

CLASSIC DRIVER

[Geneva Preview: Bentley Continental Supersports Convertible](#)



The new Continental Supersports Convertible is not only Bentley's fastest open-top car ever (0-60mph in 3.9 seconds; top speed of 202mph), it's also the fastest four-seat convertible in the world.

It is powered by the same 621bhp twin-turbocharged W12 that lurks under the bonnet of the [Continental Supersports Coupé](#), launched in 2009, and – as with all models in the Continental range – can run on both **petrol** and **E85 bioethanol**. Or any combination of the two.

The styling is described by **Bentley** as 'muscular', with an interior that re-interprets **Bentley** luxury using satin-finished carbonfibre, **Alcantara™** and 'Soft Grip' leather. Overall, the engineers have managed a weight saving of 90kg against the GTC Speed.



Prices have not yet been announced but Bentley has released many technical and design details in advance of the Geneva unveiling:

- * Revised ZF 6HP26 transmission with '**Quickshift**' system that cuts shift times by 50% and enables double downshifts
- * New 40/60 rear-biased torque split for the all-wheel drive system reduces understeer when powering out of bends and provides for better modulation of line and attitude by 'throttle steering'
- * Retuned **Continuous Damping Control** (CDC) system, stiffer suspension bushes and uprated rear anti-roll bar benefit body control, steering response, turn-in and balance
- * Increased 50mm rear track improves grip and stability
- * Lightweight, 20-inch, 10-spoke alloy wheels offer 10kg weight saving per car, reducing unsprung and rotating mass and improving brake cooling
- * **275/35 ZR20 Pirelli Ultra High Performance** tyres
- * Advanced ESP system
- * Standard-fit carbon-ceramic brakes provide fade-free braking and contribute a 20kg reduction in rotating and unsprung mass from the front axle
- * Distinctive centre air-intake and vertical grilles feed larger volume of air (+ 10%) to turbocharger

intercoolers while bonnet vents extract hot air from engine bay

- * Subtly curved rear wheelarches with newly tooled side panels accommodate increased rear track of the updated chassis and provide muscular stance

- * Distinctive 'smoked steel finish' to all exterior 'brightware', including the first automotive application of **'Physical Vapour Deposition'** to stainless steel

- * Larger, twin elliptical exhaust tailpipes and rear valance with discreet vertical divider

- * Fixed rear bootlid spoiler for improved aerodynamics







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