



The Pavilion Gardens (187)

Wed, 27th Nov 2019

Lot 47

Estimate: £17000 - £20000 + Fees

1994 Bentley Turbo R

Registration No: M189CCR

Chassis No: SCBZR03C8RCH55000

Mot Expiry: Nov 2020

- Just 53,000 miles from new with supporting main dealer and specialist service history
- First owned by a prominent surgeon and fitted with special order burr walnut door panels
- Parchment leather piped in Mulberry, MOT'd till Nov 2020 and worthy of close inspection

One of the nicest Bentley Turbo Rs we have encountered, this attractively hued example has obviously been cherished throughout its life. Warranted to have covered just 53,500 miles from new, it remains 'showroom fresh' in many respects with a particularly well detailed engine bay. First owned by a prominent surgeon, the Bentley was specified with a wood-rimmed steering wheel and inset burr walnut panelling to each door. The rich Wildberry metallic paintwork is complemented by Parchment leather upholstery piped in Mulberry. Boasting a mixture of main dealer and marque specialist service history, the luxurious sports saloon will be driven to the sale and possesses a MOT certificate valid until November 2020. Apart from the welcome addition of rear parking sensors, 'M189 CCR' is understood to be to factory specification throughout. Bentley only made 196 Turbo Rs during the 1994 model year and this car must surely be among the best examples extant.

Bentley's Turbo R was unveiled at the 1985 Geneva Salon. It was based on the chassis of the Mulsanne and powered by a modified version of the engine from the Mulsanne Turbo. The chassis changes were especially key to the model's success. As this was to be an unashamedly sporting model, the front anti-roll bar rate was increased by 60 percent and that on the rear by 80 percent. Tuned dampers replaced the standard units of the Mulsanne and a Panhard rod was fitted to limit lateral axle movement. A front air dam was added for improved aerodynamics. The 6750cc engine with Garrett AiResearch turbo was retuned with Bosch MK-Motronic fuel injection for increased torque. The result was a stump-pulling 487lbft - sufficient to launch the leviathan to 60mph in 6.8 seconds and on to a top speed of around 140mph. Pre-1992 models drove through a three-speed automatic transmission, after which a four-speed unit was employed. Braking was by discs all round, ventilated at the front. In order to optimise traction and road holding, the Turbo R was equipped with wider tyres than the Mulsanne, which were mounted on alloy wheels - a first for the marque.