The New Continental GTC
Contents

AUTOMATION: 10
DESIGN STORY: 15
MULLINER: 22
HOOD COLOURS: 55
INTERIOR FEATURES: 29
IN-CAR TECHNOLOGY: 38
ALL-WHEEL DRIVE: 42
CHASSIS AND SUSPENSION: 44
EXECUTIVE OPTIONS: 47
CUSTOM DECORATIONS: 48
EXTERIOR FINISHES: 50
WOOD VENEERS: 52
INTERIOR FINISHES: 54
TECHNICAL OPTIONS: 55
WOOD VENEERS AND VENETIAN LEATHER: 56
CARPET AND SEAT BELT COLOURS: 79
DESIGN TEAM RECOMMENDATIONS: 79
SPECIFICATION AND OPTIONS: 84
ACCESSORIES AND THE BENTLEY COLLECTION: 88

Pure freedom.
The new Bentley Continental GTC offers a seductive combination of power, style and craftsmanship. It's following a celebrated tradition, as Bentley has been making iconic open tourers for over ninety years. Some were built to achieve success at Le Mans and Brooklands, others to convey their glamorous owners to the resorts of Monte Carlo and Cannes, but all had that indefinable charisma that makes the head turn and the eye linger.

From the golden era of coachbuilding to the Swinging Sixties, from Hollywood to St Tropez, to be seen at the wheel of a Bentley convertible told the world that you appreciated design, craftsmanship and engineering in equal measure. But while Bentley honours its own past, it doesn't attempt to recreate it. The Continental GTC continued the revolution in all-wheel drive performance that its coupé stablemate, the Continental GT, had begun in 2003. It was a mould-breaker; a four-seat open top sports car offering supercar levels of performance, with luxurious accommodation for four people.

Now, in turn, that pinnacle has been surpassed by the new Continental GTC: sharpened, refined and rethought in every detail. So if you're looking for the enchantment of open-top motoring, there's no better place to experience it than at the wheel of a Bentley. Now, as always.
The design of the new Bentley Continental GTC doesn't simply play with light. It dissects it. Each bodyline, crease and swell of bodywork around wheel arch or engine bay has a look of millimetre-perfect precision. Such knife-edge clarity could only have been achieved using the latest in body panel technology. Super forming, a technique that uses air pressure to mould 5083 grade aluminium heated to 500°C, achieves sharper radius lines as well as the ability to create complex shapes with minimum of panel joints. The result can be seen in the chiselled muscularity of the front wing and the dramatic impact of the large inner headlamp features that draw the eye as never before. But there's one panel that isn't made of super formed aluminium, with good reason: the bootlid, with its pleasing double-horseshoe curve. This panel is made of composite SMC, which is transparent to GPS and media signals, avoiding the need to spoil that immaculate bodywork with an antenna. As the Bentley design team know, if you want a design that takes the breath away, less is often more.
The designers responsible for the Continental GTC’s elegant lines talk about the ‘face’ of a Bentley; those instantly-recognised features of dominant bonnet line, matrix mesh grille, and twin large inner headlamps. It’s a design DNA that can be traced back to Bentley’s first Le Mans victory, where mesh stoneguards and large, powerful headlamps were a logical response to the demands of 24-hour racing. Today’s Continental GTC isn’t designed for the racetrack, yet its twin round bi-xenon inner headlamps, encircled by a ring of main beam LED lights, create a powerful visual impact. Bentley’s designers also refer to the ‘jewellery’ of a design, those stand-out features of a car that draw the eye; the Continental GTC’s multi-faceted four-lamp headlamps well deserve that description, with their setting of super formed aluminium wing and encircling ring of polished stainless steel. And while they incorporate the very latest in lighting technology, they also retain an unbroken link to Bentley’s design heritage, with the larger of the two headlamps set closest to the grille. Some things are clearly beyond improvement.
It’s said that there’s a perfect stillness at the eye of the storm. Which can explain why the cockpit of the Continental GTC is such a relaxing place to be. The W12 engine develops 567bhp and 700 Newton metres of torque, sending the power to all four wheels in a rear-biased 60:40 split. 0-60mph takes just 4.5 seconds, hurtling the Bentley forward in a relentless, tidal wave of power. Yet at the wheel, comfortably supported by the new ‘cobra’ style seats and surrounded by evidence of Bentley’s incomparable craftsmanship in wood, leather and metal, all is calm. Refinement combined with exceptional performance is the mark of every Bentley grand tourer, and the Continental GTC extends that tradition. Whether you choose to experience the high speed stability conferred by its carefully honed aerodynamics, or simply to cruise in near-silence along some coastal backroad, the Continental GTC is obedient to your direction. Exhilaration and relaxation are not opposites; in the Continental GTC, they are two sides of the same coin.
The name Mulliner has been associated with Bentley for many generations, so their designers and craftspeople have a pretty good idea of how to subtly enhance the style, craftsmanship and exclusivity of a Crewe-built grand tourer. If you’d like to emphasise the high performance side of your Continental GT’s character, the Mulliner Styling Specification offers how-to instructions on incorporating motorsport-derived black carbon fibre for the side sill extension blades, rear bumper diffuser, front bumper lower splitters and front bumper lower grille slats. These components and the optional carbon fibre door mirror covers and vented wings that accompany them have proved their worth at speeds well in excess of 180mph, whilst the optional 21” Elegant alloy wheels in black provide the perfect complement to the package.

Alternatively, the Driving Specification adds further exclusivity without detracting from the elegance and simplicity of the Continental GT’s design. For the exterior, unique 21” 2-piece alloy wheels with a choice of painted or polished finishes develop the sporting theme. Inside, the Driving Specification includes quilted perforated hide seats, short shift and rear three quarter panel with embroidered Mulliner emblems on the headrests. A ‘jewel’ fuel filler cap is also fitted to the finishing touch. Should you wish to take things even further, Mulliner’s team will be pleased to rise to the challenge. Among the options they can offer are personalised embroidery to the headrests, a personalised treadplate plaque and even hide-trimmed gear paddles. In short, they can take an exceptional Bentley and make it unique, a Continental GTC that is exclusively yours.
Many a convertible that looks good when open looks ill-proportioned with the hood in place. Not so with the Continental GTC; with the hood up it looks taut, powerful and balanced. The four-layer insulated hood offers astonishing levels of refinement and acoustic insulation. Exhaustively tested, like every Bentley, in all conditions from a Polar minus 30ºC to searing heat of 50°C or more, it not only keeps even monsoon-force rain out of the cabin, it also maintains comfortable, draft-free warmth on freezing cold days, making the Continental GTC a realistic proposition for year-long use whatever the climate.

Hood down, the proportions of the body undergo a subtle change, emphasising the wide track, four-square stance and performance focus of this 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 small but effective spoiler on its upper edge.

The transformation is simply accomplished. Press the button in the cockpit that begins the smooth choreography of the roof folding away and the interior melds into the exterior. Immaculately-tailored hide upholstery and mirror-gloss wood trim draw the eye, with a ring of polished chrome encircling the cockpit to mark the boundary between interior and body. So as the owner of a Continental GTC, you will effectively possess two Bentleys – a coupé and an open tourer in one car, which you can use 365 days a year. Better still, both are equally beautiful.
A Continental GTC's cockpit doesn't simply delight through its use of the finest materials. It's also the way the materials are used. From fascia to seats, doors and console, the eye is drawn to clean, crisp lines and carefully-resolved meeting points of highly polished veneer, soft-touch leather surfaces and solid metal. The interior design team aimed for a sense of contemporary craftsmanship where the leather, though soft to the touch, still has clearly defined edges and lines. And because this is a Bentley, all is visual harmony; for who else would take the trouble to match speaker grilles, seat belts, seat belt clips and even the rear view mirror to the customer's chosen interior colour? The duo-tone hides, the even rows of stitching, the deep mirror gloss veneer, all require meticulous craftsmanship yet they're executed with a lightness of touch that takes Bentley design into the future. So you can be sure they'll be a visual and tactile delight for many years to come.
As a Bentley grand tourer, the Continental GTC has been designed to provide supreme comfort for driver and passenger. With the new ‘cobra’ seat design, the seat’s surface feels soft and yielding for an immediate sensation of comfort, yet there’s a firmer interlayer beneath that provides the all-important support during longer drives. As well as being more comfortable, the new seat is also slimmer in profile than the preceding design, creating an additional 35mm of legroom for rear seat passengers.

Choose the optional front seat ventilation system, and excess heat is drawn out of the seat backrest by silent-running fans, allowing you to enjoy hood-down summer motoring while remaining cool. This option is paired with a new seat massage system, including two lumbar massage cells and ten surface massage cells, for an invigorating massage that extends right down the back to keep you alert and relaxed as you drive.

And for those cool summer evenings or crisp spring mornings, Bentley’s engineers have developed an extra inducement to enjoy hood-down motoring. With the optional neck warmer feature, a discreet vent in the seat just below the headrest provides a stream of warm air to take the chill off your drive. Three speed settings allow you to achieve the ideal level of comfort for the conditions. When a convertible looks this good hood down, you’ll want to enjoy it all year round. And with seats like these, you can.
The cockpit of a Continental GTC is not simply a beautifully-crafted environment. It’s also a beautifully-designed one. The interior design team spent many valuable days on the road, digging back through decades of passenger car and grand tourer interaction with their seats, storage spaces, controls and entertainment systems. One result is that the ‘cobra’ style seats not only are supportive and dimensionally thinner than the previous model’s, they also feature a seat belt presenter making it easier to get into the rear seats and creating extra space in the cabin. The door pocket provides more storage, including a special recess large enough for a bottle of water. An overhead storage area above the gear lever is illuminated with LEDs, a safe haven for a wallet or phone. All leather surfaces are soft-touch, yet surfaces are precisely defined. Another inspired design detail is the detachable personal veneered case for sunglasses or keys: it slots neatly into the centre console and is trimmed in the same hide and veneer as the car it belongs to, so a Crewe-crafted reminder of your Continental GTC can travel with you when you and your car are parted.

In today’s ‘always on’ world, we expect to have access to a world of information and entertainment as we travel. And the Continental GTC doesn’t disappoint. At the heart of the new infotainment system is a 30GB hard drive, which offers up to 15 gigabytes of storage space, the music as well as a mammoth amount of mapping data. While 15 gigabytes of music should be enough to last you on a round-the-world tour without hearing the same track twice, you can also play music via an iPod™, MP3 player (the car’s own in-car CD changer or even on SD card). Alternatively, the Naim for Bentley system, incorporating ten custom-built speakers and eight individual DSP modes, is available as an option for those owners wishing to turn their Continental GTC into an open-air concert venue.

From the sweep of the fascia architecture, inspired by the forms of the Bentley wings, to the satin-chrome dials with their white illuminated dials, the interior of the Continental GTC is a harmonious fusion of traditional craft and advanced technology. Such is the tactility and ease of use of all the controls that even the longest journey seems to be over too soon. At the wheel, function and form become one.
The in-car technology team at Bentley would be perfectly happy if you didn’t notice the touchscreen navigation system on the new Continental GTC. That, for them, would be a sign that they have developed the best kind of technology: the kind that is so intuitive and straightforward in use that you’re hardly even aware of its operation. And the sort of in-car technology that you can operate with confidence, without spending hours searching through the owners’ manual.

That the Bentley’s new touchscreen interface is so easy to use is quite some achievement, because it’s an impressively capable system. The navigation includes live traffic data*, online access for point of interest searches*, a 30GB Hard Disc Drive offering quick access to a continent’s worth of mapping and even the option of satellite landscape imagery*. 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 with the touch of a finger. It is, in short, a system that’s well up to all the latest advances for in-car technology. Yet as the delightful detail of ‘virtual knurling’ on the on-screen controls proves, it’s still distinctly Bentley.

* Not available in all markets
With a power output of 567bhp and 700Nm of torque, the Continental GTC is one of the fastest convertibles in the world. But power is nothing without control. That’s why the W12 engine’s power is sent to all four wheels, biased 60:40 in favour of the rear for the optimum handling balance. All-wheel drive not only gives the Continental GTC outstanding grip in poor weather conditions like rain or snow, it also ensures that every twist of the throttle is translated faithfully, and safely, into motion, rather than the wasted energy of wheelspin. Rain or shine, that’s an invaluable asset.
The Continental GTC doesn’t simply convert from coupe to open tourer. It also converts seamlessly from refined and supple cruiser to taut and focused sports car. Around town, you’ll notice its flat, calm ride and excellent levels of impact suppression. Potholes and minor imperfections are sensed, but discreetly and without jarring, thanks to the carefully-damped spring rates and damper settings which are unique to this model. Yet reach the open road and the sporting side of the Continental GTC’s nature leaps into focus. The wider track, solid aluminium cast-forged, high-stiffness front suspension uprights and rear axle aluminium gravity die castings give a poised, precise feel to the chassis, relayed to the driver through the sensitive Servotronic steering. The four Continuous Damping Control (CDC) modes are perfectly tuned for the Continental GTC chassis, unobtrusively serving up the right degree of suppleness and resistance for all driving conditions. CDC also has the ability to lower the car twice at engine start-up to improve aerodynamics as the car’s speed increases.

With the Continental GTC, you don’t have to choose between comfort and precision; its engineers have ensured that it offers a perfect balance of both.

A question of balance.
You don’t have to be a technophile to know that the turbocharged W12 engine in the Bentley Continental GTC is a modern engineering paragon. You simply have to press the throttle and feel the instant surge of torque, the muted growl that signifies endless reserves of power beneath your control. Only twelve cylinders give that combination of silky flexibility and refinement together with massive, boundless power. But whereas other twelve-cylinder engines take up an excessive amount of underbonnet space, the Bentley’s W12 disposes its cylinders in four banks of three, like two narrow-angle V6 engines sharing a common crankshaft. If there was a prize for the densest concentration of power in an engine block, the Bentley W12 would surely take it. And figures of 567bhp maximum power, together with 700Nm of torque achieved at just 1700rpm, explain how the Continental GTC is capable of reaching 100 miles an hour in just 10.9 seconds, with a maximum speed of 195mph.

On the right roads, in the right circumstances, the Continental GTC can hurl you from a standstill to three miles a minute in one glorious, sustained rush of acceleration. And yet in town it’s as hushed and tractable as any limousine. That, perhaps, is the true power of the Bentley W12.
In common with its stablemates within the Continental family, the Bentley Continental GTC is capable of running on biofuel – E85 ethanol – as well as gasoline. Better still, it requires no special adjustments to be made by its owner before doing so; you can fill its tank with gasoline, E85 Ethanol, or any combination of the two. Why biofuels, rather than the fashionable hybrid powertrain? The truth is that when it comes to using a form of energy to propel a car, there are no miracle solutions. But biofuel offers the undeniable advantage that, before being converted into fuel, biomass waste – plant stalks, leaves and husks – has spent its life usefully absorbing the same gas, carbon dioxide, that an engine produces as a by-product of combustion. So Bioethanol E85 can offer up to 70 per cent net CO2 reductions on a ‘well-to-wheel’ basis – the measurement of CO2 release of a fuel from its production to its combustion or deployment (in a car). In comparison, a hybrid’s arguable advantages are largely confined to stop-start city traffic, and even an electric car requires a polluting power station somewhere to charge its batteries. Bioethanol’s appeal is that its raw material depends on the ultimate renewable energy source, the sun. And perhaps that points the way to a brighter future for us all.

Driven by the power of nature.

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Choosing the Continental GTC is not an entirely rational decision, thank goodness. It’s the kind of car you take extra care to position when parking outside your home, so that you can catch glimpses of it from indoors. As you drive on impromptu journeys that could otherwise be left unmade, it’s a car that lets you tracing a coast road on the map, or planning a two-week tour for the summer. Bentley makes no apology for prompting this irrational behaviour, and neither should you. You could look at the perfectly resolved line that runs from front wing to rear wheel haunch, and call it sculpture. You could run your fingers along the veneer fascia, and marvel at its craftsmanship. You could reason that such an uncompromisingly engineered car will endure for generations. You can say all these things, and they would be true. But you could also simply say this: the Bentley Continental GTC is beautiful, fast and rare. And that, perhaps, is all the justification you need.
It would take a mathematician with a plentiful supply of patience to work out how many possible permutations of colour and trim are attainable for the Continental GTC. Even without taking into account the enormous range of bespoke colours, there are still seventeen core exterior finishes, seven different transoms, seventeen premium grade hide colours and even eight different hood colours to choose from. And this is as it should be. Each Bentley can be as unique as its owner, and there need never be another one quite like it.

It can, nonetheless, be a little daunting to make one’s choice from the myriad of possibilities. Fortunately Crewe’s designers have devised a selection of harmonious colour and trim combinations to inspire you, which you will see over the next few pages. And by scanning the QR code on this page with your enabled mobile device or tablet device, you can browse through another 36 recommended specifications. The choice is yours; your Bentley dealer will be happy to bring your vision to life using paint colour samples and swatches to help you decide.
Contrast or harmonise? Bentley’s range of eight aluminium-bonded colours offers you the chance to create a unique look. It can be matched to the face paintwork of the Continental GT V8. The model pictured has hallmarked paintwork in be Champagne.
There is no such thing as a standard Bentley, but some are truly unique. As well as the seventeen exterior paint finishes selected for the Continental GTC, your Bentley dealer can also show you a further 123 optional paint finishes, including solid, metallic, pearlescent and satin-finish colours. Among this extended selection is Breeze, a bespoke paint developed specifically for the Continental GTC. It’s described as a flip-effect metallic that reveals a whisper of green, but retains an element of silver. Breeze harmonises beautifully with Porpoise and Brunel, the two hide colours chosen for it by Bentley’s colour experts. And if even this encyclopaedic selection fails to provide the shade you have in mind, Bentley’s paint specialists will be pleased to match any colour you like and reproduce it upon the mirror-like finish of a Bentley’s bodywork. 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. 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, until perfection beckons. Bentley’s celebrated mirror finish is available in a choice of 17 different colours; sixteen are represented on the samples opposite and the Continental GTC shown here is in Hallmark, a new shade created especially for it.
Each of the four wheel designs shown here is available in a choice of finishes, so you can accentuate the style of your chosen exterior colour and trim. Each style has been carefully developed by the Bentley design team to harmonise with the lines of the Continental GTC, while the motorsport-derived detailing of the 21” 5-spoke sports wheel complements the sporting feel of the Driving Specification. For full all-weather capability, winter compound tyres are available from your Bentley dealership.
20'' 5-SPOKE ALLOY WHEEL
(Shown in painted finish, also available in chrome finish)

21'' 7-SPOKE ELEGA nT ALLOY WHEEL
(Shown in painted finish, also available in chrome finish)

21'' 5-SPOKE 2-PIECE ALLOY WHEEL
(Shown in painted finish, also available in polished finish)

21'' 10-SPOKE PROPELLER ALLOY WHEEL
(Shown in chrome finish, also available in painted finish)
There’s something about the warmth and authenticity of wood that sets off the dials, switchgear and controls of the Continental GTC to perfection. It’s especially delightful when the hood is down and the sun dapples the fascia, drawing out the depth of colour that can only be achieved with unbleached veneers, a feature of Crewe’s meticulous craftsmanship. And whether you choose the new deep quilted blonde Tamo Ash veneer or Chestnut, Burr Walnut, Birds Eye Maple or Piano Black, you will find that each piece of veneer in the car matches the one opposite, like a perfect mirror image. And that’s something to reflect on.
A Bentley Continental GT is made of many different materials, from aluminium to steel, glass and wood. But it's soft, supple leather that defines the Bentley driving experience and gives it those incomparable qualities of sight, scent and touch that distance it from lesser machinery. Nothing demonstrates the exceptional nature of a Bentley better than the quality of its leather and the skill with which it is crafted, because only Bentley has both the traditional leatherworking skills on site at Crewe and the commitment to apply such painstaking approaches to every single interface on the car.

Bentley’s leather is produced using a special, traditional tanning process that retains the rich, natural aroma of classic Bentley interiors from decades back. Each skin is carefully examined, for Bentley refuses to imprint an artificially ‘grained’ surface embossing to disguise imperfections. Once checked and with each tiny blemish identified using ultra-violet marking tapes, the hides are carefully selected so that the sections that have the greatest amount of natural elasticity are used for surfaces such as the seats, rather than shaping or the flattest surface of a door insert. Although the hide arrives in two-dimensional form, it will be shaped, stitched and finished into the complex multiple sections of seats and armrests. For the Continental GT’s cockpit, Bentley’s interior design team has created a cocoon of curved yet crisply-defined planes and surfaces that has stretched the capabilities of their colleagues in Crewe’s upholstery team to new levels.

For the owner of a Continental GTC, there are a near-infinite number of upholstery options, which make it possible to create an interior that is truly individual. Seventeen different hide colours are available, but that’s only the beginning. You have the further choice of single or two-colour hide upholstery, with darker colours recommended for surfaces such as the fascia top roll, to prevent unwelcome reflections. Even when you have made your choice of primary and secondary hide colours, there’s the hand-stitching to consider. Choose contrast stitching, and threads of a contrasting colour will be used for the stitching on the seat, doors, boot quarter panels, centre console and arm rests. You can, if you wish, also specify contrast stitching on the steering wheel. Or for the last word in hand-craftsmanship, you can choose hand cross-stitching on all four seats and armrests. It’s a potentially bewildering choice, but Bentley dealers are well versed in guiding customers through the permutations. Put yourself in their hands, and your reward will be an interior that’s a visual, and tactile, delight.
Some might consider it excessive to offer a choice of carpet and seat belt colours that’s as extensive as Bentley’s range of hides. But such people don’t work at Crewe, home of Bentley Motors. There, they understand that perfection resides as much in the details as in the broad brush strokes. So whether you want your seat belts to match the main hide or the secondary hide, whether your carpet overmats have contrast binding or single colour, your Continental GTC will be crafted to your specifications. Perfect, in every detail.
Your Continental GTC waits to take shape. It may be an extrovert blaze of powerful colour for the city streets, or a cool harmony of light shades and calm contrasts for the seafront boulevard. It may declare your love of sunshine or your craving for exhilaration. Your choice of colour, veneer and the careful detailing of wheels, hides and stitching creates something that’s as distinctive and as personal as a bespoke suit or haute couture outfit. For some, the pleasure of choosing is all about finding that ideal combination of interior and exterior colours, and they tackle the near-infinite permutations of paint, veneer, hide and stitching with decisive vision. For others, the assistance of their Bentley dealer in simplifying the complexity is very welcome. Should you count yourself among the latter, Bentley’s designers have created a selection of suggested colour specifications – not to be followed slavishly, but used as a guide. They hope that the following pages inspire you to find the Continental GTC that’s made for you.

With its Beluga black exterior, black grille and polished wheels, this colour scheme is unashamedly sporting in its focus and masculine in spirit. Inside, the contrast of Beluga with Newmarket Tan continues the bold, muscular aesthetic, framing the Piano Black and Engine Spin fascia panels. Highlights: Mulliner Driving Specification including 21'' 5-spoke Alloy Wheels - Painted, Black Lower Grille, Diamond Quilted Perforated hide interior, Piano Black and Engine Spin fascia panels. Hand Cross Stitching, Single tone Steering Wheel. Black Hood with Beluga roof interior.

The classic colours of the Mediterranean convey a mood that’s fresh, crisp, tranquil, and sophisticated. Perfect for a sun-drenched grand tour, there’s also a cool, understated and typically British feel to this combination. Highlights: 21'' 7-spoke Elegant Alloy Wheels - Painted, Bright Lower Grille, Brunel and Linen hides - colour split 4, Brunel carpet, Burr Walnut Veneer, Duo Tone Steering Wheel. Blue Hood with Blue roof interior.
A combination that epitomises the classic open sports car. It features a light and airy interior colourway that’s perfect for hot climates. You’ll also note an undertaking of performance focus through the use of engine spin in place of veneer, Fireglow carpet and the Mulliner Driving Specification pack.

Highlights: Mulliner Driving Specification including 21” 5-spoke Alloy Wheels - Polished, Black Lower Grille, Diamond Quilted Perforated hide interior - Portland and Fireglow hides - colour split 3, Fireglow carpet, Dark Stained Burr Walnut veneer and Engine Spin Fascia Panels. Duo Tone Steering Wheel, Climate Hood with light Grey roof interior.

White Sand.

Extrovert, contemporary and performance-focused, this combination develops the high contrast between exterior finish and interior for a sense of contemporary sportiness. The use of the distinctive Tamo Ash and contrast stitching in saffron are inspired touches that unite the two contrasting yet complementary colourways.


Suntan Gold.
If there’s a familiar look to the Continental GTC shown here, there’s a simple explanation. It was our lead photographic car for the magazine that book ends this section, and it’s the same high-quality, understated, classic yet highly sophisticated colour and trim combination that made it fit for the purpose. Bentley’s design team wanted to create a specification that would showcase the craftsmanship in wood, leather and paint that makes Crewe unique, whilst also showing the lines of the modern Bentley to the very best advantage. Both the exterior finish of Hallmark and Tamo Ash veneer are being offered for the first time with the Continental GTC. Hallmark is a masculine tinted silver with a neutral tone that picks up the colours of the background, accentuating the lines and finish of the Continental GTC and harmonising perfectly with its Grey hood. Ash Kona Akari. When illuminated, deep reds and browns in the wood are reflected with a luminous white sparkle in the graining figure – an extra sense of drama in the overall specification offered by Bentley. Together with the two hide colours of Porpoise and Magnolia, the result is a specification and complementary combination that shows Bentley craftsmanship and design to great effect, for an open tourer that breathes assurance and relaxed luxury.

**Highlights:**
- 21” 10-spoke Propeller Alloy Wheels - Painted, Bright Lower Grille
- Magnolia and Porpoise hides - colour split 4
- Porpoise carpet. Duo Tone Steering Wheel
- Tamo Ash Veneer. Veneered Door Inserts. Grey Hood with Magnolia roof interior
Standard specification.

**Standard specification.**

**Optional specification.**

**Optional specification.**
When something is as meticulously crafted as a Bentley, it’s natural to want to enhance and protect it – and Bentley accessories make it easy to do both. With a selection that includes the Continental GTC car cover, Bentley ‘B’ valve caps and a range of car care products designed exclusively for Bentley by Autoglym, the Bentley Collection offers a choice of beautifully-crafted gifts, from an exact 1:43 scale model of the Continental GTC to a set of driving gloves by Dents, whose craft tradition can be traced back to 1777. As usual, whether you’re choosing for your Bentley or for yourself, Bentley accessories and the Bentley Collection will give pleasure out of all proportion to price. Much like a Bentley itself, in fact.

Please contact your Bentley dealer representative for details on the full accessory range. For the Collection, visit www.bentleycollection.com or ask your dealer for a brochure.

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Please contact your Bentley dealer representative for details on the full accessory range. For the Collection, visit www.bentleycollection.com or ask your dealer for a brochure.
In the Bentley Continental GTC, the designers and engineers of Crewe have created a car for all seasons. In winter, its all-wheel-drive transmission and insulated four-layer fabric roof give it the practicality of a Bentley coupé. During spring and autumn, features like the heated seats and neck warmer will tempt you to lower the hood and enjoy the panorama of the changing world around you in comfort. In summer, there’s simply no better place to be than behind the wheel. And throughout the year, the power of the Bentley W12 engine and the inimitable craftsmanship of its interior will exhilarate and delight. A Bentley open tourer is no fair-weather friend. And this Bentley open tourer may prove to be the best that Crewe has ever created.