

1936 BENTLEY 4¼-LITRE VANDEN PLAS TOURER

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4¼-LITRE VANDEN
PLAS TOURER

Year: 1936

Chassis no: B200GA

Registration: CXR5

Price: £178,000

VEHICLE DETAILS

ADDITIONAL INFORMATION / SERVICE HISTORY

1936 Bentley 4¼-Litre Vanden Plas Tourer

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First registered to Sir Norman Watson Bt, to whom it was delivered on 4th June 1936, this particularly stylish Derby Bentley on the 4¼-Litre chassis has been clothed in well-proportioned open touring coachwork in the style of the rare and desirable tourer by Vanden Plas. Boasting distinctive period features including polished aluminium dashboard, cut-away rear wheel spats and polished Ace wheel discs, this car is a splendid example of a type favoured by the motoring élite of its day; Prince Bira, Malcolm Campbell, Captain George Eyston and Raymond Mays all being devotees.

The car is finished in smart British Racing Green colours with a matching green leather interior. Full weather equipment also comes with the car. Mechanically the car is very very strong with one of the best & most powerful Derby engines I have yet to experience. Clearly it has had substantial works done to it in the recent past.

It is believed that the immediately preceding owner, the late Ivor Silverstone,

commenced its restoration circa 1969/1970, a replacement Vanden Plas style body being fitted. We are advised that this body is of high quality, and it has been thought that it may have come from another VDP Tourer. Having examined the body minutely it has many similarities & indistinguishable parts from an original car we sold previously lending credence to the supposition that this is indeed a VDP body from another car. It should be noted that it is not a Malcolm Campbell-designed Tourer; although very similar, the front wings are different. 'CXR 5' has the rare pontoon-style wings and is essentially identical to Vanden Plas's Earls Court Show car.

The previous vendor purchased the Bentley at Bonhams' Olympia Sale in December 2009 (Lot 527) when Ivor Silverstone's private collection was dispersed. Since then 'CXR 5' has been mechanically maintained by Tony Fabian of Blackmore Engineering (receipts available). It has also benefited from the addition of a Payne Overdrive, enabling the car to be driven comfortably at 70mph, at which speed the engine is turning over at a leisurely 2,500 revs.

TELEPHONE / ONLINE

+44 (0) 7967 260 673

Richard@vandp.net

vandp.net

SHOWROOM ADDRESS

Vintage & Prestige of Northampton Ltd

EM Rogers Building

2 Ryehill Close

Lodge Farm Industrial Estate

Northampton

NN5 7UA

VINTAGE AND PRESTIGE OF NORTHAMPTON LTD

Company reg. no: 1257 3400