



Limo lease



BENTLEY

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*Bentley S 1
an fabricatie 1959, 3072 exemplare fabricate*



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MASINA MIRESEI

Traditia doreste ca mireasa sa ajunga, cu cateva minute de intarziere, in fata bisericii, insotita de nasul (tatal) ei si, condusa de un vehicul pe masura evenimentului. Acesta va fi impodobit cu flori (un singur buchet care apoi poate fi folosit ca si buchet central pentru masa mirilor) si panglici identice cu cele care impodobesc celelalte masini ale cortegiului in semn de recunoastere ale acestora, dar, inainte de toate, in semn de bucurie si de bun augur pentru tinerii casatoriti.

Pentru orientarea in dificila alegere a masinii pentru nunta este bine sa se tina cont de regula care spune ca masina nuptiala este putin ca si haina pentru ceremonie, unii spun ca masina reprezinta mijlocul prin care mirii incep un nou drum impreuna, de aceea alegerea masinii adecvate propriei ceremonii este cu adevarat importanta!

Este bine, de altfel, sa se tina cont si de un alt factor des trecut cu vederea, dar nu lipsit de importanta: se intampla deseori ca unii invitati sa nu posede masina adecvata deplasarii in diferitele locatii de-a lungul ceremoniei sau nunta sa se tina in alt oras decat cel natal ceea ce implica deplasari lungi pentru invitati, in aceste cazuri se poate inchiria un microbus sau un intreg autobus cu sofer.

In masina, mireasa se aseaza intotdeauna pe bancheta din spate in dreapta nasului (tatalui),

pentru a cobori soferul va deschide portiera si va ajuta mireasa sa coboare din masina.

Odata terminata ceremonia, cand cuplul va iesi din biserică (sau din primarie), soferul va deschide portiera miresei pentru a o ajuta sa urce in masina (mireasa va trebui sa evite sa se tranteasca pe bancheta, incercand, pe cat posibil sa se aseze cu ambele picioare afara, prin rotatie apoi le va retrage in masina, recuperand in mod succesiv voalurile rochiei). Tinerii

casatoriti se vor aseza pe bancheta din spate: mireasa in dreapta, mirele in stanga.

Aceeasi masina, va conduce apoi mirii in locul in care se va avea loc receptia.

Masina va ramane la dispozitie pentru a acompania tinerii casatoriti acasa sau la aeroport in cazul in care acestia s-au hotarat sa plece imediat dupa receptie in luna de miere.



Bentley S I (1955 - 1959)



Bentley S I, 1959, The body design lent itself to two-tone paintwork and usually on R-R Silver Cloud the bonnet was painted in the upper colour whereas the Bentley S sported a bonnet painted in the lower colour.

In April 1955 the new Bentley S I appeared. Bentley's chief designer John Polwhele Blatchley had tailored the attractive body so perfectly well balanced that the cars' enormous size wasn't obvious at a quick glance. The body was mounted onto completely new closed box section frame that was reported to offer a 50 % higher degree of stiffness compared to that of the predecessor. With an overall length of 538 cm/17' 8" the S I, as it was later designated to separate it from the following models S II and S III, was the largest ever in the series of 'small' Bentleys. A long wheelbase version (overall length 548 cm/17'11 3/4") was not available prior to 1957.

Technical Data:

6 cylinder in-line configuration, cast iron cylinder block, bore x stroke 95.25 x 114.3 mm (3 3/4 x 4 1/2 in), capacity 4,887 cc; aluminium alloy cylinder head; twin SU carburettors type HD6 (from 1957 twin SU carburettors type HD8 on cars for North America export, from 1957 standard on all models); 4-speed automatic gearbox (manual 4-speed gearbox to special order); hypoid bevel final drive independent front suspension with coil springs, semi-elliptic springs rear; drum brakes servo-assisted; wheelbase 3,124.2 mm (from 1957 long wheelbase 3,225.8 mm available); tyre size 8.20x15

No. made:

3072 Bentley S I



The Flying B: A History of Bentley Cars

Bentley Begins: 1912 - 1921:

[W.O. Bentley](#) (WO to his friends) and his brother HM bought Lecoq and Fernie, a French auto company, renaming it Bentley and Bentley, with headquarters in Mayfair. In 1919, after a stint making airplane engines during WWI, the company was resurrected as [Bentley Motors](#). The first Flying B insignia appeared on the 1920 Bentley 3 1/2 Liter test car, which was built near Baker Street in London, and the first production car, another 3 1/2 Liter, was delivered to Bentley's first customer in 1921.

The Race for More Power: 1921 - 1930:

Bentley saw its first win at Brooklands in 1921, then entered its only Indianapolis 500 in 1922, where it qualified and finished last. A privately owned Bentley took 4th place in the first-ever Le Mans in 1923, prompting W.O. Bentley to support a factory team. (He called it "the best race I had ever seen," according to "Bentley: The Story.") Engines grew ever larger in Roaring Twenties, with a 6 1/2 Liter, a 4 1/2 Liter, a supercharged Speed Six, and an 8 Liter that weighed two and a half tons rolling out of the [Cricklewood factory](#). Driver Tim Birkin got private financing to build the supercharged Birkin Blowers.

Rolls-Royce Buys Bentley: 1930 - 1939:

WO's dedication to quality created beautiful cars -- and a financial mess. In 1926, he was demoted to managing director to make room for Woolf Barnato to become chairman. By 1931, things were no better. Rolls-Royce bought the company and kept WO on, if only to keep him from creating a new company that could compete with R-R. The first Rolls-produced Bentley, the 3.5 Liter, debuted in 1933, and WO left the company for Lagonda in 1935. In 1939, the Bentley [factory at Crewe](#) opened.

Swallowed Whole: 1940 - 1982:

"Bentley: The Story" calls Bentley's period of Rolls-Royce ownership "the blackest of all." The MkVI of 1946 was the first Bentley to be built using Rolls components, and the 1952 R-Type Continental was the last Bentley built without a Rolls equivalent. Bentleys and Rolls-Royces were built side-by-side at the Crewe facility, with a Bentley-badged clone for every Rolls that rolled off the assembly line. WO Bentley died during this time, in 1971 at age 83.



The Rebirth: 1981 - 1998:

The tide turned for Bentley with the introduction of the 1982 Bentley Mulsanne Turbo, named for the straight at Le Mans. In 1984, the Bentley Corniche was renamed the Continental, harkening back to the company's roots. The [Bentley Continental R](#), which debuted in 1991, was the first Bentley to have its own dedicated body since 1954. With Bentley outselling Rolls by the early '90s, the companies celebrated 50 years of partnership by using a green background on the Flying B for all 1993 models. The next year, Rolls made a deal with [BMW](#) to the German company to supply engines for the two British marques.

Divorce from the Enemy: 1998 - 2006:

Volkswagen bought Rolls-Royce in 1998, including Bentley. BMW then bought the rights to the Rolls-Royce name and announced that as of December 31, 2002, Rolls and Bentley would be two separate companies after 67 years of barely tolerating each other. VW announced that it would invest nearly \$1 billion (in today's dollars) to revive Bentley. The Hunaudieres concept car debuted in Geneva in 1999 and proved to be a step in the direction of the new Continental. In 2001, Bentley returned to Le Mans, then dropped out again in 2003. The [2006 Bentley Azure](#) became the resurrected Bentley's flagship luxury sedan.

Toward the Future: 2006 - Current:

Since its introduction at the 2003 Detroit Auto Show, the [Bentley Continental](#) lineup has expanded from one very fast sedan to seven even faster sedans and convertibles, including one flex-fuel vehicle. Each has the 6-liter W12 engine, but the Continental Supersports, as part of Bentley's commitment to reducing its carbon footprint company-wide, can run on either gasoline or biofuels. With the introduction of the Bentley Mulsanne in the summer of 2009, though, Bentley was back on firm ground with a long, luxurious, gasoline-powered sedan.



2002 Bentley State Limousine

SPECIFICATIONS:

year:

2002

make:

Bentley

Model:

Arnage

Engine:

V8

Horsepower @ RPM:

400

Torque @ RPM:

616

Displacement:

6.75 L

The Queen of England may not have the power that she once had, but she certainly remains a powerful figure in the hearts of all British folks. On June 2, 2012 the Queen celebrated her 60th year on the throne, which brought about a celebration dubbed the Diamond Jubilee – “Diamond” indicates 60 years, for those wondering.

In the festivities, the Queen was spotted riding around in a rather luxurious automobile that one of our readers keenly pointed out is either a Rolls Royce or Bentley, and he turned to us for help identifying the car and telling him a little about it. Figuring he is not the only person interested in the topic, we felt that a full-on review was in order.

As it turns out, after a good amount of research, we have found out that the queen traveled around in the Jubilee in a 2002 Bentley State Limousine. This is no typical Bentley limo either, as it is fit for a... Well, Queen, of course!

Exterior

The first thing you'll notice is that you have never seen a Bentley quite like this. They are all a little gaudy, but this one takes the cake. The reason you have never seen one like the Queen's Bentley is because only two of them were ever produced, both were built for Her Majesty Queen Elizabeth II.

The first thing that stands out is the fact that this vehicle is extremely long, tall, and wide, even for a Bentley. Your suspicions would be correct, as it measures in at 249 inches long, 79 inches wide, and 70 inches tall. This makes this monster 18.5 inches longer, 3.2 inches wider, and 10.1 inches taller than the 2011 sedan, which is a large car in its own right. It also weighs in at a massive 8,818 lbs, which is 3,119 lbs more than the Mulsanne sedan.

Most of its excess weight is due to extreme safety measures place on the Queen's ride. First off, all of the body panels and glass are completely bullet-proof. There is also a mechanism to seal the cabin airtight, which would protect the Queen in case of a gas attack. The last bit of safety on



the exterior that we are sure adds a little weight are the Kevlar reinforced, blast-resistant tires. We're pretty sure those are not standard-issue Goodyears.

This massive body is draped in a deep burgundy that actually looks black from certain angles. You'll also notice that there is plenty of glass for the Queen to look out of, including a glass panoramic roof. To help prevent the interior from getting too hot due to the vast areas of glass, each panel has a reflective coating laminated between the two sheets of glass that make up each window. This gives the Bentley a 15 percent tint on the side windows and a 40 percent tint on the roof panels without taking away its clarity.

With exception of removable opaque panels to block outside view of the rear seats, which were removed during the Jubilee, this about sums up the exterior of the Queen's Bentley.

Interior

The Bentley's interior does not get as much notoriety as its gorgeous exterior, so there is little information to share on it. The biggest thing is that due to its gigantic height increase, there is an awkward amount of headroom that makes adults look like kids when viewed from the outside.

A fully custom interior built by Hield Brothers keeps the Queen and her company comfortable. The rear seats are decked out in lambswool sateen cloth, not leather like you may expect. Don't confuse sateen with satin, though, as sateen is a very thick and soft weave of cotton that any backside would be proud to sit upon.

Since there is no mention of the driver's quarters – yes, the car is so big we call its front and rear “quarters” – we assume that it is pretty plain and there is not much of interest.

Engine

Under the hood of the Queen's Bentley is a 6.75-liter V-8 engine that pumps out 400 horsepower and 616 pound-feet of torque, which this car needs all of to get its near-9,000-pound body moving. For some reason, there is an electronic limiter on the top speed of this beast, which will not allow it to exceed 120 mph. Strapped to this engine is an upgraded alternator to compensate for the extra electronics used in this car.

In more recent years, the 2002 Bentley State Limo was converted to run on LPG, which is the same gas people use for cooking. This sharply reduces the emission output of this Bentley eliminates the need for expensive gasoline.

There's not much exciting going on under the hood of this car that we haven't already seen time and time again from Bentley. It would have been nice to see a little output increase to compensate for the additional weight. Then again, this car is built for comfort, not speed.

Price

We have absolutely no clue how much this car cost to build and if the Royal family paid for it or if it was donated. We can speculate though... This limo was based on the 2002 Bentley Arnage,



which retailed at \$213,000. Considering all of the armor, stretching and custom work, then a likely ballpark figure for this massive beast was in the \$700,000 range, maybe even higher.

Conclusion

What else can we really say besides “It’s good to be the queen?” This machine, which was actually built for her Golden Jubilee in 2002, is just one of the few perks that she has earned over the last 60 years. We certainly wish her many more years and hope to see her inside this car until it is put out of service in 2027, which would put her at an impressive 101 years young.

Florin, chauffeur: “vreu sa fiu cel mai bun, si ma straduiesc!”



Limousine & chauffeur service: prima ora 150 eur, orele urmatoare 50 eur/h*

** Taxarea se face la ora prin rotunjire in plus, tarifele nu includ tva*

N.B. Rezervarea este confirmata din momentul completarii talonului rezervare si platii avansului

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