

## 1938 DERBY BENTLEY 4.25 MR OVERDRIVE SERIES HOOPER DHC

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### BENTLEY

4.25 OVERDRIVE  
HOOPER DHC.

Year: 1938

Chassis no: B26MR

Registration:

OSU902

Price: £265,000

### VEHICLE DETAILS

#### ADDITIONAL INFORMATION / SERVICE HISTORY

1938 Derby Bentley 4.25 MR Overdrive series Hooper DHC

Chassis number: B26MR

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Without doubt the Best driving Derby I have ever encountered. To drive it is to understand how these cars drove when new.

This car has had a nut & bolt restoration by noted marque specialists Alpine Eagle & as a result is in close to concours condition. This was Hooper's London Olympia Motor show car after which it was delivered to Archibald Fraser Esq in Glasgow; thence to Sir Oliver Edwin Simmonds MP in Ripley in 1942 who had an electric/hydraulic hood mechanism fitted by Abbots of Farnham!

There is also a full photographic and written record of the comprehensive restoration undertaken by Alpine Eagle of Clanfield 2001-2003, together with a full engine re-build in 2009 by RR & B Garages of Bromsgrove. The bills are to say the least eye watering. The history file comes in three thick folders & is far far too extensive to photograph in total so we have just snapped a few random shots. The

full files may be inspected when viewing the car.

This Bentley has been seen in many concours, events and tours/rallies over its long life, not least during the current ownership where it has journeyed as far afield as Pau covering the miles with aplomb in the tradition of a grand routier. Assorted awards & trophies come with the car.

It has just had a full pre sale service undertaken by Alpine Eagle & thus is in impeccable running condition. Indeed to drive this car is to understand how they were when new. The engine runs cool at around 60 degrees. Oil pressure is 20PSI at idle & over 40 under load. A heater is fitted for cold weather running. There is also a 12V socket allowing for the use of new fangled gadgetry. Simply put, this is a superlative car with desirable Hooper coachwork & is in a condition, which is hard to fault.

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