

J.D Classics[®]
1987

La Sarthe



BENTLEY



BENTLEY CONTINENTAL LA SARTHE (1953-1954)

BENSPORT - COACHBUILDER



J.D Classics[®]
1987

A WOODHAM MORTIMER COMPANY



ROLLS-ROYCE & BENTLEY SPECIALISTS

LaSarthe

"More exclusive than a Continental"
OCTANE MAGAZINE

Exquisite Design, Superlative Engineering, Illustrious History & Le Mans Supersport Winners



La Sarthe

The car that Bentley never built. A 1950's coachbuilt Bentley Grand Tourer

Own one of 10 bespoke built examples



The Best of Traditional British Coach building

Until the 1950s Bentley could supply a rolling chassis and the coach builder of your choice would build your car to your specification. Bensport is once again offering this same bespoke service to customers with La Sarthe, a sporting Bentley in the 'Continental' tradition limited to just 10 examples.

"Sweeping Beauty"
MOTORSPORT MAGAZINE

Continental
La Sarthe



BENTLEY

LE MANS 24hr WINNERS

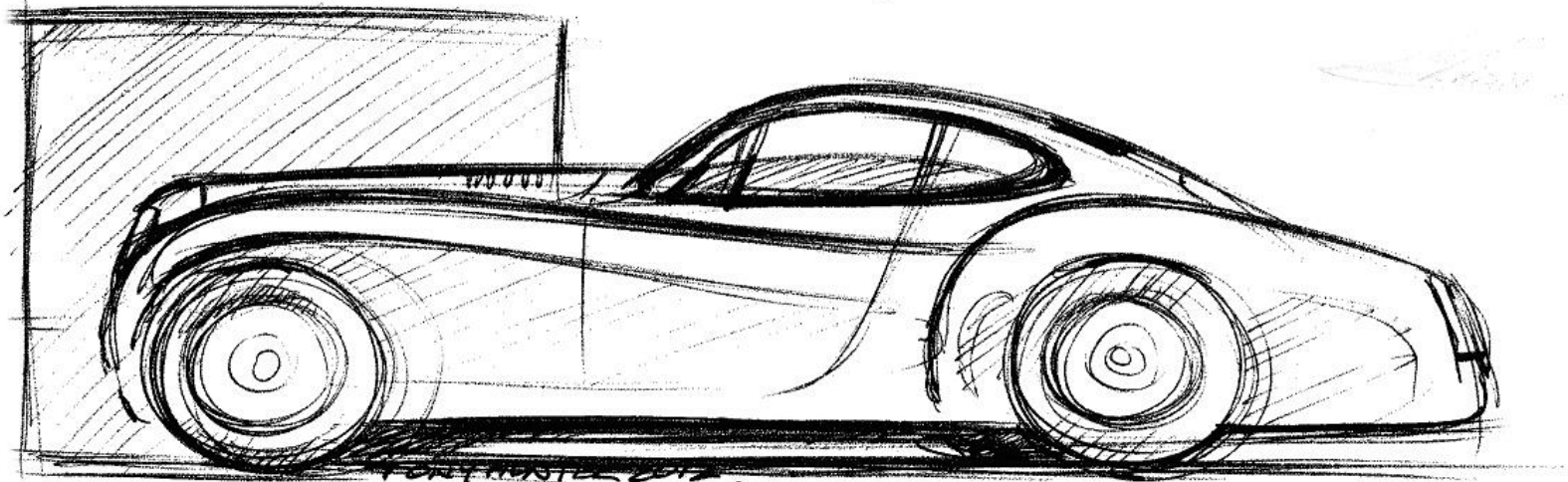
1924 1927 1928 1929 1930 2003

Vingt-quatre heures du Mans - Circuit de La Sarthe

Bentley Motors did not enter Le Mans in the 1950s and did not win again until 2003.

What if the factory had entered a car in the 50s?

What would the car have looked like? A sporting version of Mulliner's fantastic R-Type Continental?



Bentley Continental La Sarthe

La Sarthe

Continental La Sarthe Bespoke Design Facility

At Bensport, customers are encouraged to involve themselves in the mechanical specification, coach work colour choice and interior trim design to produce a truly personal bespoke vehicle for the discerning collector. Personalised logos, coat of arms, names etc can be inlaid into veneer.





Continental Saatchi
BENTLEY

**LIGHTWEIGHT PERFORMANCE - SUPERSPORT LEGEND OF LE MANS
PREMIER VINTAGE CLASSIC CAR - MODERN DAY LUXURY AND COMFORT**

uprated suspension and power steering all contribute to a more modern comfortable drive.
further discrete modernisation in the form of navigation and audio systems can be provided as well as air conditioning
the hand-built all-aluminium body proudly sits on an original, fully restored 1950's Bentley chassis. lightweight with extensive engine performance options,

Bentley Continental La Sarthe fixed head coupe standard specification

*Continental
La Sarthe*

Body

- All aluminium two door fast back coupe.
- Cowl front with inset stoneguard.
- Centre opening bonnet with optional louvre panels.
- Twin "Le Mans" type 125mm fuel filler caps mounted on rear quarters (Can be changed for hidden fuel fillers).
- Original wheels with original pattern (new) wheel trims.

Mechanical

- Standard configuration Bentley R-Type Chassis with revised and updated springs.
- Manual or automatic gearbox.
- Modified steering column rake angle.
- Original engine totally rebuilt, six branch exhaust manifold and high efficiency exhaust system with twin tailpipes.
- Manual gearbox rebuilt to final factory specification.
- Lightweight aluminium fuel tank.
- Special aluminium high efficiency radiator.
- Fully operational Bijur chassis lubrication system.

Electrics

- Multiplex wiring system to modern specification.
- Alternator charging system.
- Electronic ignition.
- Electric windows.
- Heated rear window.
- Electronic instruments including Speedo, Rev counter (red lined as per Continental spec at 4,300 RPM), oil pressure gauge, oil temperature gauge, water temperature gauge, fuel gauge (with electronic tank unit), volt meter, clock, (all instruments to Bentley pattern with black faces, white figures and printed with the Bentley 'B').
- Electric cooling fan with manual override.
- Two speed self park wipers.
- Twin Lucas windtone horns.

Trim and interior

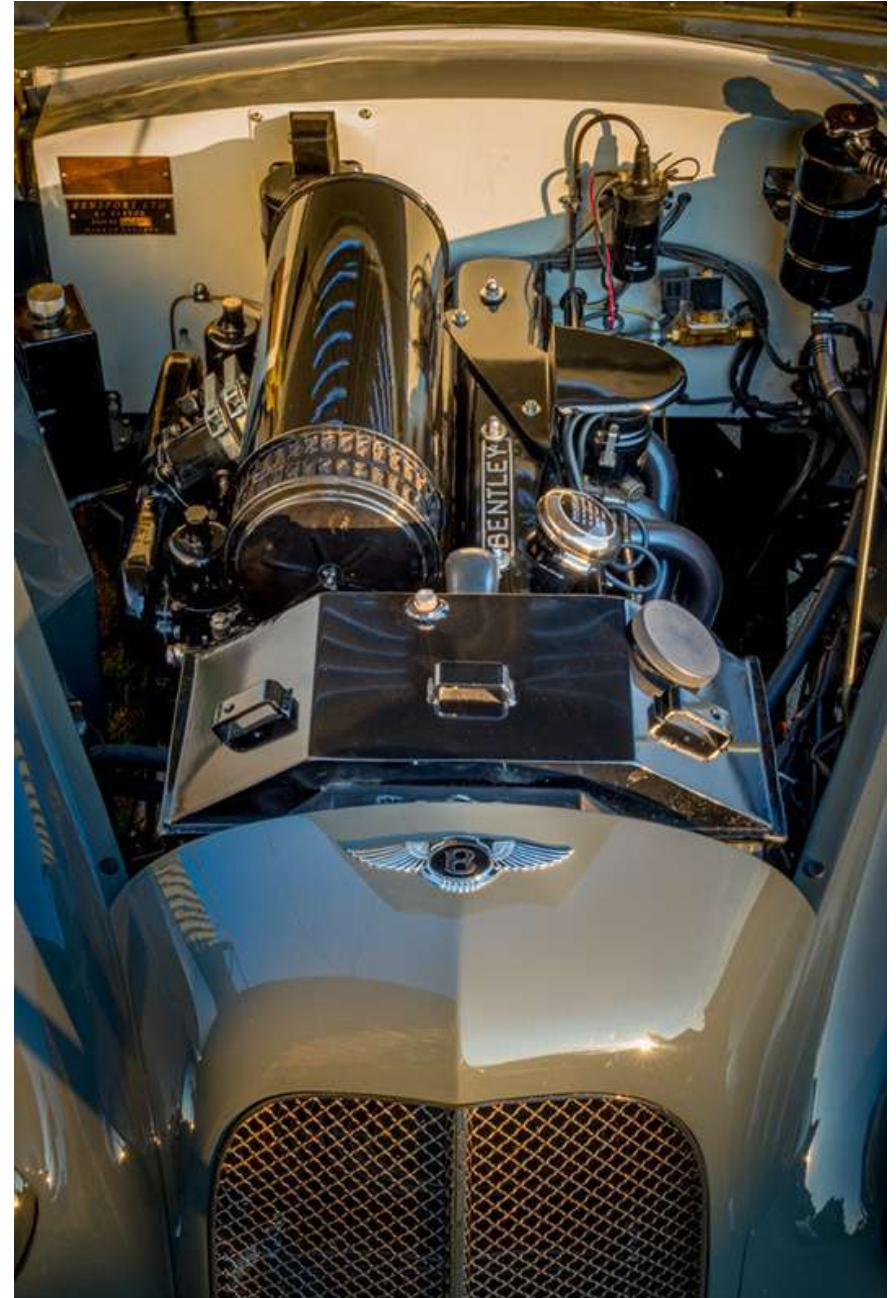
- Specially designed sports seats with backrest adjustment.
- Customer specified leather upholstery to seats, door and rear quarter panels.
- Customer specified veneer (wood/aluminium) to dash face and door applique.
- Dash design can be completely tailored to customer requirements.
- Customer specified carpet and headlining.

Continental
La Sarthe

Optional specification

- Range of engine performance options, please ask.
- Axle rebuilt with high ratio "Continental" 3.07:1 differential.
- Customer specified tyres. Avon Turbosteel recommended.
- Power steering (E-Z electric system).
- Modified (rose jointed) and uprated front anti roll bar.
- Additional rear anti roll bar.
- Bumpers and/or rear parking sensors.
- Spats to rear wheel arches.
- Hidden fuel fillers.
- Suitcase set, trimmed in leather and embossed with "La Sarthe" logo attached by leather straps to raised luggage floor behind seats.
- Alternative to above rear seat to provide two plus two seating arrangement.
- Air conditioning.
- Central locking.
- Heated seats.
- Bespoke front grille options.

**Bentley MkVI or Rolls-Royce Silver Dawn chassis can also be used. (If a Rolls-Royce Silver Dawn donor chassis is used, the car will be a Rolls-Royce and badged as such). **



La Sarthe



BENTLEY




BENSPOINT LTD

Future Investment

La Sarthe is considered an extremely sound investment for those who prefer to use and enjoy their investments every day or just on sunny weekends. With R-Type Continentals costing over 1 million pounds we believe it will not be long before La Sarthe, with only 10 examples of this model ever to be made, is in the same bracket.

Order one of the limited edition Bentley Continental La Sarthe

Contact us.

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