**Rolls-Royce**

## Media Information

**EFFORTLESS EVERYWHERE:**

**THE ROLLS-ROYCE CULLINAN**

**October 2018, Goodwood**

**#CULLINANDRIVE**

*“The super-luxury lifestyle is evolving and Rolls-Royce is in the lead. Luxury is no longer an urban concept. More and more it is about embracing and experiencing the wider world. Our customers expect to go everywhere in luxury, effortlessly and without compromise, conquering the most challenging terrain to enjoy life’s most enriching experiences, wherever they may be. For this reason, they have asked us to create a Rolls-Royce that offers uncompromised luxury wherever they dare to venture. Cullinan is that car. It is Effortless, Everywhere.*

*It is incomparable and dramatically evolves the parameters of super-luxury travel, translating Rolls-Royce’s ethos of ‘Effortlessness’ into physical capability, anywhere in the world. Cullinan will simply take the world in its stride.”*

**Torsten Müller-Ötvös, Chief Executive Officer, Rolls-Royce Motor Cars.**

*“The launch of a new Rolls-Royce model is always a seminal moment in the luxury industry. Today we are setting a new standard by creating a new class of motoring and motor car for customers who are well-connected, highly mobile and have a global perspective. They want a new type of motor car that gives them unbounded access in ultimate luxury. Their sense of adventure and daring demands a “go-anywhere in ultimate luxury” motor car that will both take them to and meet them at the pinnacle of life. Cullinan is that motor-car.”*

**Peter Schwarzenbauer, Chairman of Rolls-Royce and Member of the Board of the BMW Group**.

*“From the very beginning the design team treated this brand new Rolls-Royce as a unique, high bodied car. With global customer expectations in mind, our aim was two-fold – realise a presence to match the magnificent capability of Cullinan, whilst setting sector defining standards for luxury and elegance. We know that many of our luxury patrons pursue sports or leisure hobbies that require precisely this type of go anywhere vehicle – Cullinan’s design gesture had to possess an immediate sense of effortless accomplishment.*

*The label SUV is now applied to anything with a two-box silhouette and the least suggestion of going off tarmac. We envisioned an authentic, three-box high-bodied all-terrain car with a convention-challenging design and absolute capability that would satisfy the adventurous urges of our clients.”*

**Felix Kilbertus, Head of Exterior Design, Rolls-Royce Motor Cars.**

*“This landscape is savage, but this journey has been seamless. What's unique is the ability to absorb the road without thought and simply let yourself get lost. You don't so much drive as you float and it seems to get almost smoother the faster you go. The turning and the grip are unreal, almost hugging the road and seeming to glide above it. Sometimes making pictures is as much about getting there as it is about the image itself.”*

**Cory Richards, National Geographic photographer and star of The Final Challenge**.

**Cullinan at a glance**

* The most anticipated car of 2018 and, quite possibly, the most anticipated Rolls-Royce of all time.
* Named after the largest diamond ever discovered which now resides in the British Crown Jewels.
* An all-terrain high-bodied car that makes the idea of authentic, luxury off-road travel a reality for the first time. Luxury travel is now Effortless, Everywhere.
* Contemporary and functional design ensures Cullinan gains iconic status in the face of increasingly bland SUV designs.
* The first “three-box” car in the SUV-sector. Cullinan’s rear partition wall creates a distinct environment for passengers, separated from the luggage compartment.
* The most practical of Rolls-Royces. Cullinan is the most versatile, family oriented, fun-to-drive super-luxury SUV available today.
* The second new Rolls-Royce to sit on the all-new aluminium ‘Architecture of Luxury’, Cullinan is the most technologically advanced, and only purpose-built, luxury SUV in the world.
* Tested to destruction all over the planet, Cullinan is an incredibly capable off-roader that sees the development of the ‘Magic Carpet Ride’ for off-road enjoyment, without sacrificing any Rolls-Royce on-road behaviour.
* Cullinan offers a suite of Bespoke features developed specifically for the many various lifestyles of its owners including the Viewing Suite and the Recreation Module.
* The 6.75 litre twin-turbo V12 Rolls-Royce engine delivers 563bhp/420kW and 850Nm/627lb ft of torque to the all-new all-wheel drive, all-wheel steer system needed to overcome any challenge.
* A century-long pedigree of adventurous quests and campaigns successfully carried out across all terrains thanks to the luxury offered by a stout vehicle that was swift, stealthy and dependable. “A Rolls in the desert is above rubies” – T.E. Lawrence.

**Introduction**

When Rolls-Royce announced three years ago that it would launch Cullinan, it did so in the knowledge that its customers around the world had asked it to build “The Rolls-Royce of SUVs”, with luxury, performance and usability not seen before in the SUV market. Many of these customers were younger, very successful high-net-worth individuals who are heavily engaged in the experience economy, and wanted a Rolls-Royce that would take them to the ends of the Earth in ultimate luxury.

Automotive mobility has always been a fast moving and dynamic business, with new concepts – such as SUVs – appearing with great regularity. But those new concepts need to be perfected in order to be adopted by those customers who will accept no compromise – the patrons of true luxury. Hence the Rolls-Royce Cullinan.

“History set our precedent, and today Rolls-Royce answers its call to action,” comments Müller-Ötvös. “Our answer to the visionaries, adventurers, explorers and those who believe in the supremacy of liberty is the Rolls-Royce Cullinan.”

**What is Cullinan?**

The Rolls-Royce Cullinan is Rolls-Royce as it’s never seen before. When Sir Henry Royce said, “Strive for perfection in everything you do. Take the best that exists and make it better. When it does not exist, design it”, he could have had Cullinan in mind.

“We knew we had to offer our clients what they couldn’t find in the SUV market,” continues Müller-Ötvös. “They do not accept limitations or compromises in their lives. They are the new pioneers, and for them it’s about their sense of adventure and daring in how they live their experiences. This approach to life demands a motor car that can go-anywhere in ultimate luxury and style – Rolls-Royce style. Hence Cullinan.”

It was clear that these new, younger and more adventurous customers wanted a Rolls-Royce that would take them completely off the beaten track and reward them with life’s most enriching experiences. What they didn’t want was a vehicle as ubiquitous as an SUV with compromises such as increased cabin noise due to the “two-box” formula; shared platforms that affect performance and comfort; the choice of being good either on-road or off-road; or a lower, more featureless SUV that blends in and becomes just another car.

“Cullinan is luxury in its purest form blended with perfect practicality and off-road capability,” comments Müller-Ötvös. “Effortless, Everywhere is not just the promise behind Cullinan. It’s the fact.”

Making luxury *Effortless, Everywhere* engendered an evolution in Rolls-Royce’s approach to creating an authentic Rolls-Royce SUV. The most obvious sign of this was the radical rear of Cullinan.

For the first time a Rolls-Royce has an opening tailgate, called ‘The Clasp’. In a nod to the era when luggage was mounted on the exterior of the motor-car, so the occupants did not travel with their belongings, the rear profile of Cullinan is a two-part, ‘D-Back’ format, with the bustle denoting the place of the luggage. ‘The Clasp’ opens and closes in its two sections automatically at the touch of the key fob button.

The rear passenger compartment of Cullinan has been designed to offer the best seat in the house for the owner’s particular needs. Two rear configurations are offered – Lounge Seats or Individual Seats.

The Lounge Seat configuration is the more *functional* of the two options. With space for three passengers in the rear, it will likely be more attractive to families. The rear seats also fold down – a first for Rolls-Royce.

The seats fold electronically in a number of configurations by pressing the appropriate button in the boot or rear door pocket. One press sees each backrest effortlessly fold down, whilst at the same time moving the headrests upwards to avoid making an imprint on the seat cushion. Both seat backs can be folded completely, creating a flat load area or in a 2/3 and 1/3 split, increasing practicality even further. Rear passengers can still travel with a long load, or use the carpeted seat back as an occasional table on which to rest their precious personal items.

For those who intend to transport large items back from their adventures, the rear of Cullinan offers a large amount of space in different arrangements.

The rear compartment or boot area offers a standard 560 litres of space, growing to 600 with the parcel shelf removed. Furthermore, the base of the rear seats sits higher than the boot floor, so even with both rear seats folded, the items in the boot cannot slip forward and are safely contained, unlike in any other SUV. But for those wishing to carry a long item back from their trip – whether it be a Mark Rothko from the Art Gallery or a newly discovered artefact from the latest archaeological dig – a loading length of 2245mm and load capacity of 1930 litres is accessed by electronically raising the boot floor to meet the seat base, allowing the item to slide through effortlessly.

Rolls-Royce’s investment in making the rear of Cullinan effortlessly and ultimately practical has the side benefit of offering a loading length longer than a Range Rover Vogue Extended Wheelbase. A very practical Rolls-Royce indeed.

Knowing that the Rolls-Royce customer expects to bespoke his or her Cullinan, a second rear configuration is offered.

The Individual Seat configuration is for those who value the ultimate luxury an SUV can offer over practicality. The two individual rear seats are separated by a Fixed Rear Centre Console incorporating a drinks cabinet with Rolls-Royce whisky glasses and decanter, champagne flutes and refrigerator. The seats also move in a number of planes to offer ultimate comfort whilst travelling in the rear.

One final feature brings Rolls-Royce’s ultimate level of luxury to this configuration of Cullinan, creating the first truly “three-box” SUV. Inspired by the age when one never travelled with one’s luggage, a glass partition isolates the passenger cabin from the luggage compartment, creating an inner ecosystem for the occupants. In addition to enhanced and class-leading silence within the cabin, a further benefit becomes clear in the hottest and coldest of environments. Thanks to the sealed cabin created by the glass partition wall, the occupants can remain in the optimum temperature even when the luggage compartment stands open.

**Adventure awaits**

Cullinan awakes at the touch of the unlock button on the Bespoke key, or indeed by simply reaching out to its beautifully tactile stainless steel door handle. It lowers itself by 40mm to make entry effortless as the iconic Rolls-Royce coach doors stand open to welcome driver and passengers to their adventure.

Having stepped directly into the cabin, thanks to the wide aperture of the doors and completely flat floor, driver and passengers press the door closing button to seal themselves within the sanctuary of Cullinan’s cabin. Or one touch of the sensor on the exterior door handles will see the doors automatically close themselves from outside.

A touch of the start button then elevates Cullinan 40mm to its standard, commanding ride height, placing its occupants in the perfect position from which to see the world as it drives off.

The driver instantly recognises Cullinan as a driver’s car thanks to its thicker, smaller steering wheel. It’s heated, pliant rim hints at epic voyages which Cullinan is all too eager to begin, whilst heated and ventilated seats mean passengers will be perfectly acclimatised. From their commanding position at the helm of Cullinan, all equipment and technology is clearly seen and reached by the driver.

All information is clearly communicated by the latest generation of digital instruments, with the displays themselves designed with clear and beautiful virtual needles, Rolls-Royce jewellery-like chaplets and clear lettering.

The central information screen is for the first time touch sensitive, allowing the driver to quickly select functions, map views and vehicle set-up whilst on the trail. This portal can still be controlled from the iconic Spirit of Ecstasy controller which nestles on the central console with the ‘Off-Road’ button, Hill Descent Control button and Air Suspension height adjustment controls.

A host of other cutting-edge technology makes Rolls-Royce Cullinan the most technologically advanced car of its type in the world. Further equipment includes: Night Vision and Vision Assist including daytime and night-time Wildlife & Pedestrian warning; Alertness Assistant; a 4-Camera system with Panoramic View, all-round visibility and helicopter view; Active Cruise Control; Collision Warning; Cross-Traffic Warning, Lane Departure and Lane Change Warning; an industry leading 7x3 High-Resolution Head-Up Display, WiFi hotspot, and of course the latest Navigation and Entertainment Systems.

For those not behind the wheel, the world’s most spectacular scenery is to be seen from a privileged position. Those in the rear sit higher than those in the front of the car on Rolls-Royce’s Pavilion Seating, enjoying grandstand views of their surroundings thanks to the large glazed area of Cullinan’s side windows and industry-leading panoramic glass roof. And if they wish to locate themselves or their latest far-flung discovery, they can zero in on their location on the rear touchscreen map.

Also, no photographic opportunity will be missed as all electronic devices can be charged via the five USB ports around the cabin, whilst phones can be wirelessly charged in the front of the cabin.

Arriving at their remote destination, the occupants can descend without dirtying their trouser legs as both front and rear coach doors wrap low under the sill of Cullinan, ensuring that all dirt remains on the outside of the door. A feature only Rolls-Royce would have considered.

**Authentic Rolls-Royce engineering – everywhere**

“The proposition of this car is an engineering masterpiece, its off-road capability, whilst maintaining the world-famous ‘Magic Carpet Ride’ of Rolls-Royce,” comments Müller-Ötvös. “When we began engineering this car, these were the guiding principles.”

Key to the creation of the Rolls-Royce Cullinan SUV was the Architecture of Luxury – Rolls-Royce’s proprietary all-aluminium architecture.

The Architecture of Luxury really comes into its own in creating Cullinan. The engineering team behind Cullinan adapted the Architecture of Luxury to the design template of a high-bodied car laid down by the design team thanks to its innate adaptability.

It was designed and engineered from the ground up in such a way as to be scalable to the size and weight requirements of different future Rolls-Royce models, including those with different propulsion, traction and control systems, thus underpinning the long-term future product roadmap.

Cullinan uses this new architecture in a wholly different manner to deliver an iconic design and presence, uncompromised comfort, space and usability, cutting edge technology and the peerless on-road and off-road driving experience and capability.

The component parts of the base architecture were reconfigured into a spaceframe that was higher and shorter whilst also delivering a completely new feature never seen before on a series production Rolls-Royce – a tailgate.

The all-new aluminium sub-structure delivers extraordinary car body stiffness for exceptional 'best-in-class' functional performance on rough terrain whilst offering better ride comfort.

**The ‘Magic Carpet Ride’ taken off-road**

The integration of new technologies into the architecture was also key to ensuring the fundamental quality of Cullinan as *Effortless, Everywhere*. The engineering team began by creating a drivetrain that would bring Rolls-Royce’s famous ‘Magic Carpet Ride’ off-road.

“The drivetrain system we engineered for Cullinan had one key job to do,” explains Caroline Krismer, Engineering Project Leader for Cullinan. “To bring the famed Rolls-Royce ‘Magic Carpet Ride’ to all other terrains possible, while ensuring class-leading on-road behaviour in the SUV sector.”

Rolls-Royce’s celebrated Magic Carpet Ride impresses off-road as well as on-road thanks to the new lighter architecture, and the latest generation of self-levelling air suspension. Through a thorough

re-engineering of the existing air suspension system – including adding larger air struts with more air volume to cushion the blows of the toughest of terrains – the strengthening of drive and prop shafts, the inclusion of drive to the front wheels as well as the back for the first time in Rolls-Royce history, and the complete reworking of the new 6.75 litre twin-turbo V12 Rolls-Royce engine[[1]](#footnote-1) to deliver just the right level of torque (850Nm) at the lowest possible revolutions (1,600rpm), the Rolls-Royce engineering team has ensured Cullinan will take owners to places no modern Rolls-Royce owner has travelled in luxury before.

The suspension makes millions of calculations every second as it continuously varies the electronically controlled shock absorber adjustment system – reacting to body and wheel acceleration, steering inputs and camera information. A new double-wishbone front axle and 5-link rear axle deliver astounding levels of control over lateral roll and shear forces and deliver incredible agility and stability, as does the addition of four-wheel steering, all contributing to incredible drivability and nimbleness.

In the case of driving off-road, the electronically controlled shock absorber adjustment system uses an air compression system to actively push down any wheel it detects losing traction to ensure every wheel is constantly in contact with the ground and maximum torque is being provided to all wheels.

“Put simply, what makes the car great on-road makes the car great off-road,” concludes Krismer.

The final piece of the puzzle of ensuring that the Rolls-Royce Cullinan is *Effortless, Everywhere* is one single button. Known within Rolls-Royce as the ‘Everywhere’ button, one single push is all it takes to harness all the aforementioned peerless Rolls-Royce engineering and unleash all of Cullinan’s off-road capability.

Once engaged, the driver can finesse the off-road setting to glide over any situation, whether it be rough track, gravel, wet grass, mud, snow or sand delivering all 850Nm of torque to all four wheels without interruption. And faced with deep snow, sand or the need to ford streams, Cullinan delivers the deepest wading depth of any super-luxury SUV at 540mm thanks to its highest ride height.

**Designing a force of nature**

At this point in the history of automotive design, SUVs have become homogenous and ubiquitous. The label SUV is now applied to anything with a two-box silhouette and the least suggestion of going off tarmac. Rolls-Royce envisioned an authentic, three-box all-terrain high-bodied car with a convention-challenging design and absolute capability that would satisfy the adventurous urges of its clients.

Working with the Architecture of Luxury, the Design team designed a motor car that would meet

their clients expectations. Iconic design, proper Rolls-Royce proportions inside and out, and uncompromised levels of luxury.

One of the first benefits of the Architecture of Luxury to the design of Cullinan was the ability to place the wheels and create a unique roofline silhouette that would give Cullinan an immediate sense of Rolls-Royce pedigree. This gave Cullinan the commanding stance of a warrior, immediately communicating its strength and power, whilst at the very same time allows effortless entry and exit from the rear cabin.

This strength and power are immediately apparent from the face of Cullinan. Key features such as lights and air intakes are deep set into the bodywork, whilst strong vertical and horizontal lines create a powerful visage, with the prominent brow of a Saxon warrior created by the line that runs across the top of the pantheon grille and ‘eyebrow’-like daytime running lights. This approach lends a toughness of expression to the front of Cullinan.

The grille is created from hand-polished stainless steel, but for Cullinan it is set slightly proud of the surrounding bodywork that pushes it up and forward. The Rolls-Royce badge and Spirit of Ecstasy ride significantly above the line of the wing, giving them a unique vantage point.

Away from the face of Cullinan the vertical lines that run from the A-pillars down along the raised bonnet edge, down the side of the grille and into the metal skid plate below emphasise the height of the car and its dominant character.

From the side, the purposefulness of Cullinan is clear. There is an uncompromising sheerness of the typical Rolls-Royce long bonnet profile, with the bonnet itself seen to be set higher than the wings of the car to communicate greater toughness.

The line then rises quickly on the A-pillar to resolve in an ultimate height for Cullinan of 1,836mm, a height accentuated by the glass to metal ratio as seen from the side. From just over the B-pillar, the roofline becomes quite fast and drops away to the even faster rear glass which resolves in an elegantly protruding boot lid that reminds one of the D-Back Rolls-Royces of the 1930’s, some of the last of the marque to still carry their owner’s luggage on a shelf outside the car.

The rotating line then takes the eye back towards the front of Cullinan as it shoots forward through the 22-inch wheel hubs to give it a beautiful balance, whilst the depth of the side profile is optically broken up by a most authentic and honest piece of metal, like a Saxon spear, that flies down the lower door surface and gives the whole side of the car a beautiful sense of tension.

The rear view of Cullinan continues the theme of functionality, with the design reduced to a functional baseline. Any jewellery is subdued. So for instance, the Rolls-Royce badge stands on its own smaller plinth separate and above a thin metal finisher over the number plate housing. The design theme for the rear lights also remains simple as two narrow upright units house all the lights and are minimally adorned by thin narrow strips of jewellery at their centre. A final mark of functionality are the exposed metal exhaust pipes and skid plate, both reminding one of Cullinan’s power and ability.

Inside, the cabin of Cullinan combines authentic Rolls-Royce luxury with simple, symmetrical functionality to express the car’s inherent strength. Whether the fascia and centre stack of the dashboard or the arm rests on the doors, structural horizontal and vertical elements underpin the interior design.

The centre stack is framed by hand-finished metal pillars that bridge the upper fascia and middle console, giving it a sense of robustness, whilst also suspending the horizontal elements of the fascia to give a more commanding feel.

The upper fascia is clad in a newly developed contemporary ‘Box Grain’ black leather – a durable and water resistant boarded leather similar to that used in Italian high-end luggage and handbag design. It gives the fascia a sense of width as it runs across its upper segment, allowing the jewellery-like elements of clock and air vents to stand out beautifully.

Supporting this upper section is a strong band of wood that is moulded in three-dimensions to flow out to the centre stack, whilst the entire dashboard is protected by leather pads on top and at the bottom. The top pad is fashioned in a wing like fashion, suggesting muscularity and movement, as well as the functionality of a cockpit.

Finally, the seats in Cullinan have a bold, confident character, showcasing Rolls-Royce quality and craftsmanship. Designed to suit the more casual and dynamic quality of Cullinan, they feature a simple but modern horseshoe graphic which emphasises the supportive bolsters of the seat. These new seats also showcase Rolls-Royce’s mastery of leather craft as this entire backrest panel has been crafted from a single piece of leather to pick out a highly three-dimensional surface.

All areas throughout the interior that are now heated include the front door armrests, front centre console lid, lower C-Pillar, rear side armrests and rear centre armrest.

**One life, many lifestyles**

Driving to your remote location is simply the first part of the adventure in a Rolls-Royce Cullinan. Further enjoyment awaits in the shape of a Rolls-Royce Recreation Module.

Imagine the scene. Having chosen your adventure you call down to your garage. “Jason, we’re going to go drone racing today. Can you load the Drone Module into the Cullinan?” Downstairs, Jason selects the Drone Racing Module from the rack containing several other Recreation Modules that the owner has had commissioned from Rolls-Royce to satisfy his or her preferred recreational pursuits.

Fly fishing, photography, rock climbing, snowboarding, parascending, kite boarding, base jumping, volcano boarding or simply sitting and taking in the view, anything is possible thanks to the Rolls-Royce Bespoke Collective. Easily slotted and plugged into the boot of Cullinan, each Recreation Module contains a motorised drawer housing the equipment and paraphernalia specific to each Cullinan owner’s pursuits. When the owner is ready to play, it presents itself.

-Ends-

**Background Notes to Editors: A note on Cullinan pedigree**

114 years ago, two Englishmen from very different walks of life – one an aristocrat adventurer and the other an engineer par excellence – shared the conviction to “Take the best that exists and make it better”. So much so that they joined forces to create Rolls-Royce Limited two years after they met. Their motor cars would attract those Royals and wealthy aristocrats with an adventurous streak thanks to the luxury offered by a stout vehicle that was swift and dependable. Their dependability was initially proven over rough roads during the Scottish Reliability Trials of 1907, and the Alpine Trials of 1913.

1907 was also the year that British businessman Frank Norbury successfully introduced Rolls-Royce into India by driving a Silver Ghost 620 miles from Bombay to Kolhapur, through the rough terrain of the India Ghat mountain-passes, without incident or fault. An explosion of orders from Maharajahs and Maharanis all over India ensued, and they would subsequently use their Rolls-Royces in the jungles of this vast and fascinating country.

Not many years later, war clouds gathered over the continent of Europe. British commanders armoured their Rolls-Royces and relied on them to carry them and their men across the crater-marked and mud-festooned landscape of Northern Europe. When the war spread beyond Europe, Rolls-Royces were relied upon to take the campaign to China, Russia and the Middle East. And there, in the sands of the Sinai Peninsula, one particular man proved, that “A Rolls in the desert is above rubies.” That man was Lawrence of Arabia.

Nine Rolls-Royces would carry Lawrence and his men to victory – including two Silver Ghosts named ‘Blast’ and ‘Bloodhound’, and Lawrence’s personal transport ‘Blue Mist’. These three Rolls-Royces were stripped of all their finery and put to work for the Army as ‘tenders’ – wooden-bodied open bed vehicles with wooden artillery wheels but no other changes to the original, underlying Rolls-Royce engineering. The others were armoured cars weighing up to 4 tonnes. Other vehicles used on the campaign would regularly break down or become bogged down in the sand, but the Rolls-Royces superior ability not only retrieved them time and again, but carried a victorious campaign in the treacherous deserts of the Sinai and Palestine.

Many more such stories of Rolls-Royce reliability in the worst of conditions abound, and post-war, those with an intrepid streak flocked to Rolls-Royce to build them motor cars best able to face their own personal epic adventure.

**From ‘The Tank Corps Journal’, October 1922**

The most outstanding incident since the war has been the trip of three Rolls-Royce armoured car tenders from Jerusalem to Baghdad last year. This journey was undertaken with the aid of aeroplanes who daily kept in touch with the cars and brought them supplies. In addition to these three tenders, fitted with Vickers machine guns, the convoy consisted of some other makes, over which the former demonstrated only too often their vast superiority. Upon one occasion a back axle complete was brought out by air and, in all, thirteen back axles were broken on twelve accompanying vehicles whereas the Rolls-Royce cars had no mechanical breakdown, either on the outward or on the return journey.

Generally, the ground travelled over was rough in the extreme. One particular stretch, a total distance of only 10 miles, took two days to cover, for a road had to be hand picked over lava beds. Altogether the journey took 28 days going and 18 days coming back. The return journey would have been much quicker but for the delay caused by some accompanying vehicles, which occasionally had to be towed by the Rolls-Royces.

These armoured cars were the ordinary Rolls-Royce chassis with no other changes in construction other than a lowered gear ratio and heavier, stronger springs substituted for the usual touring equipment.

Road tests showed that a steady squadron speed of over forty-five miles per hour could be maintained, although the cars with armour and equipment weighed close upon four tons.

Furthermore in West Africa during the same period during several months of extremely arduous work, over country which was devoid entirely of roads and consisted mainly of desert sands and rock-strewn highlands, not a single Rolls-Royce armoured car was laid up for an hour, except as a result of the enemy’s fire.

**Technical Specifications**



1. The engine is designed for Octane grade 95 fuel; however, it may be run on fuel with a minimum Octane grade of 91.
2. Preliminary data not yet confirmed, subject to change. The values of fuel consumptions, CO2 emissions and energy consumptions shown are determined according to the European Regulation (EC) 715/2007 in the version applicable at the time of type approval.
3. The values of fuel consumptions, CO2 emissions and energy consumptions shown are determined according to the European Regulation (EC) 715/2007 in the version applicable at the time of type approval. The range shown considers optional equipment and the different size of wheels and tires available on the selected model and may vary during the configuration. The values are already based on the new WLTP regulation and are translated back into NEDC-equivalent values in order to ensure the comparison between the vehicles. For the assessment of taxes or other duties based (at least inter alia) on CO2-emissions the CO2 values may differ to the values stated here.
4. Further information on official energy and fuel consumption and the official specific CO2 emissions of new passenger cars can be found in the "Guide to Fuel Consumption, CO2 Emissions and Electricity Consumption of New Passenger Cars", which is available at all outlets free of charge and at <http://carfueldata.direct.gov.uk/> in the United Kingdom, and <http://www.dat.de/angebote/verlagsprodukte/leitfaden-kraftstoffverbrauch.html> in Germany and or your local government authority.

**Further information:**

You can follow the progress of this story on Social Media by using #EffortlessEverywhere

You can find all our press releases and press kits, as well as a wide selection of high resolution, downloadable photographs and video footage at our media website, [PressClub](http://www.press.rolls-roycemotorcars.com/). You can also find the communications team at Rolls-Royce Motor Cars on [Twitter](https://www.twitter.com/RollsRoyceMedia) and [Instagram](https://www.instagram.com/RollsRoyceMedia/).

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1. The values of fuel consumptions, CO2 emissions and energy consumptions shown are determined according to the European Regulation (EC) 715/2007 in the version applicable at the time of type approval. The range shown considers optional equipment and the different size of wheels and tires available on the selected model and may vary during the configuration. The values are already based on the new WLTP regulation and are translated back into NEDC-equivalent values in order to ensure the comparison between the vehicles. For the assessment of taxes or other duties based (at least inter alia) on CO2-emissions the CO2 values may differ to the values stated here.

Further information on official energy and fuel consumption and the official specific CO2 emissions of new passenger cars can be found in the "Guide to Fuel Consumption, CO2 Emissions and Electricity Consumption of New Passenger Cars", which is available at all outlets free of charge and at <http://carfueldata.direct.gov.uk/> in the United Kingdom and <http://www.dat.de/angebote/verlagsprodukte/leitfaden-kraftstoffverbrauch.html> in Germany and or your local government authority. [↑](#footnote-ref-1)