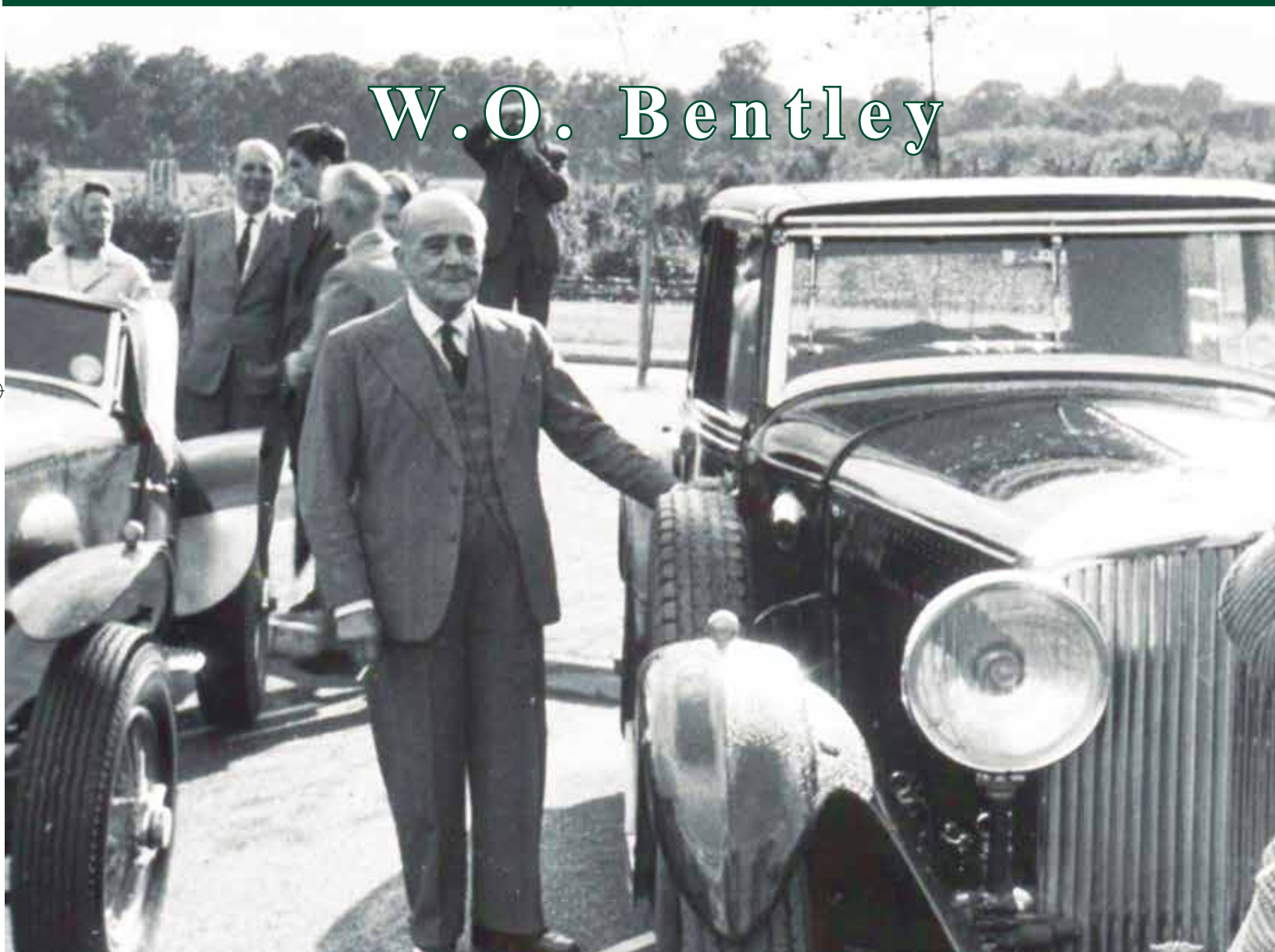




BENTLEY

Drivers Club NSW Magazine

W.O. Bentley



Edition: September / October 2020

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Front Cover Image by *Bentley
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Chairman's Chatter



Club Chairman

Gregory May

0411 723 470

gregmay01@bigpond.com

Dear fellow Members,

I think that we would all agree that the last few months have been uneventful in most respects.

Fortunately, we are now able to get out & about to enjoy our cars, albeit

in smaller groups. As you know we have been unable to hold events on account of the Covid-19 restrictions, which has been both disappointing and a real dampener on our fund-raising activities for the Children's Hospital at Westmead. Hopefully, we might be able to do something nearer to Christmas to raise some funds for this deserving cause. Nevertheless, your Committee has been working behind the scenes to keep things going & to provide you with this splendid magazine for your entertainment.

It would appear that many clubs, like small businesses, are having difficulty in holding things together at the moment. We do not have this problem. We are in a financially sound position and have an enthusiastic membership.

Although we have held some Zoom Meetings over the last months, I must apologise for the short notice & lack of preparedness. We are all

still learning how to cope with the changed circumstances and will get better at this as time progresses.

For those of you who do not know, the Trivett Group has sold the Bentley Sydney dealership to the Autosports Group, who appear to have the distribution rights for almost every European car made. We are hoping to be able to continue our close working relationship with the new team. The new dealership is also now offering a heritage service program, in order to provide automotive servicing to older Bentley vehicles.

Mask wearing is quickly becoming the order of the day, although I do not see the advantage to the driver of an empty car! This may well become the new fashion accessory! Will Bentley be providing a range in the traditional green & white colours?

Please do whatever you must to stay safe.



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

BDC NSW Inc. Club Committee

Bentley Drivers Club (NSW Region) Inc.
P.O. Box 255 Spit Junction NSW 2088
www.bdcnsw.com.au



Vice Chairman

Mike Mulvihill

0404 470 623
mikemulvihill@tpg.com.au



**Treasurer & Membership
Registrar**

Alan Wellington

9594 0240
alan.wellington47@gmail.



Historic Plate Registrar

Garrath Will

4869 5009
tkmotors@tkmotors.com.au



Secretary & Social Media

Athena Will

0425 233 013
athenawill@ozemail.com.au



**Magazine, Website &
Promotions**

Cameron Blinman

0450 290 809
cam.blinman@gmail.com



Club Librarian

Miles Felstead

milesfelstead@hotmail.com



Richard Treacy

0452 558 112
sales@spurparts.com.au



Rita Barbagallo

0414 904 794
info@barbeebarb.com.au



Salvo Barbagallo

0418 699 177
salbarbagallo@hotmail.com

Events & General Committee

Editor's Note



It is amazing how quickly 2020 is passing despite the 'new world' we all find ourselves in due to COVID-19 and lack of opportunity to socialise as a Club.. The Club magazine continues to evolve as we strive to include new and interesting articles and features to keep you up to date with the latest news and provide an opportunity for members to get to know a little more about each other in a fun way.

Our Member Profile is a great example of this, where a Club Member is asked to answer a number of questions and provide some

anecdotes about their experiences. Contributions from Alan Wellington and Lloyd Poulton is proving to be very popular from the feedback received. I would encourage any member who has an interesting story to tell, to send something in for a future edition of the magazine. Don't forget it is your Club and other members enjoy reading and learning from others' experiences with these great motor cars.

The August General meeting was held via Zoom (thanks to Noel McIntosh for allowing us to use his Zoom account) with only a small but enthusiastic number of members in attendance. In order to get the best value from these meetings, it was decided to ask a couple of people to prepare and present a fifteen to twenty minute presentation, with slides, on a project they have or are working on or on any other topic of interest. The details of the presentations will be notified to all members well in advance of the October meeting.

Due to social distancing restrictions we have been unable to go ahead with many of the programmed events during the year. This has affected a large number of organizations not least of all the All British Day which has now been cancelled. However, the Committee remains optimistic that the W.O. Bentley Birthday Run with lunch at the Brasserie in the Southern Highlands in September and the Polo in October will go ahead. The day at the Polo will also include the Club Concours so please put the date in your diary and come along and see if you can lift a trophy.

While some of our programmed events have been postponed or cancelled this year, I trust this edition of the Magazine, the Club Facebook Page and the Zoom meetings are helping members stay in touch with all things Bentley.

I hope you all enjoy reading this edition.



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Programme of Events

September

Event: Committee Meeting
Where: via ZOOM
When: Monday 7th September at 7.30pm
Attendees: Committee Members only

Event: All British Day

PLEASE NOTE: This event has been cancelled due to COVID-19

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: Full menu available
Bookings: Contact Noel or John at the Bowral Brasserie on 4862 2277
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 September
Event Captain: Gregory May 0411 723 470 or greg@mayestates.com.au

Event: Polo Day & Club Concours
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



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 II: The Car put to work.



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

After purchasing the car, I realised that I knew nothing about the marque, its history or the reverence that surrounded it. In our early journeys around London, everywhere we went we received recognition that we had something special, people would salute, doff their caps and pedestrians at crossings would acknowledge the car's presence with a thumbs up.

I had never received that reception in Sydney driving a Range Rover. Through the week we were busy with Sue commuting to work and me working on the house. We did not seek out ex pat Australians in London and chose to make new acquaintances with the locals. We had contact from home with a number of friends and "new friends" coming to stop over with us on their way to UK and European holidays. Our neighbours slowly warmed to us, but it took 6 months before we had meaningful conversations with them.

I thought the best way to find out more about our car would be to join a club and so I sent in an application form to The Bentley Drivers Club and received my membership with a choice of Regions to actively participate in. I chose the South East Region which held regular "Noggin and Natter" meetings about 15 miles from our place.

At the first meeting I attended there were about 20 people there, some married couples and all of a similar age or older than me. It was an ice breaking exercise but not daunting, and the members there, were accepting of a new member from the antipodes. After a couple of "Noggin & Natter" meetings, we settled into the enjoyable gatherings with Sue and I starting to attend the weekend drives and other club events. We found the spirit in the Club was what we had been missing - friendship, fellowship and generosity, which we had not experienced even from our attendance at the local church or from most of our neighbours.

Over time the situation with our neighbours changed and by the time we left there was a far better community spirit in the street.

The influence of owning the Bentley car was clearly shown when I took up a role with a UK Charity which constructed housing for low income families. I made contact with a business associate who had been transferred to the UK, telling me that his company was to become a sponsor to this charity and I might be interested being involved. After going to their site, I was impressed with their mission but not with their execution on site. I helped at arms-length for some months until most of their staff resigned. I sensed that me arriving in the Bentley had given the management confidence and to me a degree of credibility, also cutting through the bias that I was Australian.

I accepted the opportunity to help. My role was to restructure and complete the work that had been started (5 houses to complete and 5 houses to build). The charity relied on volunteer labour to build the



houses with donations of materials and finances coming from corporate sponsors. There were no volunteers and the corporate sponsors had become a little disillusioned with the charity over time. As we built up our corporate volunteer numbers, my arrival on site in the Bentley and me in shorts and work gear, proved to be the ice breaker with the volunteers each day. The plan was to give the volunteers a great day's experience who would in turn go back to their company and recommend it to their work mates.

This helped cement a better relationship with their company and made it easier for us to ask for financial help. Barbeque lunches were introduced to make the day special and we had them every day whether in sunshine, snow or rain. The car and the lunches were the biggest topics of conversation with the Barbeque being the deal breaker. On occasions we would host a day for the CEO's of our City sponsors and the Bentley held its own against the Mercedes's and Volvo's in attendance, thus eliminating any pretensions on the day.

The Bentley was my daily driver so it was seen regularly. On one occasion I decided to install a kitchen for a client of the local DIY store. I loaded my tools into

the boot and drove over to their residence. His first comment was that he always wanted to own a Bentley. As the day continued, he commented that "his neighbour had his kitchen installed by a guy who pulled up in an old banger and mine with a guy in a Bentley". After that comment I gave him the keys and told him to take it for a drive. He could not believe it and finally realised I was not joking and returned looking as if all his Christmases had come at once. I am sure that he is still telling that story.

There is no doubt to me that I was able to enjoy a different relationship with people through the ownership of my Bentley. I think the word that most describes the feeling of driving a Bentley is one of "privilege".

The Bentley took us on trips around the UK with visits to Sue's cousin in Uist in the Outer Hebrides, which was always a two day trip to get there and two days to return, as we had to catch a ferry from mainland Scotland for the two hour trip to Uist and then there is open sea to New York. I found it quite unusual that to get warm there you just dig up your yard and put it on the fire.

That trip was the longest with a

drive from London to Uig on the Isle of Skye taking 12 hours with an overnight stop to catch the ferry the next day. Trips to the continent were our favourite destinations, Paris, Bruges, France, Netherlands, Belgium and to East Germany, as well as the weekend excursions with the Bentley Drivers Club.

One of our trips was an impromptu trip to Amsterdam. Our neighbour across the road had never been out of England so we invited her to join us for lunch in Amsterdam for a day trip. She had a passport so I organised the passage by ferry from Dover to Callas (shopping on board) and then on to Amsterdam for lunch, a trip on the canals for afternoon tea and dinner on the ferry home that evening. We left our house at 5.30am for the 1hour drive to Dover to catch the 7.00am ferry. Breakfast on the ferry and then on to Amsterdam as planned.

We were just crossing the French/Belgium border when she confessed that we were mad and that she had never done anything like this. We arrived back at our house at 11.30 that night after a great day's driving. After that trip she was bitten by the travel bug and started to travel around the world.

The car has brought enjoyment and a sense of adventure to us that we have been able to share with a number of people.





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Member Profile

Coralie Ogle

This month's Member Profile is of well-known club member Coralie Ogle

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

I own a 1973 Bentley Corniche MPW Coupe. I believe it is quite a rare car with only 57 or 67 built, depending which website you visit.

What other cars do you have?

My everyday drive is a 2003 Lexus SC430. She's a pretty gold convertible sports car and was built to compete with the Mercedes Sports. She's a powerful little thing!

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

On my return from the UK I worked as a Publicist in the entertainment industry initially for Paramount and Universal, then for Polygram and Warner Music.

What other hobbies / interests do you have?

I have always enjoyed travelling & living abroad. In my 20's I spent 6 years living in London. For the last 3 years I've spent 6 months of each year living with my American partner Ed based at his home in New Jersey, 2 hours out of New York.

What's your favourite holiday destination?

Santa Fe, New Mexico. Ed & I did a great rally in 2016 with the American SGA/Silver Ghost Association in Ed's 1911 Rolls-Royce Silver Ghost for 3 weeks through New Mexico. Fabulous scenery, friends and fun!



What was your favourite driving holiday/ Rally?

Definitely the 2013 Alpine Rally in Europe. Jacqui & Bill Hall very kindly invited me to accompany them. Two UK car clubs participated. We were with the 20-Ghost Club which comprised 47 Rolls-Royce Silver Ghosts from 12 countries travelling through Austria, Italy, Slovenia and Croatia over 16 days. Fantastic and 5 star all the way!

Who is the most famous person you have met?

Well, as a Publicist there are Celebrities Nicole Kidman and Tom Cruise, Elle Macpherson/The Body, Michael Flatley 'Lord of the Dance'. As a car enthusiast on the Alpine Rally there is Royalty, Prince Edward, Earl of Wessex and the Countess of Wessex, and the Duke of Gloucester, who is Patron of the 20-Ghost Club.

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.



Bentley News



W.O. Bentley's Birthday

Words by *John Lackey*, Image by *Bentley Motors*.

Walter Owen Bentley, always known as WO, was born 131 years ago on the 16th September 1888. He grew up, as the youngest of 9 children, near Regent's Park in London. His great passion as a lad was steam locomotives.

He recites that he did not excel at school, however, as soon as he was able, he was appointed as a premium apprentice to Great Northern Railway at Doncaster. He became interested in motor bikes and motor cars and competed with them winning several medals.

He became involved with a French car, the Doriét, Flandrin et Parent (DFP), especially the 12-15 HP model. WO won many events with one – the Aston Clinton Hillclimb being most significant.

To keep on winning WO spent considerable effort on his DFP Including developing the first ever use of aluminium compounds for pistons. During WW1 WO was a Lieutenant in the RNAS and immediately set about making their aircraft more reliable – he developed 2 engines, the Bentley Rotaries, BR1 and BR 2. WO

designed and built his first car at Bentley Motors 101 years ago in 1919. This company produced several models culminating in the grand 8 Litre. WO considered that racing, especially long-distance racing improved the cars.

Bentleys won 5 times at Le Mans during the 1920s. In 1931 the firm passed to Rolls-Royce and then to Volkswagen AG in 1998. Bentley again won at Le Mans in 2003. Bentley Motors remains the definitive British luxury car company, crafting the world's most desirable high-performance grand tourers.

Bentley Trivia

Questions

Trivia questions & answers by *Bentley Newsroom*, September 2020.

1. What year was Bentley Motors founded and by who?
2. Why is the home of Bentley's flagship showroom named CW1?
3. Bentley recently announced the launch of 12 special Bacalar vehicles, but what is the oldest feature on this brand new car?
4. What is the Bacalar named after?
5. Why does each piece of wood used in the interior of a complete car have to come from the same tree?
6. Which impressive accolade, given by the Carbon Trust, did Bentley Motors achieve in 2019?
7. What is the peak power output of the solar array at Bentley's factory?
8. The Bacalar is built by Bentley Mulliner. What did the Mulliner business start out as in the 1500s?
9. How many miles of wiring are there in a Continental GT?
10. The Mulsanne is Bentley's flagship model, of which production will stop this year, but how many hours does it take to build this ultimate luxury sedan?
11. How many bull hides does it take to trim the interior of a Bentayga?
12. What is the most recent race victory for the Bentley Continental GT3?
13. How many stitches are there in a single Bacalar seat?
14. What does the 'power line' refer to when initially designing a new Bentley model?
15. Bentley released a concept car of its future vision to celebrate its 100th Birthday last year, but what was the name of the car?
16. How many moving parts make up the Bentley Rotating Display found in the Continental and Flying Spur models?
17. Why does the Bentley Blower Continuation Series contain exactly twelve cars?
18. Who did Bentley work with to produce the bespoke cotton damask for the interior of the EXP 100 GT concept?
19. How long has the longest-serving Bentley employee worked at Bentley?
20. How many bees produce Bentley honey each summer?

Bentley Trivia

Answers

1. 1919 by Walter Owen Bentley
2. It is the postcode of its headquarters in Crewe, England
3. 5000 year old river wood for the interior fascia panels
4. Laguna Bacalar, in Mexico's Yucatán peninsula
5. This is to ensure the pattern and colour is the same throughout the car and remains consistent as it ages
6. Bentley Motors achieved carbon neutral certification for its factory headquarters in Crewe (PAS 2060 standard).
7. 7.7MW
8. A saddler for horses
9. Five miles
10. 400 hours
11. 14 bull hides
12. Bathurst 12 hour
13. 148, 199
14. The Style line across the front fenders following across the doors to the rear of the car
15. EXP 100 GT
16. 40
17. One for each race the original Blower's competed in
18. Gainsborough weavers
19. 50 Years
20. Two beehives are now home to 120,000 honeybees



Historical Recollections

Other Products from Crewe

Words by *Lloyd Poulton, August 2020.*

From the Foundry

The Foundry used the 'last wax' technique, developed first in France as 'Cire Perdue'. I will explain it in detail to any Members interested. Primarily we used it to cast the wings 'B' and Flying Lady items – as well as certain knobs and switches for the dashboards of the main cars.

But Foundries must be kept running, and hot! So, we did Nozzle Guide Vanes for the R-R (Rolls-Royce) Aero Division. These are the Static Vanes in jet and turbine engines. Still some more capacity to fill-up, so what did we do? Well, Golf Clubs for Dunlop!

(for the above, and following matters, I am working on memory alone! And it was all nearly 50 years ago!)

Other Engine Types

At the Crewe Factory, we made engines for military vehicles. Namely, the B40 (4-Cylinder) and B60 (6-cylinder). A derivative of the latter are the FB60; we did about 180 per week of these for the Vandan Plas 'Princess R' motor cars – the 'R' is because of the R-R engine product, however these cars did not have any external R-R features (though some owners played games here).

There was also a curious one called the 'K' range – a military engine designed for multi-fuel capability. It was a flat engine with two crankshafts, these served by common combination chambers in the centre of the engine. It is said to run on anything from petrol to peanut butter

Light Aero Engines

The R-R Aero Division was purely for Jets and Turbines We alone still knew about pistons, con-rods, crankcases, and so on! So, under licence from Continental, an American firm, we made about 20 per week. Most went to the Cessna factory in France.

With approval from Continental, we developed a more powerful engine version to work on the glider launches and similar applications. To be certified and approved, a number of hours had to be flown. For this purpose, we employed a most interesting man: SQN LDR Neville Duke, DSO, DFC. A most modest and courteous gentleman, and he shot many enemy aircraft down during the War, then worked as a test pilot on fast jets for Hawkers, until he retired. But he arranged with us to keep our light aeroplane near his home near Sussex, to put in the required hours.

I had a commercial licence myself so arranged for Neville to bring the aeroplane up to the RAF Ternhill, so that I could fly it. This duly occurred.



Charity Dinner

Michael Kennedy and Katrina Mallia

Dine with Rita and Sal Barbagallo.



Words by *Michael Kennedy*, Images by *Salvo & Rita Barbagallo*, July 2020

On Sunday 5th July, 2020, Katrina and I, my daughter and son in law Laura and Brett and fellow Bentley Club Members Garrath and Sue had the great pleasure of attending one of Sal and Rita's extraordinary degustation dinners.

We arrived about 1pm at the Barbagallo residence on beautiful Kogarah Bay and were warmly welcomed by mein host and hostess the indefatigable Barbagallo's. If ever any of you fine readers of this missive ever have the good fortune to attend one of these soirees, DO NOT MISS OUT!

While Sal organised drinks from a w-i-d-e range of top end wines we moved outside to the balcony. From here we could look directly

across to the St George Motor Boat Club, to the right we could see into the Botany Bay channel and further around the Captain Cook Bridge.

Believe me when I say that Sal and Rita have "a lifestyle to be admired and copied"!

After going back inside and viewing a stunning antique collection of dolls and motoring memorabilia it was time to be seated.

The table had placements fit for a king! We were seated and had time to browse the menu. This menu was fit for any Michelin restaurant and I was salivating like one of Pavlov's dogs. Rita had entered the kitchen prior to our seating and was cooking



Menu #3 For Bentley Degustation Dinner

- Mushroom Soup, with 9 types of mushrooms, including dried chantellerelle, porcini, Swiss brown, Enoki, Shiitake, oyster, button, flat black, & Yukiguni Maitake Fibrous mushrooms, alfalfa & onion sprouts.
- Tom Yum Goon, a spicy delicious Thai Soup, with Chilli, Ginger, Mushrooms, Coriander, Lime Leaves, Fresh Prawn Broth, Lemon Juice, Tomatoes, and Carrots,..... a bowl of pure goodness!
- Salt & Pepper Soft Shell Crab, with Rocket, Fig Glaze and Chilli
- Mushroom & Black Truffle Risotto
- Basa Fillets alla Calabrese, with Capers, red, green & yellow Capsicum, Roma Tomatoes, and Kalamata Olives, with a side of purple Brussell Sprouts & Baby Brussell Sprouts
- Mandarin and Ruby Grapefruit Granita
- Pork Meatballs with 16 herbs & spices, cooked in fresh crushed red organic Tomato Sauce
- Organic Crispy Pork Belly with Baked Truss Tomatoes and Turnips, in a Beetroot glaze and Apple Sauce
- Slow Cooked leg of Lamb with baked eshallots and Dutch Garlic Carrots, with Mint Jelly
- Home Made Rosewater Cassata Flavoured Gelato, with Morello Cherries and mixed glazed fruit in Strega liquor
- Orange, Pink Grapefruit & Mandarin Crème Brulee, with 24kt gold leaf covered Cinnamon bark Toffee shards
- Mystery Dish, with Coffee, Tea, Dessert Win





up a storm. Sal was keeping the refreshments flowing and I was lucky enough to be seated at his end of the table. We had a very interesting discussion about our past cars and likes and what the motoring future might hold for us. No, not stupid electric cars, I'm talking Bentleys, Facel Vega's and the like. Sal excused himself and within moments the first course of nine was being served. I was very impressed with the culinary skills of Rita and the wine knowledge that Sal displayed.

Don't take my word for that, I wouldn't know a white wine from a red wine but I'm sure the rest of the guests were very happy with Sal's service and recommendations.

I was continually amazed at how Rita could keep up with scratch made dishes coming out of the kitchen without delay. It was like she knew exactly how long each dish needed to be consumed. Down the hatch, some great conversation, a few mouthfuls of liquid and the next dish was there.

Katrina has a lemon grass allergy. One of the dishes had that. Rita immediately concocted a prawn dish for Katrina instead that was delicious as well.

The meals were devoured with gusto by all attendees and they weren't small portions, they were just too good to not eat.

Rita noticed how we were cleaning our plates so she cooked another three "taste sensations" for us which all enjoyed. I have attached a copy of the menu that Rita delivered and the breadth of different tastes that were offered was mind boggling.

All too soon it was pushing 8pm, coffees were ordered and dispatched down the (overflowing) hatches and we reluctantly said our goodbyes and rolled outside to our cars.

Later discussion from the six of us guests agreed that it truly was a great night that we thoroughly enjoyed.

We will certainly be trying to indulge ourselves again if the opportunity arises.





Member Article

Tales from Crewe: Part III

by long-time Member, Lloyd Poulton

Words by *Lloyd Poulton, August 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.

Troubles on the Night Shift.

We had the misfortune to employ a very nasty man who was a very 'Red' activist. He was often away from his machine, trying to stir things up. After several warnings, our Night Superintendent dismissed the man. On coming to work the next morning, I endorsed the decision.

But I discussed the matter with an excellent staff member who was an ex-Policeman. He was our driving examiner, and we expanded his duties to act as security officer. He was very good in both areas.

I thought our troublemaker would do the worst during lunch break; he was hanging around outside the factory, waiting to contact his former workmates. I said to our security officer, "Jim, I'm concerned about this". His response, "Sir, don't worry, I've arranged with my police friends to arrest him if he's still there at 11am for loitering-with-intent", (problem over).

But we never had 'industrial unrest'. I think at all levels we were placed to work in the most interesting motor car factory in the whole world.



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