

## 1926 BENTLEY 3/4.5 LITRE LE MANS TOURER.

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3/4.5 LITRE LE MANS  
TOURER.

Year: 1926

Chassis no: AH1479

Registration: YF2642

Price: £540,000

### VEHICLE DETAILS

#### ADDITIONAL INFORMATION / SERVICE HISTORY

1926 Bentley 3/4.5 Litre Le Mans Tourer.

Chassis number: AH1479

Registration Number: YF2642

Engine number: HP 400

Le Mans Tourer. Totally restored, even the chassis has been re-riveted, and now in Concours condition. This car is simply the best that can be produced & further benefits from being a matching numbers example. It has won many awards & prizes & no doubt will continue to do so.

4-cylinder 4.5 litre engine and gearbox fully restored to Le Mans race specifications. This vehicle, except for the body, is all matching numbers including bulkhead and bonnet. 3 Litre Bentley number AH1479 was delivered new to Henley's dealer in London and then sold and shipped to Ireland in late 1926 as shop soiled?

Returned to the UK in the late 1990's and full restoration commissioned by Bentley Restorer Clive Oliver at which time it carried a 4 door saloon by Harrison. However, its modern history is far more interesting. The car was original but in dilapidated condition, in the late 1990's as a restoration project. At that time it was still

running, body was in poor condition and the chassis and engine described as "worn and in need of restoration". With this in mind the decision to convert it to Le Mans specification made complete common sense.

The car was completely dismantled and the original long chassis rebuilt to the 9 foot 9 1/2 inch Le Mans specification by Julian Ghosh. The brakes were totally rebuilt with finned Allfin brake drums and brake servo installed, steering box converted to 4.5 specification, correct 21 inch wire wheels by MWS with 5.25 x 600 x 21 inch Blockley tyres were fitted.

The engine was rebuilt using a Blockley crankshaft, and new block, con rods, high compression pistons, needle roller rockers and boxes and high speed performance oil pump were fitted. A lightweight flywheel and clutch by Abbott, gearbox rebuilt to "C" type specification [New old stock original gears]. New Laycock overdrive was fitted for long high speed touring, the prop shaft is new and fully balance 3.31 differential is fitted with a new 4-star crown wheel and pinion and new "Le Mans" fuel tank fitted, the original 3-Litre parts come crated with the car.

The replica Vanden Plas Le Mans coachwork features a frame by marque expert H and H Coachworks, Goring on Thames, with aluminum paneling and then covered to original specification using rexine. All trim details are correct to period, including Vanden Plas sill plates, and "Team Car" seats in leather by coach trimmer Alan Geiter also from Goring on Thames. Full and half-length style tonneau covers and hood are to original pattern.

The windscreen, aero screens all the minor trim details are produced by James Pearce i.e. fold flat screen and aeros fit to the side when screen and hood is up. These include all correct original instrumentation headlight stone guards, prewar Marechal headlights and Marechal Spotlight, full instrumentation, right angle drive Klaxon and one Klaxonette fitted to the running board.

This car was purchased in September 2007 and further modifications and refinement of this car have taken place now in "Pebble Beach concours condition", please see following list of components replaced etc during restoration:

New parts fitted during restoration: • 4.5 Blockley cylinder block • Blockley side and end cover plates • BDC spares scheme internal water rail • Blockley crankshaft • Arrow con rods • New cross shaft gears • BDC spares scheme rocker boxes and straps • Brineton oil pump drive gears [high speed] •

New water pump modified by William Medcalf • Located gears [top end] original new carrier and sleeve • Original 4.5 camshaft [mint condition] • Blockley tappet screws and lock nuts • BDC spares scheme rev counter drive assembly • Oil filter mod by William Medcalf •

Mags rebuilt by Gorvin • Phoenix roller rockers • BDC spares scheme pistons •  
Fabrication of aluminum cooling fan assembly • Lightweight flywheel by Abbott •  
6.5 clutch shaft • 10" Borg and Beck clutch assembly •

All new engine bearings • Radiator new core and stone guards fitted • Valves,  
guides, and springs and caps, collets • Alternator fitted for long distance driving [off  
propshaft] • Lincoln battery •

Restored all instruments • BDC spares scheme front and rear hubs and spinners •  
Allifin rear and front brake drums • Shackle pins and bushes  
• Chassis tie bars by Julian Ghosh • 4.5 type cross tubes • 5 new 21" wheels by  
MWS • 5 Blockley 5.25 x 600 x 21 tyres • 1310 propshafts • King pins and bushes •

Steering arms by Peter Butler • Brake linings by Vintage Friction Services • Diff  
cage, new side plates, and new sun and planet gears • Crown wheel and pinion  
assembly 3:33:1 new bearings • Gearbox bearings and original set of unused  
original "C" type gears •

Steering box modified to use 4.5 steering gears • Brake shaft bushes • Perrot shaft  
bushes ends modified to stage 2 • Overdrive J type by Laycock • Chassis shortened  
to 9 x 91/2 by Julian Ghosh • 4.5 Le Mans fuel tank assembly •

Body built by Tim Hastings [H and H Coachworks] • Total re trim by Alan Geater •  
Painted by Neil Hayworth • Screen by David Pearce • Tool boxes and battery boxes  
by Roger Wing • Nickel plating by London Chroming Company January 2010

Further work performed: • New BDC 8 litre half shafts fitted • New top and bottom  
bevel gears [Guest Gears] • New camshaft and bearings [Elmdown] • Replacement  
hood and tonneau and hood bag replaced due to material defect

Simply the best there is & ready for immediate extended use.

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