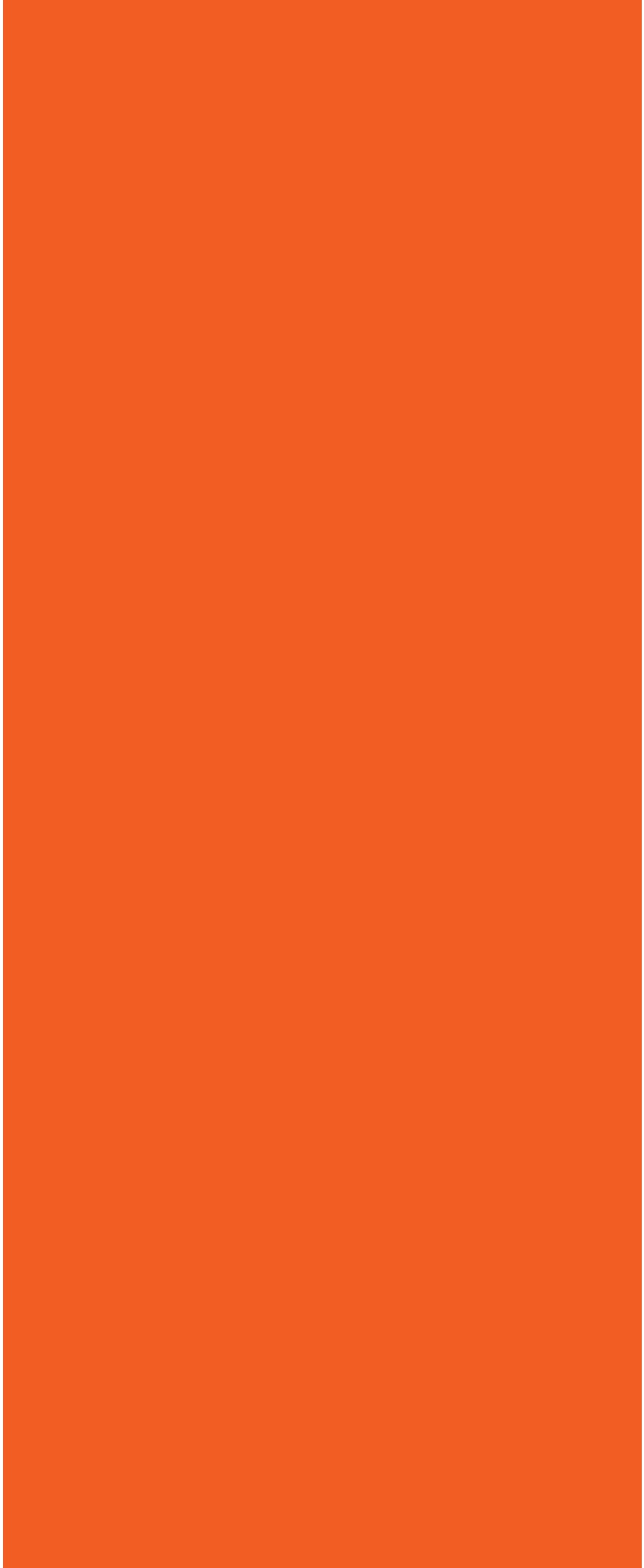





Continental Supersports

CONTINENTAL SUPERSPORTS | THE EXTREME BENTLEY







*Extreme
performance.*

EXTREME PERFORMANCE

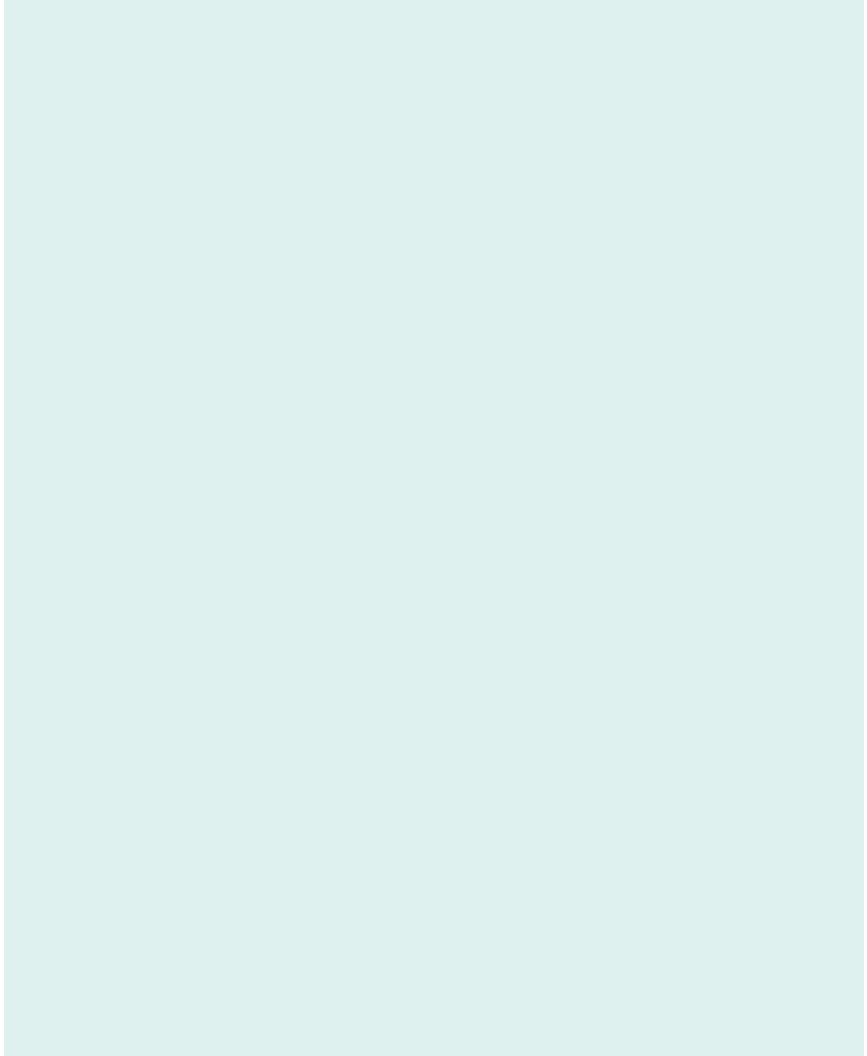
Distinctive styling

DISTINCTIVE STYLING







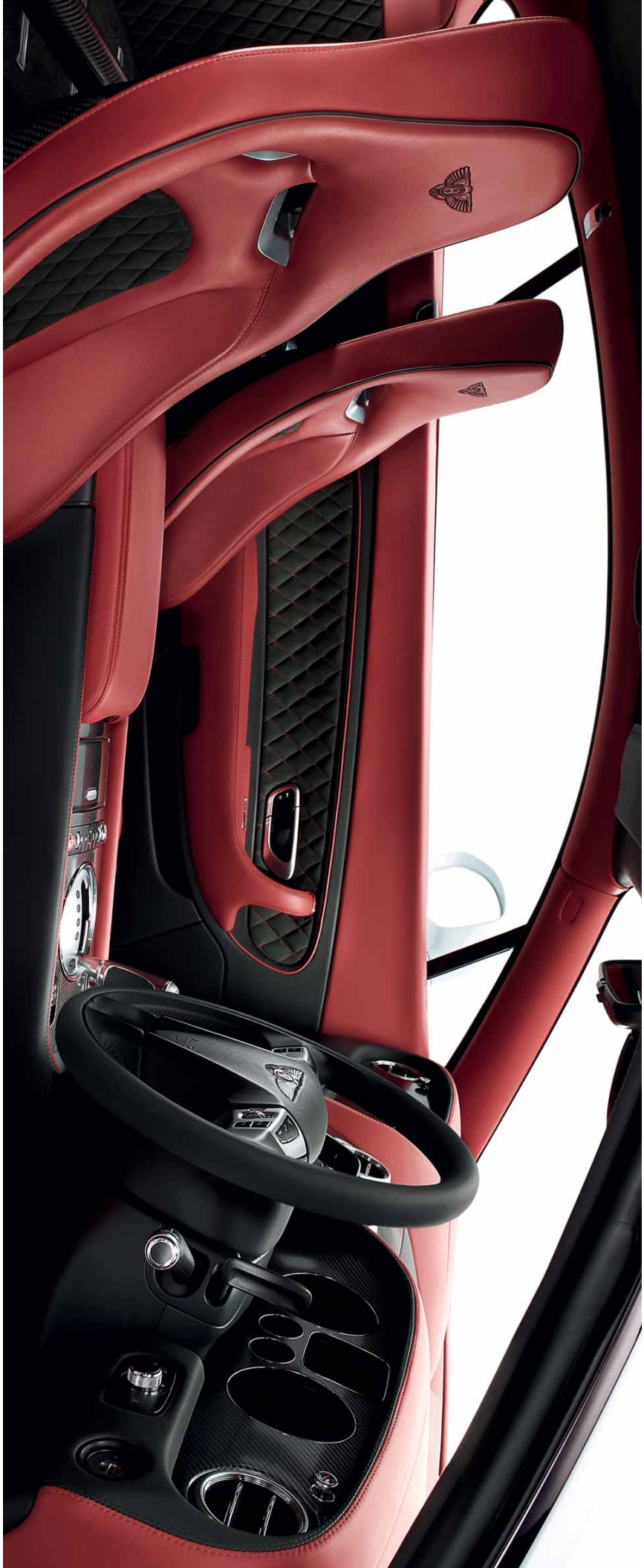












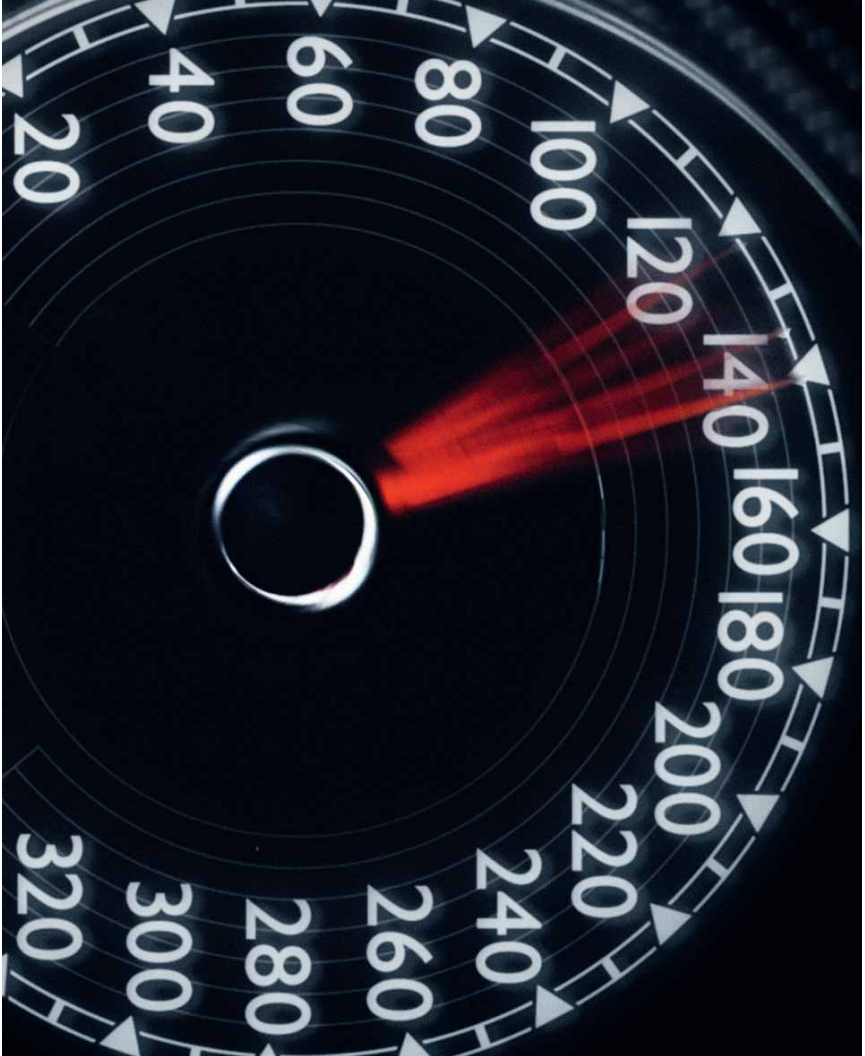




Supersports







0-60 mph in
3.7 seconds.

0-60 MPH IN 3.7 SECONDS (CORVETTE)

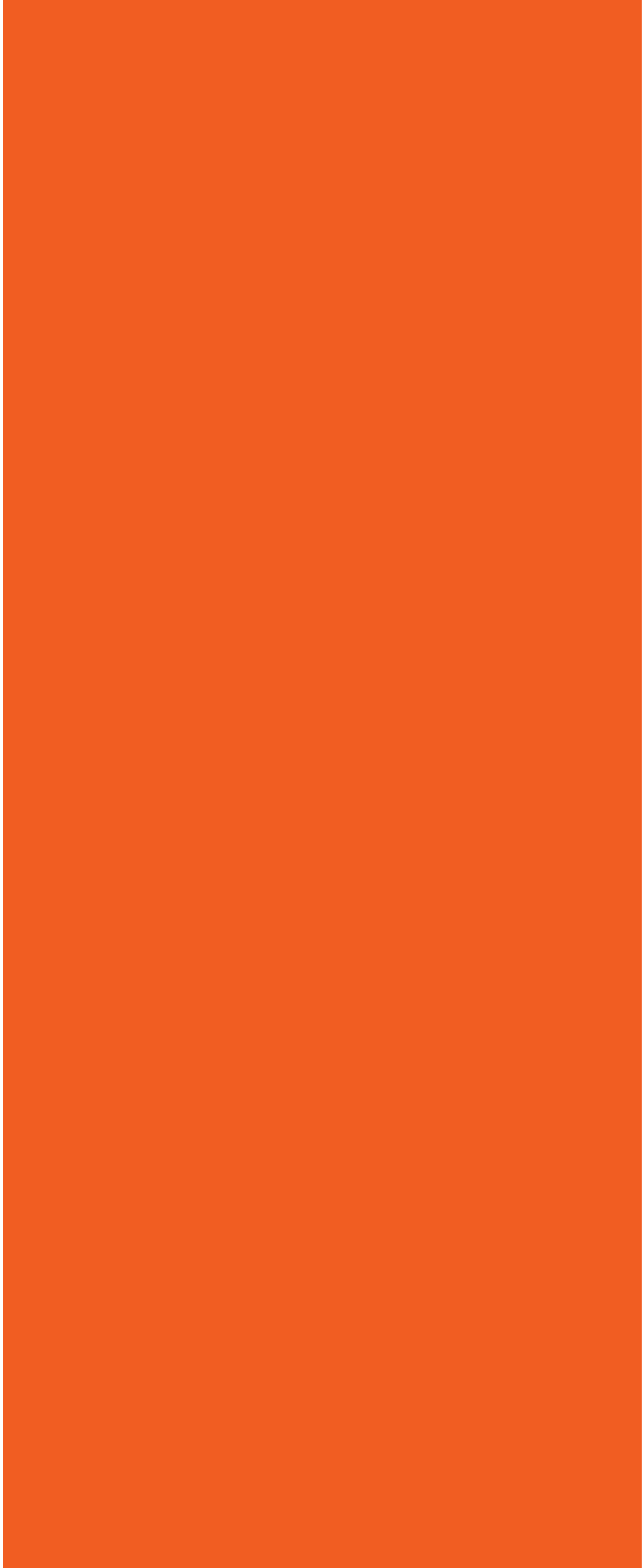














BENTLEY

Bentley Motors Limited, Pym's Lane, Crewe, Cheshire, CW1 3PL, England.
www.bentleymotors.com

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Continental Supersports

CONTINENTAL SUPERSPORTS & SUPERSPORTS CONVERTIBLE
FEATURES BOOK

*Attitude to
performance*

ATTITUDE TO PERFORMANCE

An attitude to performance

AN ATTITUDE TO PERFORMANCE



From the beginning the intent for both cars was clear. The only difference was the era in which they were created...

In 1925, our founder, W.O. Bentley, decided to build upon the success of his brilliant Speed model by introducing a new, highly exclusive 3-litre machine – he called it the Supersports. A honed two-seater, the Supersports was unashamedly performance-driven: its stripped-down body paired to an engine that could produce a hearty 85bhp at a time when

few cars could generate more than 15bhp.

The result was a car that took automotive engineering to new extremes and, in the process, rewrote the history books. The first production Bentley ever to exceed 100mph, the Supersports was also the first Bentley purchased by the man whom W.O. considered to be the finest racer ever to compete in his cars – Woolf Barnato.

Barnato – the archetypal playboy racer of his generation – was drawn to extreme performance and recognised in W.O.'s creations, cars that could fulfil his passion. It was Barnato who laid down a flamboyant challenge to outrace one of the fastest trains of his day – the Blue Train that ran from Cannes to Calais – in a Bentley.

He achieved his feat by just four minutes. And behind the wheel of a Bentley, Barnato would etch the marquee's name in motorsport history, winning the legendary Le Mans 24 Hours race three times in a row.

A little more than 80 years later, flush from further success at Le Mans, a similar plan was hatched at Bentley. Like W.O.'s original concept, attention turned to building a road car with the same extremes of performance, engineering and style: a car that would surpass W.O.'s own standards to be "a fast car, a good car, the best in its class".

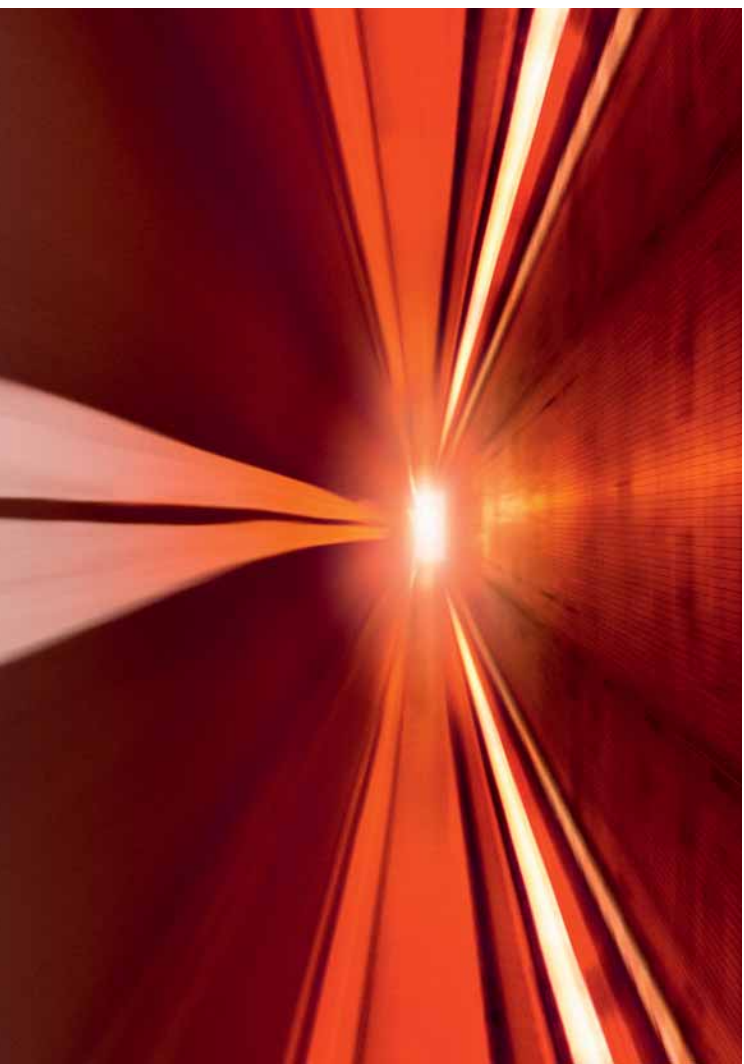
Creating the most powerful Bentley road car ever, meant pushing the boundaries of 21st century technology. The result is an all-wheel-drive supercar

that is faster and more agile than any Bentley yet built for the road. Available as a two-seater Coupe or four-seater Convertible, its muscular exterior and distinctive interior styling is unmistakably Bentley in its design and craftsmanship.

Its name? That was the simple part. This is the Continental Supersports.

SUPERSPORTS SPECIFICS

- The Supersports is designed to use both petrol and biofuel.
- Both Coupe and Convertible versions will exceed 200mph (320km/h).
- With 621bhp (630PS), these are the most powerful Bentleys ever sold.
- Equipped with an enhanced all-wheel drive system for exceptional grip and stability.





Engineering passion

ENGINEERING PASSION



corners cut or easy solutions adopted when what was called for was ingenuity and expertise at every stage.

The Supersports programme began in secret – an ideal opportunity for the car's creators to think radically about what was required in this most extreme of Bentleys.

And some of their most fundamental decisions were not simply about producing more power or higher speeds. For in the process of maximising the potential of the Continental, its engineers opted to revise Bentley's acclaimed W12 engine, creating an advanced 621hp (630PS) unit that spearheads the marque's radical FlexFuel programme. Its ability to run on standard petrol, biofuel, or a mixture of the two makes it not just the most powerful but

also the most environmentally sustainable Bentley engine yet.

Working in tandem with the design team, they then concentrated on building a car that would deliver on the promise of uncompromising supercar performance. To achieve those ambitious aims they recycled the entire front end of the car to increase the airflow to the engine's intercoolers, introduced aggressive air vents to cool the huge brakes, and increased downforce over the front axle to create additional grip.

Everything about the Supersports is engineered for a single purpose: to deliver the most thrilling driving experience imaginable.



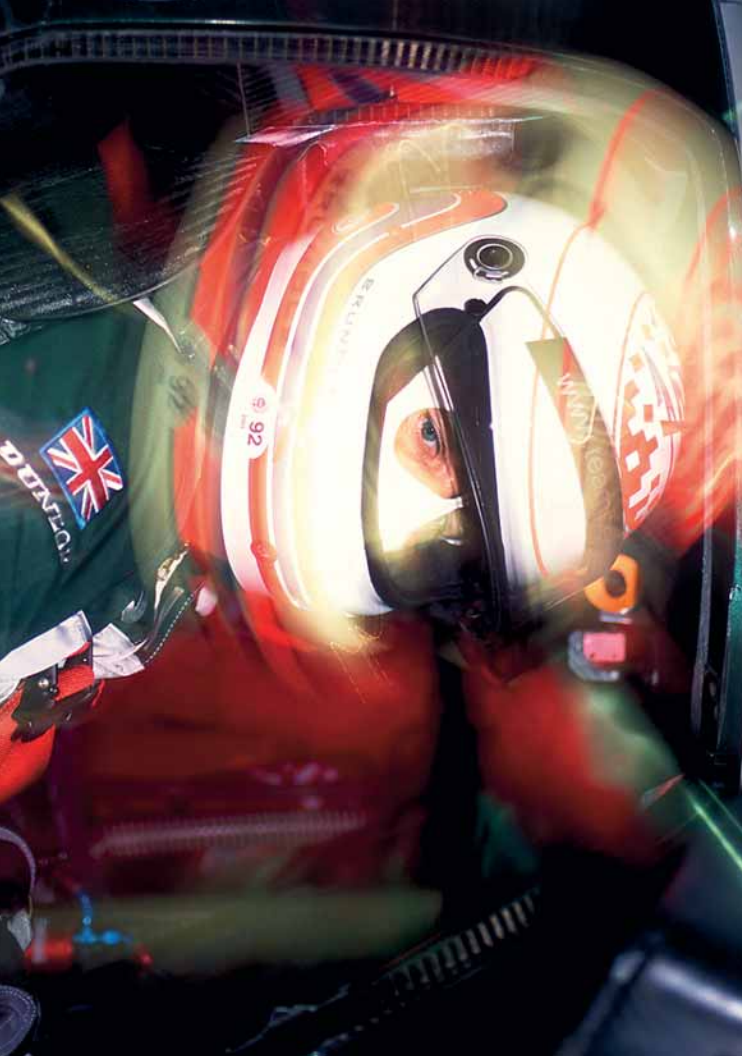
As work commenced on a car that was to be designed with performance uppermost in mind, it soon became clear that in true Bentley fashion, the Continental Supersports' development phase would be one in which the car's visual form was destined to follow its functionality.

That simple philosophy meant no compromises would be made in its design: no

meanit no compromises would be made in its design: no

- SUPERSPORTS' SPECIFICS**
- The Supersports' distinctive styling underlines its potential.
 - Revised front air dam increases downforce to improve handling.
 - FlexFuel engine can reduce CO₂ emissions by up to 20 percent on a well-to-wheel basis.
 - Computer-controlled suspension for balance at any speed.

Performance
PERFORMANCE



Power trip.

POWER TRIP



It is often very hard to describe what it's like to drive the most powerful Bentley of all time.

The supreme potency of the Continental Supersports makes for an aggressive, driver-centric car, but it's a car with levels of sophistication to match its performance. The power and dynamism that make it such an authentic supercar are combined with technology and materials to create a car with equally authentic Bentley credentials.

For some, it will be the stunning acceleration that causes

words to fail them. With its 627bhp (627Ps) engine producing a remarkable 590lb ft (800Nm) of torque, the Supersports Coupé can propel you from standstill to 60mph in just 3.7 seconds (0–100km/h 3.9 seconds) and on to a top speed of 242mph (390km/h). Its performance at more conventional driving speeds is equally impressive, with a 0–100mph (0–160km/h) sprint time of just 8.9 seconds, giving you the potential to overtake with consummate ease and safety.



It's not just the pure adrenaline rush you get from experiencing a Bentley under full power that might render you speechless. The Supersports' new six-speed Quickshift transmission is a match for its peerless engine, changing gear in just 200 milliseconds – 50 percent faster than the standard Continental GT – with a flick of the steering wheel mounted shift paddles.

Others might give the reason for their exhilaration as the time they first experienced the grip and control offered by the enhanced all-wheel drive system that ensures phenomenal handling and stability at any speed.

Or maybe it will be the huge carbon ceramic brakes – the largest on any production car in the world – that leave you

admitting the lightweight, body-hugging sports seats that hold you in place as the Supersports generates immense braking power that is every bit as mind-blowing as its acceleration. But whatever your reason, it's okay to be lost for words. This is, after all, the most potent Bentley we've ever built.

SUPERSPORTS SPECIFICS

- The Supersports Coupé can reach 100h (160km/h) in less than 9 seconds.
- 60 percent of power is fed to the rear wheels for better balance.
- Carbon fibre sports seats are 50 percent lighter than standard.
- Quickshift transmission can perform double downshifts.

Born to drive

BORN TO DRIVE



Refined, agile and strunningly quick, the Continental Supersports sits comfortably with its title of superset. It's not simply the raw figures that tell the whole story – although the blistering 0–60mph sprint times and top speeds in excess of 200mph (320km/h) for both the Coupé and Convertible models are useful clues to what lies beneath.

To achieve such exhilarating performance, we first had to improve agility by reducing weight. New alloy wheels, carbon fibre seats and advanced aluminium suspension components saved almost 100kg over the weight of a standard Continental GT Coupé. Then to improve acceleration and response times, we increased power. A revised engine management system and improved airflow management saw output rise to 620bhp (630PS).

At the heart of this most extreme of Bentleys is not just the most powerful engine we've ever designed but also

the most environmentally sustainable. The 6-litre FlexFuel W12 engine is fully capable of producing the same amount of power whether running on biofuel, gasoline or a mix of both – all from the same fuel tank.

To ensure outstanding levels of dynamism to match its powerful engine, the Supersports also has an advanced Electronic Stability Programme which offers enhanced – but discreet and unobtrusive – control

over the car's chassis during dynamic manoeuvres.

Even the car's electronic throttle system has been recalibrated to ensure that power is restored virtually instantaneously after the ESP system has been used, while the Servotronic steering system is also tuned to provide instant response at all speeds.



- SUPERSPORTS SPECIFICS**
- Over 90kg in weight have been removed to improve agility.
 - Every area of the car was subject to weight reduction initiatives.
 - Even the wheels are lighter – saving 10kg in total.
 - Electronic Stability Programme tuned for driver involvement.





200-0 mph

200-0 MPH



A car capable of speeds in excess of 200mph (320km/h) needs brakes every bit as impressive as the engine that powers it. In the Continental Supersports that stopping power is guaranteed thanks to the largest carbon ceramic brakes ever offered on a production car – immense 420mm, cross-drilled, lightweight discs at the front and 356mm discs at the rear, each with a gloss black, Bentley-branded (front only), 8-piston calliper.

The Supersports' carbon ceramic brakes offer significant benefits over standard cast-iron brake discs. They have shorter pedal travel for immediate response, high effectiveness and a precise pressure point, which brings a level of finesse to the act of braking that is rarely achieved with standard brakes.

Carbon ceramics also have the ability to withstand the incredibly high temperatures generated under hard braking from high speeds. This key characteristic prevents the disc from distorting under heavy use and means fade-resistant braking time after time. Rigorous independent testing has shown no reduction in performance during extended high-speed driving. And the durability of the brakes has been proven to be double the industry standard.

Total exhilaration comes with complete confidence. Not only are the brakes spectacularly powerful, they are also remarkably light. Combined with lightweight forged alloy wheels, the discs ensure a 20kg reduction in what engineers refer to as the 'unsprung mass' of the front axle – namely the movement of the wheels and braking system, which cannot be tempered by the car's suspension. The lower the unsprung mass of a car, the better its steering

response and handling. The Supersports' brakes are housed within unique, lightweight 20-inch forged alloy wheels, which offer an additional weight saving of 10kg per car, thus further improving the car's steering response. While the 10-spoke design is as functional as it is striking – its thin blades helping to drive more air over the brake discs for improved cooling.

SUPERSPORTS SPECIFICS

- The largest carbon ceramic brakes on a production car.
- Phenomenal, high-speed braking time after-time without fade.
- Proven to have twice the durability of standard brakes.
- 420mm discs on front wheels, 356mm discs on rear wheels.

Fueled for the future...

FUELED FOR THE FUTURE

In 2008, we proudly announced a far-reaching environmental programme to harness renewable fuel technologies and reduce CO₂ emissions across the entire Bentley range by 2012.

Speakeheaded by the new Bentley Supersports, and achieved through reduced weight and engine enhancements, our first commitment is to cut tailpipe emissions and fuel consumption by 15 percent by 2012. Our second, more fundamental



commitment, is to make the entire Bentley range capable of running on renewable fuel through the introduction of FlexFuel technology, without sacrificing Bentley's reputation for performance and luxury.

This commitment to minimise our environmental impact has been pioneered in the Continental Supersports – the first Bentley to be FlexFuel capable. FlexFuel is a remarkable technology which gives the Supersports' W12 engine the capability of running

seamlessly on bioethanol, petrol or any mix of the two – all from a single fuel tank.

Though it sounds simple, the ability to run on petrol and biofuel no matter the proportions involved, called for some pioneering engineering on our part. When we

announced our FlexFuel engine technology, we declared that this would be achieved without sacrificing our reputation for performance and luxury. And so, the Supersports balances extreme potency with FlexFuel technology.

To ensure that the immense power and torque generated by the 12-cylinder engine remains constant, whatever blend of fuels are being used, an advanced new Fuel Quality Sensor continuously monitors the ratio of the fuel and guides

the Engine Control Unit to adjust the engine's timing. This ensures the seamless power delivery that Bentley engines are renowned for and means you don't have to compromise on power and performance at the cost of more environmental motoring.

The result is our fastest, most powerful Bentley ever.

SUPERSPORTS SPECIFICS

- The Continental Supersports is the first Bentley.
- FlexFuel engines can reduce CO₂ emissions by up to 20 percent on a well-to-wheel basis.
- FlexFuel reduces CO₂ without affecting power or torque.
- The entire Bentley range will be FlexFuel capable by 2012.





Power and poise

POWER AND POISE



The Supersports handles like a supercar thanks to its lowered suspension, wider rear track – its rear wheels are placed 50mm wider than other Continentals – and advanced all-wheel drive system which has a 4060 rear-biased power delivery.

The benefits of the Supersports' all-wheel drive configuration are many. More power to the rear wheels makes the car much more balanced during hard cornering and allows the experienced driver to adjust the car's attitude via

precise throttle control, and stability in all weather conditions, the system harnesses the prodigious output of the twin-turbocharged W12 engine and uses a set of advanced Torsen differentials

to send power to the front and rear axes, with the emphasis, in dry conditions, on more drive through the rear wheels to generate a driver-focussed power delivery.

All-wheel drive is about more than simply creating a car for out-and-out performance – it

also works in tandem with the Supersports' other driving dynamics systems to improve safety and security. On wet or slippery roads the system can sense slip of less than one percent and instantaneously vary the power split from front

to rear depending on the available grip. The advanced Electronic Stability Programme (ESP) that operates in unison with the all-wheel drive has been retuned for both the Supersports Coupé and Convertible, with a new

dynamic setting that moderates ESP intervention at low speeds, providing a greater degree of driver interaction and control, and then reinstates power more quickly after the traction control system is triggered, giving the spirited driver a greater sense of control and the ability to exploit the full potential of the new engine.

SUPERSPORTS SPECIFICS

- Revised all-wheel drive system uses advanced Torsen differentials to adjust power from front to rear axes when needed.
- The system can detect minute losses of traction and alter its power delivery accordingly.
- All-wheel drive ensures exceptional levels of grip and stability in all weather and road conditions.



Supersports Coupé

SUPERSPORTS COUPÉ

The most powerful Bentley ever sold is also one of the most recognisable. The Continental Supersports Coupé features aggressive styling to match its phenomenal performance.

The Coupé is a naturally honed athlete, with the dynamism and driving experience that it offers almost its raison d'être. To deliver that sharpened agility and handling, Bentley's engineers opted to reduce its weight

whenever possible, which meant giving it a two-seater sports seat configuration, with the rear passenger seats removed to create a useful, additional luggage stowage area.

One glance at the Supersports Coupé's enhanced technical specifications is all you need to see that its revised styling is matched by its prowess. For the most powerful Bentley ever sold has updated performance figures

that make it an overtly extreme addition to the Bentley stable. Whatever statistic you choose to study – its 240mph (320km/h) top speed, its sub-4-second 0–60mph time (0–100km/h in 3.9 seconds), its 200 millisecond gearshifts or its quantifiable weight reduction programme – the Supersports Coupé is a Bentley that is as much about performance figures and data as it is about craftsmanship, luxury

and styling. It is, quite simply, an authentic driver's Bentley. A four-seat Comfort Seat configuration for the Supersports Coupé is also available as a cost option for those requiring a four-seat layout. In this instance the front seat carbon fibre 'chamshell' backing is replaced with standard Continental GT seats trimmed in the Supersports' leather hide and Alcantara finish.

A muscular four-seater with distinctive exterior and interior styling that is unmistakably Bentley in its design, materials and craftsmanship, the Supersports Convertible is the epitome of open-top motoring.

With the roof raised it offers sumptuous comfort and refinement and with it lowered it bathes every one of its passengers in an unparalleled blend of roaring exhausts and rushing wind – all in a car that can still power effortlessly past 200mph.

Inside the Supersports Convertible, the cockpit is a dramatic interpretation of iconic Bentley design. The four-seater Convertible's interior is comprehensively restyled to produce a purposeful, driver-focused environment.

Lightweight carbon fibre is featured throughout the cabin, from the unique carbon-weave headplates with Supersports script in both doorwells, carbon fascia and centre console; and the sculpted sports front seats which feature a carbon fibre chamshell back and Diamond-quilted Alcantara.

Other unmistakable Supersports touches include an all-new interior hide treatment with Beluga secondary hide and Alcantara accents; a revised driver instrument panel; drilled alloy sport pedals; 3-spoke leather-trimmed steering wheel and knurled chrome gear lever with 'soft-grip' leather.

A choice of eight hood colours includes an innovative Dark Grey metallic cost option created for the Supersports.



EXTERIOR
Exterior

Extreme performance, distinctive styling

EXTREME PERFORMANCE, DISTINCTIVE STYLING

Bentley's Head of Design, Karl Pires, instructed his styling team to create a vision for the Supersports range that combined its engineering developments with an aggressive, muscular stance that makes each model distinct from the rest of the Continental range.

"From 50 metres behind on a motorway in the dark you will just know this is a Supersports," Pires explains. "As you get closer you'll hear that amazing exhaust note that makes the hairs on the back of your neck stand up. This



is the car the Continental was born to be." Nevertheless, the styling story is not simply about integrating the new technologies; it is also an exercise in understanding the philosophies of the great Bentley stylists and then creating a contemporary design that pays homage to the iconic Bentleys of yesterday.

Legendary models like the R-type Continental were a source of inspiration to the current design team, which drew on the original Continental's key design

forms such as its dominant bonnet, sleek and compact cabin and taut, pronounced rear haunches.

A deliberate decision was also taken to minimise the Supersports' exterior 'jewellery' to ensure that some of Bentley's most classic features – the bold headlamps and matrix grille – were given maximum prominence.

Another important benefit of the Supersport's design is the pillarless cabin window design. There are many aesthetic reasons for adopting the pillarless

look, but for those inside, the unbroken expanse of glass provides a feeling of great space and airiness.

At the rear, the low muscular stance – emphasised on the Supersports thanks to its wider wheel arches – creates a statement of intent that is unmistakable. This is quite clearly an evolution of the iconic Continental GT, with a new and distinctive appearance that reflects the Supersports' more extreme character.



Designed to perform

DESIGNED TO PERFORM

The evolution of the Supersports' design is very much born from need, with new, purposeful styling not simply drawing attention to the changes beneath the skin but serving an equally important technical role.

After an extensive programme of advanced computer simulations, the Supersports' engineering team calculated that an increase in turbocharger boost would require a 10 percent increase in airflow to the twin intercoolers and cooling system, thus allowing the engine to generate its extra power and torque.

The solution came in the form of dramatic vertical front air intakes. Finished in a unique dark-spoked steel, these flank a central 'helter box' intake grille and not only draw your eyes towards the corners of the car, highlighting its wider, lower stance, but also provide additional airflow to the intercoolers behind. Equally stylish – and equally functional – are the aggressive twin bonnet vents that use positive air pressure

to draw heat away from the surface of the engine bay.

These significant design changes not only improve airflow but also help to increase downforce at the front of the car, and to ensure the Supersports retained its superb balance at speeds of up to 240mph (326km/h), its designers added a new, reprofiled spoiler on the rear aerofoil which deploys automatically on the Coupe at 50mph. The Convertible version has a fixed rear spoiler. Even the door mirrors were restyled to be more aerodynamic and quieter.

Behind the cabin, flared wheel arches not only emphasise the powerful form of the Supersports but also allowed the engineers to widen the rear track of the car by 50mm, further improving its handling.

These prominent haunches provide the Supersports with a purposeful, muscular stance and are complemented by the lightweight, 20-inch, 10-spoke, alloy wheels. Their slim 'blade' sections allow a clear view of the carbon ceramic brake discs. Finally, a new rear bumper and lower valance houses larger, elliptical exhaust pipes with a discreet vertical divider.

SUPERSPORTS' SPECIFICS

- A 10 percent increase in airflow behind the power to 621hp (630PS)
- Even the door mirrors were restyled to aid aerodynamics.
- Dramatic twin bonnet vents aid engine bay cooling
- A larger rear spoiler provides more grip at higher speeds.





Minimalistic approach

MINIMALISTIC APPROACH

Every Continental GT has its exterior detailing kept to a bare minimum to allow its beautiful lines to stand out.

On the new Supersports, this minimalist approach is taken to a new level, with the exterior chrome detailing found on the standard Continental GT being replaced in favour of a moody and stunning smoked steel finish.

Derived from an innovative technology normally used to apply a coating to luxury

watches and specialised industrial tools, Physical Vapour Deposition is a complex and time-consuming process that involves vapourised metal being deposited onto the surface of, in this case, stainless steel. Giving a darker, more solid appearance, it is the first use of a PVD finish on stainless steel in the car industry.

Though difficult to achieve, the result is a smoked steel finish to the lower front grilles, headlamp bezels, window

frames, door handles and bonnet vents that enhances the sporting feel of the car. Unique and exotic finishes are not just the preserve of the Supersport's exterior 'jewellery'. We also like to give the parts you seldom see as much attention as those you can't miss. That's why beneath the bonnet you will find a black crackle finish to the engine cover and even unique 'Supersports' script engine badges.

If you are following a Supersports closely – not the easiest thing to do – then you will see that at the rear we have designed a completely new bumper with a black paint finish to the lower valance. Pulled wide to the edges of

the car, it provides a menacing black mask within which sit the new Supersports tailpipes – themselves wider and more sporting.

New LED rear light clusters are also housed in unique black casing, while finally a subtle Supersports badge is a discreet signature, but a decisive expression of this most extreme Bentley.



- SUPERSPORTS SPECIFICS**
- PVD Smoked Steel finish to air intakes, grille and window surrounds
 - Black crackle finish and Supersports badges on engine.
 - New, larger tailpipes produce a sportier exhaust note.
 - High-intensity LED rear light clusters for improved visibility.

Design that enhances performance

DESIGN THAT ENHANCES PERFORMANCE

For the first time on a Bentley, new forged alloy wheels have been designed specifically for one car. The lightest Bentley wheels ever made, they are crafted in the same special smoked steel finish as many of the car's exterior features and have fewer – and slimmer – spokes.

The new 20-inch alloy wheels not only make the whole car lighter by a significant 10kg, but the more open styling also showcases engineering ingenuity: a design that aids



airflow and the cooling of the carbon ceramic brakes also enhances the muscular and aggressive styling of the car. The new wheels are fitted with 275/35 zrx20 Pirelli Ultra-High Performance tyres and provide excellent steering response.

It's not just the wheels where the Supersports' engineers have achieved crucial weight savings. To ensure the car delivers a highly focused driving experience with the emphasis on grip, agility and response, an array of chassis



enhancements including lighter weight suspension components, returned dampers and anti-roll bars have also been carried out.

The complex, four-link front suspension features high-stiff aluminium uprights, as well as new lightweight aluminium forward levers, which save a further 4kg. New double-sprung bushes are fitted at the inboard mounting point to improve steering response and feedback.

The anti-roll bar geometry is retuned for improved roll stiffness, while the Servotronic speed-sensitive steering system is tuned for sharper turn-in, improved feel and linearity.

The front and rear suspensions also benefit from changes to the electronic

control strategy of the Continuous Damping Control (CDC) system that improves body control.

In comparison to the Continental GT, the Supersports' suspension is lowered by 10mm at the front and 15mm at the rear for optimal handling and agility, which is further sharpened by a revision to the continuous all-wheel drive system.

SUPERSPORTS' SPECIFICS

- The Supersports' wheels are designed specifically for the car.
- 10 thin spokes improve airflow to the massive brakes.
- Lightweight suspension cuts further weight for agility.
- The suspension is lowered at the front and rear.



interior

INTERIOR



Supreme Interior by Bentley

SUPREME INTERIOR BY BENTLEY

Fully embracing the extreme spirit of Supersports, Bentley's designers have created a unique ambience for the interior of this most 'driver focused' Continental.

They have crafted a dedicated two-seat cabin for the Coupé and full four-seat interior for the Convertible that blends traditional leather hide with three new materials for Bentley's satin-finished carbon fibre, Alcantara and 'soft-grip'

leather. Traditional Bentley craftsmanship and fine detailing is retained but given a very different interpretation.

There is no denying that the Continental Supersports is unlike any other Bentley. Performance, design and styling have all been pushed to the extreme and the new interior materials have been similarly selected not simply to complement the Supersports'

aggressive style, but because they are lighter in weight and enhance its performance.

Yet the interior still feels like a Bentley. The level of craftsmanship and attention to detail is as thorough as on any car to leave our Crewe factory. Throughout the cabin the Alcantara trim to the seats and door panels features our signature diamond quilting – a pattern inspired by heritage Bentley's – though the diamonds are smaller for a more aggressive look, while contrast stitching and piping also create a more sporting look and help emphasise the contours of the interior.

The new driver instrument panel has a carbon fibre finish to the fascia and centre console, which is carried through to the treadplates featuring the unique

Supersports script. And for true supercar style, there are drilled alloy sports pedals, a three-spoke steering wheel and gear lever in 'soft-grip' leather and carbon fibre sports seats.

In addition, the removal of the rear seats in the coupé creates a convenient space fitted with a carbon fibre beam to restrain luggage.



- SUPERSPORTS SPECIFICS**
- The use of lightweight materials carries over into the interior.
 - Carbon fibre is used for the seats and driver instrument panel.
 - The steering wheel has high-grip 'soft-grip' leather.
 - Coupé has additional luggage area behind front seats.

Modern materials, interpreted by Bentley

MODERN MATERIALS, INTERPRETED BY BENTLEY



Extreme design demands extreme choices and, as Dirk van Brackel, Bentley's Director of Design explains, the Supersports gave his styling team the ideal opportunity to push the envelope when it came to selecting materials for the car's stunning interior – many of which have never been used in a Bentley before:

“Our challenge was to create a driver-focused cabin that complements the extreme character of the exterior, using non-traditional materials whilst maintaining Bentley's high standards of quality and craftsmanship.”

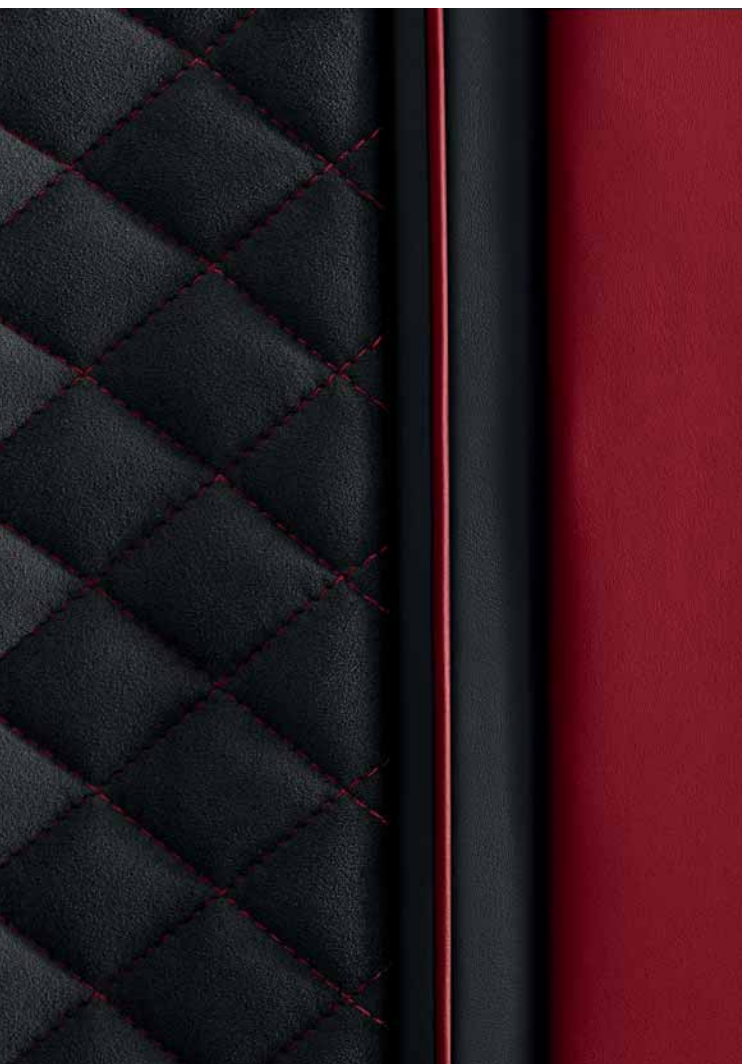
Take the sculpted sports seats, for example. These feature a carbon fibre clamshell back and weigh just 21kg a piece. What's more, the visible weave in the fibre has a 'Bentley-specific' density, which was determined by the design team to be a 65 percent gloss finish for a restrained rather than overly shiny carbon effect.

The Continental Supersports is the first Bentley to offer a combination of 'soft-grip' leather and performance-enhancing Alcantara. Alcantara is favoured by racing teams for its ability to hold a driver firmly in place under extreme cornering force. But it is also sensational to look at and immensely supportive on the road or track.

The Alcantara applied to the rear compartment, door panels and seat facings is quilted and in the Supersports marks the return of the much smaller 'diamond' upholstery pattern from Bentleys of old. To further highlight the car's sporting nature, the steering wheel and gear lever are trimmed in a new 'soft-grip' leather with extra grip for a racing car feel.

SUPERSPORTS SPECIFICS

- Alcantara trim provides extra grip and performance feel.
- The use of a smaller, more sporting diamond pattern to the upholstery is inspired by heritage Bentleys.
- Each carbon fibre front seat weighs just 21kg a piece.





Under the skin..

UNDER THE SKIN

From the moment you lay eyes upon it, it is clear that the Continental Supersports is an exhilarating driver's car, faced with supreme potency. Yet this is still a Bentley and hence features a level of luxury, technology and comfort you would expect in any of our cars.

Practical driver aids abound, from the keyless entry and ignition system – which enables the car to be unlocked, started and locked again without the need to remove the key from your pocket – through to the rain-sensing windshield wipers and Electronic Tyre Pressure Monitor (ETPM), which automatically warns you if a tyre is not operating at its correct pressure.

And whatever speed you are driving, the Supersports is more than capable of working with you, thanks to technology that is

invaluable without ever being intrusive – be it the electronic brake control, electronic park brake with move-off assist or even optional built-in remote garage door opener. It all works seamlessly to provide a high level of comfort, so you can focus on the thrill of the drive.

And for those times when a relaxing journey is your preference, revel in the brilliant Infotainment System, the electronic heart of the Continental Supersports. Via the Infotainment console you can operate and adjust virtually every one of the key driving and entertainment systems within the car, from the DVD Satellite Navigation system with route guidance, through to the electronic climate control, suspension settings and ride height of the car, mobile phone

directories and, of course, the audio entertainment.

The Supersports comes with an iPod infotainment interface as standard, and perhaps you will opt to fit our premium audio system, designed exclusively for Bentley by the world-renowned British audio specialists, Naim. Acoustically engineered to reproduce stunning audio within the exact dimensions of the Continental's cabin, the Naim for Bentley system fills the interior with rich and authentic sound thanks to its 15 custom-made speakers and eight individual DSP nodes. The system also includes a six-disc CD player.

The Supersports also features the latest Bluetooth telephone systems which enable users to connect their mobile phone to the onboard telephone in three simple ways. Bluetooth (SAP

creates a secure wireless link with the mobile phone, allowing all phone details to be downloaded onto the infotainment system. This means users can make calls and display phone and text messages.

Bluetooth Hands Free Profile creates a simple wireless link with the mobile phone, allowing you to make and receive telephone calls using the infotainment system, including the hands free and voice dial functions.

- SUPERSPORTS'S SPECTACLES**
- Supersports enjoys keyless entry and ignition system.
 - Advanced Infotainment System allows full control of driver aids and entertainment features.
 - Premium Naim for Bentley audio.
 - DVD Satellite Navigation system with full route guidance.

Coupe Specifications

COUPE SPECIFICATIONS

Engine	6 liter twin-turbocharged w/2
Max power	621hp / 463kW / 691PS@6000rpm
Max torque	800Nm / 590lb/ft@2000-4500rpm
Transmission	6-speed quickshift automatic with steering wheel-mounted paddle/shift
Driveline	continuous all-wheel drive
Max speed	204mph / 328km/h
0-60mph	3.7 seconds / 0-100km/h in 3.9 seconds
Wheelbase	2745mm / 108.07in
Overall length	4864mm / 189.13in
Width with mirrors folded	1945mm / 76.6in (across door handles)
Overall height	1580mm / 54.6in
Fuel tank	90 liters / 19.8 gallons / 23.8 US gallons
Wheel size	20"
Fuel Consumption (EU Drive Cycle)	
Urban	11.1 mpg / 25.5 l/100km
Extra urban	24.3 mpg / 11.0 l/100km
Combined	17.0 mpg / 16.5 l/100km
CO ₂ emissions	389 g/km
Suspension	air suspension with continuous damping control (cdc) and speed-sensitive ride height control

*EU drive cycle fuel consumption figures are provisional and subject to Type Approval.



Convertible Specifications

CONVERTIBLE SPECIFICATIONS

Engine	6 liter twin-turbocharged w/2
Max power	621hp / 463kW / 691PS@6000rpm
Max torque	800Nm / 590lb/ft@2000-4500rpm
Transmission	6-speed quickshift automatic with steering wheel-mounted paddle/shift
Driveline	continuous all-wheel drive
Max speed	202mph / 325km/h
0-60mph	3.9 seconds / 0-100km/h in 4.1 seconds
Wheelbase	2745mm / 108.07in
Overall length	4864mm / 189.13in
Width with mirrors folded	1945mm / 76.6in (across door handles)
Overall height	1388mm / 54.6in
Fuel tank	90 liters / 19.8 gallons / 23.8 US gallons
Wheel size	20"
Fuel Consumption (EU Drive Cycle)	
Urban	11.1 mpg / 25.5 l/100km
Extra urban	24.3 mpg / 11.0 l/100km
Combined	17.0 mpg / 16.5 l/100km
CO ₂ emissions	389 g/km
Suspension	air suspension with continuous damping control (cdc) and speed-sensitive ride height control

*EU drive cycle fuel consumption figures are provisional and subject to Type Approval.



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BENTLEY

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