

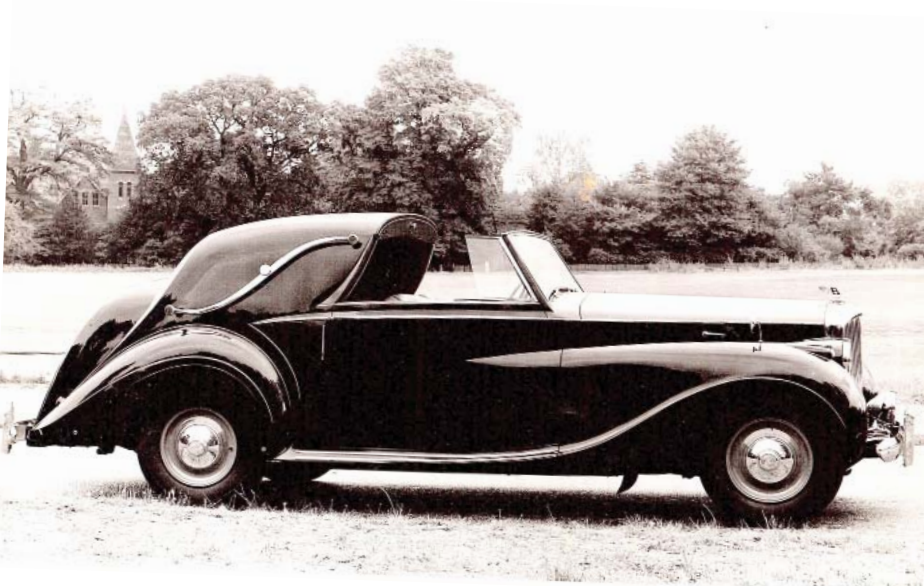


**above:** In an effort to capture the US market H J Mulliner & Co created this unusual four-door four-light model.



**above:** H J Mulliner & Co of Creswick, who produced 301 various bodies for MKVI Bentleys, offered this attractive concealed head coupé.

**below:** Gurney Nutting, who were by this time part of the Jack Barclay Group in London, also produced this two door coupé.



## From the Sir Henry Royce The Bentley Gilbert M Ralph

If you were sufficiently affluent in the early Post War period you would have visited the nearest Rolls-Royce dealership to acquire a new motor car. It would have taken you a couple of years to resume car possession.

If however you were seeking an equally good product the Bentley was to be released in 1946 but that there was no stock readily available. During the War Rolls-Royce had been producing the MKV Bentley and that was seen to be the quick replacement for the growing deprived clientele. Thus in September 1946 the Bentley was improved 4 1/4 litre F-head motor with twin SU carburetors.

The other unusual feature with the MKVI Bentley was the usual well-appointed interiors for which the very wealthy who had favourite coachbuilder would coordinate fitting of a style to suit your taste. Out of the many examples of the MKVI here are a few examples.

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**above:** This is the MKVI standard steel saloon with a drop top work supplied by Press.

**below:** Rolls-Royce owned Park Ward Ltd



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st-World War II period and wandered into your model you would have been disappointed as it took production after the end of the conflict in 1945.

product they would inform you that a new model was likely to be a long delay before they became and continued to develop and improve the pre-War best way to get back into production to satisfy a 1946 a new model Bentley was released – the MKVI. with revised independent front suspension and an 8-cylinder engine. It was primarily directed to the export market as it was offered with a standard steel saloon body. The company had an established reputation. For 1946 chassis were available and the company would have built bodies for 44 known coachbuilders to have built bodies for a variety of the more popular makers.



**above:** This extraordinary looking two-door coupé, with a rare tear-drop window, was one of 19 MKVI Bentleys designed by Gurney Nutting.



ch became available in September 1946 with coachwork by the Standard Steel Co. of Oxford



**above:** This attractive six-light limousine was one of the many styles created for the MKVI Bentley by H J Mulliner for 1951

**below:** James Young, the second largest creator of bodies for the Bentley MKVI (209 in all) offered this slab-sided coupé for owners seeking something different. At least one of them resides in Australia.

produced this drop head 'foursome coupé'.

