



BENTLEY

Drivers Club NSW Magazine

The End of the Great Eight



Edition: July / August 2020

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Contents

4
Chairman Chatter
By Gregory May.

8
Member Article
Alan Wellington &
Bentley
*Part I: introduction to
Bentley Life.*

18
Committee News
What your Committee
has been up to during
COVID-19

5
Club Committee
Your BDC NSW Inc. Club
Committee for 2020.

10
Member Profile
Keith Wherry & Marie
Harlend.

19
Tales from Crewe
Part II
By Lloyd Poulton.

6
Editor's Note
By Cameron Blinman.

12
Bentley News
Bentley's Great Eight
finishes Production

Club Marketplace
Items for sale.

7
**Programme
Of Events**
Full rundown of our
events for the year.

16
Charity Dinner
Keith Wherry & Marie
Harlend.



Club Chairman

BDC NSW Club Inc.



Gregory May

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Dear fellow Members,
As you can appreciate, the Covid-19 restrictions have put a stop to the social life of our little Club. Nevertheless, we have continued meetings by way of Zoom, which have been very kindly facilitated by Noel McIntosh. We held a Zoom Committee meeting on Monday 4th May and a General meeting on Monday 15th June 2020.

Be assured that we are working to organise events that may be allowable under the current restrictions as soon as possible.

Sadly, we had to cancel the Concours at Vacluse House on 14th June, and are currently looking at options to re-schedule this most important event. We shall keep you posted of any arrangements via email.

In addition to the above, we have regrettably had to postpone our Christmas in July due to recent, local events down in the Southern Highlands relating to COVID-19. We have issued an e-mail advising further details of this. In relation to refunds / credits from the Bundanoon Hotel. Please phone Mark, Rachel or Richard on 4883 6005. We apologise for the inconvenience this has caused and appreciate your understanding during these tumultuous times.

We are hoping that from August onwards, we can maintain our scheduled events, but we shall just have to be patient and wait for the Government announcements.

As you would all be aware, Marianne Vawser, the wife of the late John Vawser passed away in mid May 2020. Again, due to Covid-19 restrictions only 20 people could attend her funeral. Darren thoughtfully organised to have the funeral live streamed allowing many of us to be with the family in spirit. We honour a wonderful lady and such an important part of John Vawser Motors, who have looked after many of our members over the years.

The good news is that we can again take to the roads in our magnificent machines. The added bonus is that fuel prices are temporarily down. Let us hope that this holds for a while! Wishing you happy & safe motoring,



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Events & General Committee



Editor's Note

While I was unable to attend our Zoom General Meeting, Noel McIntosh reports it was a success. Our Club thanks Noel for arranging the logistical and technological requirements for our General meeting to take place. Without this, we would not have been able to hold our General Meeting.

It has been a somewhat unusual few months since our last magazine edition. We have rescheduled several of our events (Club Concours, Christmas in July) to later dates in the year, while our other events, such as our General Meeting, was held virtually via Zoom (as opposed to the R.A.C.A as per status quo). This has directly impacted the content for our magazine and has meant a quick pivot, so we have content for our last magazine and this one.

To this end, Alan Wellington has kindly written a three-part series on his experience of Bentley ownership in the U.K., and you can read about part I in this edition. Lloyd Poulton has again published Tales from Crewe, Part II, containing entertaining anecdotes from his time at Crewe. Again, we thank Alan and Lloyd for their article contribution. Our Member Profile is again in this edition and features Keith Wherry,

a long-standing member of the Club that many of you know. Despite this, I am confident that his answers many of you will not know, which is why our Member Profile is a popular new addition.

This magazine also features an interest piece from the world of Bentley, ensuring our NSW chapter of the club is across the latest at Bentley in the U.K. I trust this feature is of interest to many of you.

Lastly, again I encourage members to write into our magazine. This is an exciting opportunity to share your experience of Bentley with other members and allows for an introduction to oneself if you are either new to the Club or have not attended events in recent times.

Thank you again for contributing to this magazine and supporting the club during these unprecedented times. I hope you all enjoy this our July - August edition.

Club Marketplace

The Club's Marketplace is a new initiative which we hope to feature in all Magazine editions for 2018. We look forward and encourage all Club Members to contribute to our Marketplace

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Programme of Events

September

Event: Committee Meeting
Where: North Ryde R.S.L
When: Monday 7th September at 6.30pm
Attendees: Committee Members only

Event: All British Day
Where: The King's School, 87-129 Pennant Hills Rd, North Parramatta
When: From 10am on Sunday 13th September

Event: W.O. Birthday Run to the Southern Highlands with a 2 course lunch at the famed Bowral Brasserie
Where: 1 Wingecarribee Street, Bowral
When: From 12.30pm on Sunday 20th September
Cost: \$60 per person plus drinks at your own cost.
R.S.V.P: Sunday 6th September
Event Captain: Gregory May 0411 723 470 or greg@mayestates.com.au



October

Event: General Meeting
Where: R.A.C.A, 89 Macquarie St, Sydney
When: Monday 5th October at 6.30pm
Cost: As per evening menu
R.S.V.P: Monday 21st August
Event Captain: Gregory May 0411 723 470 or greg@mayestates.com.au

Event: Polo Day
Where: 100 Ridges Lane, North Richmond NSW
When: Sunday 18th October from 10am
Cost: Donation at gate
R.S.V.P: Sunday 4th October
Event Captain: Mike Mulvihill 0404 470 623 mikemulvhill@tpg.com.au



Event: Club Concours
Where: Vacluse House.
When: Date TBA.
Cost: TBA.
PLEASE NOTE: The Committee is still working to arrange our 2020 Club Concours. We will confirm key details as soon as possible.

November

Event: Committee Meeting
Where: North Ryde R.S.L
When: Monday 2nd November at 6.30pm
Attendees: Committee Members only

December

Event: A.G.M and Christmas Dinner
Where: R.A.C.A at 89 Macquarie St, Sydney
When: From 7pm on Saturday 5th December
Information: more details to be published closer to event date.





Member Article

Alan Wellington and Bentley.

Part I: Introduction to Bentley Life.



Words and Images by *Alan Wellington*, July 2020.

In early 2000 my wife and I were having thoughts of a working holiday in the UK. She had spent 6 months in London working the year before with me commuting every 4 of 5 weeks to make sure all was OK. Our children had left home and returned again and again so my thoughts were “if they will not leave then we will”.

My time was taken up with construction for the upcoming Olympic Games and then during the competition. Our plan was to be in London for 6 months and then return to our empty house. During this time, I would renovate the property while Suzanne worked in the hospital system there and at the end of the time sell the house and return home.

We flew to London in early November for a week to select a house to purchase, Sue had already made her plans and would arrive back in the UK in late December to start work.

The first house we looked at was the only one, we put in an offer with a settlement date in early January. Our Real Estate agent said it was impossible to meet that time frame, firstly the system doesn't work that quickly and secondly an Australian living in Australia purchasing a house in London from a Chinese man in Canada “ couldn't possibly happen. Our offer was sent to Canada and by Friday the price was agreed, we returned home the next day and all that remained was settlement in early January.

We settled on the house on the 19th January 2001 and took possession the next day and this was the start of our adventure in the UK. We had purchased the house in Blackheath in South East London close to Greenwich with the observatory not far from us and the Heath at the top of our street. We settled into our new life with Sue travelling to Belsize Park to work daily and me working on our new purchase. The house was tired but structurally sound and only in need of cosmetic

refurbishment. Over time, I added 2 ensuite bathrooms and refurbished the other two bathrooms and the kitchen. Three bedrooms were let out to hospital staff helping to pay for our living expenses.

By the end of April, it was becoming clear that our time in the UK would be longer than our planned 6 months. We had returned to Sydney to visit our children and they had not made any plans to move out of home, and Sue and I were enjoying our experience. Up until now we depended on London transport to get us from point A to B, we had an overland and DLR station close by and a bus network that filled in the gap. Air travel was cheap, 20 pound return fares to Vasteras in Sweden where we had friends, Rome and other European destinations could be reached for a similar cost, so our early travels were by air. It was decided that we needed a car to explore Britain now that our stay had been extended indefinitely.



While walking to Lewisham one morning I came across a used car dealer specialising in Rolls Royce and Bentley cars. I had always assumed that you could buy a house or an apartment in Australia for the cost of one of these cars and had never thought of owning one of them. Here were well presented cars with price tags starting at 5000 pounds.

After thinking about it for a couple of weeks we went into the show room and purchased one. It was five years old, a 1995 Bentley Brooklands with 75000 miles travelled over that time. I was the fourth owner.

If working in shorts around the house in February and March wasn't enough for the neighbours having a Bentley parked outside had them all confused. An

Australian working in shorts in a Bentley did not tick any of their boxes. Like model train sets set up in the loft, ownership of Bentley motor cars was a real fascination. Without doubt the purchase of the car opened up opportunities and friendships for us to enjoy new experiences that we could not have dreamt about for our time in the UK. It was the ultimate UK experience.





Member Profile

Keith Wherry & Marie Harlend

Long-time Club Members and winner of many awards throughout their club tenure

What model Bentley do you own or would like to own?

- 1991 Bentley Continental Series III Convertible, which we have owned since 2015.
- 1996 Bentley Azure Convertible. Owned for about 4-years, and keep it in North Carolina, for events in the USA.
- 2002 Bentley Arnage we purchased last year.
- 2011 Bentley Mulsanne we purchased in April this year.

What other cars do you have?

Our other classic cars are 1912 R-R Silver Ghost tourer we have had for some 25-years, and is currently in Covid-19 lockdown in England, following our tour through Switzerland last September. We also have a 1938 R-R Phantom III which we are currently restoring.

What's the one thing most people don't know about you?

Marie and I run a small Bed & Breakfast hotel in Potts Point, but are looking forward to imminent retirement! We have five daughters and seven grandchildren, between us.

What other hobbies / interests do you have?

We both very much enjoy travelling, and try to go overseas as often as we can.

What's your favourite holiday destination?

Melbourne is our favourite city outside Sydney, but America is a great drawcard, as we have a daughter living in Pennsylvania, married to an American military officer, and we enjoy long road journeys over there. We have visited some 40 of the States in our travels.



What was your favourite driving holiday/Rally?

Our favourite motoring adventure of all time was the 2013 Austrian Alpine Centenary Rally, where 100 R-R Silver Ghosts from all around the world re-enacted the fabled 1913 event, when Silver Ghosts swept the field, coming first, second, third and fourth.

Who is the most famous person you have met?

I don't think I have ever met anyone "famous", but the most "important" person that I have ever met is my dear wife, Marie, whom I met in a bar in Nairobi some 25-years ago!

If you could own any car in the world, what would it be and why?

If money was no object I would buy the 2020 "Mulsanne", currently in "run-out" mode, with the last of that venerable 6.75-litre V-8 currently being built, after over 60-years of production. Undoubtedly one of the greatest supercar saloons of all time.

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Whatever is rightly done, however humble, is noble - Henry Royce



Bentley News

Bentley's Great Eight Finishes Production

Words and Images by *Bentley Media*,
July 2020.

Production





The mighty Bentley 6¾-litre V8 engine – the longest serving V8 design in continuous production – has finally reached the end of its handcrafted manufacturing run. The final engine was assembled in Crewe yesterday by the dedicated team of seven people, who between them have a combined experience of 105 years building Bentley’s iconic V8 engine.

In production for more than 60 years, and with the same configuration and bore spacing as the very first version from 1959, the last L-Series engine will spend its life powering the 30th and last, specially commissioned Mulsanne 6.75 Edition by Mulliner. This bespoke series closes the Mulsanne’s production run, and celebrates the life of its iconic engine with a myriad of V8-inspired details including

badging, blueprint graphics and even ventilation “organ stops” featuring a miniature version of the oil cap.

Bentley’s Member of the Board for Manufacturing, Peter Bosch, comments: “Our venerable 6¾-litre V8 has powered the flagship Bentley for more than six decades, and so has earned its retirement. I am extremely proud of the generations of skilled craftspeople that have meticulously assembled every one of these engines by hand over the years. That this engine stood the test of time for so long is testament to the ingenious engineers who kept making the engine ever more powerful, refined and reliable. Now, we look forward to the future of Bentley, powered by our exceptional W12, sporting 4.0-litre V8 and of course our efficient V6 Hybrid - the start of our journey to electrification.”

Originally designed by a team of Bentley engineers in the 1950s to deliver a step change in performance over the straight six it replaced, the L-Series V8 first saw service in the 1959 Bentley S2 – developing around 180 bhp, deemed “adequate” by Bentley at the time. Since then, through the advent of continual design improvement, turbocharging (first single, then twin), electronic control systems, fuel injection and variable valve timing the modern descendant of that original engine has evolved into something truly extraordinary. Developing 530 bhp for the Mulsanne Speed, together with an astonishing 1,100 Nm of torque, the low-revving engine delivers a unique character that defined the widely-recognised “wave of torque” that all Bentleys now ride. At the same time, emissions have been drastically reduced.



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Every one of the 36,000 L-Series engines built over the last 60 years has been created by hand in the engine workshops of Bentley's Crewe headquarters. Even the modern engine takes 15 hours to build, and the key internal components are individually chosen to form a matching, balanced set so that the engine runs perfectly smoothly – a skill that takes years to perfect. Once completed, and after thorough testing, the engine is signed off by one of Bentley's engine specialists, as it has been for decades – with a plate denoting their signature affixed to the front of the engine.

With the Mulsanne completing production once the thirty 6.75 Edition cars are built, the all-new Flying Spur will become Bentley's flagship model, as the pinnacle of Bentley's exquisite range of luxurious cars. With the Flying Spur to receive a hybrid powertrain by 2023, the move symbolises Bentley's commitment to change and its journey to define the future of sustainable luxury mobility. The world's most sought-after luxury car brand

has already taken its first step on the road towards electrification with the launch of the Bentayga Hybrid - the luxury SUV sector's first, true plug-in hybrid and the most efficient Bentley ever.

A Brief History of the Bentley V8

The development of the first Bentley V8 engine began not long after the company moved to its current headquarters in Crewe. In the early 1950s, Jack Phillips, Senior Engine Designer, was asked to undertake a confidential study to find a replacement for the six-cylinder engine used in the Bentley Mark VI, R-Type and S1.

His brief was to build an engine that was at least 50 per cent more powerful than the six-cylinder it would eventually replace, while occupying the same space under a bonnet with no increase in weight. A 'V' configuration was the natural choice and it is a testament to Phillips and his team that the engine ran just 18 months after the start of the design process.

From the very beginning of production, engines were 'run in'. They ran on a test bed for more than 500 hours at full throttle and covered hundreds of thousands of miles in real-world conditions to prove their worthiness. A department of skilled inspectors would then strip down the mechanics to ensure the highest standards were maintained. The resulting 6.2-litre V8 engine was 30 lb lighter than the six-cylinder model. It made its debut in the Bentley S2 of 1959. The car featured air conditioning, power steering, electrically-operated ride control and press button window lifts – the most luxurious equipment for a car of that era.



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The original V8 engine then had to be redesigned to fit into the new Bentley T-Series introduced in 1965. The engine design team focused on improving performance, while reducing the overall engine dimensions to fit the space available under a lowered bonnet.

Engine capacity was increased to the eponymous 6¾-litres in 1971 through an increase in stroke from 3.6 to 3.9 inches that delivered even more torque.

The arrival of the first iteration of the Bentley Mulsanne in 1980 required major changes to the V8, not least the need for stricter emission controls and improved passenger safety in the event of a front-end impact. The latter included a collapsible water pump, which effectively shortened the engine by four inches (10.1 cm).

The biggest single change to the engine was for the launch of the Mulsanne Turbo. With the fitment of a large single turbocharger, the 6¾-litre engine became the first forced-induction Bentley engine since those that powered

Tim Birkin's Blower Bentleys of the 1920s. Power and torque made a step change, and the single turbo setup was eventually replaced by a twin-turbo design along with fuel injection and full electronic control.

With the modernization of the Crewe facility from 1998 and an increase in production, the V8 engine also underwent on-going development. Cars such as the 2008 Bentley Brooklands V8 benefitted greatly and although separated by almost 50 years of development, the Brooklands' V8 design clearly had its roots in the 1959 original, with almost 200 per cent more power and torque. For the launch of the new Mulsanne

in 2010, the V8 underwent a major overhaul, with a new crankshaft, new pistons, new connecting rods and new cylinder heads that brought variable valve timing and cylinder deactivation - the latter being a first for Bentley, but since adopted across the entire model range. Power stayed above 500 bhp, while torque figures peaked at 1,100 Nm - for a time, the L-series V8 made more torque than any other automotive engine in the world. At the same time, the re-engineered V8 delivered a 15% improvement in fuel economy in emissions.

The engine now reaches the end of its development and production run, but will live on for decades to come in the beloved cars of Bentley's customers.



Charity Dinner

Keith Wherry and Marie Harlend

Dine with Rita and Sal Barbagallo.

Words by Keith Wherry, Images by Salvo & Rita Barbagallo, June 2020.



At the Christmas in July event at Bundanoon, Rita Barbagallo very generously offered to prepare a Gourmet Dinner at her home, with all auction monies being donated to the Westmead Children's Hospital.

But then, when this fabulous prize was "knocked down" to me, Rita wily offered to round the bid down slightly and offer it also to the two underbidders, who both accepted! So, by the end of the weekend, with all her other lots, most also generously donated by her, Rita had collected about \$12,000 !!! What a fabulous result.

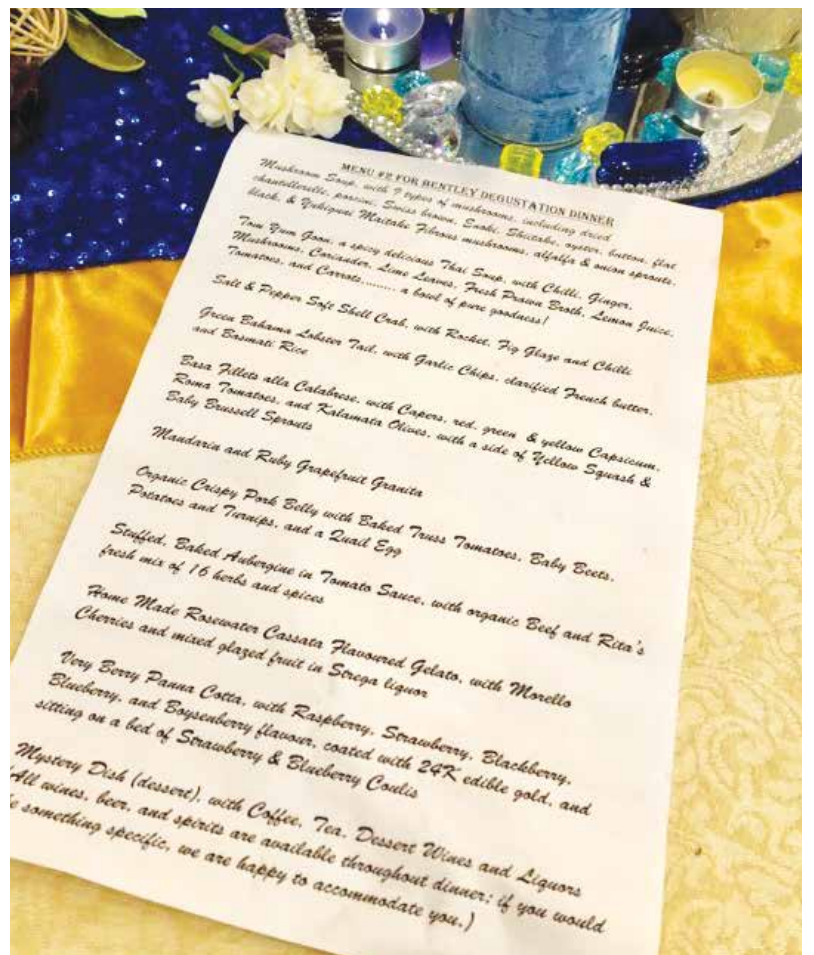
The grand event was delayed by Covid restrictions, but one recent Friday night, six of us, Marie and Stephen DeBono and Danelle, David Glasheen and Jerome Tyler, all attended Sal and Rita's beautiful home, on the shores of Kogarah Bay, with spectacular waterviews towards Captain Cooks Bridge, and we were certainly not disappointed.

Cocktails pre-mixed at the ready, vodka tonics, Moet champagne, followed by fabulous choices of red, white and sparkling wines, all chosen to compliment the marvellous food offerings. We were promised a nine-course degustation menu, but we were served eleven, yes, eleven courses of delectable offerings, prepared as we watched, without apparent effort. What a feast we had!

We understand that Donna Bailey's guests attended the weekend before, and Michael Kennedy's guests were booked in for the following weekend.

So, all-in-all, a spectacular evening, and thank you to Rita and Salvatore for their amazing generosity. It was certainly an evening to be remembered.





Committee News.

What your Committee has been up to....



Despite COVID-19, your Club Committee was able to catch up to discuss Club matters. Acting as a test-drive for our General Meeting, the Committee met the month prior to our June General meeting via Zoom. Courtesy of Noel McIntosh, we were able to assess the platform as a means to hold our meeting, while also discussing many pressing matters, namely Club Events and our need to stay connected with and to club members during this time.

The Committee was able to make contingency plans for events such as our June General Meeting and plan for other upcoming events. Additionally, we were able to discuss how we manage postponing our Club Concours from June to the latter half of 2020. We appreciate that these times are difficult for many of our Members, but we would like to emphasise our Club is still here and very much (virtually at least) active within the car club community.

Thank you,
Cameron | Magazine Editor.



Member Article

Tales from Crewe: Part II

Recollections by long-time Member, Lloyd Poulton

Words by *Lloyd Poulton, July 2020.*

Club member Lloyd Poulton has very kindly written an account of his time at Crewe. Historical recollections is the first of four instalments of a trip down memory lane with some interesting anecdotes that members will find interesting.

You will all no doubt be familiar with the general picture of the factory. I wrote a piece about it all for our magazine in 2010. But here are some untold stories.

Tea Breaks.

I would spend much time on the factory floor. That is the only way to run a business. One or two visits to Car Test Development caused me to say, “you lot are always drinking tea – you should be out on the roads testing the cars”.

Their response, “Mr. Poulton, you are just accident prone”. Well, all I could do was to join them for a cup! (but they got the message).

Visit of a Classic Car Club.

Can’t remember if it was Bentley or R-R, but our Managing Director asked me to take them around the factory – and then judge their historic cars. I explained I knew our current production cars in great detail – but knew little about their wonderful vintage cars.

He said, “That’s O.K Lloyd, the Club Secretary will tell you who is to win!”. I thought this was a “minefield!”. But a fellow Director and good friend, John Craig, truly was an expert. He agreed to do the job. John has run the big Service and Repair depot at Hythe Road in London for some years and has handled historic cars.



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