® for Bentley audiophile system and the number of channels rises to 15, with 11 custom-built speakers in the Continental GT and 10 in the GTC. The result is a quality of music reproduction that is uncannily like being at the live performance; every caress of finger upon guitar string, every nuance of a singer's voice brought to life with clarity and passion.

What of the 'info' in 'infotainment'? Here too, Bentley's Continental models meet every expectation. At the heart of the infotainment system is a 30GB hard drive, offering rapid access to a continent-full of mapping. For the latest models, the infotainment system features the latest software upgrades, which vary from region to region but include refinements such as point of interest mapping and, where the infrastructure supports it, digital radio. As you drive, it provides real time monitoring of your tyre pressures, access to your phone contacts (either via Bluetooth or by inserting your SIM card) and the opportunity to zoom in or out of mapping at the touch of a finger. And to prove that even a touch screen offers the scope for thoughtful design, the graphic sliders feature Bentley knurling, to harmonise with the polished metal switchgear on fascia and steering wheel. Even in the virtual world, a Bentley is unmistakable.

Be part of the great outdoors.



The interior of the Continental GTC V8 shares many features with that of its coupé stablemate, but it has one further advantage to offer. At the touch of a button the four-layer insulated hood stows itself neatly in a swift choreography of smooth electric motors, flooding the cockpit and its occupants in natural light and opening a full panorama of the world around.


Under such conditions the grain of the Dark Fiddleback Eucalyptus seems to assume almost a three-dimensional quality, whilst the immaculate polished finish of the bezels and knurled switchgear gleams in the light.

If, like the Bentley interior design team, you feel that top-down driving should be experienced as often as possible, the neck warmer feature of the Continental GTC seats is a must-have option. With the neck warmer's choice of three different fan speeds, you can travel hood-down in cooler weather, enjoying the fresh air without being chilled by it. City streets at night take on a new dimension, neon lights glinting and sparkling on the polished chrome switchgear: with the hood down you are part of the scene, not just an observer. So you can discover the great outdoors all year round, without having to dress like an explorer.









Go your own way.

A Bentley has never been an everyday sight, and it never will be. Choose your Continental GT V8 or GTC V8 in one of the seven core colours, four hide colours and (in the case of the Continental GTC) three hood colours and there's little chance that you'll see another quite like it.

But for some, the opportunity to add that extra touch of individuality is one of the joys of Bentley ownership, whether in exterior finish, accessories, equipment or interior colour splits. For those owners Bentley offers a wide spectrum of choice, from colour to interior features, including a unique interior colour split that's designed to highlight the V8's sporting character. They're detailed in the next few pages; somewhere in them is a Bentley that's made for you.



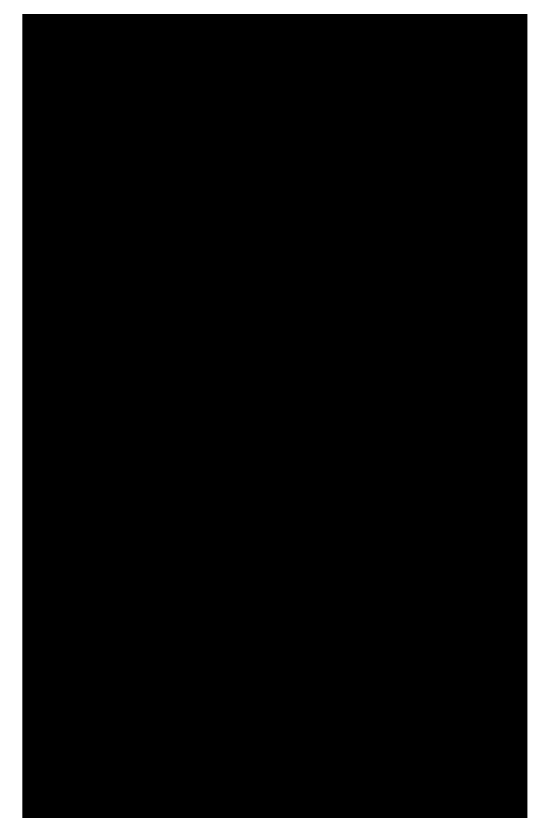
Blaze a trail.



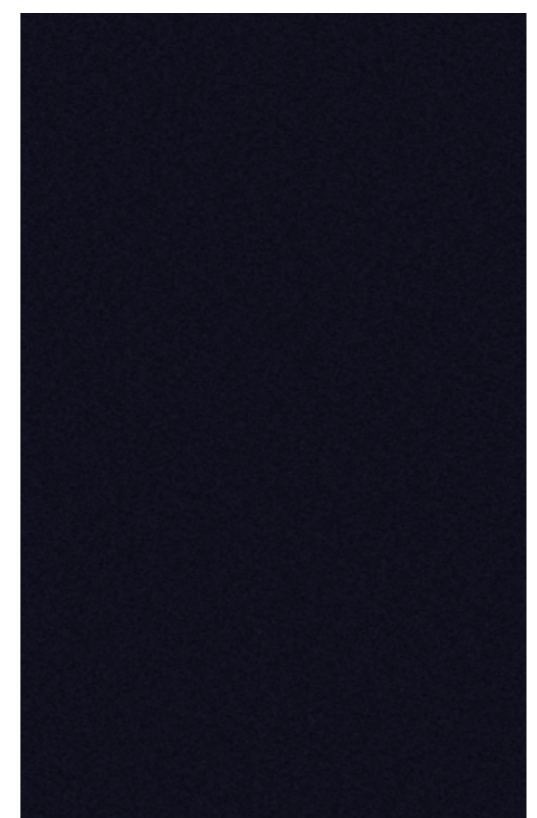
Whilst the full gamut of Bentley colours is available when you choose the Extended Paint Range, there's one shade that wholly suits the fiery, sporting character of the Continental V8 models. Dragon Red is unabashedly extrovert, a searing pearlescent

shade that will draw every eye as you drive past. It's not for the reclusive...but if you can handle the attention, it's the perfect match for the explosive power that's yours to experience at the press of the throttle.

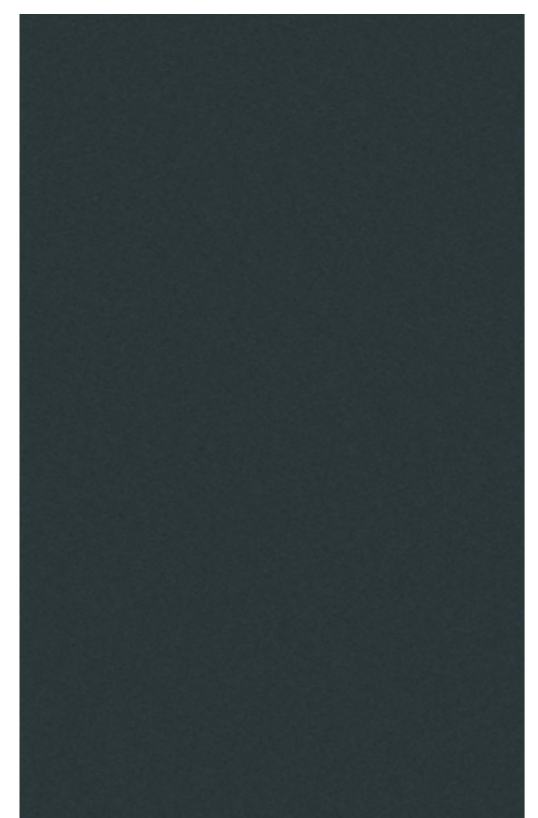
CORE PAINTWORK COLOURS



Beluga



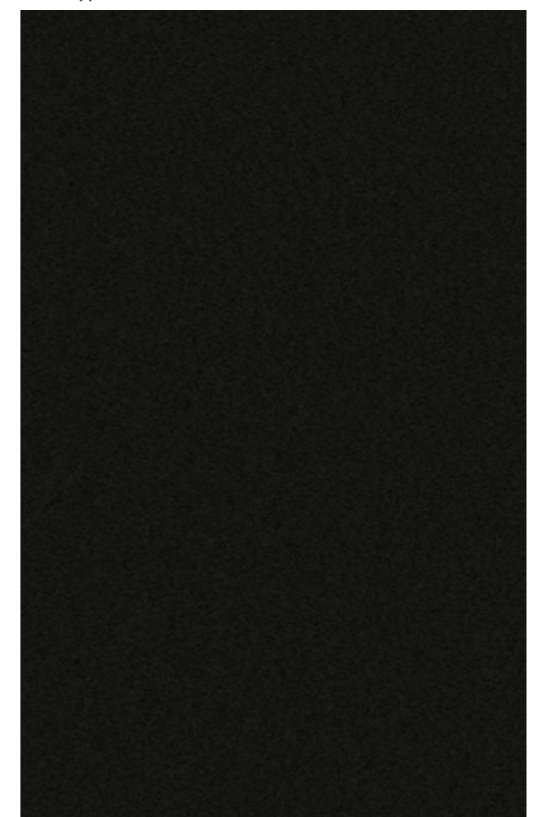
Dark Sapphire



Thunder



St James' Red



Onyx

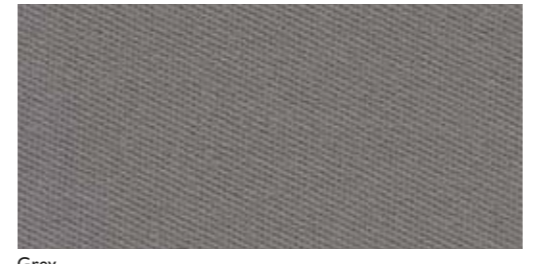


Moonbeam

HOOD COLOURS



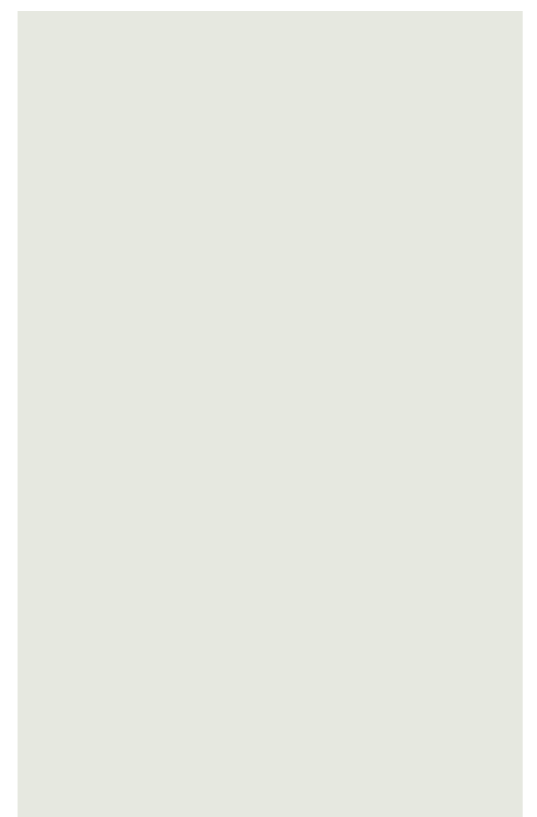
Black



Grey



Blue



Glacier White



V8 exterior colours.

Dragon Red – introduced with V8





Our bespoke commissions
cover the spectrum.



Maybe it's an old shirt that you can't bring yourself to throw away. An original art deco Grand Prix poster. Or even, perhaps, a Fender Telecaster that you bought at auction years ago. We all have objects in our lives that bring memories to life, colours that mean so much more to us than a finish on a paint chart.

Bentley's paint specialists understand. In recent years they have been asked to match a Bentley's paint finish to a nail polish, to a 50-year old classic car and even a toothbrush. And when we say match, we mean match exactly. That's quite a science, because the way a colour looks on wood or cloth takes considerable expertise to reproduce precisely on the mirror-smooth

aluminium and steel of a Bentley's bodywork. Colour is personal, just like a Bentley, and even though the full Bentley paint catalogue extends to over 100 shades, there are times when we simply put the paint swatches aside and start from scratch to match a bespoke commission.

Once the shade has been mixed, the real work begins. Only when the primer coat is considered flawless will the colour basecoat be applied by hand, after which come the lacquer coats and the patient process of sanding, flattening and polishing. At the end is your Bentley, in your chosen colour. And whatever rocks you is fine by us.

1963 Fender Telecaster®
in Custom Sonic Blue



Continental GTC V8
in Fender Sonic Blue



21" 6-SPOKE DIAMOND TURNED ALLOY WHEEL
 (Shown in black machined finish which is part of the Mulliner Driving Specification.
 Also available in painted finish or polished finish with contrasting centre cap)



21" 6-SPOKE DIAMOND TURNED ALLOY WHEEL
 (Shown in silver machined finish, also available
 in polished finish with contrasting centre cap)



20" 5-SPOKE ALLOY WHEEL
 (Shown in painted finish)



21" 7-SPOKE ELEGANT
 (Shown in painted finish)



21" 10-SPOKE PROPELLER ALLOY WHEEL
 (Shown in polished finish with contrasting centre cap, also available in painted finish)

Wheel options.

The Continental V8 models feature a 20" 5-spoke painted alloy wheel as part of the core specification, with the option of the same design in polished finish. For an even more dramatic look there's a choice of 21" wheels developed by the Bentley design team to accentuate the sporting character of the V8 models, while the motorsport-derived detailing of the 21" black painted 6-spoke diamond turned sports wheel complements the Driving Specification. For full all-weather capability, winter compound tyres are available from your Bentley dealership.



20" WINTER TYRES



21" 7-SPOKE ELEGANT
(Shown in a painted finish)




21" 6-SPOKE DIAMOND TURNED ALLOY WHEEL
(Shown in black machined finish which is part of the Mulliner Driving Specification.
Also available in painted finish or polished finish with contrasting centre cap)



21" 10-SPOKE PROPELLER ALLOY WHEEL
(Shown in polished finish with contrasting centre cap, also available in painted finish)



20" 5-SPOKE ALLOY WHEEL
(Shown in a painted finish)



Dark Fiddleback Eucalyptus.
Another string to our bow.

For the Continental V8 models, Bentley's designers have selected Dark Fiddleback Eucalyptus, with its strong, 3D figuring and clean, straight graining, to complement the interior's sporty, contemporary character. Despite the name, there's no evidence that this characterful wood has ever been used for a violin back – but the distinctive stripe effect has a harmony all of its own. As with every veneer that Bentley offers, you can enjoy its depth of colour in the true, unbleached state, polished to an exceptional depth of gloss. At Crewe, craftsmanship always strikes the right note.

Burr Walnut



Dark Stained Burr Walnut



Chestnut



Carbon fibre



Bright Engine Spin



Madrona



Tamo Ash



Piano Black

