

1931 BENTLEY 8 LITRE LEMANS STYLE TOURER.

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BENTLEY

8 LITRE LEMANS
STYLE TOURER.

Year: 1931

Chassis no: YF 5018

Registration:

GN5182

Price: £795,000

VEHICLE DETAILS

ADDITIONAL INFORMATION / SERVICE HISTORY

1931 Bentley 8 Litre Lemans Style tourer.

About to arrive at our showrrom in next couple of weeks. We will conduct our usual full photo shoot upon arrival.

Registration Number: GN 5182 Chassis Number: YF 5018 Engine Number: YF 5018

THIS IS A FULLY MATCHING NUMBERED 8 LTR TO LE MANS SPEC.

The car was fully restored in 2013 & is amazing to drive and with super looks must be the ultimate Big Boys Toy.

Restoration

Engine YF5018 fully rebuilt with new crankshaft, connecting rods, pistons, valves, guides, rockers, camshaft, waterpump, front closing plate, three-throw gears, oil pump gears, damper and modern shell bearings to main bearings and connecting rods. Magneto, Distributor and Starter motor all rebuilt. Carburettors rebuilt to original specification by SU Burlen. Camshaft damper rebuilt. Fuel feed converted to electric pumps with Autovac retained but not used. All other components renewed and replaced as necessary.

Chassis frame YF5018, stripped and repainted. Front axle YF5018 drums skimmed and shoes relined. Brakes converted to "pull-on" action and brake lights added.

Bearings replaced, servo overhauled, F-type gearbox NO 8021 (ORIGINAL TO THIS CHASSIS)) fully rebuilt with new bearings. Rear axle YF5018 rebuilt with new bearings and 3.2:1 (14/45) Hypoid CWP. Rear Brakes relined and brake cables replaced as necessary. Compensator shaft overhauled. Le Mans tank fitted. Alternator added to clutch shaft in place of dynamo. Tecelamit system disconnected and replaced with individual lubrication points for more effective and accurate chassis lubrication. Tecelamit tank retained but not used. Master switch fitted to battery box.

P100DB headamps overhauled, original bonnet YF5018 refitted. Radiator shutters removed and replaced with stone guard.

Body by Wing and Pritchards. Fully scratch-paneled and trimmed. Hood and screen by Pearce and wings by Claridge. Instrument panel made to original specification and all instruments overhauled and replaced.

Finished in traditional British Racing Green. Interestingly the original Mulliner Weyman saloon body is also available with the car.

The car has been under the current ownership for over a decade & has during that time been sparingly used & maintained without regard to cost. The current owner thinks nothing of stepping in the car to drive to Switzerland or other far flung locations with the car easily able to cover many hundreds of miles each day. It has just had a full tune up & service completed to make it ready for delivery to our showroom & ready for the lucky next owner.

The rear has a large removeable travel trunk fitted for long distance rallies or Peking-Paris type motoring but also comes with a rear seat squab that can be easily fitted when the travel trunk is removed.

To sum up this is a car in impeccable condition with matching numbers & desirable Lemans spec body. You have to drive this car to appreciate just how well done it has been. At 70MPH the engine is silent yet still has masses of power. I am quite sure 100MPH would be easily attainable for braver souls than I. The quality of the hood & tonneau covers is exemplary with everything fitting perfectly & no pulling or stretching needed to affix the hood & tonneau cover onto their snap on fasteners.

Mechanically this car has to be one of the best W.O. Bentleys I have had the pleasure of driving. It drives as if it were a new car. It is now in stock with us & ready for immediate viewings.

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