

1956 BENTLEY S1 STANDARD STEEL SALOON
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SALOON

Year: 1956

Chassis no: B304CK

Registration: TYS204

Price: £42,000.00

VEHICLE DETAILS

ADDITIONAL INFORMATION / SERVICE HISTORY

1956 Bentley S1 Standard Steel Saloon

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An utterly original & timewarp example in perfect running condition with £12,000 just spent on brakes & mechanics. This is an untouched wonder with the last owner for 40 years & known ownership from new. You just can't find them like this.

History:

Supplied in June 1956 by Glasgow Rolls-Royce dealer Clyde Automobile Co. to local Civil Engineering company Whatlings Ltd. The new Bentley was specified in Masons Black with tan Connolly hide and matching carpets. Extras included Desmo Boomerang self-adjusting wing mirrors, GB plate, Dunlop tubeless tyres, HMV 200X radio, registration plates and badge bar.

In December 1957 the car was sold to Glasgow painting and decorating

company George W. Sellars & Sons. In June 1961 the Bentley came into the possession of London prestige car dealers Taylor & Crawley Ltd of South Audley Street, Mayfair. Founded in 1937 by pre-war racing driver A.C. Taylor, Taylor and Crawley later became importers and main agents for Mercedes-Benz and Alfa Romeo and later the UK importer for Maserati.

A.C. Taylor's son was the well-known racing driver Michael Taylor. He began racing in the mid-1950s and competed at Le Mans before entering Formula One in 1959. Unfortunately, Mike was paralysed in a bad crash at the tragic 1960 Belgian Grand Prix and had to learn to walk again. With his F1 career effectively over he joined the family dealership around the time the Bentley came into their possession. The car was with Taylor & Crawley for around two and a half years so it's possible Mike used it as his personal car.

In December 1963 the Bentley was purchased by ex-Rolls-Royce factory engineer Anthony Coffin of Louis Coffin & Co. Motor Engineers of Shropshire. The company specialised in the maintenance of Rolls-Royce and Bentley motor cars and the S-Type became Mr. Coffin's personal car for nearly twenty years.

Finally, in January 1983 the car was purchased by its last owner, a friend of Mr Coffin who continued to have him maintain the car until his retirement.

Today:

Coming from long-term ownership of almost forty years the Bentley is now available for purchase.

Presenting attractively in factory Mason black, this utterly original S-type possesses a deep charming patina having been maintained throughout its life rather than restored.

The underside is solid and clean. The upper body paint is in good order throughout with a patina of use built up over the years. Original Hand-painted blue and gold coachlines are still visible although they are close to disappearing from the wear of many years of polishing.

The brightwork is presentable with straight bumpers and over-riders with the chrome finish a little dulled over time and some minor pitting is evident.

The wonderful original leather seats have aged in an appealing way displaying creases but no rips, and thankfully have escaped the usual

'Connollising' treatment. There is a brand new deep pile brown lambswool over-rug for the rear footwell which may easily be removed when showing the car etc but provides a pleasant soft underfoot experience. An extensive history file accompanies the car which contains numerous invoices for parts used in ongoing maintenance along with many MOT certificates dating back to 1982. The file also contains copies of factory chassis cards that confirm the engine is the original.

Pleasingly the car has an almost as new owner's handbook along with instructions for the HMV radio. The small toolkit is in its stowage area in the boot as are the wheel-brace, Bevelift jack, Kinsman handpump and inspection lamp.

Over £8,000 in recent works has been done including:

New stainless-steel exhaust tailpipe and silencers, five new radial tyres and anti-roll bar bushes. New spark plugs, HT leads, uprated coil, condenser, contact breaker and new bushes have been installed in the dynamo. Fuel tank and carburettors have been drained and cleaned, and a new fuel pump and fuel line installed. The engine has been flushed and filled with new oil and valve clearances adjusted to factory tolerances. A new rocker cover gasket was also fitted. The braking system was stripped and rebuilt with new wheel cylinders and master cylinders, flexi hoses, copper brake pipes and bleed nipples.

Summary:

There is a growing movement in the old car world toward preservation and with a known and documented history, long-term ownership and over £12,000 in recent expenditure this Bentley is an enticing prospect and is now ready for its next owner to enjoy as is "Dans son Jus".

Will be sold with a current MOT.

Recorded history

30/09/1982 MOT 56,423 miles

04/10/1983 MOT 60,115 miles

26/10/1984 MOT 64,684 miles

23/10/1985 MOT 67,366 miles

12/12/1986 MOT 69,184 miles

03/12/1987 MOT 70,556 miles

21/02/1989 MOT 71,557 miles

15/06/1994 MOT 72,696 miles

28/06/1995 MOT 73,258 miles

14/08/1996 MOT 74,072 miles

19/09/1997 MOT 75,368 miles
24/09/1998 MOT 76,407 miles
17/10/1999 MOT 77,316 miles
17/10/2000 MOT 77,686 miles
26/10/2001 MOT 78,311 miles
06/12/2002 MOT 79,075 miles
08/12/2003 MOT 79,395 miles
31/12/2005 MOT 79,739 miles
18/09/2006 MOT 80,350 miles
11/10/2007 MOT 81,914 miles
06/11/2008 MOT 83,519 miles
26/07/2010 MOT 84,934 miles
26/08/2011 MOT 85,282 miles
29/08/2012 MOT 85,686 miles
Currently 88,376 miles

I have to stress how well this car drives & what an original time warp feel it has about it. I was simply bowled over by its condition & the driving experience when I picked it up.

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