



BENTLEY DRIVERS CLUB

REVIEW

THE
HISTORIC
MOTORING
Awards
2019
CLUB
OF THE YEAR
WINNER

DECEMBER 2020

Issue No. 332


HISTORIC
AWARDS
2019
FINALIST
Motoring Spectacle





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WELCOME



Welcome to the winter issue of *Review*. Christmas is just around the corner, with the festive season typically offering a time to reflect on the previous 12 months. In the case of 2020, it's been a remarkable year, the like of which many of us have never experienced, with the Covid-19 global pandemic wreaking havoc on our daily lives.

In the instance of the BDC, Club events right across the world have been cancelled, with our annual Concours d'Elegance, scheduled for June, unfortunately being shelved. However, BDC Silverstone did go ahead in August,

albeit behind closed doors, and the racing was as thrilling and keenly fought as ever.

Regional Christmas lunches and dinners are among the highlights of the Club's winter calendar, bringing many Members together, but these have also been curtailed by the coronavirus.

We all sincerely hope, therefore, that 2021 will be a better year for all, with Club events getting back on the road again, and Members once more enjoying their Bentleys to the full.

In this issue, our cover feature, lit up by some fantastically atmospheric photography, focuses on three wonderful Members' cars from yesteryear and appraises each following a road test. Find out how they fared and stack up against one another.

Last issue we profiled the evergreen Randal Stewart and this time turn the spotlight on the younger brigade – namely successful 30-something business owner Andrew Butt, qualified helicopter pilot and until recently the Midlands Region Secretary.

We also focus on Members' cars from across the Bentley eras: Chris Scott's rare 4½ Litre aka 'Mr Fred'; Anthony & Anne Prosser's Vintage,

also a 4½, which they've owned for 60 years; Terry Unwin's obsession with S Series Continentals; and US based Peter Heydon's bespoke Brooklands.

There have been some national events taking place, in which our Members have participated and won awards too: the Concours of Elegance and Salon Privé. A big congratulations in particular to Georg Ellbogen (1936 Derby), a winner at Hampton Court, and Monique Bass (1993 Brooklands), who triumphed at Blenheim Palace. Check out our illustrated reports.

In 1980, Vickers merged with Rolls-Royce, bringing the Bentley brand under its wing. Member Richard Charlesworth, a former senior executive at Crewe, considers the impact of the tie-up, one of the most significant episodes in our favourite marque's history.

There's lots more too: motorsport roundup (including historic and GT racing plus classic rallying), technical section and Foundation Corner.

Enjoy this issue, stay safe – and may I wish you all a happy Christmas and a prosperous new year.

Stuart Newman
Communications Manager and Editor



COPY DEADLINE FOR ISSUE 333 (February 2021): Friday 18 December

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Front cover: A trio of superb Derby, Vintage and Crewe models prepares for a three-way road test (image courtesy of Michael Higginbotham)
Rear cover: The Derby Special 4¼ of Elliott Dale & Charlotte Ryall on the HERO Challenge Three rally (image courtesy of HERO/Will Broadhead)

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The Start Line



SPA-RRING PARTNERS!

Bentley Motorsport enjoyed a multi-pronged assault on the biggest GT3 race in the world, the 24 Hours of Spa, with its largest ever customer entry. Five Continental GT3s from three teams contested the legendary Ardennes endurance event in Belgium in late October: Team Parker Racing (#11), K-PAX Racing (#9, #3 is missing from shot) and CMR (#107 and #108). Turn to pages 58-59 to see how they fared. Image: Courtesy of Bentley Motors



Midlands

With the Midlands celebrating its 70th anniversary this year, **Mike Haig** celebrates by gathering together three of the Region's classic models from different eras before asking **Martin Trentham** to carry out a special three-way road test. Images: Courtesy of Michael Higginbotham and Owners



Like many of this year's BDC events, both national and Regional, the celebration dinner planned by the Midlands Region to commemorate its 70th anniversary had to be cancelled. The Region is the oldest

in the Club and at one time was also the largest by far.

Some years ago, it was decided to split the Region in half, thus giving us the East Midlands Region. Over the years Midlanders have served the Club well with many holding high office.

Being a former Midlands Region Chairman myself I wondered how we could publicise ourselves a little in the Club and celebrate our anniversary; hence this article laying the spotlight on three fantastic Midlands cars from the Vintage,

marvels



Derby and Crewe eras.

Martin Trentham was commandeered into road testing the vehicles – and his findings will, I am sure, be of great interest to all of our readers.

Martin writes: It was with some trepidation that I accepted Mike Haig's request to road test three Midlands Region cars – a WO, a Derby and an R Type Special – and jot down my impressions. One of my many academic failings at school was an inability to write essays – why 3,000 words when 30 will do? Anyway, here goes...



Stylish, with or without hood – that's BME 509

1934 3½ LITRE 'BOLOGNA'
My first victim was an Irish friend's 1934 3½-litre Derby, BME 509, which had been re-invented by coachwork specialist Ian Pitney as the Bentley 'Bologna', with prominent plates on the bonnet sides so describing it.

He certainly succeeded in achieving the early 1930s Grand Prix car look and feel, helped by moving the cockpit position aft on the standard chassis. The workmanship and attention to detail are superb, as also is the exhaust note via a straight-through outside system, nicely curved to follow the body shape. Altogether it is a boy-racer's dream, so I was in my element! The car is kept at a storage facility near Warwick.

I had navigated in this car on the 2019 Shamrock Vintage Challenge, so it was not new to me, but this time I had to concentrate on being able to describe driving it, rather than giving wrong directions and forgetting to reset the stop watch. I had delivered it for the owner to a

“ Altogether it is a boy-racer's dream, so I was in my element! ”

well-known restorer near Lechlade for a check-over and estimate for any small jobs needed. The return journey a few weeks later became this road test.

I was immediately reminded of just how good the car looks and sounds. Access is easy through the cutaway sides, and it is a no-nonsense cockpit. Although the minimal seats are upholstered, and quite relaxing, there are no other comforts, and polished aluminium is everywhere. No need for cycle clips as it has been fitted with a centre gear-change, to enable close-fitting bodywork, with the handbrake outside.

I am rather short, but the seating position is just right for me as I

like to be close to the controls. The seat is adjustable but I did not try moving it while the gear lever is close to the thigh and well back, so comes to hand easily. The wheel is also in the right place, but with the column extension horizontal the wheel is vertical which would not be my choice. The instrument panel is fully stocked, and the view forward over the long bonnet, uncluttered by poseurs' leather straps, is pleasing, the cowl and aero-screen giving good protection.

There is a boot, where the detachable windscreen and hood are stored. There is also a useful tool box under the bonnet.

Then we were off, and those of you who know it will recall that the



With a Bologna style body, the Derby exudes an early 1930s Grand Prix car look and feel



Cutaway sides offer easy access to the no-nonsense cockpit



A centrally located gear lever allows for ease of handling

road home to Warwick, via Burford, Stow and Moreton, is ideal for a fast trip. Little traffic allowed for plenty of 'normal' driving around 70mph, which is at about 3,500 revs. Good acceleration, accompanied by a pleasing rasp from the exhaust, make it good fun to drive, and the ride is very firm. It is fitted with Dunlop racing tyres, and it would be worth trying a set of road tyres for comparison. When forced to drive at lower speeds the car is docile and easy, as you would expect from a Bentley, although this is the only Derby I have driven.

This is a sports-racing car, not a grand tourer, and you would need a girlfriend of the Right Sort for a successful date. Even without one, the car leaves you smiling, and hoping for another go.



The 3½-litre engine pulls around 3,500 revs at 70mph



The instrument panel, reminiscent of a fighter plane, affords the driver plenty of information

ROAD TEST 2 – VINTAGE



Petronella has been fashioned with an understated and superior, yet purposeful, look

1926 3/5.3 LITRE

Mike had arranged a nice sunny day for a rendezvous at VBE Restorations in Flecknoe, near Rugby, where we found Tim Cresswell and his lovely 3/5.3 Litre ‘Petronella’ (so named after his grandmother), BF 5990. I collected the Derby from Warwick, and Graham Stevens brought his R Type Special, OOB500.

Coffee and an interesting tour of customers’ cars in various states of restoration preceded my second test, in Petronella.

Based on a 9ft 9½in 3 Litre chassis, with other components collected from various parts of the world, Tim has created a lovely two-seater in the Gurney Nutting style of Woolf Barnato’s well-known Blower three-seater. Many 3/4½+ Specials have 3 Litre radiators, bonnet straps and outside exhausts, but this car has a very understated and superior, yet purposeful, look about it, in a

sober but very shiny shade of black. Butter wouldn’t melt... you’d think.

Again, the workmanship is excellent and the opportunity was taken for many modifications, including a large-bore 4½ block, counter-balanced crank with shell bearings, coil ignition, D-type gear ratios, 3.53 axle and overdrive, to name but a few, with the emphasis on high performance.

Passenger access is via a rather sweet little door, allowing ladies to enter with decorum. We set off with Tim driving, so I was able to take in the comfortable carpeted cockpit, with ‘Team Car’ seats holding one firm during cornering, and a lovely engine-turned instrument panel, with a full complement of dials.

Then it was my turn, and I immediately felt at home, as my own car is a 4½ Litre – although, unlike my un-rebuilt 10ft 10½in, this car has all the tautness of a new vehicle. We were on a deserted country road

“ *This car has a very understated and superior, yet purposeful, look. Butter wouldn’t melt...* ”



BF 5990 has been modelled in the Gurney Nutting style of Woolf Barnato’s illustrious Blower three-seater



with good visibility, so I was able to sample the satisfying ‘oomph’ provided by the big engine, and hit 70mph almost before I’d had a chance to think about it. The ride is firm but comfortable, the steering precise and the brakes good, giving one the confidence needed for fast driving. It sounds good, too, with a Brooklands ‘can’ and fishtail exhaust fitted under the chassis.

The A425 gave me the opportunity to try the overdrive, which brings the revs at 70mph down to 2,200, with 110mph at 3,500. Acceleration is very impressive, even in overdrive, and although, due to traffic, we did not manage to get over 80, it feels as if it would just keep on going right up to 100 without effort. For normal driving it really is not necessary to exceed 2,500 so long, fast journeys must be a pleasure. Then, all too soon, after a short but memorable drive, we were back at VBE for my next change-over.



Tim Cresswell at the wheel of BF 5990



The engine-turned dashboard offers a full complement of instruments



Passengers gain entry to the comfortable cockpit, sporting two Team Car seats, via a small door



Modifications, including a large-bore 4 1/2 block, ensure a high level of performance



“ It is in its element as a comfortable tourer, with power to spare for unexpected eventualities ”

1953 R TYPE SPECIAL 4½-LITRE

I have previous experience of a Crewe special, with my own Mk VI/S1 in the 1970/80s. My car was very noisy, very fast and rattled like a tin of nails – in contrast to Graham Stevens’ OOB 500, which is very civilised and soothing to drive, with a much softer ride than the other two cars.

It was created mainly by Graham himself as a comfortable touring car, and since completion in the mid-1990s has tucked 80,000 miles of

UK and Continental roads under its belt.

The R Type chassis was shortened, with the 4½ litre engine remaining in its original position, therefore not so much as to preclude a 2+2 seater fabric-covered body, with two doors, built by Richard Scaldwell to Graham and Joan’s specification, with full weather equipment and a boot. In addition, the engine was stripped, found to be in good condition and reassembled in standard form.



The shortened R Type chassis has tailor-made doors, full weather equipment and a boot

We set off on the same route as before and after moving the very comfortable XJ6 seat forward, so that I could reach the pedals, I took over.

The seats deserve special mention because, in order to reduce the width yet retaining the mechanism, Graham painstakingly removed a centre strip from the frames and welded the two halves back together before re-upholstering. All the hard work definitely paid off, and the protection of a full windscreen completes the touring feel of the car. The standard R Type instruments are augmented by a tachometer, which I always prefer to have in any car, particularly with the manual gearbox.

Its overall weight reduction from standard gives the car a sprightly performance, with a pleasing crisp exhaust note during acceleration, so 70mph comes up very easily, and without too many revs. Again, there was some traffic so we only managed 80 on one stretch, but this car was never intended to be racy. It is in its element as a comfortable tourer, with power to spare for unexpected eventualities.



Graham Stevens aboard OOB 500



Weight saving from standard allows OOB 500 to demonstrate its lively performance




The R Type has comfortably covered 80,000 touring miles in the last quarter-century



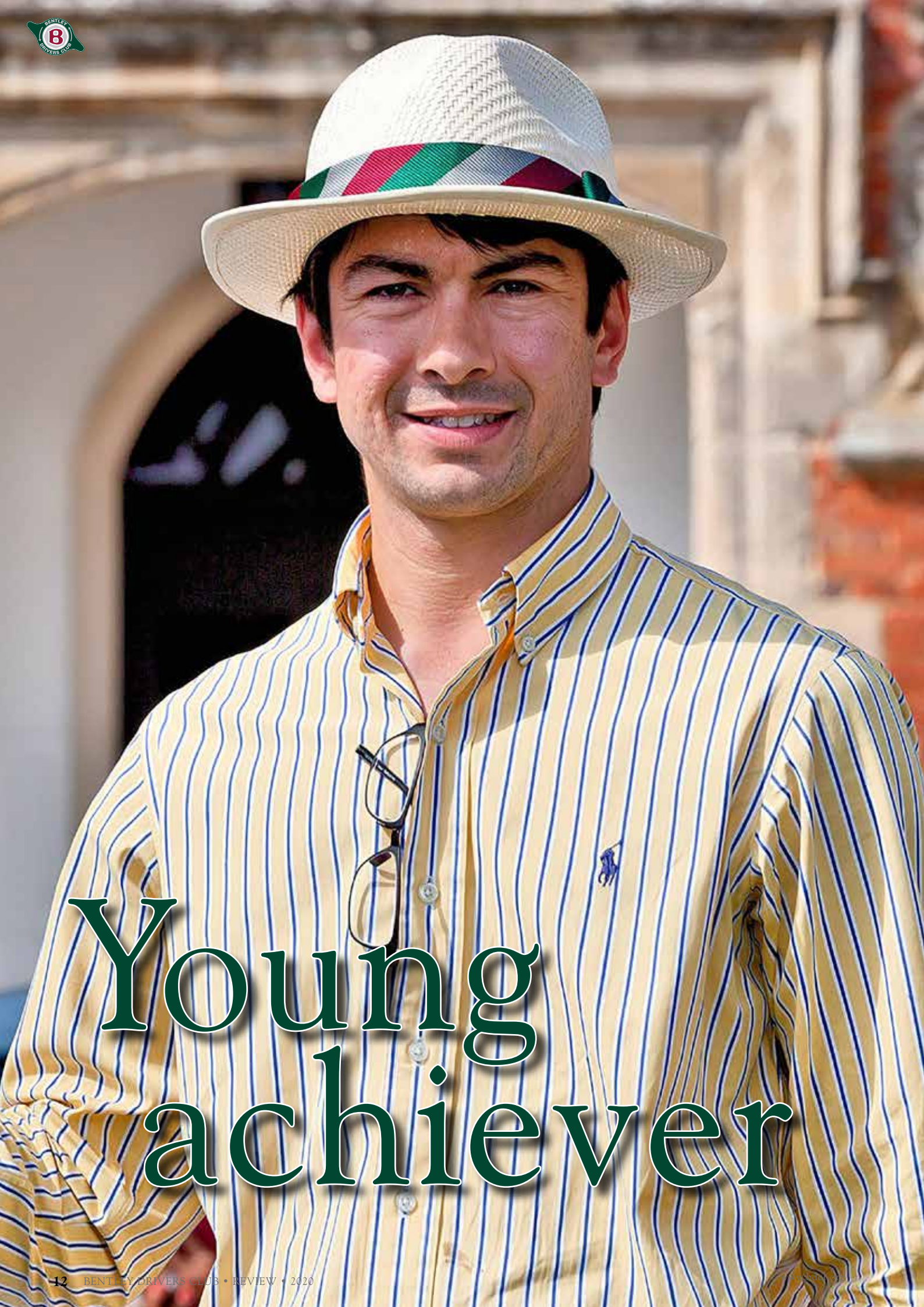
Full windscreen protection ensures the R Type is a true touring car while a tachometer complements the car's instruments

“ I zoomed back home with a smile on my face, reflecting on the three new additions to my imaginary collection ”

While I had been out on these trips, Michael Higginbotham had been busy with his camera, so on returning with OOB the cars were parked together for a final set of pictures. Tim kindly provided another round of coffees while the maestro clicked.

Then it was time for me to thank Tim and Graham for kindly letting me loose in their cars, say our goodbyes, and head for home. I zoomed back to Warwick in the Derby with a smile on my face, reflecting on the three new additions to my imaginary collection. 





Young achiever



Andrew & Phoebe with their 1935 Hooper-bodied Derby 3½ Sport Saloon at the Concours d'Elegance at Stonor Park in 2018

Proprietor of a successful software business, helicopter pilot and owner of two Bentleys – and Andrew Butt isn't yet 40! **Stuart Newman** profiles the former Midlands Region Secretary. Images: Courtesy of Andrew Butt, Phil Kroll and various sources

For many people, the twin goal of professional success and possession of the associated trappings, such as a classic car, is a dream that can sometimes appear unattainable. And for those fortunate enough to 'make it big', they have usually hit middle age by the time they do.

Not so Andrew Butt. Until recently the Midlands Region Secretary, Andrew is a young man, not yet 40, who runs his own thriving software company, possesses a helicopter's licence and owns not one but two magnificent Bentleys. He even passed his driving test at 16!

Just 37 years of age, Andrew has recently moved Stateside from Warwickshire in a concerted bid to turn Enable into a global business; unfortunately, however, the 1935 Hooper-bodied Derby 3½ Sport Saloon and 2003 Arnage T – his pride and joy – have had to remain in Britain. For now...

Andrew's rise is even more impressive when you realise he didn't even tread the usual path to success – university and a good degree. Rather, armed with considerable knowledge of computing and an entrepreneurial spirit, he left Finham Park School in Coventry aged just 14.

At that time, Andrew was already laying the foundations for future success by operating his own computer enterprise, helping business people with their general computing challenges. He didn't forego education completely, though; demonstrating great resolve and energy, he compressed five days of education into four hours on a Saturday morning to attain basic qualifications.

Once free of school, however, and aged only 15, he wasted no time in co-founding a 'proper' company, driven by the burning urge to succeed *and* own his dream car – in Andrew's case an Arnage T.

Many successful folk often point to chance meetings with someone else as the catalyst for their eventual prosperity. In Andrew's case, a gentleman called Captain Mike Smith played a significant role in his life.

A child with a passion for aviation (as well as computing), Andrew stumbled across Heli Air at Wellesbourne Airfield in the 1990s. Spotting his keen interest, airfield owners Mike and wife Mary took the youngster flying – and offered him a sage piece of business advice which Andrew took to heart: 'Make a career out of computing and stick to flying as a hobby'.

It was also through his time spent at Heli Air that Andrew met Denys Shortt OBE, a serial entrepreneur and proprietor of the DCS Group which boasted a £36 million turnover.

Forging a friendship, Andrew assisted Denys with his business software challenges and, having demonstrated his abilities, was invited by his fellow flying school 'student' to start up a software company together. Thus, Enable was duly formed by the business partners in 2000.

Fast forward to today, and Enable employs 100 staff, the company developing software to help distributors, retailers and manufacturers around the world work closely together to track their trading agreements online and better serve their customers.

With UK-based Enable winning many customers from across the Pond, the opportunity arose to move the company onto the next level – hence Andrew’s move to the US last year with wife Phoebe, whom he met in 2004 and married seven years later.

“We saw an opportunity to go truly global and recognised that

North America was our biggest market,” explained Andrew. “We also saw that with focused effort over a few years we could define a new software category and take the company public on the New York Stock Exchange.”

Venture capital would need to be raised to turbocharge Enable’s growth and since the company moved in December 2019 to Silicon Valley in California, the area renowned as a global hub for high technology and innovation, more than \$20 million of funding has been found. The aim is to eventually launch Enable on the stock market.

“Succeeding with raising Silicon

Valley funding has been a big achievement,” Andrew said proudly. “We’re moving at breakneck speed, and having tripled the business last year we need to triple again, and then at least double every year from now on,” he added. “If all goes to plan we’ll grow from 100 to 1,000 people.”

While great for Enable’s future growth, Andrew admitted the move to the US has been a “shock to the system”. Gone is the smallholding with five beloved alpacas, chickens, a helipad and lots of Bentley garaging in Warwickshire; now it’s an apartment in the hustle and bustle of an upmarket area of San Francisco



Andrew alongside his 2003 Arnage T, his first Bentley purchase aged just 28



ASG 732 alongside some equally impressive models during a Midlands Region Cobweb Run

“ I really did fall in love [with the Derby] and couldn't think about anything else for months ”

– a “great place with superb views” over East Bay Bridge.

Whither the Bentleys? “We do have a garage and so plan to ship our Derby over to drive here. It's a very dry climate so ideal for the Bentley!”

Ah, the Bentleys. Two models are just reward for Andrew's efforts in building up his business – and ownership is realisation of his boyhood dream.

“When I co-founded the business at 15, my then business partner had a Range Rover with the 4.6-litre Rover V8,” recalled Andrew. “I dreamed of buying my own and achieved that at 17.”

Having learned that he could acquire a driving licence on the Isle of Man aged 16, Andrew duly moved there to achieve that particular goal. “It wasn't too long before I started searching for a British pushrod V8 with even more capacity and power...”

The aforementioned Captain Mike Smith still had one further card to play in influencing Andrew – by mixing Andrew's social life with his love of Bentleys.

“I was introduced to Bentley by Mike and Mary who have owned them throughout their life,” said Andrew. “I remember in the 1990s they flew me into Wroxton in a Robinson R44 (helicopter) for a Concours event. Mike and Mary had a particularly special Arnage Red Label, and I was captured by the torque of the enormous turbocharged V8.

“My dream was to eventually have my own Arnage, the ultimate saloon, something Phoebe and I achieved in 2011 when I was 28 years old. And we joined the BDC





After earning his pilot's licence Andrew's first helicopter was a 1973 Hughes 269C (*similar to this version*)



The Arnage T was part of the Midlands Region three-car squad which won the Team Challenge at the Concours at Wroxton in 2016, along with Peter Horsley's Derby 3½ and Randal Stewart's 3 Litre

immediately – Mike had pointed out that Wroxton was the global headquarters and was 'just down the road' from where we were in Warwick."

While searching for, and ultimately purchasing, his Arnage T, Andrew became acquainted with classic models such as the S Series, "and my love affair began".

"I was keen to purchase an S2 because I thought it would be great fun to own the first Bentley motor car with the Rolls-Royce pushrod V8, and to have it sit next to the Arnage," said Andrew. "Fortunately for my bank balance, however, I actually loved the shape of the Standard Steel Saloon."

Ultimately, in 2014, Andrew ended up purchasing a 1961 Rolls-Royce Silver Cloud II.

Luckily, it didn't take long for Andrew to develop a deep attraction to the Derby. "I really did fall in love," he confessed, "and couldn't think about anything else for months."

Attending a Midlands Region Cobweb Run in 2016, Andrew enjoyed a "lucky encounter" when he was introduced (by Mike Haig) to Ken Lea. "Ken was doing some work on a Hooper bodied Derby that had been fully restored by Noel McIntosh who had found the car standing on blocks, possibly for a couple of decades. I particularly wanted a saloon body, and Ken said I would not find a better saloon than this particular car."



Andrew accepts the Derby Technical Trophy for Best Derby Saloon (Patina class) from Pat Medcalf at the 2018 Concours



Andrew eventually progressed to a new R44 Raven II 'chopper' (similar to this version)

THE TEENAGED PILOT

Andrew gained his private helicopter pilot's licence on his 17th birthday. He completed all his solo time and final handling test while aged just 16, before driving (on his Isle of Man driving licence) to the Civil Aviation Authority at Gatwick to collect his flying licence.

In 2003 Andrew purchased a 1973 Hughes 269C 'chopper', later trading it in for a Robinson R44 Raven co-owned with business partner Denys Shortt before upgrading to a new R44 Raven II. However, as his business took off and required more capital Andrew sold his share.

He has flown all over the UK and to France, and treated Phoebe to a flight within seven days of meeting her.

"She eventually became a bit bored so I decided she must get a licence herself, which she succeeded in achieving," said Andrew, "after which we would fight over who would be pilot-in-command!"

In late 2016, Andrew eventually purchased the Derby 3½ Sport Saloon, which had competed on European rallies, from Noel. It has since enjoyed more sedate competition, with Andrew earning the Best Derby Saloon award (Patina class) at the 2018 Concours d'Elegance to go alongside the Team Challenge accolade won by his Arnage T as part of the winning three-car Midlands Region entry in 2016.

Joining the BDC in 2011, Andrew and Phoebe were "overwhelmed with how friendly everyone was". They met Colin & Ann Lane, Anthony & Ros Belcher, Tom & Ros Commander and many others at their first event "and started building a lasting friendship". Andrew soon joined the Midlands Committee and in 2015 became Secretary, "a job I enjoyed for several years".

He continued: "With our move to San Francisco the eight-hour time difference and the general pressures of (trying to!) run a venture-backed tech business, my input to the committee has been limited of late. However, I still help out when I can and have no doubt that I will spend more time in the BDC over the next few years."

Being a huge enthusiast of all models, Andrew admitted it was hard to decide on his preferred era of Bentley or indeed his favourite car. "For everyday enjoyment, I find the Derby highly usable, and have



Andrew presents his Secretary's report at the Midlands Region AGM alongside (l-r) Ian Douglas, Tom Commander, Mike Haig and Andrew Belcher



Jimmy Medcalf and Ron Warmington admire Andrew's Derby at a Club Open Day

tremendous respect for the WOs and dream of one day owning an 8 Litre. My dream collection would include an R Type Continental or

an S1 fastback. In terms of modern Bentleys, I love the Arnage and can see myself driving a Mulsanne. Not much then!"



Concours of Elegance

5-6 SEPTEMBER 2020



CONCOURS OF ELEGANCE
HAMPTON COURT PALACE

This year's Concours attracted a striking selection of Members' cars, with Georg Ellbogen's Derby claiming the Bentley Trophy spoils, as **Review** reports. Photos: Courtesy of Organisers, Phil Kroll, Richard Fenner and Hothouse Media

Georg Ellbogen's fantastic 1936 Derby claimed the coveted Bentley Trophy at the prestigious Concours of Elegance at Hampton Court. Austria-based Georg's 4¼

Streamlined Drophead Coupé by Mulliner was voted the best of a distinguished line-up of models of all ages.

The near-perfect presented car was once owned by Bentley Boy

and Past BDC President Woolf Barnato and the body is believed to be finished in the colour of the three-time Le Mans winner's wife's favourite dress.

Georg was presented with his

WINNERS

Bentley Trophy

Overall: 1936 Derby 4¼ Streamlined Drophead Coupé by Mulliner – Georg Ellbogen
 Post-War class: 1957 Continental S1 by HJ Mulliner – Terry Unwin
 Modern class: 2008 Brooklands – Fairfax Knox

Best in Show

1969 Porsche 917 KH – private collection



1931 4½ Litre Blower with Vanden Plas coachwork from the private collection of the Cornet De Ways-Ruart family – one of only three road cars built almost to Birkin Blower Team car specification.

Winner of Best in Show was Porsche's mighty 917 KH racer – the car that gave the marque its maiden win in the Le Mans 24 Hours, in 1970.

Elsewhere, a Bentley won the 1930s category, covering all marques – the 1930 4½ Litre Blower by Gurney Nutting of the US-based Anne Brockinton-Lee collection.

From Vintage to modern, and a 2019 Continental GTC Number 1 Edition by Mulliner – one of only 100 built to commemorate Bentley's centenary and the Blower's 90th anniversary – was showcased in the celebrated Future Classics class. The category highlights four exclusive limited-edition luxury and performance cars slated as the ultimate collectors' cars of tomorrow.

Bentley Trophy champion Georg Ellbogen's 1936 Derby 4¼ enters the winners' podium

trophy by HRH Prince Michael of Kent, President of the Royal Automobile Club.

Securing Bentley Trophy runners-up prizes were Mid-West Region Chairman Terry Unwin, with his 1957 Continental S1 by HJ Mulliner (Post-War class winner), and Fairfax Knox with his 2008 Brooklands (Modern class winner).

Meanwhile, two Members' Bentleys were presented for judging in the Concours of Elegance's Concours class.

The first was a 1928 4½ Litre Drophead Sports Coupé with Salmons bodywork – one of only two examples of this particular version still in existence – owned by Chris Scott. The second was a



Georg Ellbogen receives his Bentley Trophy prize from HRH Prince Michael of Kent



Terry Unwin's 1957 Continental S1 – Bentley Trophy Post-War class winner



Fairfax Knox's 2008 Brooklands – Bentley Trophy Modern class victor



Chris Scott's 1928 4½ Litre Drophead Sports Coupé (middle of page) and the Cornet De Ways-Ruart family's 1931 4½ Litre Blower added a welcome Bentley touch to the overall Concours class



A 1930 4½ Litre Blower won the 1930s category



This 2019 Continental GTC Number 1 Edition by Mulliner featured in the Future Classics class



Dean Kronsbein, sporting some natty Bentley overalls, enjoys a joke with (from left) HRH Prince Michael of Kent, fellow BDC Member Phil Strickland and the Duke of Kent



The 1953 R Type of Dean Kronsbein, Best in Show winner at the 2019 BDC Concours d'Elegance



Frank Dale & Stepsons showcased three pristine models on its stand (l-r): 1953 R Type Continental by HJ Mulliner, 1936 4¼ Litre Three Position DHC by Veth & Zoon and 1961 S2 Continental Coupé by HJ Mulliner



Phil Strickland's 1925 3 Litre Vanden Plas Tourer



The dashboard of the ex-Stanley Mann Racing 4½ Litre Vanden Plas, now owned by Adam Singer and once raced by Phil Strickland



Meet Mr Fred!

The proud owner of a Vintage Bentley is not typically a young man in his thirties, but **Chris Scott** is. Here, he relates the fascinating story of his rare Salmons bodied 4½ Litre. Images: Courtesy of Author and David Ferguson (Hothouse Media)



Known as ‘Mr Fred’, my 1928 4½ Litre is one of only two Bentley 4½ drophead sports coupés with bodywork by Salmons & Sons still in existence. With its lightweight aluminium body and attractive coach-built lines, it’s a car with an interesting history.

Mr Fred Salmons, of Salmons & Sons Coachworks in Newport Pagnell, purchased OX 8145 from its first owner, whilst the car was still under the Bentley guarantee,

in 1932. He had it fitted with its current Salmons alloy drophead sports coachwork and it became his personal motor car. That same year Fred competed in the 1932 Monte Carlo Rally.

Incidentally, the car was named ‘Mr Fred’ by its previous owners after Fred Salmons, who was always called that name by the staff at his coachworks.

Salmons Coachworks was later to be taken over by Aston

Martin, which was interested in the company’s skills in working with aluminium. During the 1980s ‘Mr Fred’ was sent back to the original Salmons building in Newport Pagnell where it was renovated to ‘as-new’ condition by the Aston Martin Works restoration team.

One unique feature of OX 8145 is its pair of chrome winged badges on the driver and passenger doors that were added by Fred Salmons. Later these would feature on the



Chris alongside his rare Salmons-bodied 1928 4½ Litre at this year's Concours of Elegance at Hampton Court



The 2020 Hampton Court Concours signalled Mr Fred's first public showing for many years, the car attracting considerable interest



Former Salmons apprentice Cliff Petts was involved in the restoration of OX 8415 by the Aston Martin Works restoration team in the 1980s



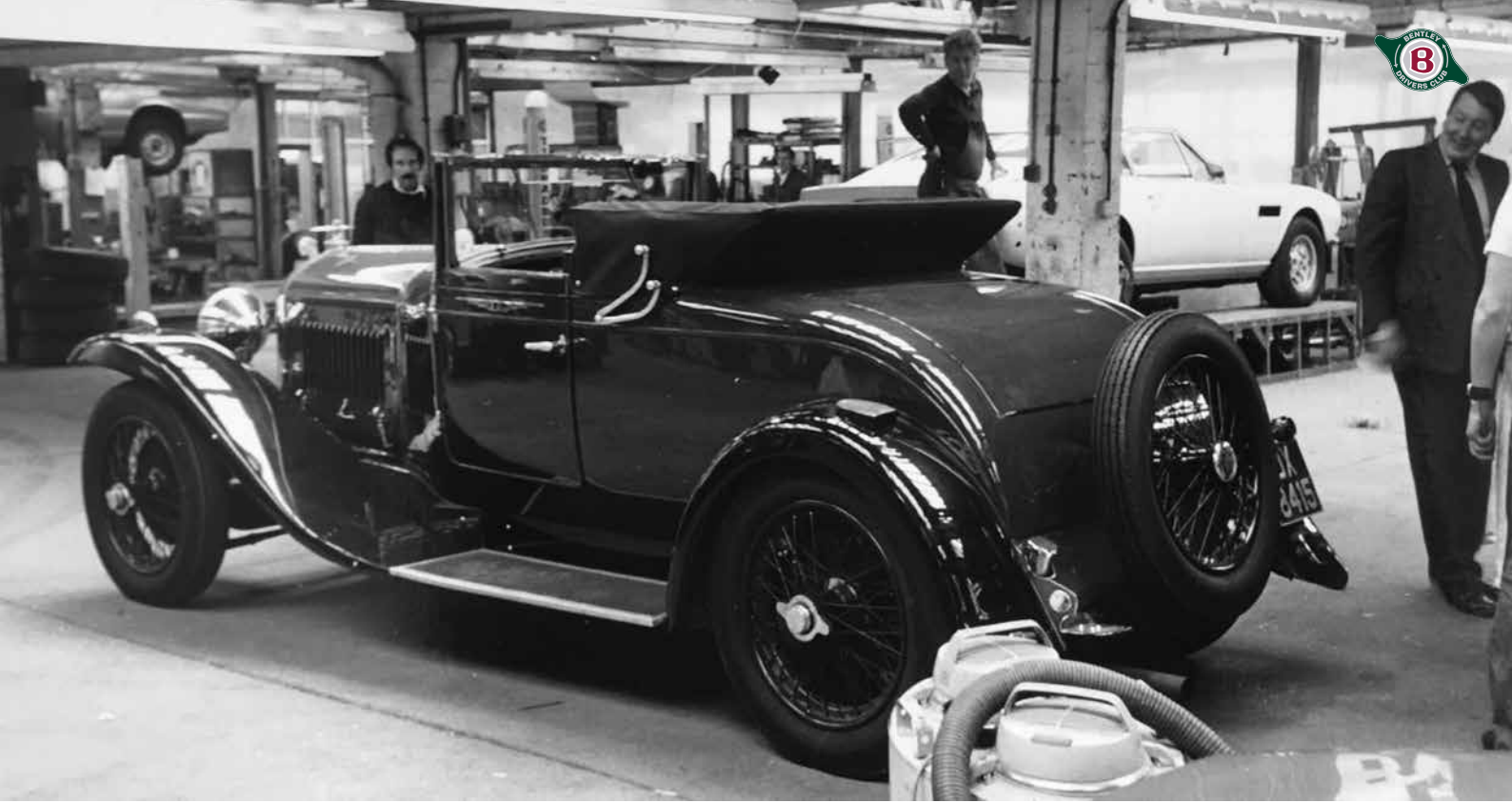
Fred Salmons, boss of Salmons & Sons Coachworks, used OX 8415 as his personal transport

Tickford bodied cars, but this appears to be the first use of any such design. There is also a mother-of-pearl insert in the dashboard. Nothing similar can be found on any other WO Bentley and would have therefore been specified by Fred himself.

I had known of 'Mr Fred' for almost 20 years. Back in 2003, before I could even drive, my father competed unknowingly against the car in the Gordon Bennett Rally in Ireland in a 1903 Mercedes. I finally bought it last year, after having been in talks with the previous owner since 2016.

In my professional life I work in property. My passion is to find developments that have hidden or undiscovered potential, and I guess this 'searching' for the hidden or lost carries over into my car interests. Many early cars I've owned have special features or history but sometimes such details have been lost in the annals of time; however, careful research sometimes permits such significant factors to be reunited with the car – when this happens I get a real sense of achievement.

I was attracted to OX 8415 because I felt some of its unique features and personal history had been forgotten and here was an opportunity to restore these factors to the car.



The 'as-new' restoration of Mr Fred draws admiring glances from the Aston Martin staff

“ One unique feature of OX 8145 is its pair of chrome winged badges on the driver and passenger doors added by Fred Salmons ”

When I took over the car, ‘Mr Fred’ was in excellent mechanical order after an engine rebuild around 15 years previously. Since then the car – which has also spent ten years in the US – had not enjoyed much use. The previous owner was an accomplished engineer who had owned the car for 40 years, but he wasn’t as concerned with cosmetics. So, I have concentrated my efforts on various cosmetic restorations, including woodwork, paint and several details around the car, in order to bring to the fore those elegant lightweight features of its

aluminium coachwork and flowing front wings that Fred Salmons had so lovingly spent time in creating. Following my gentle restoration of the car, I was invited to show ‘Mr Fred’ at this year’s Hampton Court Concours of Elegance event. I felt this was a nice way to let people see the car prior to use, as it hadn’t been seen in public for many years. I had by now hoped to do some rallies with ‘Mr Fred’, even travelling to the US, but that will be a challenge, given my current commitments and the existing Covid-19 restrictions, but we’ll see what the future holds.

PASSION FOR VINTAGE

I am also delighted to write this article because I know it is unusual to find enthusiasts of Vintage Bentleys in their early 30s, so hopefully this may encourage other young people to become interested in a pastime that encompasses history, engineering, mechanics and the opportunity to meet like-minded people all over the world.

My initial passion started with veteran cars, as an avid fan and competitor in the London to Brighton Run. It is the one day of the year where I know, without fail, where I will be: nursing a 1896 Lutzmann to Brighton!

My passion for early cars has extended over time to Vintage cars, in particular WOs. To my mind, they are the epitome of what a Vintage sports car is, hence the reason they have stood the test of time. There is just something magical about the smells, noises and idiosyncrasies of these old Bentleys.

My first Bentley was a lovely early 3 Litre with its original Martin and King three-seater body. It was an unusual car being the first Bentley to be supplied and imported into Australia. I was in love with its story and later felt privileged to sell it to the grandson of the family which owned it in the 1960s.



The beautiful design of the dashboard



Terry's daughter Chloe alongside her father's current S1 Continental (left) and his previously owned similar fastback at the recent Hampton Court Concours of Elegance

ObS^Session!

What is it about S Series Continentals? **Terry Unwin** waxes lyrical about his love for this particular type of Bentley, of which he's owned several over the years. Images: Courtesy of Author and Richard Fenner

The idea for this article came when, at the Hampton Court Concours of Elegance in September, we found our S1 Continental by HJ Mulliner parked adjacent to a similar fastback. Despite a new registration, I was convinced that this was BC53

AF, our first Bentley. Christened 'Robert', due to its then registration RBT 450, this was confirmed when current owner Graham Barrett and his wife returned to the car.

My obsession with S series Continentals started with the arrival of our second child in

1983. Our Porsche 911, unable to accommodate a child seat and a carry cot, was replaced by a new, but dull, W123 Mercedes estate and I started searching for a stylish old Bentley as a weekend car.

That search led me to Lawrence Kayne, a London-based Rolls-Royce and Bentley dealership, where a down-at-heel Mulliner S1 Continental was for sale. A price of £15,500 was agreed, to include repaired rear chassis legs, a service and, subsequently, replacement fuel pumps when the car 'failed to proceed' approaching our house in Surrey.

An intention to improve the car on a spend-as-affordable basis was scuppered when, after a test and report at P&A Wood, Paul told me "this is not a car to invest in", my first step on the learning curve about buying an old car and what to check on a Bentley of that era.

Nevertheless, invest I did and, over a few enjoyable years of ownership, the car was improved mechanically, largely at long-gone Arnett's of Bournemouth, recommended by Bill Medcalf



The Unwin family's first Bentley: an S1 Continental, known (for obvious reasons) as 'Robert'



This S2 Flying Spur 'Continental' was Terry's second purchase

now also, sadly, gone. In our ownership Robert undertook several Norwich Union classic car runs, visits to Kensington Gardens for the BDC Concours and many other events.

With an intention to upgrade to a cosmetically better similar car, an unsolicited approach a few years later found me accepting an offer to buy the vehicle from Borough Market antique dealer Gianni Vivendi. The £22,500 price paid recouped much of my outlay, the car having provided immeasurable enjoyment!

The search for a better S1 Continental commenced as did the enormous hike in classic car values towards the end of the 1980s. Soon obvious that if I didn't reinvest quickly I wouldn't even be able to afford to buy back BC53 AF, I agreed to purchase an S2 Flying Spur

from Edinburgh Rolls-Royce dealers Murray Motors. I flew to Scotland to inspect the car, the dealership proprietor's own, registered JM 1 (private plate not included).

For £25,000, including motor rail delivery to Kings Cross, I became the owner of an S2 by HJ Mulliner, not strictly a Continental but a Flying Spur as four-door cars were called, beautifully repainted in Silver Mink by Broughtons. With JM 1 retained by the vendor, I reregistered it 10 TU, acquired quite reasonably, the letters being my initials while TU plates typically adorned Rolls-Royce factory cars.

The car provided much enjoyment, largely as a weekend and event car but, for my taste, it had two cylinders and two doors too many, so I saw the car as a stop-gap until I could get back into fastback ownership. Thanks to inflation and

the car's quality it was eventually sold to P&A Wood for £60,000!

Searching for the S1 Continental that I really wanted with an inadequate budget, I was seduced by an S2 two-door coupe being sold out of long-term ownership by an Oxfordshire farmer wanting to add to his acreage. Original owner Tony Vandervell (founder of the Vanwall Formula 1 team in the 1950s) used it for business covering 90,000 miles in three years when it went back to Crewe for an engine rebuild; six-cylinder Bentleys seem to have greater engine life. (Coincidentally, during the BDC Centenary Tour to Tassie in Australia last year, I acquired as a project a unique 1948 Mk VI two-door coupe by Freestone and Webb, also first owned by Vandervell).

The S2 Coupé had previously been owned for many years by Peter Knatchbull-Hugesson whom I later met. Neither he nor Mr Browne, the farmer, added many miles prior to my acquisition. Delivered in, to my eye, an unattractive shade of green (the children's nickname for it was 'Snotty'), a high quality repaint in velvet green was undertaken by West Hoathly Garage.

Not long after acquiring the two-door Continental the opportunity came along, through Paul Wood's introduction, to acquire an R Type Continental, BC6C, made possible by the sale of a Ferrari and the vendor accepting our Turbo R in part-exchange, though only if it came with my TU number.



The S2 two-door coupé by HJ Mulliner was a development of the fastback, featuring notchback styling to increase boot space and rear passenger headroom



The iconic R Type Continental, with the Unwin children in front



“Contentious might be my view that the S1 Continental is in nearly all respects a better car than its iconic predecessor”

I thus found myself in the fortunate position of owning simultaneously R and S2 Continentals (plus an overdrive Derby), and so was able to directly compare the two. Superficially similar in size and appearance, the driving experience was totally different, the R betraying its pre-war origins in terms of sound, with the S2 feeling modern, its bulk shrinking when driven swiftly on radials and with PAS.

Owning both was an unjustifiable extravagance with the cost of

schooling, etc, so the S2 was sold to another customer of West Hoathly Garage, the R Continental providing many years of enjoyment. Being of a good quality it provided the chance to ‘chase the pots’ (as entering Concours is contemptuously known by some), and I did so with considerable success.

Fast forward to 1998 and the chance to acquire my company from its American multi-national owner, my wife vetoed selling the house so the R had to go, sold for me by P&A Wood to an American who still owns it.

So I started searching for another S1 Continental but couldn’t run to a concours-standard car. Eventually I acquired a very sound example, one of the few with a manual gearbox. The car’s previous owner had been Bernard Hermann, composer of the scores to several Hitchcock films, who was driven around London by his wife.

Doing any work myself that a keen but unskilled owner could,



Two Continentals are better than one! The S2 alongside the R Type Continental, the cars being owned simultaneously for a while



Terry's 1957 S1 Continental by HJ Mulliner won the Bentley Trophy Post-War class at Hampton Court Concours this year

MAGNIFICENT SEVEN

Terry's ownership timeline – Continentals, all by HJ Mulliner

1. S1 fastback (chassis BC53AF), owned 1983-88
2. S2 Flying Spur (chassis BC94BY), owned 1989-91
3. S2 two-door coupé (chassis BC36AR), owned 1991-94
4. R Type Continental (chassis BC6C), owned 1992-98
5. S1 manual (chassis BC62BG), owned 1999-2005
6. S2 Flying Spur – not shown (chassis BC100CZ – 12th from last and with most S3 upgrades), owned 2006-12
7. S1 fastback (chassis BC12DJ), owned 2012 to date

such as stripping the car to bare metal, the car was restored for me to concours-winning condition by West Hoathly Garage, the sadly deceased Jim Denne working on it himself after hours.

However, I found that the manual gearbox didn't suit the car, possibly why just eight were so equipped; I'd never buy an automatic R Type nor have another S1 manual. Similarly contentious might be my view, endorsed by Bill Medcalf in an article written some years back, that the S1 Continental


is in nearly all respects a better car than its iconic predecessor.

However, the story doesn't end here. In 2004, pre-early retirement, we acquired some land in Dorset to build a home (with a large motor house). Soon clear that the HUF-HAUS we planned was going to stretch resources, the S1 manual became a casualty, the car's disliked manual box justifying and compensating for this 'sacrifice'.

With modest funds remaining, the desire to own an S Series Continental was fulfilled by another

S2 Flying Spur, a lovely car yet not what my wife and I really wanted; she's also a fan of fastback styling, and approached by someone at the first Windsor Concours the car duly moved on.

Coming full circle, and finances recovering, we acquired the current S1 Continental, a later car with PAS, high-compression engine, etc, and a perfect chassis – for me the ultimate 1950s Continental.

I enjoy knowing that this car was once Roger Daltry's, legendary lead singer of The Who, who had its original gunmetal finish overpainted with lacquer containing green metal flake; beautiful in bright sunshine but less so in dull light. The colour unmatched and the lacquer 'pickling', a high quality repaint in shell over tudor was undertaken by Ross Packard and the interior retrimmed in Connolly hide. 



The S1 Continental with manual gearbox, freshly restored and painted in Rolls-Royce Astral blue



Monique Bass proudly shows off the Bentley Manufacturer's Trophy alongside her 1993 Brooklands Saloon

Salon Privé

23-26 SEPTEMBER 2020



Brooklands owner Monique Bass celebrated winning the Bentley prize at the annual Salon Privé extravaganza at Blenheim Palace, as **Review** reports. Photos: Courtesy of Bentley Motors, Salon Privé and others

Proud owner Monique Bass enjoyed a Salon Privé to remember this year when her much-loved Brooklands won the Bentley Manufacturer's Trophy at the 15th automotive style and elegance festival at Blenheim Palace.

The BDC Member won the prestigious trophy as part as the Classic & Supercar Saturday car club and manufacturer awards presentations.

It was Monique's latest major prize after her 1993 Saloon earned

a class award, for the best Crewe T Type, Mulsanne or Turbo, at the 2018 BDC Concours d'Elegance at Stonor Park. Among the other class accolades Monique has won are at the RREC Concours d'Elegance (Touring) in 2016 and 2017 as well as at Hatfield House (2016), Blenheim Palace (2017) and at Knebworth House and Appledore (both 2019).

A delighted Monique said: "I was so very happy and proud to have won this award. It was hard for me to decide to come to the event as I lost my husband in June to cancer, but on the day my son was there with me cheering me on.

"I am constantly polishing the car inside and out, I find it very therapeutic, and love the comments I get from so many people who love the car."

The Bentley Manufacturer's Trophy category saw around 60 magnificent examples – old and new, original and restored – vie for honours. Participating cars were assessed for provenance, style and condition.

In all, some 1,100 classic cars were displayed on Blenheim Palace's South Lawns, with Bentleys joined



The Continental GT Mulliner Coupé is given its global bow by Adrian Hallmark, Bentley Motors Chairman and Chief Executive



The new Bacalar, part of the Mulliner Coachbuilt division, also enjoyed a global debut



Visitors enjoyed a rare glimpse of the partly restored 1929 4½ Litre supercharged Blower Team Car, part of the Mulliner Classic portfolio

by models new and old from other leading marques including Aston Martin, Ferrari, Jaguar, Lamborghini, Maserati, McLaren and Porsche.


Also enjoying success in Salon Privé's Concours d'Elegance judging class was Monique's fellow Club Member Martin Overington who won the Milestones of Endurance Racing category with his 1988 Porsche 962 Group C race car which competed at Le Mans. This year's Concours attracted a record 93 entries spread across 17 classes.

Meanwhile, Bentley Motors used Salon Privé to hand a global premiere to its new three-strong family from Mulliner, the marque's in-house bespoke and personal commissioning division.

This trio included the Continental GT Mulliner Coupé (from the Collections portfolio) and Bacalar (Coachbuilt) along with a sneak preview of the partly restored 1929 4½ Litre supercharged Blower

Team Car; the latter forms part of the Classic division's Continuation Series.

Italian coachbuilder Ares Design gave a UK debut to four of its hand-built vehicles, including a Mulsanne Coupé.

The Best of Show accolade was awarded to a 1931 Alfa Romeo 8C 2300 Zagato Spider. 

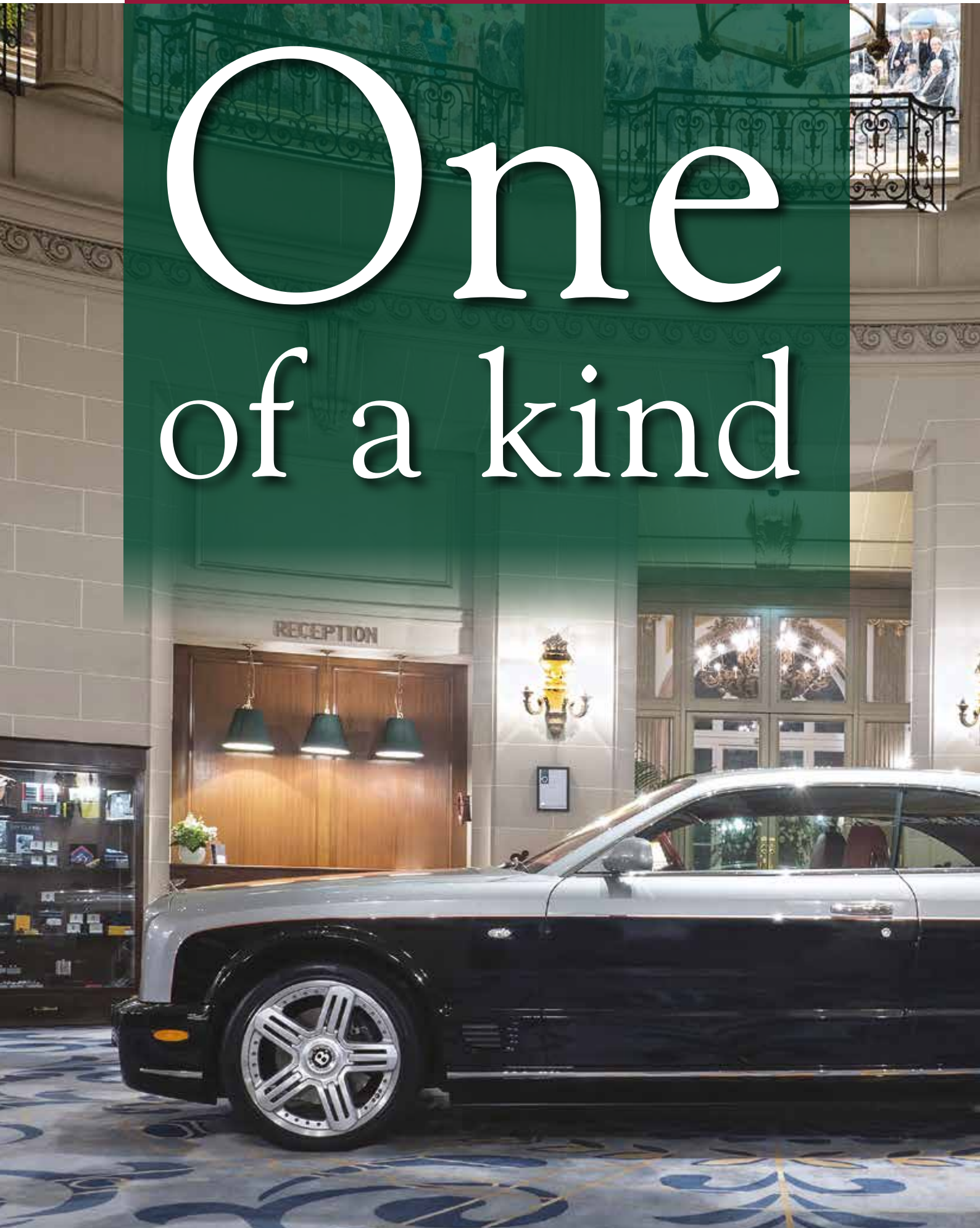


Italian coachbuilder Ares Design unveiled its hand-built Mulsanne Coupé



Bentley Motors' rainbow-inspired Continental GT V8 convertible, which symbolises the themes of pride, hope and gratitude, was spotted at the palace

One of a kind



Peter's Brooklands enjoyed a week-long display in the celebrated Rotunda at the RAC Club in London's Pall Mall in early 2020



Enthusiastic collector Peter Heydon likes his cars to be as unusual as possible – and his rare 2009 Brooklands is a perfect example, as **Review** reports. Images: Courtesy of Martyn Goddard (martynogoddard.com), Stuart Prestidge (*Banbury Guardian*) and Peter Heydon

Visitors to the BDC Clubhouse during a stop-off as the Centenary Extraordinary Drive wound its merry way from north to south cannot fail to have noticed one particular Bentley parked on the driveway.

US Member Peter Heydon had travelled from Florida with his one-off 2009 Brooklands, its two-tone Mulliner bodywork and myriad bespoke touches certainly catching the eye.

“It’s certainly a striking car,” said a proud Peter. “In fact, someone once told me it was among the finest examples of a Bentley they had seen.”

The stunning vehicle is, as you’d expect, the epitome of luxury, and takes its design cues from another, earlier model much beloved by Peter – his beautifully restored 1962 James Young-bodied S2 Continental. Like its rare Heydon stablemate (of which only a handful are known to still exist), the 6¾-litre Brooklands is a two-door coupé.

The similarities don’t end there, however, as both cars sport smart Shell Grey over Beluga paint schemes. Inside, the Brooklands is resplendent with striking bright red leather and madrona wood veneers.

Aside from its paint scheme and interior upholstery, the unique Brooklands was also one of the first Bentleys to be fitted with a world-class Naim audio/phone/satellite navigation system.

Indeed, so keen was Peter to ensure his tailor-made, hand-built Brooklands was perfect in every detail that he consulted with Trevor Gay, head of the Mulliner custom-design team, and made several visits from the States to the Crewe factory before the V8-engined car was completed in December 2008.

Peter also painted up a small 10-inch model Brooklands – sent as a gift by Bentley Motors to confirm his order – in the exact two-tone



Peter Heydon poses with his unique 2009 Brooklands in the BDC Clubhouse car park during the 2019 Centenary Extraordinary Drive

colour scheme he desired and sent photos to Mulliner so the team could replicate it.

One of only 550 built in the late noughties, the limited production run makes Peter's hugely powerful twin-turbocharged Brooklands, which produces 530hp, a true collector's car, its rarity value further emphasised by its custom build.

The project also drew the attention of Dr Franz-Josef Paefgen, then Bentley Motors Chairman & CEO, who was interested enough to invite Peter to lunch during one of his visits.

Speaking about the car's creation, Peter said: "With all my other classic-car experiences, the restorer and I have worked through what was original and authentic. In this case, I was able to decide what the car would be like when it was originally built – this was an extremely satisfying and intimate automotive experience."

Unsurprisingly, Peter is keen to show off his pride and joy. In addition to the Extraordinary Drive, and staying on to add the Brooklands' lustre to the 1,001 Bentleys at Blenheim Concours

“ The limited production run makes Peter’s Brooklands a true collector’s car, its rarity value further emphasised by its custom build ”

gathering last year, he brought it along for the BDC 75th Anniversary Tour in 2011. Peter's Brooklands also took pride of place in the Rotunda at the RAC Club in Pall Mall, London, earlier this year.



The Brooklands sports a two-tone Shell Grey over Beluga paint scheme identical to Peter's 1962 S2 Continental



The Brooklands' interior is adorned in eye-catching bright red leather and madrona wood veneers



Peter's Brooklands was a welcome addition to the world-record gathering of Bentleys at the Concours d'Elegance at Blenheim Palace

A 'SPECIAL' PASSION

Peter, a retired English professor from the University of Michigan, has been collecting cars since the early 1970s – and the more rare and special the better.

In addition to his 2009 Brooklands and 1962 S2 Continental, the Club's membership database also shows Peter owning a 1949 Mk VI 4¼ DHC with Worblaufen coachwork and a 2005 Continental GT.

"I have a real passion for certain marques, Bentley being one," enthused Peter, who currently boasts an eclectic garage of more than a couple of dozen vehicles which, aside from Bentleys, includes a classic Duesenberg, Lincolns, Chryslers, Aston Martins, Porsches, Mercedes and Pontiacs.

"What I'm interested in, by and large, is uniqueness – one-off cars that may have a special pedigree or manufacturing history."



Aren't US number plates a tad more exotic than those in the UK?



Sixty not out...

Anthony & Anne Prosser have owned their beloved 4½ Litre for 60 years, with the car undergoing a major rebuild in that time.

Images: Courtesy of Authors, Martin Trentham and Oliver Suffield

I bought the 4½ Litre, or rather my mother did for me, in September 1960 following an objection by my father. I got it from the late Ken Smith of Olton, Solihull, who had an 8 Litre. A shooting-brake body had been fitted so Ken could use it in his roofing repair business.

Anne and I saw YV 9263 in the car park at Prescott with a For Sale notice in the window and a young couple cuddling in the back! I tapped on the window and asked for details. An appointment was made to meet a Mr Smith and I remember thinking it was far too big and ambitious a project to take on.

My father realised he was at school with Ken's father and he quickly appreciated my interest.

My mother raised £140 to buy the car, and I duly collected and drove it back home with considerable trepidation! On arrival, my mother was astonished to see such a huge vehicle.

The Railway pub in Dorridge, for Saturday morning gatherings, was *the* place to go. Getting used to YV's length was a challenge, and turning right in Knowle on one occasion I looked down to see a policeman who was worried I would scrape his Ford Anglia's mudguard. Luckily, no collision occurred! On arrival at the pub, there was much excitement and tyre kicking by chums who all piled in – seven or eight of us for a spirited drive around the lanes with bravado.

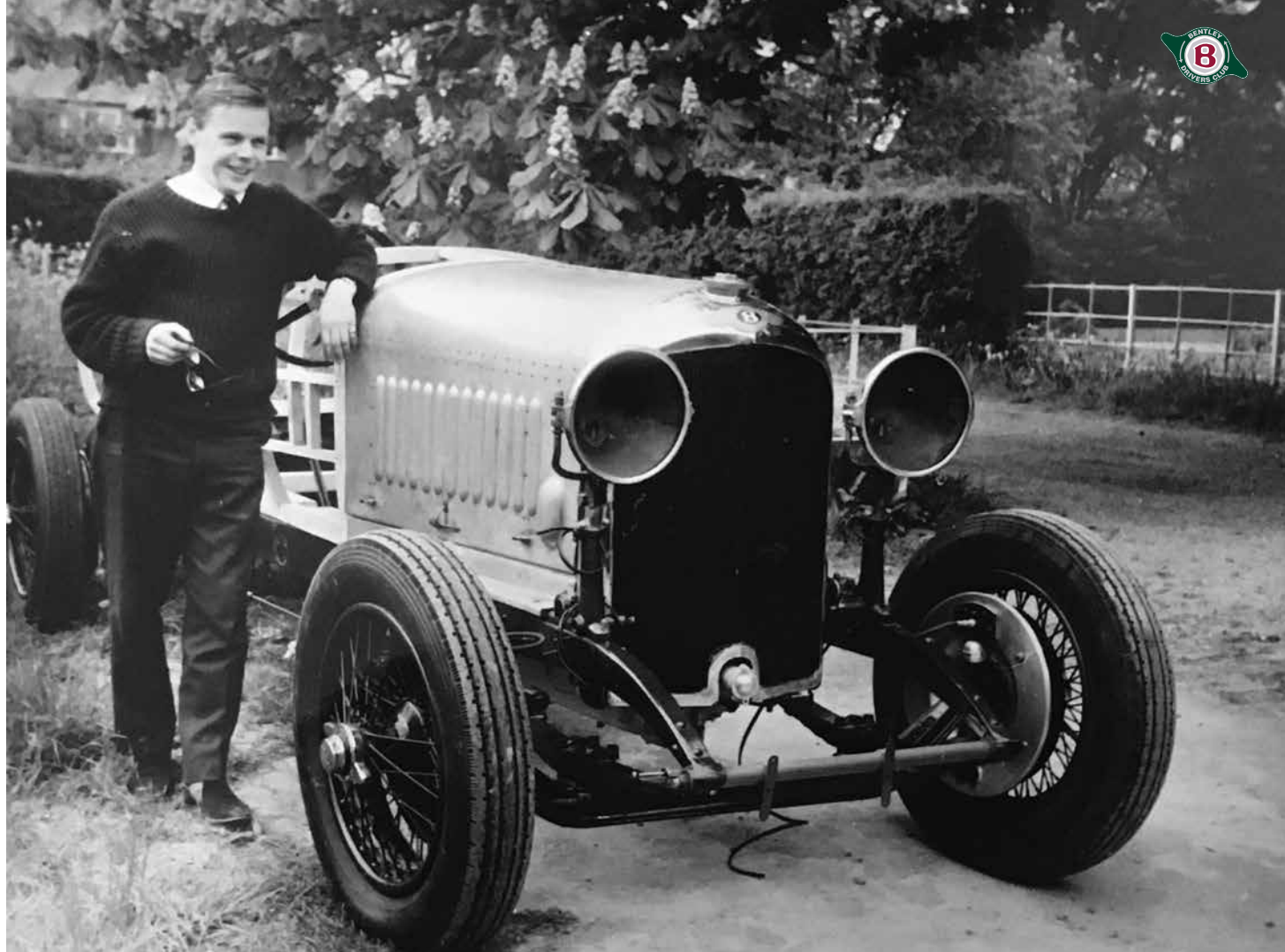
Over the next few weekends Anne and I would drive round, learning to master the C-type gearbox and brakes. One time I had to accelerate past a parked car to avoid an oncoming Jaguar as I was not sure how quickly we could have stopped. On 1 November 1960, I started a four-year rebuild.

Several friends helped me to start dismantling the body before disappearing. I designed an engine stand and gantry before removing the radiator, back axle, steering column, gearbox, brake drums and half-shafts, and lifted out the engine, which was put onto the stand for later, until I was left with a bare chassis frame covered in old oil.

Later the chassis was inspected and all unwanted holes filled in with weld and dressed over with a grinder wheel. The chassis frame



Anthony & Anne Prosser (centre) join Martin Trentham (right) to celebrate 60 and 50 years, respectively, of 4½ Litre ownership. Raising a glass with them are fellow Club Members Charles & Liz Teall



Anthony shows off the rebuilt 4½ Litre as it becomes mobile

was sent away to be shot-blasted and zinc metal-sprayed to safeguard against rust.

Before shotblasting, loose rivets were replaced with high-tensile bolts. The frame was primed and multi-coated with Tekavite middle-coach green made by Thornley and Knight. With great excitement, the painted frame was received back at home while springs had been sent for inspection and re-tempering.

Shackle pins and bushes were obtained through Bentley suppliers and the fun started in reassembling and refurbishing the axle beam and the back axle casing. The petrol tank was sent to be shot-blasted and phosphated under the care of Mick Ellis, of Metal Treatments, who also had a Derby.

A lot of time was spent visiting Midlands manufacturing factories; the works managers were interested in anything to do with a Bentley and so offered a low cost or complimentary charge for these jobs.

The wheels were sent to Dunlop Rim and Wheel for respoking and priming. New wheel and differential bearings were bought from Nacchi and the engine dismantled. The stainless steel water plates were sent away for polishing and I made gaskets with appropriate material.

“ *On arrival at home, my mother was astonished to see such a huge vehicle* ”

The water manifold and HD tubes were plated and new thermostat bellows made. Hugh Harben made the body for the thermostat, and Sid Cooper, the Bentley engineer, lowered the block and fitted the camshaft.

I had a new Bluemels steering wheel for Christmas which cost only £6. The body frame was made from laminated ash by Doug Ghent, a

skilled cabinetmaker; I had decided that the body should be one inch lower than the standard Vanden Plas version to give a more sporty line. A dear friend, Bill Cash, had made cardboard templates from another body and jigs on baseboard were made for the component members – this was skilfully done by Doug. Then G clamps were placed on the jig former and put in the boilerhouse

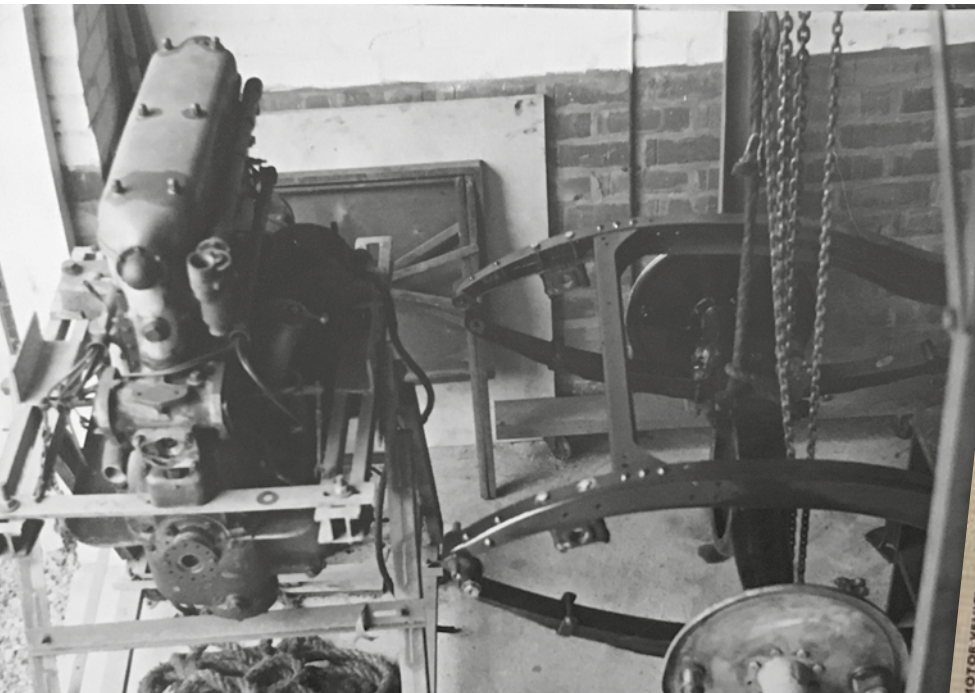
DECADES OF FUN

In the Swinging Sixties, we took YV 9263 to Le Mans, Kensington Gardens, the 500 at Buxton, BDC Silverstone, Shelsley Walsh and many other events which were terrific fun.

Martin Trentham was a constant companion and when I couldn't drive anymore he drove us; Randal Stewart made a folding crane so that Martin could get me in and out of the car. Dr Tim Houlding has also driven us many times.

And in celebration of having owned our 4½ since October 1960, we attended the VSCC Mallory Park race meeting this August. Anthony Belcher drove and Ros came too.

We have enjoyed 60 years of kind friends – too many to mention – who have helped us along the way. They willingly drive us knowing it will be a challenge!



Chassis front-end with brake drums and petrol tank phosphated


to harden. The assembled frame was treated with Wykamol and bolted to the chassis.

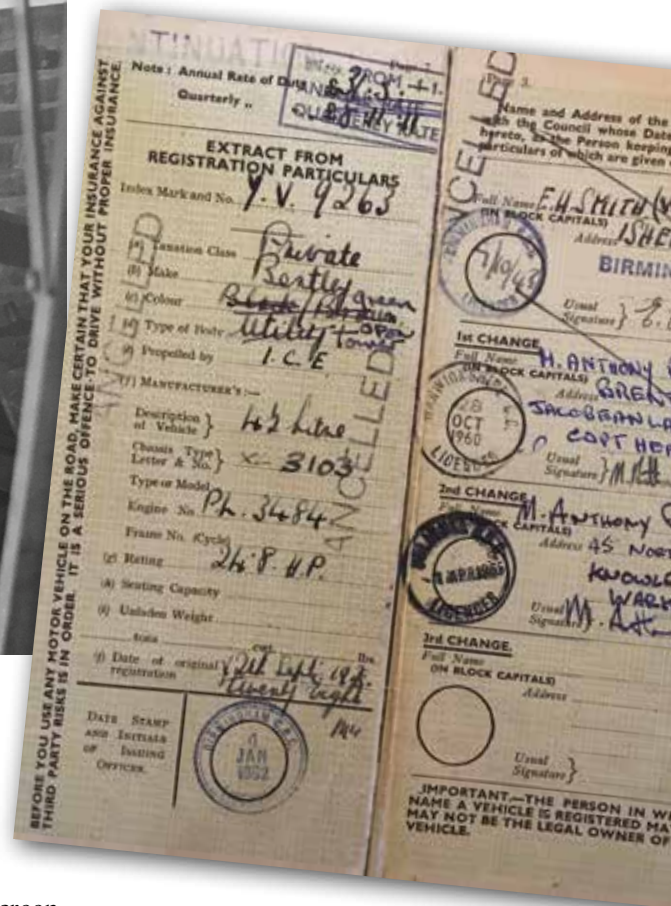
I persuaded a skilled panel beater, Gil, to cover the whole bodyframe in an aluminium sheet. The rear sections were formed over an old holly tree stump in the garden, and bashed and hammered into shape on a Sunday much to my father's displeasure who was trying to read the paper! When I paid Gil he said "Remember, I don't want *any* recommendations!"

The mudguards came from Roy Norton, a Midlands Region Chairman who had ordered them for his own 4½. These were made by Felix Day, another well-known BDC Member. Roy only charged me £6 for the set of four wings.

The whole body was primed, sprayed and flatted. The front seat frames were made and covered in Connolly hide green leather.

I had aeroscreens to begin with and later a folding screen made by Eric who was Gordon McDonald's mechanic. We laid this out in our sitting room to admire his work before it was plated. I still have the cheque for £20 in my archive which he endorsed. Lastly, the hood. Side screens and tonneau were made by Meynell and Phillips.

The rebuild was finished in 1964. Since then, we have fitted original slopers and auto-vac from John Hollington who only charged me the price he paid: £35. 



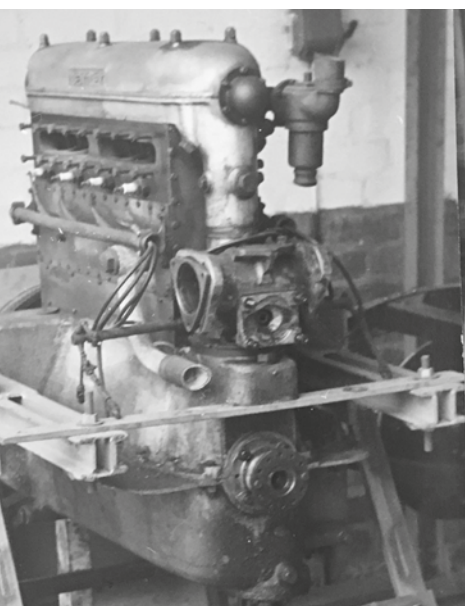
Logbook for YV 9263 stamped 28/10/1960 showing ownership by M Anthony Prosser

...AND 50 NOT OUT!

Anthony Prosser, a family friend of the Trenthams, introduced Martin to Bentleys in the late 1960s by taking him for his first Bentley ride in YV 9263, which spelled the beginning of a life-long friendship.

At the time Martin was rebuilding a Siddeley Special, but was immediately bitten by the Bentley bug and simply had to have one. Trentham senior had been fortunate to drive his mother's new 4½ saloon in 1930, so was also keen on the idea of a more sporting version, and assisted Martin by boosting the proceeds of the Siddeley sale in order for him to buy his own 4½ in 1970.

The date stamp of the transfer in UC 2467's buff logbook is 6 October 1970, and to mark the 50th anniversary, which was coincidentally a couple of days after the Prossers' 60th, they all got together for a small champagne celebration on 6 October 2020.



Engine no PL 3484 in its stand awaiting a rebuild



Anthony with the laminated ash frame

Person Registered
Stamp is affixed
to the Vehicle, the
on page 7.

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YV 9263 shows off its four and a half litres at Shelsley Walsh in 2005



Love me, love my Bentley! Anne & Anthony with their 4½



Venture Scouts, here at Prescott in 1960, used YV for camping expeditions, courtesy of previous owner Ken Smith. This was when Anthony & Anne first spotted the car



Anthony & Anne with WO at his 80th birthday lunch at the Esso Hotel in Maidenhead in September 1968



Anthony (passenger seat) & Anne marked 60 years of ownership by attending the VSCC race meeting at Mallory Park in August with fellow Members Anthony & Ros Belcher



Quick Pit Stop



SPEEDWEEK SPECIALS

Bentley played a key role in the recent Goodwood SpeedWeek spectacular by showcasing a trio of performance-inspired models that perfectly represented the ethos of the quintessentially British brand. The marque handed global public debuts to the new Flying Spur V8 and the Bentayga Speed, the world's fastest SUV. Completing the triumvirate was the Continental GT V8. The models' sporting credentials were demonstrated on the historic Goodwood track, with Bentley's 2003 Le Mans winner Guy Smith demonstrating the Bentayga. Also on display was the award-winning EXP 100 GT concept car, unveiled last year.

Image: Courtesy of Bentley Motors



Renaissance at Crewe



Forty years ago Bentley came under the auspices of Vickers plc following a merger with Rolls-Royce. Richard Charlesworth, a former senior executive at Crewe, discusses the impact of the tie-up on the Bentley brand with **Stuart Newman**. Images: Courtesy of The History Press (*The Bentley Story* by Reg Abbiss), Bentley Motors and various sources



Richard Charlesworth

There have been many significant milestones in Bentley's history over the last 100 years – its purchase by Rolls-Royce to form a new company, Bentley Motors (1931) Ltd, and the purchase of the WO-founded brand by the Volkswagen Group in 1998 being just two.

Inbetween, however, lay another major moment in the chequered Bentley story – when its parent Rolls-Royce Motors Ltd (RRM) agreed a merger with the Vickers plc conglomerate in 1980.

It was a move that not only benefited Rolls-Royce but, with the benefit of hindsight, arguably saved the Bentley name from going under.

That's certainly the opinion of Club Member Richard Charlesworth, a hugely respected figure at RRM for some 40 years, with many of those in a senior

executive capacity, including Marketing Manager (UK & World), Head of PR and latterly Director of Royal and VIP Relations.

"The merger with Vickers happened at absolutely the right time," insisted Richard, who recalls those days well. "It kept the Rolls-Royce company at Crewe going – who knows what would have happened without the tie-up..."

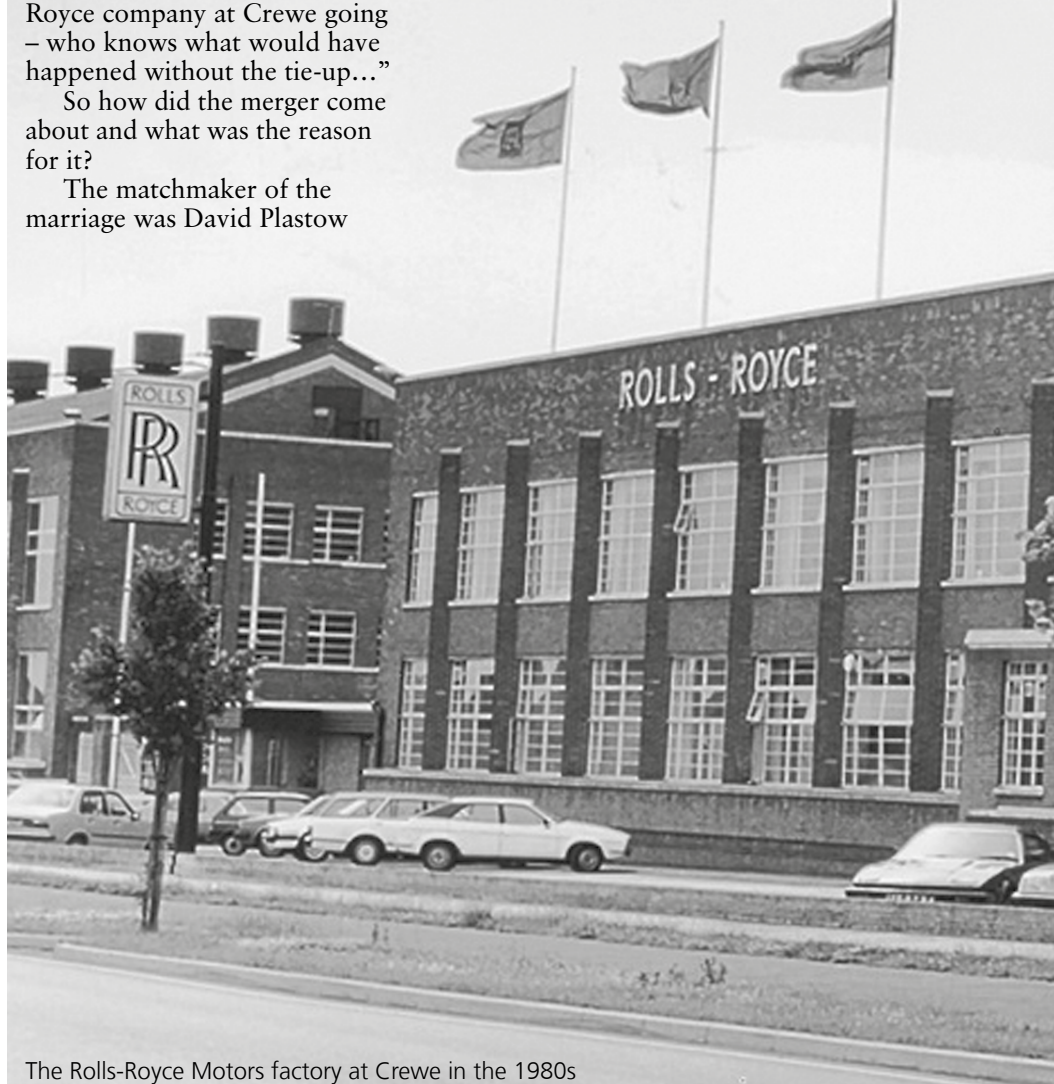
So how did the merger come about and what was the reason for it?

The matchmaker of the marriage was David Plastow

(later Sir David), who was both the Chairman of RRM, and a non-executive director of Vickers plc. The latter, in the late 1970s, was sitting on a large pot of cash having had a large chunk of its business (shipbuilding, submarines, aircraft and armaments leaving only tanks) compulsorily purchased by the state, and was debating investment opportunities.

Plastow, fully aware of the situation at Crewe, quickly proposed a merger with Rolls-Royce – which the Vickers board readily accepted.

At that point, RRM was anxious



The Rolls-Royce Motors factory at Crewe in the 1980s

for an injection of cash. It had spent all its R&D budget on developing the about-to-be-launched RR Silver Spirit and its Bentley Mulsanne sister – and, with sales of these two new models having yet to take effect, found itself “in the red”.

“This is a normal cycle for a car maker,” said Richard, “and while we had a very interesting new product range about to be launched, we hadn’t, of course, yet sold anything so were very cash poor. David Plastow saw the merger very much as a marriage of convenience.”

It was a tie-up welcomed by all parties. “Everyone at Rolls-Royce and Bentley felt it was appropriate,” added Richard. “Both companies were long established and well-

respected British manufacturing companies.”

In truth, though, Crewe would have been forced to find funding from somewhere – so a merger would have taken place with someone, even if it wasn’t Vickers, insisted Richard. Indeed, the RRM car division had been independent of the giant RR aero company for less than a decade; it wasn’t yet a large company and was therefore “vulnerable to a lack of investment”.

The year before the merger the Bentley brand was at a low ebb. Its cars accounted for just four per cent of total RRM sales and were simply Rolls-Royces in disguise – the T2, for example, featured RR branding

on the engine, instruments and brake pedal; its sported a traditional radiator but that was it. The Bentley identity was very much suppressed by the parent company.

“RRM didn’t even bother to differentiate the branding because it wasn’t felt worth buying parts with a different name and badge on for cars which sold in such relatively low numbers,” explained Richard.

Plastow, by now the CEO at Vickers, knew Bentley was the poor relation at Crewe – but was also aware of the brand’s glorious heritage and the power it still





The Mulsanne was launched in 1980 (alongside its Rolls-Royce Silver Spirit sister)

held over the motoring public. He therefore, according to Richard, issued an ultimatum to the bosses at Rolls-Royce: ‘You guys have to make a decision – either invest in Bentley or shelve it!’

“In fact, the RRM board had, at the time, been discussing putting Bentley in to long-term storage – effectively stop making the cars but retain the name,” revealed Richard.

Faced with a stark choice, the RRM board, with Plastow’s enthusiastic support, (wisely) decided on the former option. It was a decision which both reinvigorated the Bentley name and restored its high-performance heritage – and duly saw its cars travel down a

different path to those of its Rolls-Royce sisters.

“Prior to 1980, Bentleys always resembled Rolls-Royces because their styling was inhibited by the fact that RRM didn’t have the money to produce different body shells,” said Richard.

That was about to change. First model off the production line following the Vickers merger was the Mulsanne, launched in 1980. The name was sporty, nodding at Bentley’s glorious motorsport past (Mulsanne is the village near the Le Mans circuit). Two years later came the model’s Turbo derivative which, said Richard, “signalled the start of things really changing”. Suddenly



Sir David Plastow was the catalyst behind the Rolls-Royce/Vickers merger

“David Plastow issued an ultimatum to the Rolls-Royce bosses: ‘either invest in Bentley or shelve it!’”

there was a Bentley markedly different in style and specification to a Rolls-Royce and boasting its own super-quick turbocharged engine (‘Rollers’ were normally aspirated). Indeed, such was the positive reaction when the Turbo was launched at the Geneva Motor Show that one leading motoring magazine trumpeted it on its cover under the heading *Crewe’s Missile*. It was invaluable promotion that, at a stroke, helped put Bentley right back at the forefront of the high-performance luxury car sector.

Crewe’s own advertising around the Mulsanne Turbo fused Bentley’s stylish past with its high-performance present, featuring an Art Deco print with the slogan *The Silent Sports Car Returns*.

“The Mulsanne Turbo went down exceptionally well,” said Richard. “Customers and press liked it, and Bentley started to sell more cars. There was now definitely a



The well-received Mulsanne Turbo provided the Bentley brand with a fresh impetus



The Turbo R – this is Club Member Brian Tait’s 1987 version – truly married high performance with exceptional roadholding

fresh impetus behind the brand.”

He added: “In the period before 1980, those buying Bentleys were largely older customers who were still loyal to the Cricklewood-built Bentleys. And so the image of the typical Bentley customer was not of a young, sporty one. Enhancing the car’s performance was a distinct attempt to attract a new generation of (younger) customer.”

The best was yet to come. In 1985, RRM unveiled the Turbo R – a car which married real speed with enhanced roadholding (R equating to roadholding). Bentley knew it had a winner. To cement its reputation, the model captured 16 UK speed records the following year (see *Review* 331).

“The Turbo R was the model that really transformed things for Bentley,” declared Richard. “The Mulsanne Turbo was a statement of intent, and was a car that went like hell but didn’t truly have the handling capability to harness its power. The Turbo R had the same body shell but uprated brakes, suspension, and larger wheels and tyres – it looked more aggressive and sportier, including the interior, went a lot quicker (than the equivalent Rolls-Royce) and could handle as well.

“Indeed, of all the models produced during the Vickers era, I’d say the Turbo R made the biggest difference in terms of the renaissance of Bentley pre Volkswagen.”

Progress was maintained when, in 1991, the Continental R and, four years later, the Azure both arrived to further supplement the brand’s burgeoning portfolio.

Thanks to Vickers’ investment, and Bentley’s new direction, by the late 1980s the brand had grown its meagre four per cent share of RRM sales and now accounted for 50 per cent. It was no longer the ugly sister, and by the time VW took control in 1998, Bentley boasted the lion’s share of car sales in the RRM stable.

So with renewed success for the Bentley brand, and by association RRM, it came “as a complete surprise” for the workforce at Crewe when it was announced in late 1997 that Vickers was selling the company and (after a convoluted sale process) handing over control of the Crewe factory and Bentley brand (but not Rolls-Royce) to the giant Volkswagen Group.

Vickers sold out, according to Richard, because the board’s ‘old guard’, which had championed

TROUBLED TIMES

Among those suitors battling to buy Crewe in the late 1990s were VW and BMW along with a British consortium.

In the late 1990s, Vickers was still counting the cost of the recession-hit early part of the decade, which had seen the Crewe factory workforce cut by half as losses in 1991 exceeded £100 million and car-build time reduced from 12 to eight weeks.

“The sale of the company in 1998 was terrible timing for Crewe because we were just about to introduce the new Seraph and Arnage – so it was very distracting at entirely the wrong time,” said Richard.

“We had invested a lot of money again in developing new models but their launch was being put in danger by all the uncertainty.

“And that was increased when VW bought the Crewe factory but Rolls-Royce plc declined to allow them to take on the Rolls-Royce name and instead did a separate deal with BMW. Then we had further uncertainty over engine supply because the V12 and V8 engines were now coming from BMW.”

Eventually everything was sorted out satisfactorily. “But that period between October 1998 and August 1999 was, in hindsight, a very troubled time.”



The Arnage was unveiled alongside the Silver Seraph in 1998

the Bentley brand, was no longer in charge, their places being taken by a new breed of senior executive from a non-motoring background. With Vickers now more defence oriented, focused on producing battle tanks for the British Army, the funding for the Bentley and Rolls-Royce programmes duly diminished. “There was certainly a feeling that we were becoming the poor relation,” said Richard.

“As we started development of the next generation of cars, the Silver Seraph and Arnage, Vickers suddenly invested a lot of money into Crewe to develop not just the new products but the factory too,” Richard recounted. “The factory went through a huge modernisation programme in the mid to late 1990s, including the building of a new body shop, which was fantastic for all of us at Crewe.

VW TAKEOVER

While Vickers provided the impetus to set the Bentley ball rolling again, it was the Volkswagen Group, which bought out Rolls-Royce and Bentley for a reported £479 million in 1998, that really laid the foundations for future success.

“The injection of funds from VW – it invested £500 million in the first two years – was on a much bigger scale and so made a much bigger difference,” declared Richard.

This injection of funds ultimately allowed the Rolls-Royce and Bentley brands to go their separate ways, each forging its own distinct identity – allowing Bentley to flourish as the world’s leading luxury high-performance marque, with the Continental GT as the brand’s flagship.

An important element in the takeover was Ferdinand Piëch, the VW Group’s autocratic boss, who, according to Richard, “saw the potential that Crewe had.”

“It was an unlikely purchase in many ways – the people’s car maker buying Rolls-Royce and Bentley,” conceded Richard. “Piëch saw Vickers gradually move Crewe forward but he felt that under VW’s careful management, and with their funds, he could transform Rolls-Royce and Bentley and so pushed hard to buy the company.”



Ferdinand Piëch – VW Group chief



The Continental R (top) and Azure (above) maintained Bentley's positive progress in the 1990s

“*The Turbo R made the biggest difference in terms of the renaissance of Bentley*”

“But, of course, it was only then when the factory was put up for sale by Vickers that we realised that, effectively, the investment had been designed to enhance those prospects rather than cementing the long-term future of Rolls-Royce and Bentley under Vickers. They were basically fattening us up.”

VERDICT ON VICKERS

Looking back, some 22 years later, how does Richard evaluate the impact of the Vickers era on Bentley's history?

“It was under Vickers' watch that the Mulsanne, Mulsanne Turbo, Turbo R and Continental R came out, and these were hugely important models in the renaissance of Bentley. Vickers also spent a lot of money upgrading the manufacturing facilities at Crewe,” he offered.

“However, I always say the real heroes in Bentley's renaissance under Vickers were the Crewe senior management, like Dick Perry, Peter Ward, Malcolm Hart and Mike Dunn, who all saw exactly the same opportunity as Plastow, and picked up the baton and ran with it.

“While Vickers provided the impetus, these guys drove Bentley to emerge from the shadow of Rolls-Royce and become an equal partner. They re-energised the brand, attracted a younger customer base and, crucially, increased sales.

“Generally speaking, the Vickers period was one of transition which saw modest progress in the right direction. It was a hard time generally, with the recessions of the early 1980s and 1990s, and so the difficulties were almost as prevalent as the opportunities at that time.

“But what Vickers did was provide a good level of investment throughout the 1980s and early 1990s, although ultimately it was never enough to make the changes we really needed to make – in truth, that didn't happen until the investment of VW came along.”

Richard concluded: “For me, personally, it was an exciting and interesting, if uncertain, period. A real roller-coaster ride!”

Bentley bookshelf

Driving the Silk Road: Halfway Across the World in a Bentley S1

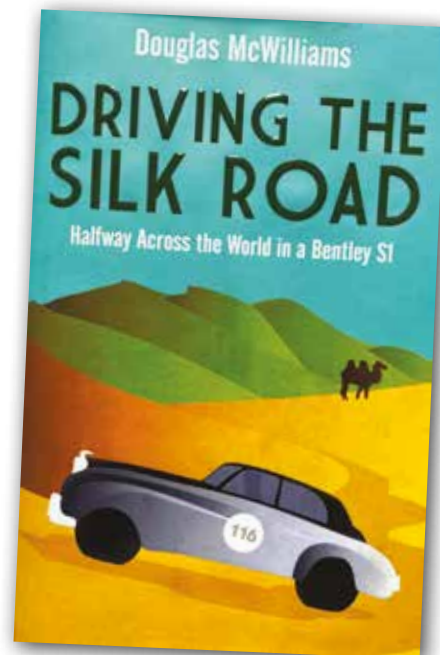
By Douglas McWilliams

Single hardback volume with dust jacket and Kindle edition. Pages: 260.

Published by whitefox. ISBN: 978-1-912892-71-6.

Price: £23.99 including p&p (hardback) / £7.99 (Kindle)

Review by 'Inquisitor'



Our *Economics and the Art of Bentley Maintenance*. Part travelogue, part-economics treatise and part Bentley adventure story, *Driving the Silk Road* is the most unusual – and probably the most entertaining – motoring book of the year.

Nominally the saga of an S1 saloon driven by BDC Member Doug McWilliams and his brother, Mike, on the 2019 edition of the notoriously punishing Peking-Paris Rally, McWilliams, who is not just an intrepid voyager but also a distinguished economist, injects a broader dimension into the journey by interweaving incisive analysis and perceptive insights into the past, present and future of the legendary Silk Roads, and the economic and political implications of China's continent-spanning Belt and Road Initiative (BRI).

Though it has scarcely impinged upon Western consciousness, the BRI is the world's largest infrastructure project, with a

potential spend of up to \$8 trillion by 2040 involving development and investment in 152 countries and organisations, and profound geo-political implications as the fulcrum of economic growth shifts irreversibly eastwards.

But this is only one thread in an enthralling tale. Cast mainly in diary form, *Driving the Silk Road* immerses us day by day in the highs and lows of a long-distance endurance rally, and the preparation, improvisation, frustration and elation which are part and parcel of this venture into the (relative) unknown.

Consider: 10,000 miles, nearly halfway across the world, in a sixty-year-old car destined originally to cruise the smooth boulevards of London, Paris and Beverly Hills rather than battle its way across the deserts, steppes, mountains and mud of the Gobi, Mongolia, Kazakhstan, Siberia and other locales which rarely feature in your local travel agent's top ten tourist hotspots. Even with meticulous preparation by the Padgetts, and running repairs by

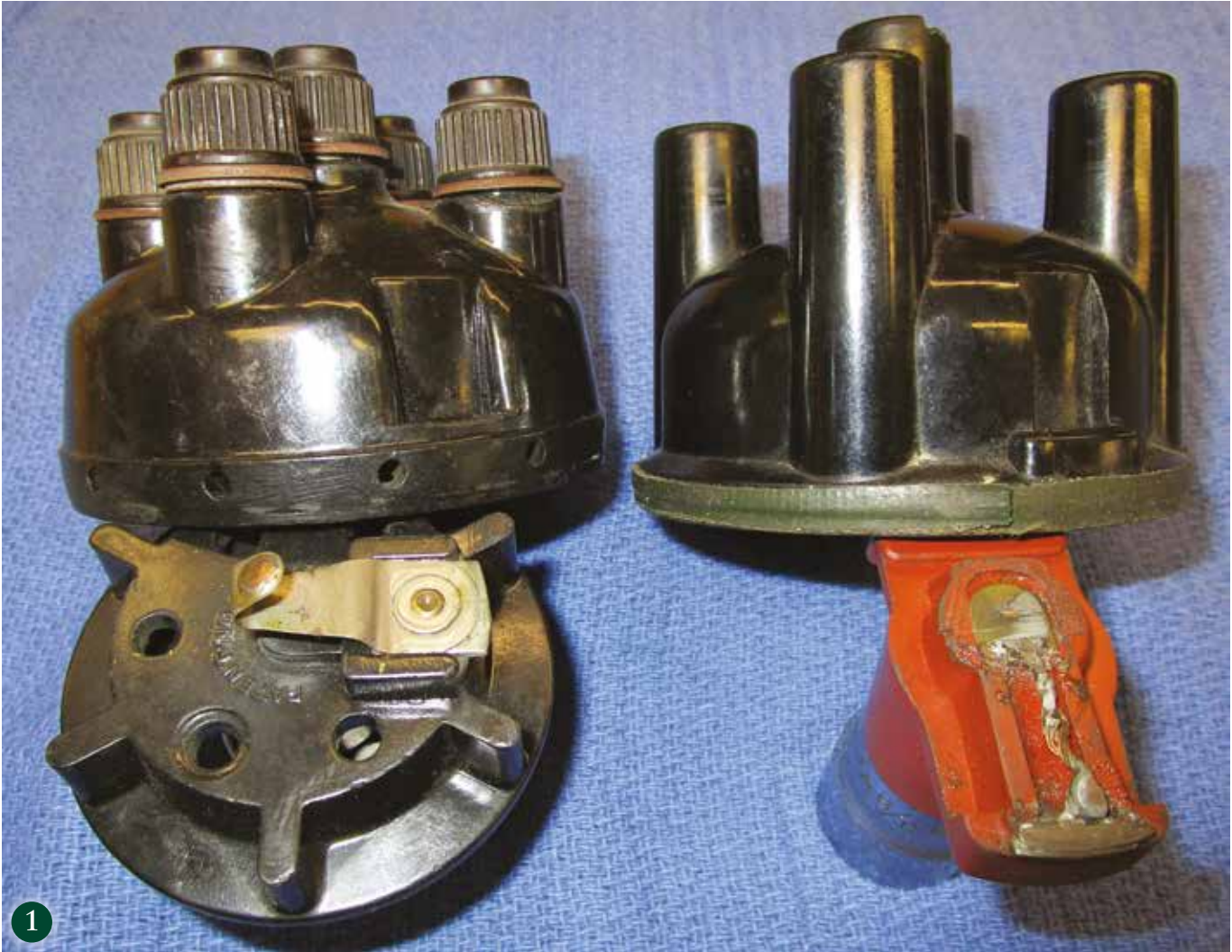
Mike McWilliams and an assorted cast of local *garagistes*, RFW 100's triumphant arrival in the Place Vendôme, without once resorting to tow truck or flatbed, pays a remarkable tribute not only to the resilience designed into the Bentley by the Crewe engineers of the 1950s but also to the durability of the brothers' relationship.

Throughout the book McWilliams illuminates its pages with snapshot pen portraits of fellow competitors ("The rally must end tomorrow... because I have run out of pressed shirts"), encounters en route ("Mongolian men have a reputation for strength... Lord help us if they ever take up rugby") and hair-raising vignettes ("Mike drove 50 kilometres in the dark last night without any brakes at all"), each recounted with a lightness of touch and narrative pace which will inveigle readers.

By turns thought-provoking, perceptive, entertaining and gruelling, *Driving the Silk Road* is both testament to the endurance of men and machine, and an authoritative meditation on the shifting politico-economic axes of the 21st century. Read and ponder.

• *Driving the Silk Road is available from Sarah Conkay at the Centre for Economics and Business Research, Unit 1, 4 Bath Street, London EC1V 9DX (hardback) or Amazon (Kindle).*





1

The ML-CG4 magnetos' distributor caps David found on the 1924 3 Litre

Maintenance masterclass

In our latest technical masterclass, **David Morrison** focuses on fashioning a new distributor cap and rotor for ML-CG4 magnetos. Images: Courtesy of Author

I am in the process of recommissioning a 1924 3 Litre (chassis WT 7187). The car hasn't been abused but simply generally ignored for the past 30 years. I have also been collecting and restoring Rolls-Royce Silver Ghosts during that timeframe but this is my first Vintage Bentley.

Because of this I wanted to go through the whole car from top to bottom, checking everything, adjusting everything and fixing

whatever needs fixing. I'm making sure that I know how everything is supposed to work – and whether it does.

During this process I eventually came to the ML-CG4 magnetos. They appear to be original to the chassis, or at least the correct original type. However, the distributor caps looked jury-rigged and when I peered inside the rotors were even worse.

Figure 1 shows the caps which

I found on the car. The cap on the left has been hand filed down to roughly the proper diameter, and the rotor contact replaced and bent over to fit the cap. The cap on the right was too small so its diameter was increased by a previous owner with the use of several layers of duct tape before a Volkswagen rotor was jury-rigged with a hacksaw and a soldering iron to approximate a rotor. Believe it or not these two caps worked pretty well – they just looked really ugly – and I couldn't believe that they were not doomed to eventually fail.

Unfortunately, the original distributor caps and rotors have

long since perished and original replacements are no longer available from stock. I understand that you can buy some modified modern caps for around £100 each plus the rotor.

However, I thought I could do better. So I went on eBay and started looking at four-cylinder distributor caps. The goal was to find one that could easily be modified to work correctly with the ML magnetos. Unfortunately, none of the people selling distributor caps, and indeed none of the manufacturers I found, provided machine drawings with the dimensions of their caps.

In other words, there was no way I could tell the diameter of the cap or how tall it was. I needed an approximation so I looked at the size of the holes in the cap for the spark plug wires. These are all approximately the same size so I was able to use a caliper to measure the diameter of these holes on the pictures and then extrapolate the diameter of the cap. It worked pretty well as I was able to find a very good replacement cap on my second try. I also wanted a cap that was readily available, and would remain so, for the long-term future and which would cost less than £10.

I wanted a cap that could be machined in order to use the original mounting clip bosses and the mated rotor with the ML-CG4 magneto. **Figure 2** shows the cap I found, the Standard DR-405, which could most easily be modified and looked correct.

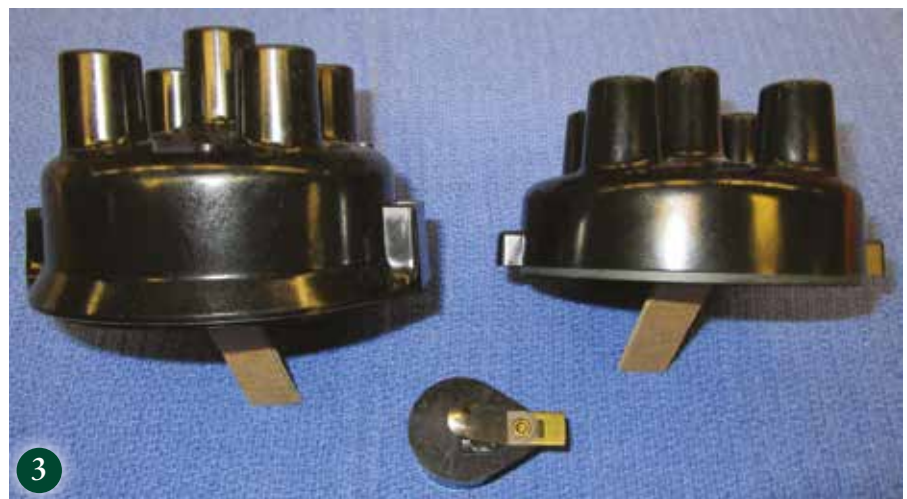
Figure 3 shows the original DR-405 distributor cap on the left with the machined one on the right. In front of them is the Standard rotor DR-158 used with the DR-405 cap. An adapter has to be made to fit the rotor into the distributor of the ML magneto. You can see how the bottom of the stock cap is machined off and the diameter slightly decreased to fit within the base of the magneto distributor.

Figure 4 highlights the rotor with the adapter used to fit the rotor to the ML magneto.

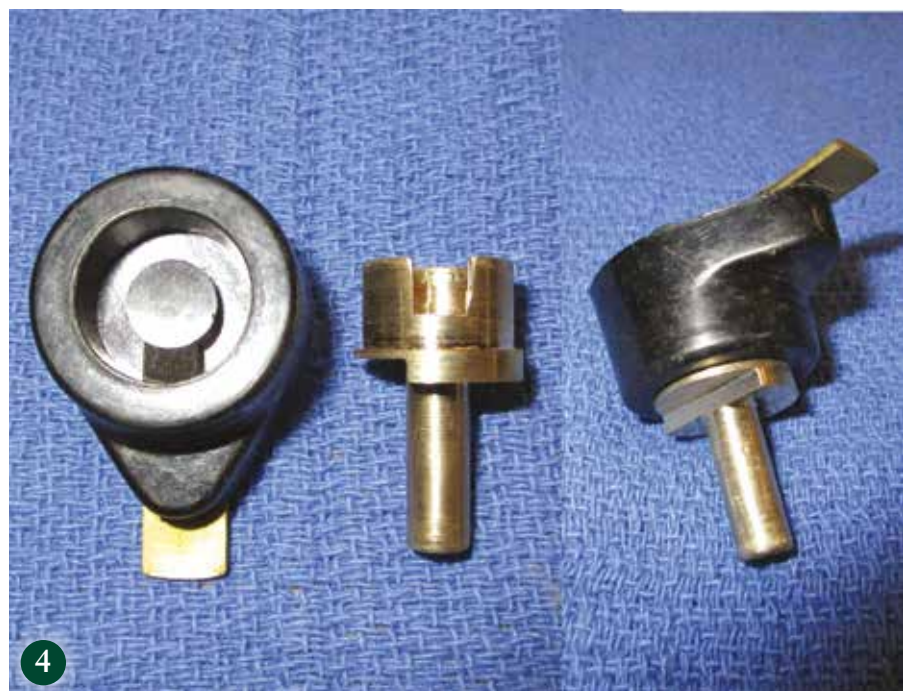
Figure 5 is a dimension drawing of the adapter for the machinists out there. I am a surgeon by trade so don't take my measurements to be 100 per cent accurate – after all, if I make a mistake in surgery it can heal but if you make a mistake while machining it won't fit. Also, there are several manufacturers of these caps and rotors, and their dimensions can vary by plus or minus 0.004”.



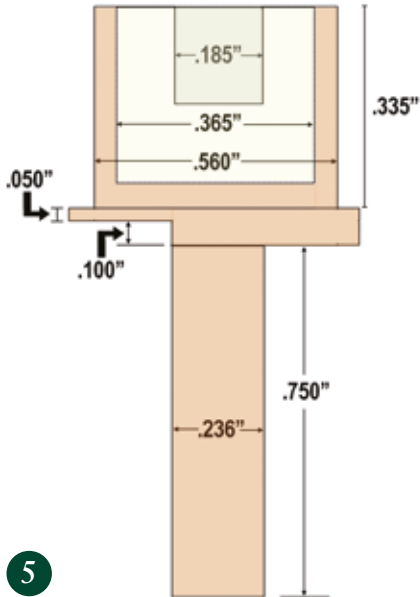
2 A Standard DR-405 distributor cap can be easily modified



3 The original DR-405 cap (left) with the machined version



4 An adapter used to fit the rotor to the ML magneto



5 A dimension drawing of the adapter

Figure 6 shows the DR-405 cap mounted on the lathe ready for turning. The cap has to be mounted on its internal diameter so I machined up the aluminium mounting jig to exactly fit the internal diameter of the cap, and then turned down the outer diameter and shortened the cap to fit the ML magneto.

Figure 7 shows the fully machined cap. You will note that on the machined cap the bosses on its side, which are used to hold the spring clips on the magneto, are preserved and the correct height for a tight fit. Figure 8 is a dimension drawing of the machined cap.

Figure 9 is a machined cap which I have cut open to expose the central contact and the contacts for the

spark plug wires. This was done on a milling machine but you could do it with a Dremel tool if you are careful.

With the hole cut in the cap I am able to mount the cap with the replacement rotor in position. This allows me to 'look inside' the distributor to ensure the rotor is making good contact with the central tower of the cap, and that the gap between the rotor arm and the spark plug contact is correct – see Figure 10.

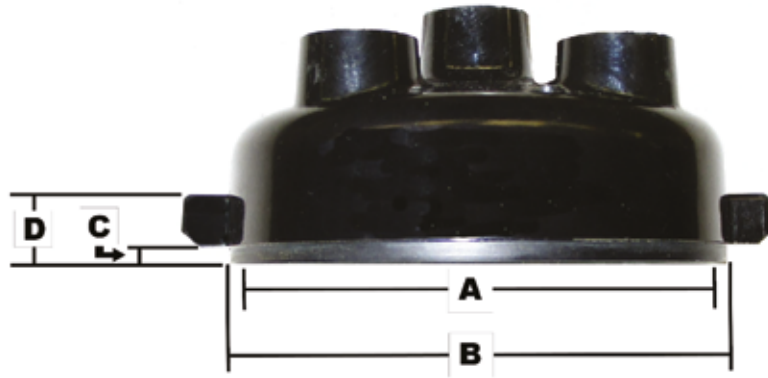
When you are timing the magneto use this modified cap to ensure the rotor arm is pointing towards the correct spark plug contact at the proper time. In the bottom of the magneto in figure 10



6 The DR-405 cap mounted on the lathe ready for turning



7 The fully machined cap, with the bosses (used to hold the spring clips on the magneto) being the correct height for a tight fit




- A** = I.D. DR-405 cap - 2.785"
- B** = O.D. Machined cap - 2.29"
- C** = Depth of cap lip - 0.100"
- D** = Top of clip to base - 0.315"

8

A dimension drawing of the machined cap

a screw can be seen on the base plate of the magneto. By loosening this screw you can rotate the base plate backwards and forwards to obtain the correct rotor alignment with the plug wire contact.

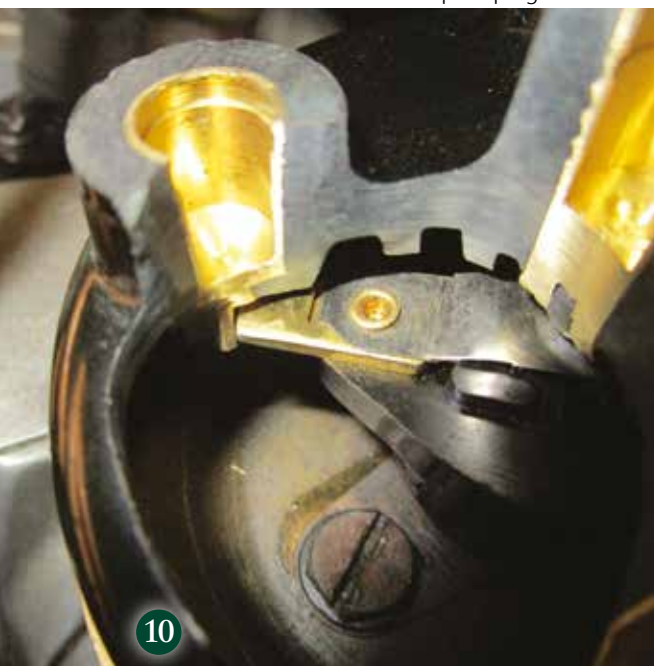
With the flywheel at the proper timing point of about 40° BTDC, you turn the base plate until the rotor and plug wire contact line up – this eliminates the need for an indexing tab on the new cap. Since the caps only cost about £10 anybody timing his own magnetos could make one of these modified caps.

Figure 11 shows the newly machined cap in place on the magneto. It looks much better than the ones I removed, and I think will last a lot longer. 



9

An exposed machined cap showing the central contact and contacts for the spark plug wires



10

With the hole cut in it, the cap is mounted with the replacement rotor in position; note the screw on the magneto's base plate



11

A newly machined cap in place on the magneto



Gareth Williams, Burton Performance Centre Manager (right), and technician Liam alongside Stephen's Arnage, now fitted with custom-made P Zero tyres

Perfect Zeros

Ensuring your Bentley runs on the correct custom-made tyres is the best way to ensure optimum handling, as **Stephen Ward** discovers after a virtual tour of the Pirelli Performance Centre. Images: Courtesy of Author

Do you have the correct rubber fitted to your Bentley?

Some Members may very well be aware that all P Zeros from Pirelli – the BDC's official tyre partner – are different. I certainly wasn't, however.

I recently logged on to a Zoom evening which offered a virtual tour of the Pirelli Performance Centre in Burton on Trent. Pirelli wished to show off its new hi-tech tyre centre which boasts state-of-the-art laser technology in tracking alignment and a new wheel changing technique.

I was also curious to find out exactly why Bentley Motors recommends the P Zero as a brand for its more modern stable of cars.

Well, hold on to your hats, ladies and gentlemen... for not all P Zero tyres are the same!

Approximately five years ago I bought my Arnage T which, wait for it, was fitted with a set of South Korean tyres. I asked my local tyre fitting garage which rubber they'd recommended for my car and was told only to fit Pirelli P Zeros. I duly ordered a set at the correct size and speed rating, and had them fitted. As far as I was concerned that was that: I had the correct tyres on my car.

Perhaps not. Five years on from having the P Zeros fitted I experienced a jaw dropping moment when I participated in the aforementioned Zoom evening with Pirelli. A senior technician explained that all P Zeros are, in

fact, custom-made for individual car manufacturers *and* individual car models. The technician showed a cross-section of several P Zeros supplied for four manufacturers: Bentley, Porsche, Lamborghini and Audi. The exterior of these tyres looks very similar but the construction of the interior is *very* different.

Therefore, an Arnage like mine, which weighs almost three tonnes, will have a completely different tyre construction to that of, say, an Audi, which may be only half the weight. Pirelli also considers the comfort factor and performance at speed, distribution of water and so on. It's a little like buying an off-the-peg suit from M&S, with the sleeves being a little too long or the trousers slightly too tight around the tum. You then go to Saville Row and have a suit made to measure – and it's perfect.

So, following that Zoom evening, I closely inspected my own tyres and, with amazement, could see



Stephen's Arnage is fitted with the perfect Pirelli rubber: P Zero Asimmetrico

them branded with an 'AO' code – the rubber on my car was actually designed for an Audi not my Bentley. In any event, I was due to change my tyres and so called Matt Bell at Pirelli. He immediately informed me that the correct tyre designed for an Arnage is a P Zero Asimmetrico @ 255/45 ZR19 104Y. He then introduced me to Gareth Williams, the Performance Centre Manager, and I booked an appointment.

I subsequently arrived at the centre in Burton and from the moment the front wheels entered the immaculate workshop the alignment and tracking began. Laser beams bombarded the car, instantly diagnosing the tracking, tyre depth and overall wear. By the time the car came to a halt, technician Liam had printed out all this information regarding all the above. Fortunately, everything was within the requisite tolerance levels.

The car was then readied for its tyres to be removed. There were no trolley jacks to be seen; instead, a lift built into the floor moved upwards to raise the car to a perfect working height. Off came the wheels which were placed on the tyre removal machine, designed to ensure that no metal parts scrape or scratch the alloy wheel.

All four tyres were fitted and balanced, with the correct torque applied to the wheel nuts – and my car was ready within only a very short space of time. It was like watching a military operation: attention to detail was certainly the order of the day.

Gareth then took me and my colleague Peter Harrington, who also owns an Arnage, around the workshop and explained how the laser tracking and other pieces of equipment worked. He showed us



The exterior of the P Zero tyres looks very similar but the interior construction considers factors relating to specific cars, such as comfort and performance at speed, and water distribution




The state-of-the-art Pirelli Performance Centre boasts a special tyre removal machine, designed to ensure that no metal parts scrape or scratch the alloy wheel

the cross-sections of a number of P Zeros, explaining how each is custom-made and highlighting their individual differences. Each P Zero is stamped with a brand marking to ensure it's fitted to the correct model of car.

Therefore, if you have Pirelli P Zeros fitted to your Bentley, I would urge you to check to ensure the brand marking is either Asimmetrico or B, B1, BC or BL. If this is the case then you have the correct tyres fitted; however, if the brand marking is AO or MO or NO (or anything

else) then your P Zeros may be the wrong ones for your car. It would also be worth a phone call to the Pirelli Performance Centre to confirm.

As I drove home I could tell immediately that my Arnage was far more positive in its handling. I opened it up on a long straight and the car didn't sway at all. And braking was more sure-footed than ever.

I now understand why Bentley Motors recommends Pirelli custom-made P Zeros for its cars. 



Way back, in the year -4BC (Before Coronavirus), Ron Warmington and Ken Lea (then the BDC's Chairman and Deputy Chairman), having accepted an invitation by Sue Brooks, then the Global President of the Rolls-Royce Owners' Club (RROC), visited Atlanta in the US to attend an RROC meeting.

The object of their trip was to see whether or not there would be any appetite for an affiliation between the two clubs – and if there was, whether the potential advantages to both (and, more importantly, to their current and potential Members) would be worthwhile.

As it turned out, it didn't just look *worthwhile*, it was obvious that the potential advantages

were extremely attractive, so the boards of both clubs voiced their enthusiastic support.

There was a clear opportunity in the US and Canada given that, at that time, the BDC had only 240 Members in those vast countries (which, together, represent over 80 times the land mass of the UK and are huge markets for Bentley Motors). The RROC, while having more Members globally than the BDC, had far fewer Bentley-driving Members than they wanted, so there was an enormous gap in the market waiting to be exploited.

One of the principal challenges was this: whereas in the UK the BDC's Members generally need only to drive a few scores of miles in order to attend social and sporting Bentley-related events, in the USA and Canada gatherings of even half a dozen Members can mean hundreds of miles needing to be covered. Enjoyable as this can be in such fine motor vehicles, it does mean that overnight stays are often essential and the much-loved 'noggin and natter' type of gathering is impractical unless organised as part of a weekend meet. Nobody wants to drive 200 miles to attend a short meeting, no matter how endearing the company.

State of the Union

How has the BDC/RROC affiliation fared since its recent inception?

Ron Warmington and **Phil Brooks** provide a joint update.

Images: Courtesy of Authors





Ron Warmington

This geographical challenge is equally serious in Australia and South Africa, of course.

In short, what every car club needs is **critical mass**. Any club needs a density of membership such that groups of 20 or 30 like-minded people can gather together *without* that having to be a major undertaking involving suitcases, house and pet sitters, and so on. But achieving critical mass in the North American continent is very far from easy. Indeed, it might never happen. Achieving, in North America, even half the membership density that the BDC enjoys in the UK would require a membership of 100,000...

In any event, the affiliation was approved by both boards and has already resulted in a 60 per cent increase in the number of North America-based BDC Members, now nearly 400, while the aggregate number of Bentley-driving Members in North America across our two Clubs has reached a creditable 4,000.

And now the pump has been primed, the flow of new Members is increasing. In the nine months to the end of September 2020, 82 new Members based in North America joined the BDC. That was one in four of the new Members, from 21 countries, who joined the BDC during that nine-month period.

One of the very significant advantages of the affiliation is that Bentley Motors USA has assigned its Customer Relations & VIP Manager, Frank LaVerda, to work with our two Clubs in promoting them and, of course, the Bentley brand. Frank has been an absolute godsend to us, even attending our Concours d'Elegance at Blenheim Palace in September 2019.



Phil Brooks

Before the affiliation, even though one-third of all Bentley Motors' production was sold in North America annually, the company was unprepared to provide a great deal of meaningful support to the RROC (not least because its events were promoted and 'flagged' as Rolls-Royce ones). Now the combined RROC/BDC meetings are enthusiastically endorsed and supported by Bentley Motors.

Examples of combined meetings include:

- RROC's Annual Meet in Detroit, Michigan, July 2019
- RROC's Mini Meet in Greenville, South Carolina, at the annual EuroFest, September 2019
- AACA (Antique Automobile Club of America) Fall Hershey (Pennsylvania) hospitality tent/trade show booth, October 2019
- Pennsylvania Auto Show, Harrisburg, Pennsylvania, January 2020

All of the above were handled on a national level. There are some other examples of Regional events that have not been brought to our attention, including technical sessions.

What hasn't yet happened is the BDC helping the RROC grow its membership *outside* the North American continent. In order to encourage that growth, low-cost 'e-membership' of the RROC will be promoted to existing BDC Members at the bargain rate of US\$30 per annum. We have already offered e-membership of the BDC to all RROC Members at a rate of US\$55 per annum. While e-membership of the BDC does not entitle the

Member to receive paper copies of the *Review* and *Advertiser & Diary*, it does provide full website access and pdf copies of all publications, plus, of course, entitlement to attend all Club events and to vote electronically at AGMs.

In that context, the RROC already offers an International Digital membership ('e-membership') to non-USA/Canada residents at the extraordinarily low price of US\$30 per annum. Both Clubs are monitoring uptake and reaction to these low prices, not least in order to ensure that Members paying the 'full freight' rates that entitle them to receive paper copies of all of the publications don't feel that those 'e-members' should contribute more towards the Clubs' running costs.

One of the potentially highly attractive benefits for BDC Members of joining the RROC as an e-member is that, in addition to receiving pdf copies of the RROC's publications, there is also a superb forum, which is routinely accessed by approximately 3,400 Members. It has discussion categories for Derby, post-war, and post-2000 Bentleys. It also has superb technical contributions by experts such as John Palma, John Robison, and Ronny Shaver.

By comparison, the BDC's forum has fewer than 200 regular users, even though it is great and fully integrated with the BDC's main website (ie there's no need to remember separate IDs and passwords because, once any Member has logged into the main website, the forum is only one click away). In the UK and 'BC' (Before Corona), we got used to chatting "down t'pub" rather than on the forum or on Zoom calls through our computers, iPads or smartphones! Much the same happened in North America as well. But with Covid-19, times and situations have changed.

As of today, progress is being made in rationalising and consolidating the Regional committees of the BDC and the RROC so as to foster full integration, co-operation, efficiency and, above all, **service to Members**. The BDC board also has the benefit of having Phil Brooks on its board, representing the North American continent.

Next steps will include extending access to the Members of both Clubs to selected products that will be available in both Clubs' shops. 🇬🇧



HERO

Challenge Three

10 OCTOBER 2020



Elliott Dale & Charlotte Ryall (Derby Special 4¼) celebrated a maiden HERO Challenge rally victory on the third of the 2020 events in the West country



Stuart Anderson and daughter Emily (Derby 4¼) were runners up in the Masters class

Champagne time for Elliott Dale & Charlotte Ryall whose Derby defeated a host of newer cars to claim a fantastic maiden HERO Challenge rally victory, as **Review** reports. Photos: Courtesy of HERO/Will Broadhead

Classic rally experts Elliott Dale & Charlotte Ryall proved there's no substitute for bullet-proof Bentley engineering by taking the overall spoils on the one-day HERO Challenge Three rally.

Held over a testing 149-mile route across Somerset and Devon, which comprised eight tests and seven regularities in wonderful sunshine, Elliott & Charlotte's 1937 Derby Special 4¼ saw off its nearest rival, a 1982 BMW 323i, to win by 14 seconds.

It was a first-ever victory on a HERO Challenge event for Elliott, a record-breaking Atlantic rower, and navigator Charlotte.

In addition, the pair won the Pre-1950s Cars class and helped its Team Flaxpool 'team-mates', a Porsche 944 and Dodge Senior Six, secure the Team Award – providing them with a hat-trick of awards on the day.

Elliott was his usual ebullient self on the event as he pushed hard for victory, the Derby sliding and spewing tyre smoke from its tortured rubber, and leaving much younger and more agile machinery in its wake.

A delighted Elliott said afterwards: "It's been a fantastic day and the tests have been great. I managed to get the tyres smoking a bit so I'm happy with that, but


at least we were going for it! We dropped a few silly seconds but eventually found out we had done it, we had won. Now we are off to downtown Taunton to celebrate – until 10pm!"

An equally happy Charlotte added: "It's been a lot of fun, although I was being thrown around a bit in the tests which was getting my heart racing! It was a really good route with fantastic scenery."

More than 80 crews took part in the event, including Elliott's fellow BDC Members Stuart Anderson with daughter Emily and David & Julia Little.

Having earned a gold medal on last year's HERO LeJog rally and various other successes, Stuart and Emily's Derby 4¼ was not eligible for overall honours; it was therefore placed in a special Masters class in which they finished second, ahead of a Porsche 911, following a competitive run. (Had the Andersons been part of the main event, they would have earned a top-20 overall result.)

"We did really well and our result would have been a lot better had we not been baulked by traffic on the regularities," said Stuart, who was nursing an injured back.

Meanwhile, David & Julia brought their Supersports home a creditable 45th overall. 



GT racing roundup

It's been a busy end to the disrupted 2020 season for the Bentley brigade, both on the British domestic and international scenes, as **Review** reports. Images: Courtesy of David Lord Photography, GT World Challenge Europe, Team Parker Racing and Drew Gibson/Bentley Motors

British GTs

Round 6 – Donington Park

It was a frustrating return to Donington for Team Parker Racing, the team unable to repeat its stunning victory at the Leicestershire track from the previous month and being forced to retire from the three-hour enduro with a mechanical problem.

Starting driver Nick Jones ran an encouraging fourth in the GT3 Pro-Am class but, following the driver change, team-mate Scott Malvern was unfortunately forced to pit the Continental GT3 with a drive-related issue – which, despite their best efforts, the TPR mechanics were unable to properly diagnose and rectify.

Rounds 7&8 – Snetterton

TPR's difficulties continued in the double-header at Snetterton when inclement weather conditions and collision damage scuppered the team's chances.

TPR finished 10th in the opening one-hour race. While battling for third in the Pro-Am class, Jones lost traction exiting a corner, spinning on to the grass, before handing over to Malvern who set some rapid lap times and gained one place in class.

Unfortunately, Malvern's efforts in the second one-hour race, following a bright start, were thwarted after a GT4-class class car made heavy contact with his rear left wheel, bending the toe link

which necessitated pit-stop repairs, losing the team eight laps. TPR was eventually classified 21st.

Round 9 – Silverstone

TPR duo Jones and Malvern swapped their Continental GT3 for a GT4-spec Mercedes-AMG for the series finale.

Intercontinental GT Challenge

Round 2 – Indianapolis 8 Hours

It was heartbreak for K-Pax Racing which had led brilliantly, courtesy of Jordan Pepper – and looked on course to repeat Bentley's triumph in the opening round, the Bathurst 12 Hours, way back in February (pre-Covid-19 pandemic).

Pepper, sharing with Maxime Soulet/Jules Gounon, had stormed to the front after K-Pax had made a bold move to start its Continental GT3 on slick tyres in the changeable weather conditions.



Jules Gounon flies in the CMR Continental GT3 in the GT World Challenge Europe Sprint Cup race at Magny-Cours

Unfortunately, after leading by almost a minute and pulling clear at the two-hour mark, Pepper was tagged by a GT4 car causing substantial damage to the right rear corner. Although pit repairs allowed the car to return to the fray, an eventual classification of 17th overall (40 laps down) was scant consolation.

Round 3 (also Round 3, GT World Challenge Europe – Endurance Cup) – Spa 24 Hours

All five Continental GT3s entered in the classic Spa race crossed the finish line – no other manufacturer achieving a full finish rate.

K-Pax Racing secured the Bentley bragging rights, finishing a superb 10th and 12th. Pepper/Soulet/Gounon enjoyed the higher placing, although the Rodrigo Baptista/Andy Soucek/Alvaro Parente entry earned the plaudits after battling through from the very back of the 56-car grid after problems in practice.

CMR claimed the Am Cup honours – Bentley’s maiden class victory in the race – thanks to Clément Mateu/ Romano Ricci/ Stéphane Tribaudini/Stéphane

Lémeret. The Conti GT3 was placed 30th overall, three spots ahead of sister entry of Seb Morris/Pierre Alexandre Jean/Nelson Panciatici.

Team Parker Racing’s regular Bentley Motorsport Academy crew of young guns Nicolai Kjaergaard/Euan McKay/Frank Bird was classified 28th overall (fifth in Silver Cup class), the team’s hopes of a higher placing after an encouraging run scuppered by a software glitch and gearbox failure which altogether lost the team almost 50 minutes.

GTWCE – Endurance Cup Round 2 – Nurburgring (six hours)

6th: Alex Buncombe/Soucek/Pepper (K-Pax Racing); 15th: Morris/Jean/Panciatici (CMR); 29th: Petru Razvan Umbrarescu/Ricci/Tribaudini (CMR); 37th (8th in Silver Cup class): Kjaergaard/McKay/Bird (Team Parker Racing); Retired: Baptiste/Soulet/Gounon (K-Pax Racing).

GTWCE – Sprint Cup Round 2 – Magny-Cours (two one-hour rounds)

Race 1: 14th (5th in Silver Cup class) Jean/Hugo Chevalier (CMR); Retired: Gounon/Panciatici (CMR). Race 2: 10th: Gounon/Panciatici; Retired: Jean/Chevalier.

Round 3 – Zandvoort (two one-hour rounds)

Jean/Chevalier gave Bentley its best Sprint Cup result of the season so far when the CMR pair finished second in the first race in Holland – winning the Silver Cup class into the bargain. The duo made up some 16 places over their grid position on a damp/wet track after starting with wet tyres and a dry set-up. Teammates Gounon/Panciatici brought their identical Continental GT3 home fifth to complete a fine race for Bentley.

Race 2: 9th: Gounon/Panciatici; 11th (4th in Silver Cup class): Jean/Chevalier.

Round 4 – Barcelona (three one-hour rounds)

A fire with five laps remaining caused the retirement of the Panciatici/Gounon CMR entry, which had run as high as third, in the opening race and rendered the car *hors de combat* for the rest of the meeting.

Race 1: 13th (6th in Silver Cup class) Jean/Chevalier (CMR). Race 2: 10th (5th in Silver Cup class) Jean/Chevalier. Race 3: 10th (5th in Silver Cup class) Jean/Chevalier. 🏆



The TPR Continental GT3 of Scott Malvern/Nick Jones treads carefully through the puddles at Snetterton



A drive-related issue scuppered TPR’s efforts at Donington



The K-Pax Racing entry of Jordan Pepper/Maxime Soulet/Jules Gounon was the leading Bentley runner at Spa



CMR claimed the Am Cup honours, Bentley’s maiden class victory at Spa



CMR duo Pierre Alexandre Jean/Hugo Chevalier gave Bentley its best Sprint Cup result of the season at Zandvoort



Historic racing roundup



Clive Morley heads the pack as competitors negotiate a rain-soaked Woodcote Corner during the AMOC St John Horsfall Trophy Pre-War Team Challenge race at Silverstone, with main rival Richard Bradley, headlights ablaze, in hot pursuit

A round-up of late season action, as Club Members tackled a number of race and hill climb events, as **Review** reports. Images: Courtesy of Rachel Bourne (bournephoto.co.uk), Nick Edwards (nickonthebutton.com), Jeff Bloxham and Peter McFadyen (petermcfadyen.co.uk)

ASTON MARTIN OWNERS CLUB (SILVERSTONE) – 3 OCTOBER

Clive Morley overcame the double threat of appalling weather conditions and a very rapid Aston Martin to superbly win the 70th anniversary St John Horsfall Trophy Pre-War Team Challenge encounter.

Clive's 3/4½ Litre defeated Richard Bradley's Aston Martin Team Car LM2 by just 1.26 seconds to claim the overall honours

after a Titanic, race-long scrap in challenging, rain-lashed conditions.

BDC President Duncan Wiltshire (3 Litre), seventh overall, produced a sterling drive to secure the sealed handicap honours, while the five-strong BDC brigade helped Bentley take home the team spoils.

The victory for Clive, who started fourth on the grid in the 17-car race, merits further praise when

you consider Richard Bradley is one of the current stars of the European Le Mans Series who has also raced at Le Mans.

Richard Hudson and William Elbourn (both 3/4½ Litres) were separated by just 1.5 seconds in ninth and 10th places after 20 minutes of hard racing, while Vivian Bush (3 Litre) finished 16th.

"Fantastic close racing in extremely wet conditions," said Duncan. "Clive was very impressive in beating Richard while the conditions were perfect for a 3 Litre like mine, with the weather certainly limiting the ability of the quicker cars to use their power."

Duncan also paid tribute to the determination of Vivian "who drove his 3 Litre all the way to Silverstone, raced it and then drove it home again, all in dreadful conditions."



Duncan Wiltshire (3 Litre) won the sealed handicap



Richard Hudson and William Elbourn (both 3/4½s) helped Bentley claim the Pre-War Team Challenge prize

VINTAGE PRESCOTT – 26 SEPTEMBER

Steve Allen was the sole Bentley-mounted BDC Member tackling the historic 0.64-mile Long Course at Prescott Speed Hill Climb in his 1936 Derby 4¼ Special, claiming the spoils in the Special Sports Cars & Saloon Cars class with a best time of 65.37 secs.

“A very well managed event,” said Steve, who added, referring to the Covid-19 restrictions in place, “but a strange atmosphere with everyone in masks all day and no spectators.”



Steve Allen's Derby 4¼ Special earned a class victory at Prescott

GOODWOOD SPEEDWEEK – 16-18 OCTOBER, RAC HISTORIC TT (SILVERSTONE) – 25 OCTOBER



Ben Collings' Benz 200HP 'Blitzen Benz' grabs the narrowest of victories in the SF Edge Trophy at Goodwood (*image from TV*)



David Ayre (far left) gave a welcome outing to the Barnato-Hassan Special at SpeedWeek (*image from TV*)

Ben Collings scored a superb narrow victory, after a thrilling four-way battle, in race one of the SF Edge Trophy at the Goodwood SpeedWeek meeting.

Driving a 1909 21½-litre Benz 200HP 'Blitzen Benz', Ben triumphed by just 0.127 seconds, battling back after dropping from first to fourth place, in the five-lap encounter for Edwardian cars raced up until 1923. Unfortunately, he recorded a DNF ('did not finish') in race two.

Also competing at Goodwood

was David Ayre, who retired the iconic 1934 Barnato-Hassan Special just after half distance in the 20-minute Goodwood Trophy for Grand Prix and Voiturette cars from 1930-51.

- Paul Pochciol, sharing his Jaguar E-Type with son George and James Hanson, finished as the leading BDC runner in the RAC Historic TT encounter at Silverstone.

The trio came home a fine 20th overall in the huge 58-car field which assembled for the one-off, three-hour race for pre-1966 GTs, touring cars and sports cars,

organised by Motor Racing Legends (run by Duncan Wiltshire).

Clive Morley swapped his Bentley 3¼½ Litre for his 'other steed', a Chevrolet Corvette C2 Stingray, in which he and sons Stuart and James finished 39th overall.

Also competing was Gregor Fiskien, classified 44th in his Jaguar E-Type shared with Marino Franchitti, and regular Vintage racer Matt Walton who shared his MGB with Richard Iliffe, the pair being forced to retire due to mechanical problems after only 25 minutes. 🏁



Paul Pochciol leads the similar Jaguar E-Type of fellow BDC Member Gregor Fiskien



Stuart Morley at the wheel of the family Chevrolet Corvette C2 Stingray in the TT



Matt Walton's MGB chases a Porsche 911 at Silverstone

AMOC Sprint Meeting

20 SEPTEMBER 2020



Paul Forty's Mk VI Special was the quickest Bentley on the day



Tom Commander at the wheel of his Mk VI Special



John Scanlon's Arnage T was a welcome modern addition to the action

The Aston Martin Owners Club hosted an autumn sprint at the Curborough circuit, with a trio of BDC Members taking up the invitation to join the action, as **Review** reports. Images: Courtesy of Michael Higginbotham and Anne Reed (Chairman, AMOC)

Flying the flag for the BDC at the Aston Martin Owners Club sprint meeting at Curborough was the trio of Paul Forty, Tom Commander and John Scanlon.


Paul and Tom gave their Mk VI Specials a thrash round the 0.9-mile

figure-of-eight track in the special BDC Group B class while John competed in his Arnage T in BDC Group C.

Paul earned the Club bragging rights as the quickest of the trio in the 56-car field, clocking a best time of 67.83 secs over his two runs

(21st overall); Tom's best was 79.20 secs and John's 105.50 secs.

Fastest car on the day was a Dallara F399, in the hands of Joshua Moss, with a best time of 52.65 secs.

Also competing was a plethora of marques, including Aston Martins, MGs, Scimitars, Ford, Porsches, Lotuses, Austins and Renaults plus a handful of thoroughbred single-seaters such as Mallocks, Ensigns and Brabhams. 



Enjoying a break in the paddock are (l-r) Paul Forty, Tom Commander and John Scanlon

Michael & Margaret Waterhouse

18 APRIL 1932 – 13 MARCH 2017
AND 9 MAY 1941 – 10 SEPTEMBER 2020

Remembered by Catherine Lea



Margaret and Michael were well known members of the BDC for over 35 years, having been on numerous rallies with the Club all over the world, including several to South Africa, in their 1929 4½ Litre.

Sadly, an obituary was not written in the *Review* following Michael's death so, as they were always such a team, it seems appropriate to celebrate both their lives together.

Michael attended Manchester Grammar School before leaving to join the family animal feed mill; later there were two years in the RAF. In 1967 Michael set up his own successful milling business.

Margaret was educated at St Mary's Primary School in Sale where she first extraordinarily encountered Ken Lea, of the BDC, who was in her elder sister's class! She then went to school in North Wales.

Margaret and Michael were married in 1963 and so began a lifetime of adventure together.

Michael had an excellent engineering brain and an encyclopaedic knowledge of cars that he was always happy to share with others. He raced various cars over the years including his Bentleys. Michael kept many notebooks detailing the balance and weights of the components as he worked to ensure that his car had the greatest competitive edge. His meticulous nature was

also evident in his preparation of his cars to go on the many tours. It may be that this fastidious preparation had something to do with the thought of the matrimonial repercussions of a breakdown!

Margaret had a huge sense of fun and humour but also strong and decisive views. She loved nothing better than a challenge and together they perfectly complemented each other, giving strength to each other and always ending up with a result where they both felt they had had their own way!

One of the high spots of their adventures was taking part in the Mille Miglia in their 4½ Litre, but afterwards Margaret told Michael that he would have to take her back to Italy as she had seen nothing of the places they had been through because she was concentrating totally on navigation.

As well as the cars, they both enjoyed skiing, and Margaret had many varied interests being a keen bridge player, skilled at needlework, and was always ready with a game whether for her children or grandchildren or at the many New Year's Eve parties we enjoyed together. She had an infectious enthusiasm for life.

However, it was the Bentley adventures that they shared, as driver and navigator, that brought them both great joy, good friends and many happy memories. 🇬🇧

Peter Haw

15 FEBRUARY 1931 – 17 FEBRUARY 2020

Remembered by Karen Mahony



Peter Haw sadly passed away suddenly aged 89 on holiday in Tenerife. Despite his years, it was a huge shock because whenever we met I would ask how he was, and he would smile and reply, “Me, kid? I’m as fit as a butcher’s dog!”


As well as being fit and active, Peter had the most incredible mind and memory. To say he’d forgotten more than I’ll ever know would be wrong because Peter never forgot anything! He was the most incredible engineer. At the time of his passing he was building a complete steam engine replica of Stephenson’s Rocket from sheet metal in his home garage workshop.

Starting as an apprentice in his home town of Halifax, West Yorkshire, and after completing his national service in the RAF, he commenced a career selling Massey Ferguson tractors, opening his own dealership. Always set to rise up the ranks, he went on to become Sales & Marketing Director for the American owned International

Harvester Group and, later, Sales Director for a paper pulp company called Vernon’s in Bolton, Lancashire.

Peter retired on his 65th birthday in 1996 but filled his time with travel and charity work, including being Rotary President, and continued his love of cars. He completely renovated his bright red Triumph TR7 and with much excitement bought his beloved Arnage and joined the BDC.

For Peter and his equally amazing wife, Pat, attending BDC events became a big part of their lives. Peter attended everything; he loved the drives and the friends he made, and we loved him too... we miss you, kid!

• *Due to Covid-19 restrictions, it was not possible for his friends to attend Peter’s funeral service in March 2020. His family has arranged a special memorial service to take place on what would have been Peter’s 90th birthday on 15 February 2021 at St James Church, Wetherby LS22 6RS at 12 noon – all welcome, especially in a Bentley. *

Denis White

24 MARCH 1922 – 2 DECEMBER 2019

Remembered by daughters Alison Ellett and Elaine Hazell



Denis White, a BDC Member for almost 50 years, died last December after a brief illness. Born in Clapham, he grew into a resourceful youngster after the death of his father when Denis was five. Challenging years followed and treats were rare but one unforgettable event was being taken to watch Bentleys racing at Brooklands. On leaving school Denis became a clerk for an accountancy firm based near Mansion House in the City. He cycled there every day from New Malden, even through The Blitz, and recalled once seeing bombs fall and hastily having to seek shelter.

After joining the RAF his hopes of becoming a pilot were dashed when his sight was found to be colour-deficient. In 1942 he was posted to Takoradi in West Africa guiding in US Baltimore and Hudson pilots from Ascension, and direction finding for the station's squadron of South African Wellingtons that were protecting the supply convoys. This role was well suited to his aptitude for accuracy and detail.

On returning home in 1944 he met a Land Girl called Muriel. They married in 1947 and spent almost 70 years together, living first in the Midlands and then for 60 years in Basingstoke. Denis qualified as an ophthalmic optician in 1950 and managed GC Bateman's practice in the town for over three decades, later being appointed Regional Director.

His passion for cars was life-long. A founder member of the Basingstoke Car Club, he modified and successfully

raced a Mini Cooper S, competing in overnight rallies, autocross, driving tests and treasure hunts.

In 1977 he bought a 1936 4¼ Derby as a rolling chassis. This retirement project led to Denis and Muriel's long association with the BDC and the building of wonderful friendships along the way. A decade later came a 1951 Mk VI, also in need of some restoration, giving a choice of vehicle depending on the weather forecast. Myriad joyous trips and events followed, many with the Mid-West Region, to beautiful locations in the UK and Europe and, in celebration of the new millennium, to California. For this adventure the cars had to be shipped from Southampton docks. The stevedore in charge of loading soon realised his skill-set did not extend to Vintage vehicle ignition. Denis, who had stayed to watch, ended up driving them all on board himself!

Denis had a love of all things mechanical. Although he never had any formal training, he installed an overdrive into each of his Bentleys for which he was awarded the Club's Whitlock Trophy for best technical achievement in 2002. There were other awards over the years including one for long service to the Mid-West Region as Secretary, but Denis' overriding enjoyment of his cars came from sitting behind the wheel. He relished solving a problem under the bonnet alongside other knowledgeable Bentley owners and sharing motoring stories at the bar with a beer. Preferably served in a jug with a handle! 🍷

Editor's Mailbox

LE MANS 2003 MEMENTOS – THE FULL PICTURE!

Dear Editor

I have enjoyed reading my October issue of the *Review*, and the item about 'Mementos du Mans' brought back happy memories of the 2003 Le Mans win. I hope you won't mind if I provide a small correction to your article, for the sake of accuracy and for interest.

Bentley Motors established a close relationship with Veuve Clicquot Ponsardin (VCP) when we launched the Bentley 8 at its premises in Reims in 1984. I became a close friend of Comte Édouard du Cauzé de Nazelle, a descendant of the family and brand ambassador to the company. VCP were generous enough to provide a considerable quantity of its 'Carte Jaune' for our use at Le Mans in 2003, including two Jeroboams (double Magnums) for the celebration of a hoped-for victory...

I was in the Bentley Motors customer hospitality pavilion where we were hosting many owners, Club Members, Volkswagen AG board members and others. Many of us had remained awake watching history being made all night, so as the race neared its climax the excitement was enormous! When the two Speed 8s entered the last lap, and an historic 1-2 was all but inevitable, we took the two Jeroboams from the bathtub of ice where they had been chilling and started to open them. I didn't know

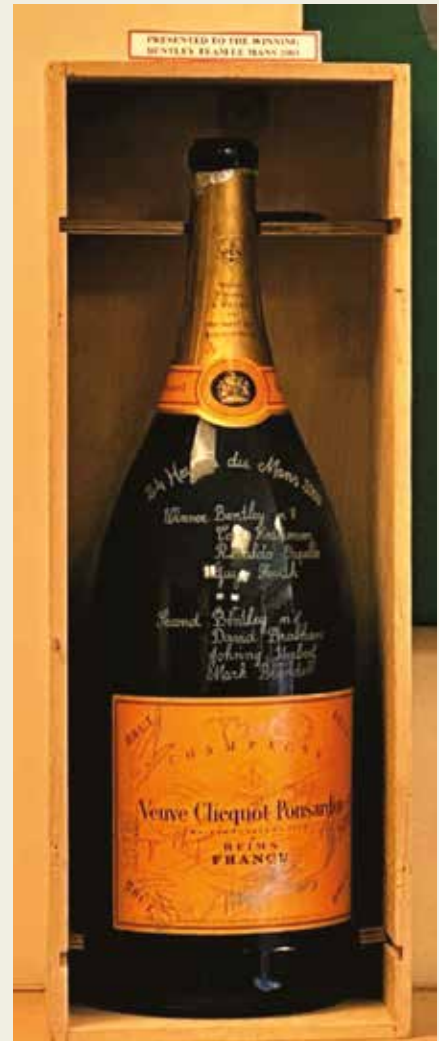
until then how tough it is to extract the giant cork from a large bottle, but we frantically managed to do so in time to make sure everyone had a glass before the two cars passed in front of us to cross the line in formation.

Once both bottles were emptied, I put them in their wooden boxes and placed the boxes on the rear tonneau of the No 2 Birkin Blower UU 5872, parked outside our pavilion. I drove through the swathes of green flags and banners to the Team Bentley enclosure, arriving to congratulate the drivers who were tucking in to their much-needed full English breakfasts. I had a suitable pen for all six drivers to autograph the two Jeroboams.

I then put the signed bottles back in their boxes and into the boot of Édouard de Nazelle's 1960 S2 Continental Flying Spur, to be taken back to Reims for engraving with the race and driver details you can see today. Once we got them back to Crewe I suggested to our Chairman, Dr Franz-Josef Paefgen, that we should keep one and present the other to the BDC, which he enthusiastically agreed to.

So, today, one is displayed in the BDC Clubhouse and the other in The Mews at Rookery Hall, Nantwich, the home of the Chairman and CEO of Bentley Motors, now Adrian Hallmark.

The bottle at Wroxton wasn't



actually presented to or sprayed by the drivers (too big and heavy!). However, I hope you will agree that its history is just as special.

Richard Charlesworth

IN FAVOUR OF CONCOURS AT WROXTON

Dear Editor

My heart sank when I read Richard Parkinson's reply to Tony Tomlinson's request for the Concours to return to Wroxton (*Review* 331). Richard implies that BDC staff can run an event at a location which is a three-hour round trip from HQ for the same cost to the membership as doing it at home, also that the event has outgrown its home at Wroxton. Both these claims seem far-fetched to put it mildly.

More worryingly, we are informed that the event can no longer take place at HQ, a convenient, cheap, central location, because "the Board's aim is to establish the Concours as a truly grand affair".

Why? Where is the mandate for this? I joined the club 25 years ago because I love cool old stuff, enjoy meeting resourceful and talented folks like Tony, and liked the Club's irreverence and the fact that it seemed to avoid

taking itself too seriously. Ron (Warmington)'s oft quoted reminder that "it's only a bloody car club" was music to my ears, as I know it was to many other Members.

The current lurch towards grandiosity, where everything has to be the fastest, biggest, shiniest, dearest and superlative-riddlest, is alienating a significant proportion of the membership. By all means let's have a few dates based on those values for those who like that sort of thing, but the present direction of travel looks like tipping the balance far too far in that direction. The BDC (IOBCC) used to be a very broad and inclusive church, and was all the better for that.

Sadly, for the first time I can remember, we are seeing events described as "exclusive" and without a hint of regret or apology. I just take that as meaning "not you" and skip those listings.

As with so many things in life it's all about balance, and I worry that we're losing ours.

Stephen Blakey

mailbox

Editor's Mailbox



WHITHER 'BENTLEY RANCH'...

Dear Editor

With reference to the *Review* of October 2020, Rodney Kemerer has a sensible article 'The Afterlife of Cars'. I have just read Billy Connolly's *Route 66* in which there is a description and pictures of the Cadillac Ranch (pictured) on the outskirts of Amarillo, where some 10 Cadillacs have been nose-buried at Ant Farm, just like the article's illustration.

However, they are plain painted every now and again by Stan, the owner, and, in the meantime, anyone passing by is invited to scratch, draw, write or spray anything they like on the cars (the full story is also on Google).

I hope that it is not the fate of beautiful Bentleys in the article!

Chris Wheeler

A REUNION ON THE CARDS?

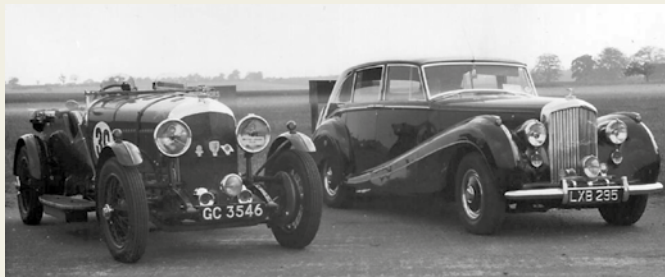
Dear Editor

I read Richard Freestone's *Vintage Outing* with interest in the October *Review*. Harvey Hine's 4½ Litre, XF3519, is 90 this year and I'm glad that she is still going strong.

Here is an image of it when it was merely 21 years old in 1951 at a BDC meeting at Silverstone. It is in company with my HJM 4¼ Mk VI, B88HR, which was then less than a year old. The owner of both cars at the time was Albert Hely and XF3519 was later acquired by the Hine family.

Perhaps the two cars will be reacquainted again one day at a BDC meeting.

Martin C Webster



VINTAGE BENTLEY – THE PERFECT DOG BED!

Dear Editor

This picture shows our dog, Ellie, who, during lockdown, has found that an unused 3 Litre Team Car makes a perfect new upgraded dog bed. Life doesn't get much better!

Carol Medcalf

BEHIND THE MASK – A 2020 SNAPSHOT IN TIME...

The *Review* is rightly regarded as an organ of record, faithfully chronicling the activities of the Bentley Drivers Club and its Members through the years. Pick out any issue and you receive a pretty accurate picture of life at that particular point in time.

And no image more perfectly encapsulates life in 2020 as we are living it right now, both in the UK and around the globe, than this one. Gazing at this shot in, say, 50 or 100 years' time, the bemused reader will undoubtedly question: why is everyone wearing a face mask?

For the record, the K-Pax Racing Bentley GT squad members – like the rest of humanity – are pictured keeping themselves properly protected from the dangers of the life-threatening Covid-19 virus. The photo (courtesy of K-Pax Racing) was snapped during the Intercontinental GT Challenge race meeting at the legendary Indianapolis Motor Speedway in the US during early October.

I wonder if we'll all still be wearing masks this time next year...?

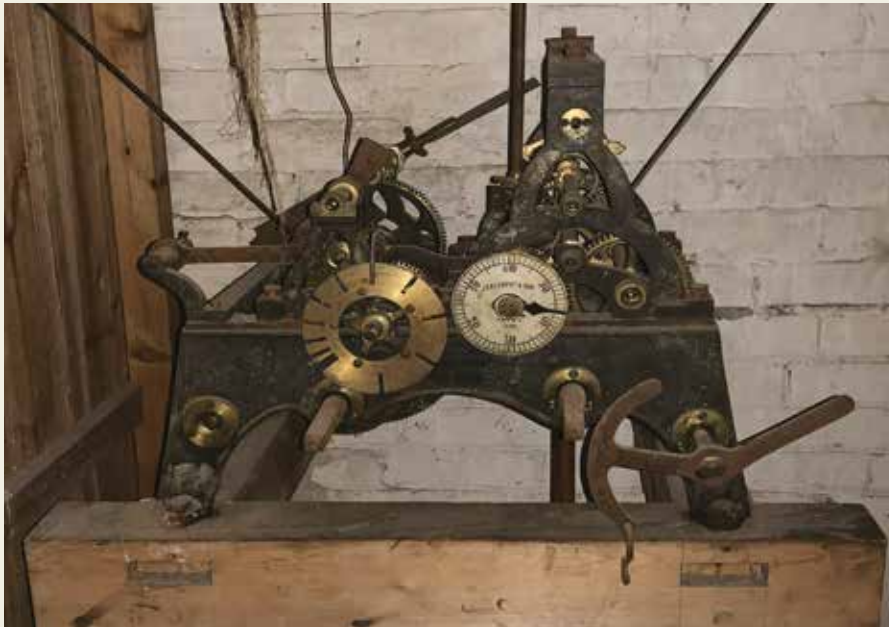




Foundation Corner

This and That

Will Morrison, Archivist, motorhistorica@aol.com



The today unused J T Clement – Tring – clock mechanism which these days resides comfortably in retirement in Hastoe village hall. JT Clement was Frank Clement's father, John Tripp Clement, and the son in the name was John, Frank's elder brother. See the text and the cropped photograph below. (Courtesy of John Popple)

A timely contribution

Following the exposure of the little Clement of Tring pocket watch in Review 331, I received the following email from BDC Member John Popple:

Dear Will - Regarding your article on Frank Clement. A few years ago, I restored Hastoe village hall near Tring which was part of the



Clement heavy engineering. A crop of John Popple's photograph showing clearly JT Clement & Son – Tring 1898. It would be good if a member with an interest in horology could possibly explain the workings. I would happily, if possible in these uncertain times, request a closer look and drive the few miles to Hastoe, which would allow me to take more comprehensive photographs of the works. (Courtesy of John Popple)

Rothschild Tring Park Estate. The original clock mechanism is still in the loft with weights and marked Clement – Tring. The clock [itself] was restored by Smiths of Derby as a modern electric version. Also, I was talking to John Bly who is an old Tring resident when I was in Tring with one of my Bentleys, and he mentioned Clements shop which was sadly demolished in the Dolphin square development.

I could ask the hall trustees about the mechanism and their views on future care of the aforementioned. Kind regards. John Popple. BDC Member

My reply:

Dear John - thanks for the email, and how good to hear from you with this rather exciting news. I wouldn't have a clue as to the size of the 'redundant' mechanism, but if it is truly redundant and not too big, and if it was unwanted (which I doubt), wouldn't it be good to find a home for it at Wroxtton, or am I barking up the wrong tree? I expect that Tring museum would have first choice anyway. All the very best for now, Will

At this point, John kindly sent to me the image above, snapped on his iPhone, and I replied:

Dear John - thank you for sending me this photograph. The old clock mechanism looks comfortable where it is, but I hope that it is not thrown out one day by some unknowing person. I have mentioned in the book text that although Frank had large hands, he was dexterous with them and had grown up with miniature engineering. Well he had, but this is certainly not miniature engineering! Best wishes, Will

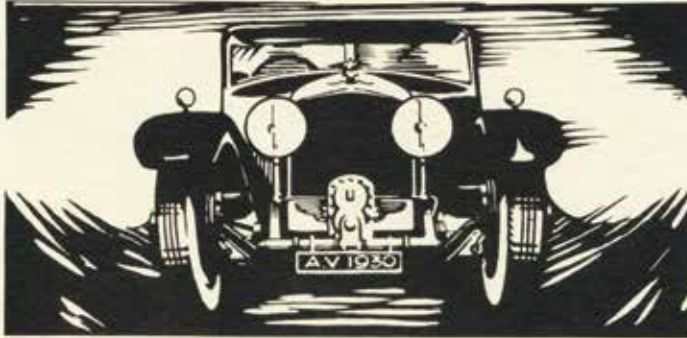
A big thank you to John for taking the time and trouble to contact archives and fill us in.

Never say never

A comprehensive article on supercharging in *The Automobile Engineer* of October 1921 included:



FLEXIBILITY



IN all cases where a specific size of Supercharger is indirectly driven the speed can be selected to give the required output. Providing the correct size of Supercharger is chosen in relation to a particular engine output, it is not essential to gear it up in order to secure high pressure at low speeds. AMHERST VILLIERS SUPERCHARGERS secure this property by accurately determined design and construction.

The AMHERST VILLIERS SUPERCHARGER (fitted standard to the 4½ litre Bentley chassis, have earned favourable comment because of the luxurious smoothness with which their engines run) gives 10 lbs. per sq. in. from 25 m.p.h. in top gear and does not exceed 11 lbs. per sq. in. at the highest engine speeds, although the car is high geared and the Supercharger runs at engine speed

The characteristics of the AMHERST VILLIERS SUPERCHARGER are reliability, silence and efficiency. It will solve your particular engine problems, and we invite your inquiries, which will have our immediate attention.

A page from the stylish Amherst Villiers catalogue, this illustrating a Supercharged Bentley saloon whipping along. Each page had a different heading: 'Service; Science; Simplicity; Strength; Silence; Reliability; Effectiveness; Research; Efficiency; Flexibility, as here; Perfection; Acceleration; Stiffness; Balance; Rigidity; Durability; Regularity; Smoothness; Control; Experimental; Versatility and Supremacy.' (Courtesy of W Morrison collection)

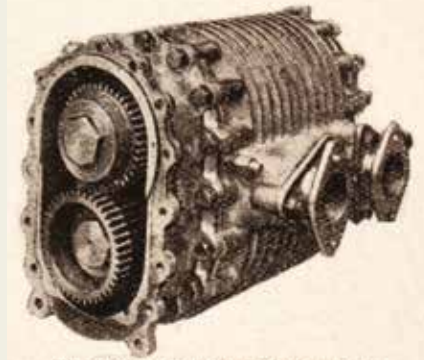
'Generally speaking, violent acceleration is an asset in practically all types of cars, unless accompanied by some undesirable feature...' Although 'undesirable feature' in this case probably refers to something to do with the performance or handling of the vehicle – axle tramp for instance – if it just happened to be a supercharger that it referred to, WO Bentley would, no doubt, have agreed with the sentiment - strongly. See further on in the text for WO's sometime opinion of blowers.

In a well-produced and stylish 1929 catalogue for Amherst Villiers superchargers, reproduced by Eoin Young of Motormedia Publications some years ago, as only 50 had been printed originally, it was recorded that 'In 1929 Villiers had been asked by the then Captain Henry 'Tim' Birkin to design a supercharger for the 4½-litre Bentley he was racing at Brooklands. The car was transformed and Birkin insisted that a blown Bentley should be prepared for his team to enter in the 24-hour race at Le Mans, a race he had won in

1929 driving a Bentley with Woolf Barnato. As Chairman of Bentley Motors, Barnato gave his approval to the idea of supercharging and a production run of 50 identical 'Blower Bentleys' was started.'

Interestingly, the rear cover of the catalogue stated: 'The Rotors and Gears fitted to all our Superchargers are designed by Amherst Villiers Superchargers Limited, and Manufactured by David Brown & Sons (Huddersfield) Limited, under licence from us, and are sold under the name of "David Brown Villiers" Rotors and Gears. The accuracy of "D.B.S." products is recognised by all engineers. Amherst Villiers Superchargers Ltd. Piccadilly House, Sackville Street, Piccadilly, W.1'

At the 1929 Olympia Show, David Brown & Sons took a stand, no. 421. *The Motor*, 22 Oct 1929 noted: 'Foremost in the most recent developments exhibited is the Amherst-Villiers-D.B.S. supercharger unit, which is of the Roots blower-type and employs rotors having ground-generated profiles.'



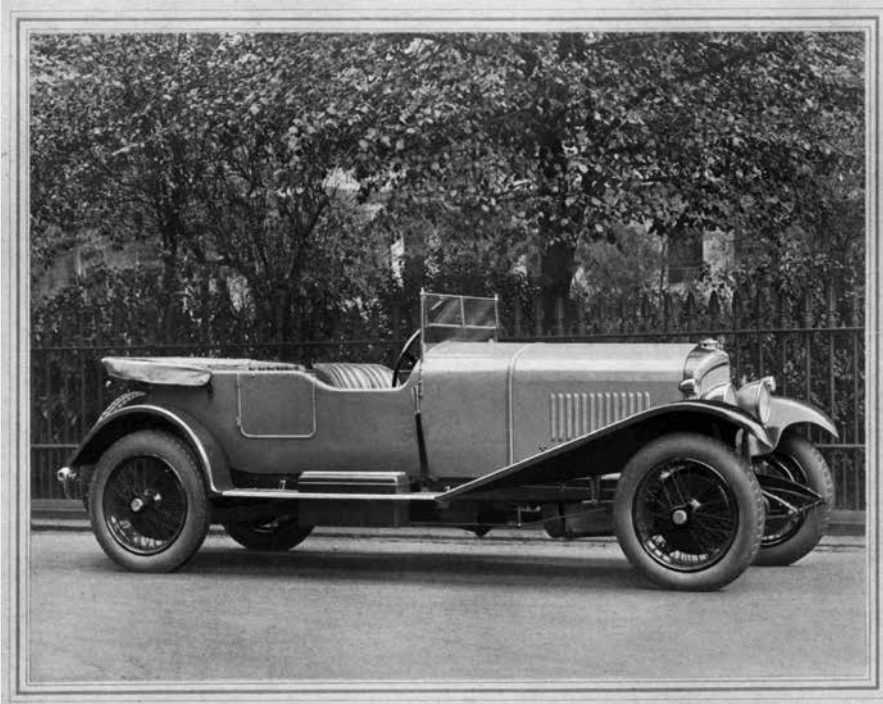
The Amherst-Villiers D.B.S. supercharger unit. (Stand No. 421.)

The DB. supercharger unit, majoring on the DB gears. The Motor, 22 Oct 1929.

Outclassed

Birkin's wish for more performance is said to have surfaced as he had felt totally outclassed in his 4½-litre Bentley by the various supercharged Mercedes which he ran against during the German Grand Prix at the Nurburgring on 15 July 1928, as well as by the products of other motor car factories which were taking up the supercharger. It is therefore recognised that Henry Birkin was the main instigator of the Blower Bentley, it is said much to WO's disgust, the latter believing that supercharging was not 'pure' engineering and that increasing engine capacity was the best way to extract additional power from an internal combustion engine. As recorded in *Blower Bentley*, WO, in reference to Birkin, commented: 'His gaily vivid restless personality seemed to be always driving him on to something new and spectacular, and unfortunately our 4½ Litre car was one of his targets.' However, in earlier days, according to Dr Benjafield, he had not been averse to musing in an open-minded manner over the extra performance that such an addition would make; this, no doubt, a natural thought process for any interested and forward-thinking engineer.

The Bentley above is not a Supercharged model, but the standard 4½-litre which led directly to the 'Blower' that so many people revere, although of course the chassis and engine internals were modified and strengthened where necessary. This piece is in no way a comprehensive look at the history of the Supercharged 4½-litre Bentley – that has been more than adequately covered in a number of volumes, not least Clare Hay's recent *The History of Bentley Motors* and her older volume *Blower Bentley*, but describes a recent discovery which revealed long lost **undeveloped negatives**



Sporting Four-Seater, £1,295. This is a very attractive design following the well-known lines of the Three Litre model. The bodies are covered with fabric, ensuring lightness and flexibility, but can be supplied to order with aluminium panels, if required. Three doors are fitted, the hand brake lever is outside and the front seats are separate and adjustable. An efficient set of side curtains is included, stored when not in use behind the rear squab, a tonneau cover for the rear compartment is supplied and the spare wheel is carried on a strong bracket over the petrol tank. The screen is straight with divided top half and fitted with Triplex glass. A reasonable choice of colours both in the fabric panels and leather upholstery is available.' This illustration and caption appeared in both the 1928 and 1929 Bentley 4 1/2-litre catalogues.

of one of the 50 production 'Blower' Bentleys, chassis MS3938, as she was in 1946. Remember what has been written in these pages in the past concerning those dusty shoe boxes in the loft, grandfather's unopened small leather suitcase and numerous other hiding places in our houses? Never say never, as they may reveal a long-lost and worthwhile treasure, just as happened here.

Back a few years to 1922, when plans for the Le Mans race were discussed

The rules of the Le Mans race were enshrined in the original outlines worked on by the founders of the 24-hours race, the motoring journalist and long-term editor of *La Vie Automobile*, Charles Faroux, the secretary general of the Automobile Club de l'Ouest, Georges Durand and Émile Coquille, who represented Rudge-Whitworth in France. When the three men met, it is said at the 1922 Paris Motor Show, Faroux proposed an eight hours race, half of the event to be held in darkness. At this point, Durand was far more adventurous and exclaimed "Why not 24 hours?" And so the seeds of the classic Le Mans race were sown. Later on, when Henry Birkin realised that more of his successful fellow competitors'

cars were supercharged, and that supercharging offered an 'easy' way to become more competitive provided the base elements of the engine were stout enough, he formed Birkin & Couper Ltd with Mike Couper in Welwyn. However, as the original idea of the three founders of the Le Mans race was that the race would be limited to production touring cars, Birkin had to be able to demonstrate that this was the case with the supercharged Bentley, and hence Woolf Barnato's decision mentioned above.

Georges Fraichard's book *The Le Mans Story*, translated by Louis Klemantaski, spelt this out in simple terms: '(1) Entries were limited to cars conforming strictly to the description in the ordinary catalogue published that year by the manufacturer. (2) The vehicle had to carry bona fide touring bodywork and be submitted to an examination by a jury, and to be equipped with wings, running boards, headlamps, tail and side lamps, hood, horns and rear-view mirror. (3) Excepting cars under 1,100 cc, whose bodywork was to have two seats, all vehicles were to be fitted with four-seater bodywork.'

In the end, Birkin and Couper's operation at Welwyn built five Birkin Blowers, although only four of them

were raced. However, as suggested above, the way to homologation for Birkin's Le Mans entry lay in the production by Bentley Motors of 50 examples of the famed Blower Bentley. Keeping the first of the above Le Mans guidelines in mind, two pages in the 4 1/2-litre Bentley catalogue, No. 30 Issued October 1929, were made over to presenting the production supercharged 4 1/2-litre car.

The production Blowers

THE SUPERCHARGED 4 1/2 LITRE MODEL
Designed for the super-sporting enthusiast

AS the result of experiments extending over a long period the Company has decided to produce a super-charged edition of the famous 4 1/2 Litre Model. The additional unit obviously enhances the car's performance but this is of such a high standard on the ordinary chassis, that the appeal of the new type will be to the super-sporting enthusiast whose delight it is to possess just that "little bit extra."

The engine has of course been altered in many respects in order to deal reliably with the increased power provided.

The crankshaft is of a new and heavier design and the crankcase has been strengthened. A different type of camshaft is employed while special con rods giving greater strength are adopted with special pistons designed to disperse the extra heat necessarily generated.

The drive of the supercharger is taken from the front of the crankshaft through fabric joints to one shaft of a two-rotor Roots-type Blower which is fitted in an aluminium casing between the front dash screen below the radiator, which has been redesigned for the purpose.

The super-charger is arranged so that the lubrication system of the engine feeds the gear wheels which drive one rotor shaft from the other and also supplies enough for the rotor blades themselves.

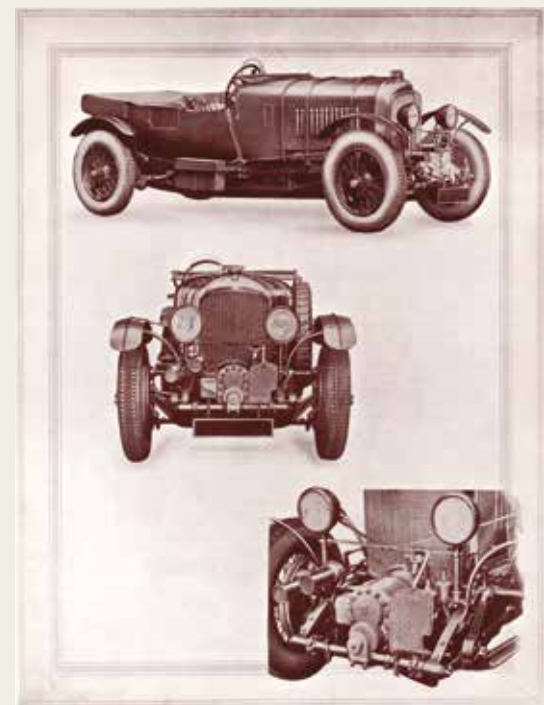
Two carburettors are fitted on one side of the casing through which the super-charger obtains mixture and expels it on the other side under pressure to a pipe carried right up to the intake ports of the cylinder block. A series of spring loaded safety valves are arranged in the inlet pipes in order to safeguard it and the supercharger should a blow-back occur.

Twin S.U. Carburettors are employed, a Revolution Counter is included, and 33x6.00 tyres are fitted. The back axle ratios are 3.3 to 1 or 3.53 to 1.

In other respects the specification is the same as that of the Standard 4 1/2 Chassis on page 14.

In accordance with usual Bentley policy this model has been tested in road races during 1929, and as results show, has proved to be highly satisfactory.

The supercharger is the "Amherst Villiers Mark IV."



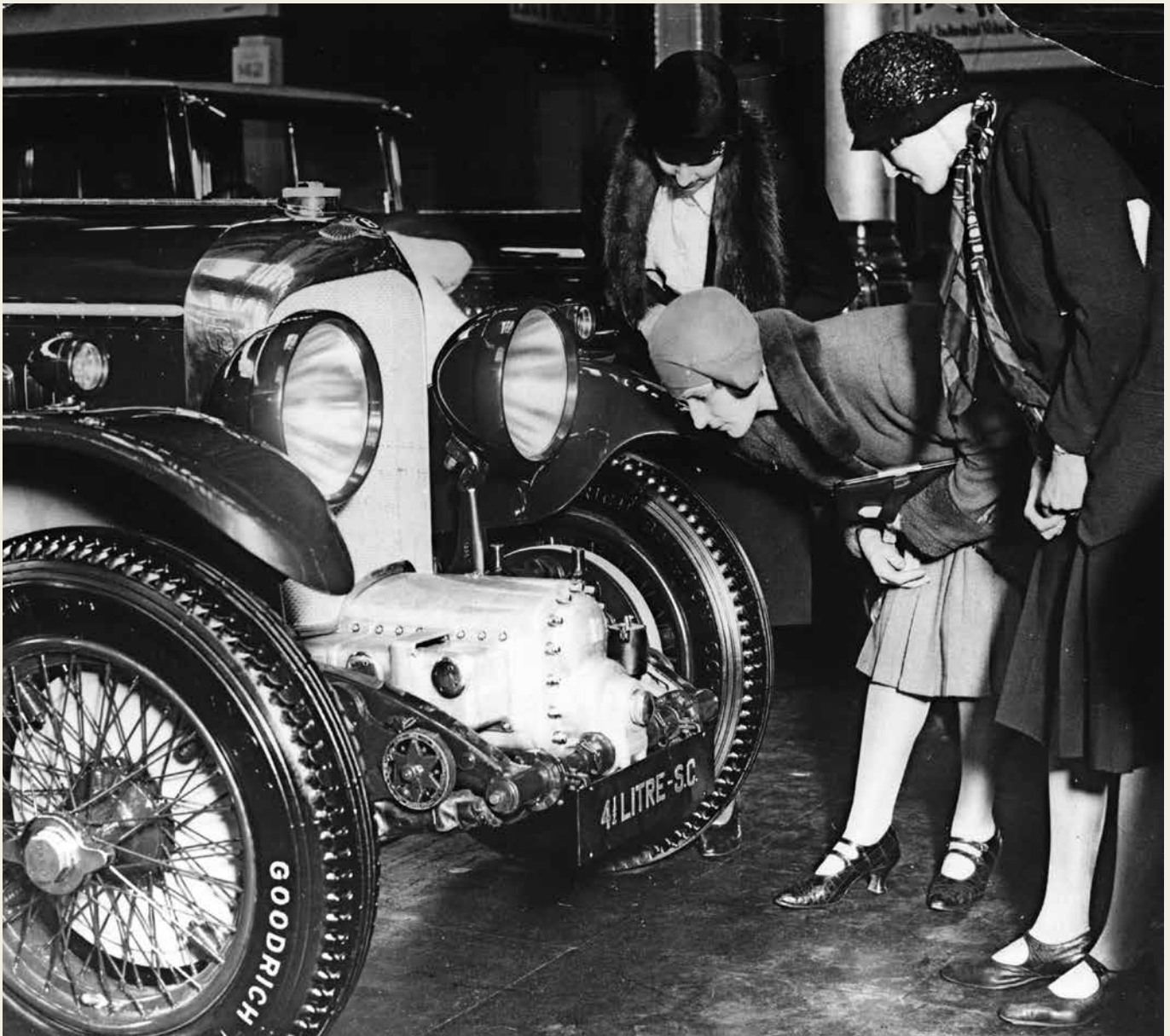
Two pages from a 1929 4 1/2-litre catalogue, a rather low-key presentation of the production Supercharged model, but enough to satisfy the Le Mans regulations as spelt out above in Fraichard's book.

Vanden Plas body 1628

Knowledge of the make-up and finish to the body on the Supercharged 4½-litre Bentley in the above photograph is helped by having a copy of the original Vanden Plas body order 1628 in the Wroxtton Archives. Although the Vanden Plas records initially record body 1628 as allocated to chassis 'SM3901, Olympia Show,' there was obviously a change of plan, as SM3903 would appear to have received body 1628 and was shown at the Olympia Motor Show that year as noted by Hay in a number of publications. Body 1628 in the above photograph was reported as being a

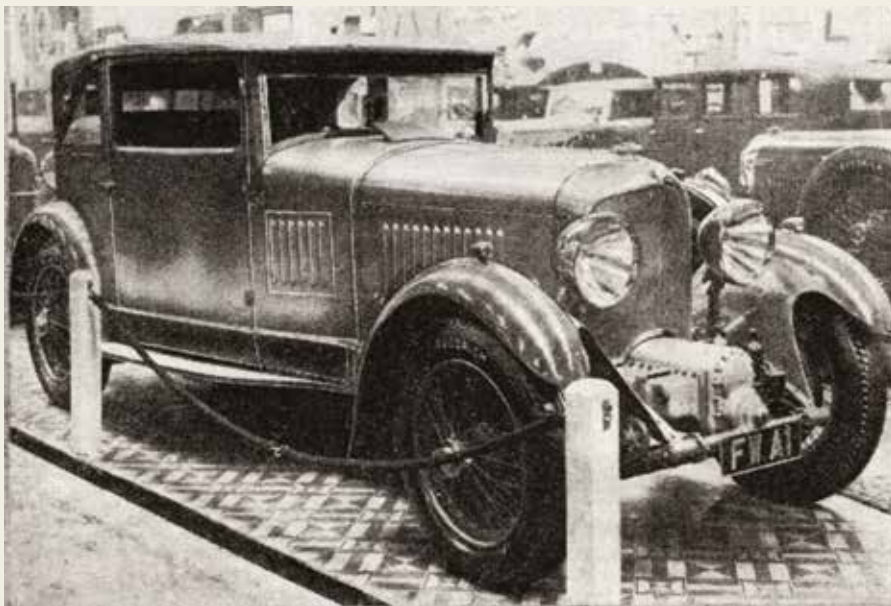
'Sports, Weymann fabric sprayed Le Mans green; hood, tonneau cover and side curtains in black mohair, with edges... in leather to match upholstery.' The upholstery was to 'match fabric', which meant green leather. The 'bead' around the body, here visible on the bonnet top above the hinge, was to be sprayed to match Dockers champagne (see below) *'Bonnet, chassis and tops of wings to match fabric. Underside of wings, brake drums and inside of dumb irons to match Dockers champagne as... attached. Wheels stove enamelled green to match fabric. Fineline top of dumb irons and louvres to match Dockers*

champagne.' All lamps were to be cellulosed, presumably in Le Mans green, and the four locking rings were to be nickel plated. Finally, a special aluminium shield was added to the build specification. The cost – nett – at the top of the sheet was entered as £185 for the production of this body, although the figures for invoice 9346, either £181.8.4 or £191.8.4 (but not clear), and 9417 at £11.15.0 at the bottom of the sheet totalled more than that quoted at the top. Dockers Paint of Birmingham was, by 1929, in the hands of the well-known paint maker, Pinchin Johnson & Co.



Interested observers of the Supercharged 4½-litre Bentley when presented on Bentley Motors' stand at Olympia, 1929, or was this a posed photograph with paid models? Almost certainly the latter, and surely the lady in front could have polished her shoes for the 'shoot'. Also almost certainly, because there was at least one other photograph taken at the time of the lady wearing the fur at the back of this image looking under the raised bonnet on this side, and oddly, although the white painted Goodrich on the tyre was by then at the top as if the car had been rolled back to keep the tyre maker's name visible, the type of 'Goodrich' looked to be less distinct and thinner than shown here. That thinner type could, of course, be out of the picture here, with the car rolled forward for the photograph in question. This is said to have been chassis SM3903, that chassis fitted with Vanden Plas body no. 1628. See specific details of the body in the text. The designer of the supercharger, Amherst Villiers, was thoroughly annoyed and stirred to action due to his name having been removed from the supercharger body, but that is another story, well covered in Hay's book from 2001, Blower Bentley – Bentley 4½ Litre Supercharged. (Courtesy of W Morrison collection, this print from Roger-Viollet, Paris)

Freestone & Webb Supercharged show exhibit



At Olympia in 1929, there were two Supercharged 4½-litre Bentleys to be seen, the Vanden Plas bodied car on the Bentley Motors' stand (No. 130) and this Weymann (patent) two-door high-waisted close-coupled 'Grafton' coupé on Freestone & Webb's own stand. This car was chassis SM3902, finished in Greylgrey with Brown upholstery. In other records, the car is recorded as a 'grey fabric 2-door sportsman's saloon,' thought to have had the involvement of Kensington Moir & Straker, and sold new to Miss EM Unwin. It is certainly a very sporting saloon with neat domed wings and a no-nonsense look, although the panel on the scuttle side sitting proud of the fabric, including the louvres, looks untidy to this eye. The registration plate means nothing other than Freestone & Webb A1! (The Autocar, 25 Oct, pg. 930)

SM3901 and SM3903 move on and Stanley Sedgwick gets a mention

SM3901 was sold in April 1930 to Sir Duncan Orr-Lewis of Whitewebbs Park, Enfield; White's Club, St James Street and other addresses, fitted with Vanden Plas body 1639, a black Weymann Standard Sports.

SM3903 was noted as a showroom demonstrator by Hay, and doesn't appear to have been sold to its first retail customer, John Weston Adamson, until sometime in early 1932 having been 'passed

off Final Test' on 26 April 1930. John W Adamson (1904-1977) was the son of a ship owner, John Weston Adamson, and his wife, Lily May, and was a shipping director of either SP Austin & Son or W Pickersgill & Sons, these two firms later merging in 1954. The Middle Docks Engineering Co and Westwick Steamship Co, Westoll Ltd are also recorded in regard to Adamson. After the merging of Austin & Pickersgill in 1957 the firm was taken over by a consortium of three companies led

by London Overseas Freighters, an ocean-going merchant shipping company. As a great coincidence, Stanley Sedgwick (1914-1996), a past President of the BDC and a man still very well remembered within the Club, started working at LOF in 1949 as Company Secretary, progressed to Assistant Managing Director in 1965, Managing Director in 1976, Deputy Chairman in 1978 and Chairman in 1983, retiring from this post the following year.

A welcome photograph of the 4½-litre Supercharged Bentley chassis MS3938

In early 2019, a friend, Paul Mostyn, mentioned that his great uncle, Herman St Michael de Trafford, had owned a Blower in the 1930s and 1940s and that he thought that he had a photograph of the Bentley in an album. Up to this point, to my knowledge, no photograph of MS3938 as original was known to exist, although there is a twist to this tale in regard to the (additional) photographs we now have. True to his word, Paul later contacted me with the news that he had found the photograph and would I like to call over with my scanner. Nothing would have stopped me.

Later, I received an email from an excited Paul Mostyn, which started with the words 'Excitement, excitement. Whilst looking in an old case, my brother came across an **undeveloped film**. It was clear that the pictures came from about 1946...'

To be continued in Review 333.

Remember – **if it moves, oil it!**



This was the first photograph of his great uncle's Blower Bentley found by Paul Mostyn in a family album. The size of the Bentley in this old photograph was challenging to say the least, but the image was scanned at 1200dpi and this gave some idea of how the car looked in Herman de Trafford's time (see the crop below), although, as subsequently determined, by this time the body had been added to. (Courtesy of Paul Mostyn)



This crop into the Mostyn family's first photograph of MS3938 shows what looks to be a fixed head two-door body with landau irons. However, the body reported to have been fitted to that chassis, or at least the body intended to be fitted to that chassis, was recorded on Bentley Motors' service record for MS3938 as a **4-Seater Open Tourer** by Mayfair. On the left of this image is an odd darkish round feature that looks as if it is a huge tyre sitting on the front wing, and for some unknown reason there appear to be two headlamps close together on the left of the car, both these intrusions presumably down to a camera fault at the time. Note the wartime white-painted extremities to the rear wings. This house was The Mill House, Elford, near to Harlaston and north of Tamworth, in May 1946.

What the Foundation Does: Accept Donations

By Ian Scott and 'Inquisitor'



The picture entitled 'Four-door Touring Saloon body on Bentley chassis, 4¼ litre'

We were recently contacted by Mrs Sophie Shoemith and offered this magnificent presentation drawing of a Derby Bentley as a donation. It belonged to her late father, Mr Colin Edwards MBE MC, who was a director of the Pressed Steel Company, based at Cowley on the outskirts of Oxford.

This original rendering is technically known as a solid colour presentation drawing and measures about 11x19 inches/280x483mm. It's number 13 in a set which the London coachbuilder Thrupp and Maberly prepared for its superb 1936-7 brochure, where the drawings were included as a set of separate cards, each about A5 in size. Unusually for the era, we probably even know who was responsible for these works of art, because a "Mr Shepherd" was the Colour Draughtsman at Thrupp and Maberly in the late 1930s.

Can we narrow down the actual Bentley shown? It's certainly intended to depict a design for Thrupp and Maberly's popular Touring Saloons of the late 1930s, but is not an exact match for either of its standard designs of the era, B/1122 and B1276. (The closest comparison is probably with a Rolls-Royce 25/30, chassis GRP68, bodied by Thrupp and Maberly in 1937.) Mr Shepherd was clearly a talented artist and allowed himself considerable licence to produce an impressionistic, dramatic view to enthuse and inspire potential customers; as was common practice at this time, the aim was to capture the spirit of the design rather than the somewhat more upright reality!

And how did a director of Pressed Steel come to own a Thrupp and Maberly drawing? Thanks to our generous donor, we have clues. Our rendering belongs to a set which is understood to have hung in the directors' dining room at Cowley; at least one more of the set, also prepared for the 1936/7 catalogue, survives and is now with the grandson of another Pressed Steel director from the same era. Although Pressed Steel was a subsidiary of the British Motor Corporation, producer of Austin and Morris cars, the company also made bodies for other British car manufacturers,

one of which was the Rootes Group, the owner of such long departed British marques as Hillman, Humber and Sunbeam – and also of Thrupp and Maberly, which the Rootes brothers had bought in 1925. We believe that the set of renderings was presented to Pressed Steel by the Rootes Group and that it was later dispersed among the directors in one of the numerous reorganisations that convulsed the British car industry of the 1960s and 1970s.

Coincidentally, another Pressed Steel customer was the Bentley and Rolls-Royce factory at Crewe, for which Pressed Steel manufactured the standard saloon bodies from 1946. During the late 1960s Mr Edwards, the father of our donor, held responsibility for Cowley's output for Crewe.

This drawing is a fine addition to the Foundation's archive at Wroton and we are very grateful to Mrs Shoemith for offering it to us.

Do you have any interesting Bentley drawings, brochures, catalogues, handbooks, manuals or other items that you would consider donating? The Foundation is always eager to ensure that its holdings are as comprehensive as possible and is particularly interested in adding post-war material from all eras of Crewe production. If you can help, please contact the Foundation office.

Merry Christmas and a Happy New Year

The WO Bentley Memorial Foundation and the Foundation Corner team would like to wish all

of our readers a Merry Christmas and a Happy New Year.



This picture of a 3 Litre Speed Model was drawn for the BDC by John Dunscombe and used on the Club's 1972 Christmas card.

QUIZ TIME

Mastermind!



Ease the stress of lockdown by testing the old grey matter with our special puzzle section – comprising a challenging quiz and The Sedgwick Game. See how you get on! Images: Courtesy of various sources

QUIZ

How well do you know your international road signs? See if you can work out what each of these 12 signs means.



THE SEDGWICK GAME

Using the article in *Review* 329 (pages 64-65) as a handy guide, try to decipher the message and supplementary questions in each of these five games.

Game 1

Encoded message
4680172614 6242099668 5525201033 2844892700
5149617526
Decode key
2372121210 5338898863 5120020808 2129741381
5037567526

Game 2

Encoded message
9188426095 4556757702 8967974700 2770801648
3380882017 4632559459 0691014151
Decode key
6880275690 2647686397 8547894298 1555571130
2466690016 3420547450 9177014151

Game 3

Encoded message
6210450213 9154503402 4140349643 9742170238
1042976691 9063909295 8209955755
Decode key
3902448288 8653323093 3739329129 7730127732
0124784668 8149788782 8195765755

Game 4

Encoded message
7408163589 5939931638 2596402625
7534828924 5741403142 3491278845
Decode key
5100112185 5035779923 2175370616
6020636923 3921391139 1686048345

Game 5

Encoded Message
3091167831 3633972772 4885209587
0462419299 2953665096 8326683098
Decode Key
0783116427 2729952258 2873157081
9544227294 1533613284 7813671679

How well did you fare? Check out the answers on page 79

here & there

Here & There



MIDLANDS REGION

ANNUAL GENERAL MEETING AND COBWEB RUN 12-13 SEPTEMBER 2020

Words: Tom Commander. Photos: Chris Bassano and Sorrel Ireland Photography



The summer Gala Day at Cubberley House was the highlight of the Midlands Region's 2019 calendar

The 70th Annual General Meeting of the Club's oldest Region was held on Zo0000om. Although the turnout was disappointing, a lively meeting took place, with, to the Chairman's eternal relief, no contentious issues.

The Region had a great year in 2019, with the Gala Day at Cubberley House being the highlight, over 100 cars attending an entertaining day at Dean & Sabine Kronsbein's beautiful home near Ross on Wye. Barbara Haig did an amazing job at organising this and was rewarded with the Stan Chapman Trophy.

Ian Harris organised seven separate days out, ranging from a visit to Martin Baker Ejection Seats to a fascinating tour 'inside' Bicester Heritage and an amazing day at Rolls-Royce Heritage. All Ian's events incorporate a decent lunch enabling the day to be a mix of social and education.

Andrew Butt acted as Secretary all the way from San Francisco, but whilst remaining on the committee is retiring and so we have sought a replacement. Anthony Belcher's careful management of our income and expenditure has left us with a profit once again and some cash in the bank to see us through what may be tricky times. He is also retiring after NINE years in post. Well done Anthony. Is there an accountant out there able to help?

Richard Meere continued to run his monthly lunch sessions in Staffordshire despite health problems. He very sadly lost his wife to cancer but has bravely said he will continue to organise the events. He was the recipient of the Stan Terry pot. Ian Douglas, who arranges our evening noggins, will continue as well – Ian must now be one of the longest serving committee members in the BDC. We were delighted to welcome Adam Howells on to the committee.

- The Midlands Region has organised a **Cobweb Run** for over 20 years now, the idea being to brush the cobwebs off the car in the spring!

This year Covid-19 dictated it was to possibly mark the end of a season of inactivity! We decided to go for it with a maximum of 30 people allowed, and were pleased to welcome 28 people in 15 cars to the Anchor Inn in Leek Wootton for a bacon sarnie before leaving at one-minute intervals to follow a detailed route through some attractive Warwickshire villages that many of us hadn't visited before.

We stopped at the Moat House in Alcester for a coffee, enjoying beautiful sunshine in the gardens, before setting off for another 25 miles or so to Ilmington and the Grumpy Frog (I reckon it's the UK smallest distillery being run out of a small double garage!). We all had a taster of its many gins and cognacs before popping to the Howard Arms for an excellent lunch.



Chris Bassano's 1939 Derby 4 1/4 Open Tourer



Jeremy Snowden's 1925 3/4 Le Mans Replica in front of the 1953 R Type of Graham Stevens



Smile for the selfie! Chris Bassano, James Lea and friend Jack



The Stratford-upon-Avon Herald reported on the Ilmington distillery visit

Good fun day out in our cars, ranging from a 4 1/2 Litre through to three lovely Derbys, a Continental R, a couple of Mk VI Specials and a few Continental GTs and GTCs... all dwarfed by Grant Charlesworth-Jones' new Rolls-Royce Phantom.

Here & There

MID-WEST REGION

PICNIC

13 SEPTEMBER 2020

Words: Johnnie Winther. Photos: Terry Unwin and Carole Snook



Horton Tower provided a splendid backdrop to proceedings

“Oh, what a beautiful morning; oh, what a beautiful day” this writer warbled as he set forth to join other Mid-West Members for a picnic, the first gathering of the Region since lockdown in March.

With a voice like mine it was fortunate this was masked by the excited chatter of the 3-litre engine fresh from its recent rebuild. My steed seemed to relish its freedom for an unaccustomed spin to Horton.

I had never heard of Horton, buried as it lies amidst lovely Dorset countryside ‘far from the madding crowd’, actually overlooked by a folly – an old tower which featured in the film of Thomas Hardy’s great novel.

Chairman Terry Unwin had noticed the Horton and Charlbury village hall some while ago and suggested it for the Region’s annual BBQ. With plentiful parking, an attractive vista looking across at Horton Tower and space to eat al fresco, or inside if necessary, it was booked for this purpose.

With the subsequent postponement of the BBQ for the obvious reason, Terry agreed with the hall’s committee that we could hold a picnic there for 30 Members.



Early arrivals (l-r) Johnnie & Auriel Winther, Chris & Carrol Pack and Wendy Unwin. Wendy is standing alongside the 1952 Mk VI Standard Steel Saloon she and husband Terry own



Members tuck into their picnics in the grounds of Horton and Charlbury village hall

With one disappointing late withdrawal, the occupants of 14 Bentleys, from WOs to the latest Crewe splendours, arrived in brilliant sunshine to set up chairs and picnic tables (the mandatory social distance apart!). Wine circulated courtesy of the committee.

It was a lovely experience to be able to at last chat (at arm’s length) with chums and to admire each other’s motors, bask in the brilliant

hot sunshine, and each enjoy our own picnics.

All too soon it was time to pack up and 28 happy souls headed homeward. For this writer an added bonus was a scenic drive in the afternoon sunshine taking in the numerous hairpin bends on the descent of the famous Zig Zag Hill near Shaftesbury, good exercise for the arm muscles with the absence of power steering.

here & there



Here & There

NORTH-WEST REGION

SUMMER DRIVE AND CONOURS

23 AUGUST 2020

Words: *Review*. Photos: Alex Reid Entwistle

With the Covid-19 lockdown restrictions easing in late summer, the North-West Region took the opportunity to get back out on the roads.



David Price at the wheel of his 3 Litre Vanden Plas Replica Open Tourer



Alex Reid Entwistle's 1949 Mk VI Park Ward Convertible



Carol & Rob Atkinson, who hosted the start of the Summer Drive from their Ramsport business




Shaun & Eleanor Dixon's 2007 Azure Convertible leads Terry Davies' 2017 Continental GT on the summer drive

Its Summer Drive started from Club Member Rob Atkinson's Ramsport premises, near Ruthin in North Wales, and took in a scenic route around Denbighshire and Flintshire before venturing onto the Wirral peninsula.

The Conours – a popular annual feature on the North-West Region summer calendar – was judged in the picturesque grounds of Thornton Manor in Cheshire under the

jurisdiction of chief judge Alex Reid Entwistle and featured an array of gorgeous models.

The main prizewinners were Mark Venezia, who journeyed up from London in his 2011 Continental GT and claimed the Best in Show award, and Tim Nelson, whose 1997 Continental T Mulliner/Park Ward received the Ladies' Choice. 



Prize guy! Mark Venezia (Continental GT) shows off his Best in Show Conours award



Tim Nelson's 1997 Continental T Mulliner/Park Ward was the Ladies' Choice winner

Here & There

SOUTH-EAST REGION

'BLOW AWAY THE COBWEBS' ROAD RUN AND PICNIC 6 SEPTEMBER 2020

Words: Peter Wilson. Photos: Roger Hood and Author



Loseley House in Surrey

In July, Regional Chairman Harry Waddingham and the South-East committee decided we had all been inside far too long and made an informed decision to take our Bentleys for a drive, subject to strictly adhering at all times to the Covid-19 guidance issued by the UK Government.

Dr Roger Hood prepared a 48-mile route through Surrey and West Sussex followed by a lunchtime picnic all in an appropriately socially distanced way.

The road run started from Denbies Wine Estate in Dorking. Some 22 Members' cars were assembled in a designated parking area together with 43 Members and guests.

Chief marshal Brian Hudson gave each driver printed details of the route, with the respective mileage between the six sections. At 11.10am the first group of six cars was dispatched followed at five-minute intervals by further groups of six, five and five.

The destination was Loseley Park, south west of Guildford, which was provided by the kind permission

of owner Michael More-Molyneux, the Lord-Lieutenant of Surrey. On arrival we were directed to the large lawn in front of Loseley House on which we parked in two parallel half circles. Very soon picnic tables and chairs were being unloaded and assembled ready for the picnics to be served.

The house is surrounded by a walled garden with beautiful flower gardens and an organic vegetable garden. The estate spreads over 1,400 acres of farmland, woods and parklands from the southern slopes of the Hog's Back to the outskirts of Guildford. The story of Loseley Park began with the purchase of the Manor of Loseley during the



South-East Chairman Harry Waddingham presents a charity cheque to Michael More-Molyneux, owner of Loseley Park



David & Pat Rolfe enjoy lunch, in the company of event organiser Dr Roger Hood (left)

reign of Henry VII. As Sheriff of Surrey and Sussex, the purchaser, Sir Christopher More, was a man of considerable influence and power, yet it was his son, Sir William More, also a direct ancestor of the current owner, who first started building Loseley House in earnest. The link has remained unbroken for 500 years and continues today as the home of the More-Molyneux family.

In appreciation of allowing our cars to be parked on his lawn, Harry presented Michael with a cheque for £500 payable to his charity, Shooting Star Hospice for Children.

After the presentation, everyone returned to their tables to enjoy lunch and relax in the warm sunshine before returning to their respective homes. 🐾



The party prepares to head off from Denbies Wine Estate for the run, with the Continental GTs of Michael Pratt (right) and Tony Covill to the fore



Eva & Brian Hudson take lunch at Loseley Park

here & there



Here & There

ROUND-UP

ZEN AND THE ART OF...

What's Stuart Anderson up to? And why does he appear to be wielding a screw driver the wrong way round?!

The classic endurance rally expert was snapped fettling the engine of his Derby 4¼ on the recent HERO Challenge Three rally in the West country (see page 61), in which he took part with daughter Emily.

Image: Courtesy of Mike Griffin Photography



TELL US A TALE, GEORGE!

The celebrated statue of Swiss folk hero William (Wilhelm) Tell stands above BDC Member Roland Frey's 1928 4½ Litre Le Mans Replica (aka George) in Altdorf, Switzerland.

Roland and wife Helen visited the monument prior to tackling the Klausenpass – which hosted a famous mountain race many years ago – in the Swiss Alps.

The couple enjoyed taking George on several trips during the summer, clocking up more than 3,500 trouble-free miles around Germany, Switzerland and Austria.

Image: Courtesy of Roland Frey



MIDLANDS' 70TH BIRTHDAY GIFT

Regional Chairman Tom Commander proudly shows off a commemorative card and a bottle delivered to the Midlands Region to mark its 70th anniversary, kindly sent by the East Midlands Region.

The card reads: *To the Committee of the Midlands Region of the Bentley Drivers Club on your 70th birthday! With all very best wishes from the Committee of the East Midlands Region.*

"A huge thank-you to (Chairman) Jeremy (Marshall Roberts) and all in the East Midlands," said Tom, who quipped: "I'm staying in so as not to miss deliveries from the other Regions!"

Image: Courtesy of Tom Commander



MASTERMIND ANSWERS From page 74

The Sedgwick Game

Game 1: Message: When did the Derby go on sale.

Supplementary answer: 1933

Game 2: Message: Who designed the Blower installation.

Supplementary answer: Amherst Villiers

Game 3: Message: What year did a Bentley first win Le Mans.

Supplementary answer: 1924

Game 4: Message: When did production start at Crewe.

Supplementary answer: 1946

Game 5: Message: When did Bentley first enter Le Mans.

Supplementary answer: 1923

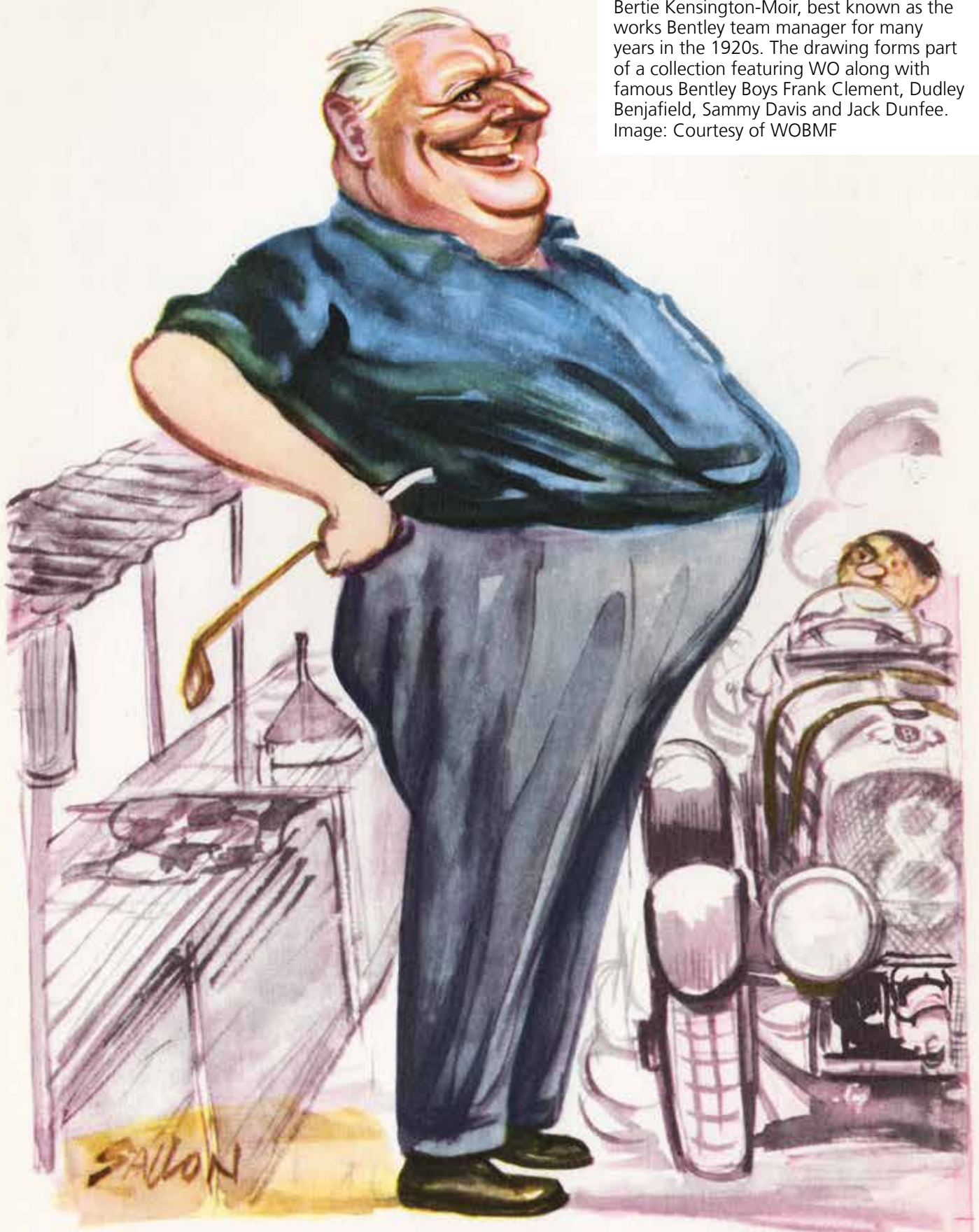
Quiz

Road signs: 1. Beware thin ice – Finland, 2. Tunnel ahead – Italy, 3. End of minimum 30mph limit – UK, 4. End of all restrictions – Iceland, 5. No parking after 16th day of the month – France, 6. Beware tanks crossing – UK, 7. No vehicles carrying explosives – UK, 8. Keep a safe distance between vehicles – Spain, 9. No vehicles carrying dangerous liquids – Germany, 10. Beware of fog – Czech Republic, 11. No overtaking by HGVs – Slovenia, 12. Beware of strong crosswinds – Canada

The Finish Line

CAR-TOON FUN 5!

In this issue, we conclude the cartoon theme we've been running in the last few issues of *Review*, with the last in our fantastic series of caricatures, wonderfully drawn by Sallon, the esteemed *Daily Mirror* cartoonist of the 1950s. Here we depict the incomparable one-time BDC Member Bertie Kensington-Moir, best known as the works Bentley team manager for many years in the 1920s. The drawing forms part of a collection featuring WO along with famous Bentley Boys Frank Clement, Dudley Benjafield, Sammy Davis and Jack Dunfee. Image: Courtesy of WOBFM





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Published by Bentley Drivers Club © 2020

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