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1935 BENTLEY CONTINENTAL OPEN TOURER
VANDEN PLAS



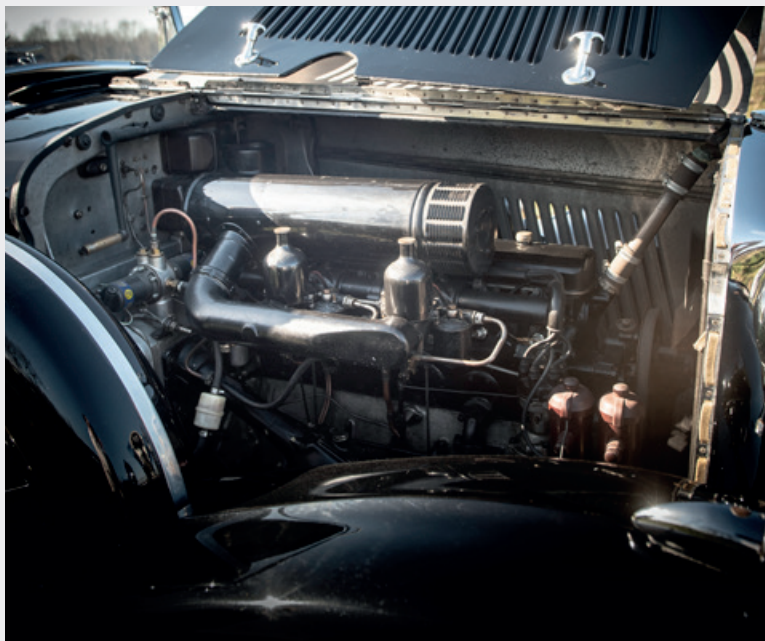
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HISTORY

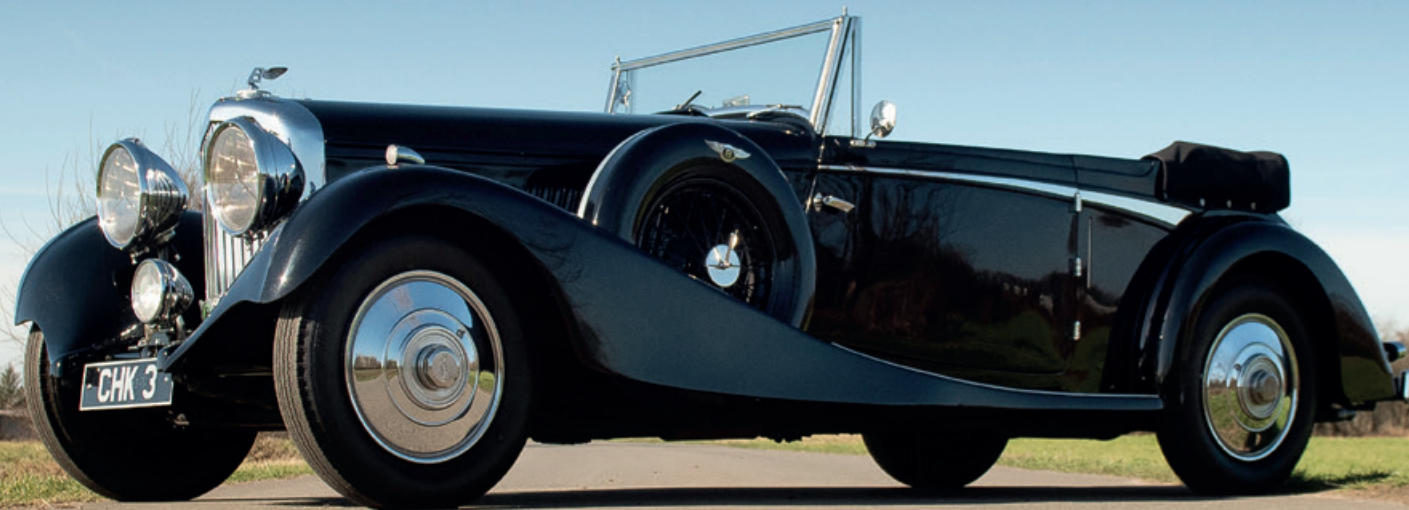
Based on the contemporary Rolls-Royce 20/25hp, the **3,5L Liter Bentley Continental** was slightly shorter in the wheelbase and employed a tuned (120bhp) 3669cc twin -3/8SU-carburettor version of the former's overhead six valves.

Add to this already remarkable package, an all-synchromesh **four-speed gearbox** and servo assisted brakes, the result was a vehicle offering the driver effortless **sports car performance** in almost absolute silence.



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« **The Silent Sports Car** », as it was swiftly dubbed, had few peers as a tireless long-distance tourer, combining traditional Rolls-Royce refinement with Bentley performance and handling...





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As befitted by its sporting nature, the **Derby Bentley** was almost always fitted with an owner-driver saloon or drophead coupé coachwork, the « standard » designs being the work of Park Ward.

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Chassis number « **B178CR** » however, was bodied by **Vanden Plas**, which had forged its considerable reputation by a most fortuitous alliance with Bentley, for whom it bodied some 700-or-so chassis during the 1920s, including the **LE MANS team cars**.

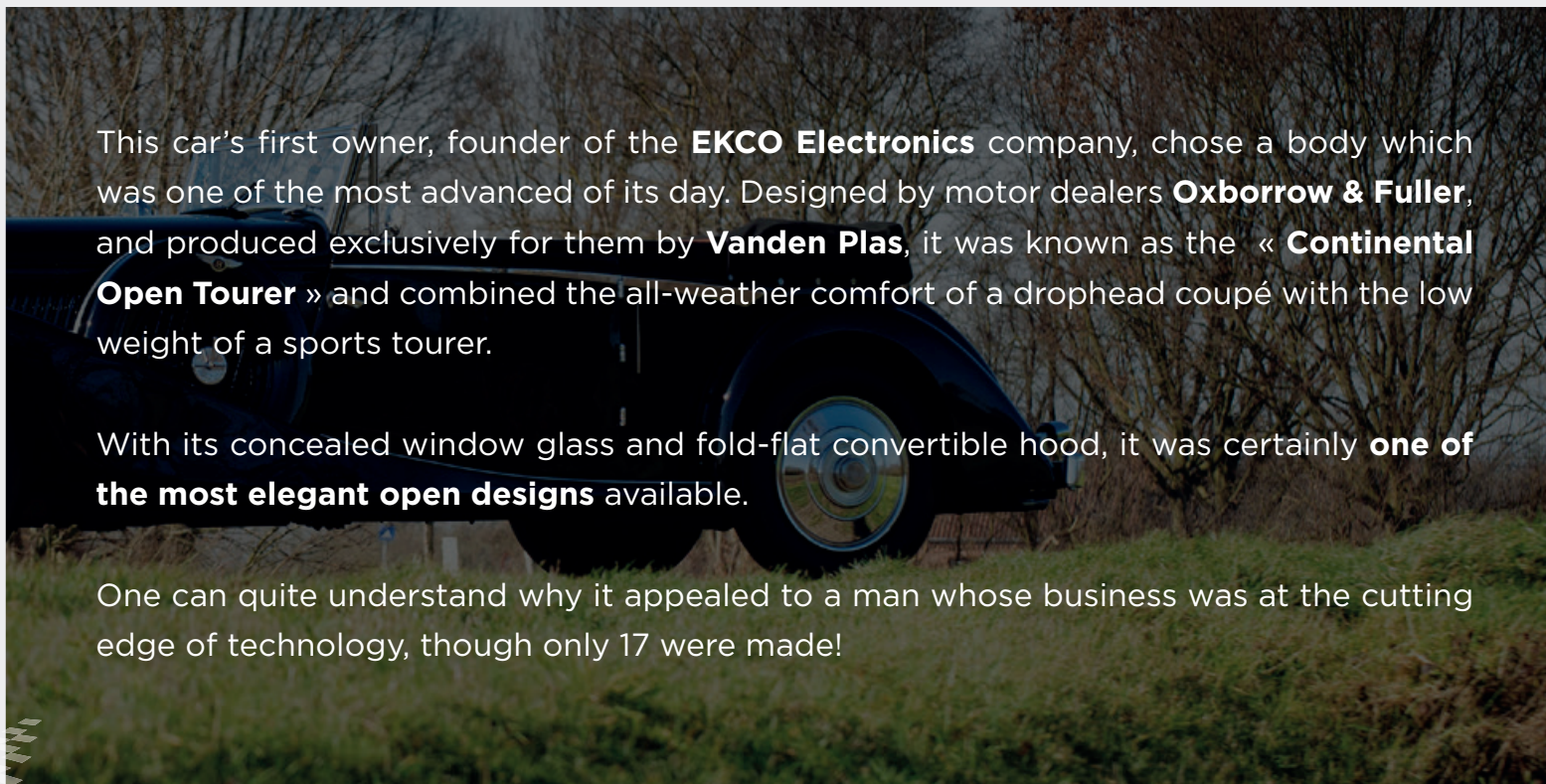
Another notable feature of this car is its original sports exhaust, one can drive silently or change the valve and have a sports-car sound.



This car's first owner, founder of the **EKCO Electronics** company, chose a body which was one of the most advanced of its day. Designed by motor dealers **Oxborrow & Fuller**, and produced exclusively for them by **Vanden Plas**, it was known as the « **Continental Open Tourer** » and combined the all-weather comfort of a drophead coupé with the low weight of a sports tourer.

With its concealed window glass and fold-flat convertible hood, it was certainly **one of the most elegant open designs** available.

One can quite understand why it appealed to a man whose business was at the cutting edge of technology, though only 17 were made!



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There were some subsequent owners, the last of whom **Peter A. Rockliff** of Grassendale, Liverpool, whom acquired the Bentley in July 1958. When sold at a UK auction in 2005, « **B178CR** » had already benefitted from **rebuids of the engine and chassis**, and had undergone a **sympathetic restoration**.

Its purchaser in 2005 was the well-known Dutch collector **Franz Van Haren**, who sold the car to another Dutch collector in 2009. In 2018 the current owner bought from this Dutch collector. Since the Bentley came to Holland, it has been **repainted in black** (from magnolia) and the **interior re-trimmed** in brown-cognac (from black) leather. The car was regularly serviced, in **pristine condition** and **maintained over the last 14 years**.



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Thierry Boutsen - Cedric Boutsen



Boutsen Classic Cars was founded in 2018 by F1 legend Thierry Boutsen. Based in Monaco, it is the latest company to join the Boutsen Group.

With a unique international network provided by Thierry's history in motor racing as well as its Business Jets company Boutsen Aviation, the firm specializes in the sourcing, acquisition and sale of historic cars from the 50s to the 90s for discerning collectors.

With a passion driven team and an extremely high competitive spirit, Boutsen Classic Cars provides an exclusive representation worldwide and manages all the aspects of the transactions. Global inventory comprises selective road and race cars, with legendary history.

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