TOM HARTLEY JNR




# 1961 BENTLEY S2 Continental Flying Spur

## Circassian Blue with Beige Leather

## £195,000

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| Mileage | 27,329 miles | Engine Capacity | 6230cc |
| Body Style | 4-Door Saloon | Fuel | Petrol |
| Transmission | Automatic | Chassis No. | BC18CZ |

The â€˜Continentalâ€™ name is one that has become synonymous with the very finest Bentley models. In 1955 Bentley introduced the S-Type Continental as a replacement for the successful R-Type. The S-Type Continental was modern, spacious and powerful and was designed to be an effortless grand tourer, capable of covering long distances at great speed across Continental Europe. The model was produced as a bare chassis and drivetrain by Bentley and then bodied by one of the noted coachbuilders of the day.

For the first couple of years, the S-Type Continental was only produced as a two-door model but customer demand called for the Continental to also be made available as a more practical four-door saloon. The coachbuilder tasked with designing the first four-door variant was H.J. Mulliner and they designed a sleek and elegant yet sporting body made from aluminium. The model was given the name â€˜Flying Spurâ€™ by H.J. Mullinerâ€™s managing director, Harry Talbot Johnstone, after the heraldic mascot of his Scottish family.

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The S1 Continental featured a 4,887cc six-cylinder engine but by 1959 Rolls-Royce and Bentley had decided to turn to V8 power and in the autumn of 1959 the Bentley S2 was introduced, featuring an aluminium 6,230cc V8 unit that resulted in a notable increase in performance. In addition to the new engine, it featured power assisted steering as standard. The S2 Continental and S2 Continental Flying Spur also featured four-shoe front brakes along with a further inclined steering column and shorter radiator.

The Bentley S2 Continental Flying Spur was the epitome of style and elegance and was the most luxurious grand tourer of its time. Between 1959 and 1961, only 64 right-hand drive examples were produced.

Chassis BC18CZ left the Bentley factory on the 10th November 1961 and was 1 of only 3 S2 Continental Flying Spurs to be finished in the very attractive colour of Circassian Blue. According to its original build sheet, it was ordered with a number of optional extras including electrically controlled windows and aerial, and was supplied to a W.S. Lawson in Yorkshire. The car was later exported to the United States before being purchased by a prominent Bentley Drivers Club member and collector in Australia in 1998.

The car remained with this gentleman until 2014 and during his ownership a bare metal repaint was carried out to its original colour. In 2014 the car was brought back into the UK and was meticulously maintained by marque specialists P&A Wood. They carried out additional refurbishment works and a full mechanical overhaul. In total, nearly Â£90,000 was spent with them.

In 2017 the car was acquired by its most recent owner who continued to maintain it without regard to cost, including a complete check over and rectification works being carried out by a marque specialist, which totalled just over Â£26,000.

Today this S2 Continental Flying Spur presents beautifully throughout and is ready to be used and enjoyed by its next custodian. It is a stunning example of one of the very last coach built Bentleys and would be a fantastic addition to any collection.