



BENTLEY

Drivers Club NSW Region
Magazine

A vibrant and detailed photograph of a Christmas gift display. The scene is filled with various wrapped gifts in red, gold, and silver paper, some in wicker baskets. In the foreground, there is a plush Santa Claus figurine with a white beard and a striped hat, a clear glass figurine of a couple in red, and several small decorative items like a crown and a small Santa figurine. The background is a dense arrangement of more gifts and festive decorations, creating a rich, celebratory atmosphere.

Merry Christmas

Edition: October / December 2021



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Meetings

Club Meetings are held bi-monthly at the Royal Automobile Club of Australia, Maquarie Street Sydney. Check our website for meeting details.



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Chairman's Chatter



Club Chairman Mike Mulvihill

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mikemulvihill@tpg.com.au

With 2021 drawing to a close, I think it would be fair to say that it wasn't a year that many would look back on with fond memories. Australian society was gradually shut down during the year, with families and friends separated, and most public events cancelled in order to protect us from the horrendous pandemic continuing to quickly spread across the globe.

Fortunately, we were able to hold several successful Club events prior to the shutdown. The first was a very enjoyable run in February to the South Coast town of Mollymook. The event was so successful that it was decided to run it again in 2022, but this time for two nights. Please see the Notification on page 14 outlining the itinerary.

In May we held our second event, with a run to the beautiful Southern Highlands and lunch at the Bendooley Estate. This event was very well attended and a very pleasant afternoon with fine food and wine was had by all those in attendance.

The big event for the year was our Concours d'Elegance held in June at Bentley Sydney. This event saw over 70 Members, families and friends joined by clients of Bentley Sydney on a wet June morning.

The facilities provided by Bentley Sydney and the catering were outstanding, producing an enjoyable occasion for everyone. The Bentley Heritage week following the Concours d'Elegance was also very successful.

December is forecast to be a busy month for the Club, with a run to Canberra on the 4th and 5th, including a display of our vehicles at the Terribly British Day in Queanbeyan. The advertised two-day two-night event is proving to be extremely popular, and we should have around 18 cars for the display day. Our final event for the year will be held on the 11th of December when we will hold our Christmas and Presentation Dinner at the Royal Automobile Club of Australia. This event will see the winners of the Concours d'Elegance held in June presented with their trophies.

Although 2021 has seen several Club events cancelled, a great deal of work has been going on in the background to bring many of the systems and processes we use to run the Club up-to-date. Since the Annual General Meeting last December, the following issues have been addressed:

Website: The website is now completely current and contains relevant information on Club activities, ensuring that any visitor to the site can see the great events we have, hopefully enticing them to join.

Membership: Despite being in lockdown for most of the year, with many of our events cancelled, we have been able to grow our membership by 13%! The successful Concours d'Elegance at Bentley Sydney encouraged a number of Bentley Sydney customers to join, while other memberships came from our updated website and from word of mouth. This is an outstanding outcome given the circumstances, and helps to ensure the longevity of our Club.

Club Magazine: Work has continued on updating the Club Magazine to ensure it looks fresh and remains relevant. Although there is still room for improvement, the feedback on the changes has been positive and our magazine compares favourably to other clubs of our size.

Communication: The level and frequency of communication with Members has improved, ensuring that Club events are sent out in plenty of time for people to lock these into their diaries.

Member Participation: It has been really pleasing to see our events so well attended by not only our Members but their families and friends. The growth in numbers of people coming along to our events is a vote of confidence in the move to longer runs with overnight stays. This will continue to be a feature in the planning for 2022. One very pleasing aspect to the increase in numbers is the participation of longer serving members who have not been out with the Club for a while. This year saw many familiar faces and some beautiful vehicles participate in our events.

Relationship Management: One of the key goals for the year was to build closer working relationships with like-minded organisations. Contact has been ongoing with the Chairman of other BDC Regions around Australia and it is hoped that we will soon be able to hold joint events with our nearest neighbours, Victoria and Queensland.

We are all also hoping that the Rally planned for later in 2022 in South Australia will go ahead.

The relationship with Bentley Sydney is going from strength to strength as both organisations work to build the Bentley brand in our Region. We are also in regular contact with the BDC in the UK, and they have been very helpful in the past few months in updating our contact details in their magazine and through other helpful advice and comments. I strongly encourage any member planning a trip to the UK to include a visit to the BDC.

Name Tags: One of the topics for discussion at our last General Meeting was the format and look of our name tags. Due to the colour combination and format, people were finding them difficult to read at a reasonable distance. As a result, a new design was devised and rolled out to all Members. The new name tags look much better, are much easier to read and have a magnetic strip to prevent clothes being pierced by a pin. Thanks goes to Alan Wellington for his suggestion and his work on producing the new name tags.

Club Meetings: Although it wasn't possible to hold all of our General Meetings this year, we were able to hold our Committee Meetings via Zoom. Due to the restrictions on movement imposed during the year, Committee Members were unable to travel to attend meetings. Zoom has proven to be a more efficient way for the Committee to meet as valuable time isn't wasted traveling to and from a meeting.

Finance: The Club has remained in a strong financial position during the year with a modest increase in our net asset value.

In addition to the normal day-to-day expenditure of the Club, the strong financial position has enabled us to invest in updating our name tags and provide a Members subsidy for the Christmas and Presentation dinner on the 11th of December. The strong financial position provides us with a number of options to celebrate our 50th year of operation in 2022.

50th Anniversary: 2022 will see the Club's 50th year of operation. To mark the occasion, a new Club logo has been created for use during the year. Planning is currently under way to celebrate this milestone with a birthday bash, so please keep an eye out for the 2022 Events Calendar to be published in the January/February edition of the Club magazine.

This edition of the Magazine:

This edition of the Club Magazine includes an interesting article from Ian Oliver of the Rolls-Royce Owners Club ACT Branch. The article is in four parts and will continue over the next three editions of the magazine. The article is printed with the kind permission of "The Capital Letter, the journal of the Rolls-Royce Owners Club of Australia ACT Branch"



In closing, and further to my recent email to Members, I pay tribute to Brian Lewis. Brian was a lovely, kind and gentle man who derived much pleasure from seeing his 1958 S Type Continental Fastback taking pride of place at the Club Concours d'Elegance in June. On behalf of the Club, I extend our deepest sympathies to his wife Meg, son James, daughter Elizabeth and grandchildren Charlotte and William.

And finally, I would like to wish all Members, their families and friends a very Merry Christmas and a Happy New Year. Safe and happy motoring!

The following are Images from Mollymook, Bendooley Estate and the Concours d'Elegance at Bentley Sydney





Programme of Events

Date

Event

Organiser

December

4th & 5th	Club Run to Canberra	Mike Mulvihill
5th	Terribly British Day - Queanbeyan	Mike Mulvihill
11th	Christmas & Presentation Dinner - Royal Automobile Club of Australia	Mike Mulvihill

January

10th	Committee Meeting - North Ryde RSL or via Zoom	Chairman
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February

5th & 6th	Club Run to Mollymook	Mike Mulvihill
21st	Annual General Meeting - Royal Automobile Club of Australia	Chairman

March

7th	Committee Meeting - North Ryde RSL or via Zoom	Chairman
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April

11th	General Meeting - Royal Automobile Club of Australia	Chairman
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May

2nd	Committee Meeting - North Ryde RSL or via Zoom	Chairman
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June

6th	General Meeting - Royal Automobile Club of Australia	Chairman
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Above: B14MD ready for loading into its 20-foot shipping container.

Returning to the U.K. with Bentley Mk VI Park Ward drophead coupé B14MD

By Ian Oliver

When I saw the advertisement in the Rolls-Royce Enthusiasts' Club magazine seeking cars to attend a 2018 reunion of the Earls Court (London) Motor Show cars, I thought what a good idea. I was to embark on doing a trip of a lifetime with a favourite car in a bid to have a new experience and learn more about the car and its time in the U.K. Being supported and encouraged by my darling wife Tina, I soon became enthusiastic with the idea and was well encouraged by the R.R.E.C. committee and promoter Gérard Leclerc.

Bentley Mk VI B14MD was the actual car that was displayed by Bentley Motors at the 1951 Earls Court Motor Show. It was imported to Australia in the mid-1980s by Ian Bennell, and professionally restored by Tasmanian Geoff Smedley to win three Concours Trophies at the 1990 Federal Rally at Leura, N.S.W. I was hoping for it to appear again at Leura this year. But of course that has gone by the wayside.

The car's history in Australia was fairly well known to me. The idea of taking a car to a show in the U.K. to find out more about its U.K. history was a challenge for me. Never before

have I dreamed or thought of shipping a car overseas and returning it to Australia.

The matters that challenged me but were never going to put me off were numerous: the shipping requirement, insurance in transit, driving in the U.K., driving licence and registration requirements, storage, picking up the vehicle, delivering it back to the wharves, and not to mention the asbestos issues for reimportation into Australia, that were well publicised and would frighten many. But to me I researched every matter and went about dealing with them all in a way that gave me a sense of achievement and satisfaction.

If I was going to take a car to a U.K. Motor Show reunion show, what other worthwhile thing would I do whilst the car is overseas? There would be little point in not taking the car for a drive. Having a bit of Pommy in me, I have driven in the U.K. several times and the idea of also doing a rally interested me. Driving somewhere that is different to where I have driven previously was also going to be on the agenda, even if it meant leaving the car over there until there was a good opportunity. The research for that drive eventually re-

sulted in selecting the Post-War Six-Cylinder Register Rally in Devon, 24th to 28th September 2018, nearly three months after the Reunion show which was to be held at the R.R.E.C. Annual Rally at Burghley House, Stamford, Lincolnshire on the 22nd to 24th June 2018.

Storing the vehicle in the U.K. was one of the biggest challenges. Having some family and friends in England did not present an option. Most drivers in England do not have a garage for their own everyday-driver car, let alone the likes of a classic collector's car from abroad. I thought and tried several other options – I emailed car museums, car clubs, dealerships, friends of friends with collections and workshops. Finally, the Sydney Bentley dealership manager at the time, decided to help me with a favour and offered to put me in touch with the U.K. heritage dealer P. & A. Wood, about 35 miles out of London. They were not known to me, but when I enquired, they were willing to help. The response from some was “you are crazy – you don't know how much it will cost and the asbestos in the car will mean that you might never get it back”. I wasn't going to be put off.

The job before leaving Australia was to obtain a professional asbestos report. Whilst there was no certainty in dealing with the provisions of re-importation, I needed to take the necessary steps to show that I have removed any known asbestos. The local consultant that I chose did his investigation and took samples from the brake shoes, manifold gasket, head gasket, exhaust hangers, mufflers and anything else that looked suspicious. The only identified external asbestos was



Above: The writer securing the webbing straps used on the vehicle transporter to prevent the car from shifting during its journey.

Below: B14MD peeping out of its vehicle transporter, tied down and ready to leave Canberra on the first stage of its vast journey across the globe to the United Kingdom.





Above: A Condition Report was required to be completed for the Shipping Agent with instructions provided on how to operate the vehicle.

to be in the exhaust mufflers – very nice and original but even to the naked eye asbestos protruded from the underside. I thought it was going to be an easy removal. However trying to coordinate the required licensed asbestos removal contractor, with a licensed motor mechanic and the asbestos consultant was a nightmare. All of them considered it had never been done before. After the removal the mufflers the consultant required them to be stored in an asbestos-approved storage facility before compiling his final report photographing the replacements. These were hurriedly modified units adapted to the original pipes and fittings and they proved to be a disaster. On the first attempt they sounded something similar to the sound that you might hear from an old tractor or an early

model Holden! On the next attempt the exhaust had horrible rattles and grinds from hitting the tail-shaft, showing that I was in the wrong hands. Where am I going to get that fixed properly, I asked myself? A push and shove here and there by yours truly and it will have to do, as I had to get the car to the shipping company in Sydney the next day.

More dramas were to test me and make me consider whether maybe the pessimists around me might be right. But I was not perturbed and knew that I was embarking on a memorable trip and became very excited with the thought of the experience.

To be continued



Left: B14MD's rear wheel-arch spats that are a characteristic feature of this style of Park Ward coachwork were removed for transport and stowed neatly and safely in the boot.



Article courtesy Ian Oliver and "The Capital Letter, the journal of the RROCA (ACT Branch)"



Member's Article

Thanks once again to Lloyd Poulton for taking the time to provide another interesting article about his time at Crewe

1971 - And After

At this date the locations and elements of Rolls-Royce were as follows:

- Derby: Aero Engine Factory and Company H.Q.
- Glasgow: Aero Engine Factory
- Hucknall: Flight Test Establishment
- Crewe: Motor Car Division
- Shrewsbury: Oil Engine Division

In early 1971 the unthinkable occurred. Rolls-Royce went into receivership. It was only the Aero Engine Division in trouble – but as one big company, we were all caught up in it.

The problem centred around the RB211 Jet. This engine was for the Lockheed “Tri-Star” initially – with high hopes thereafter of many other applications. Such was the optimism that the engineer designing it was actually knighted. However, the RB 211 proved up on drag and down on power. We at Crewe made nozzle guide vanes – to fill out our foundry capacity beyond winged “B” and Flying Lady items, and similar. But I sensed that things were going wrong. As soon as we made one set of RB 211 vanes they would be discarded and a new, modified, set ordered.

I went to Derby to a meeting. Engineers there were doing their best, but sadly could not save the day. The Aero Engine Division was taken over by the Government and became Rolls-Royce (1971) Ltd. Later on, the RB 211 became reasonably successful.

We at Crewe joined up with the Oil Engine Division at Shrewsbury and formed Rolls-Royce Motors Ltd. as a separate company. There were seven of us as Directors and we were all invited to continue. I was much appreciative of this offer but declined, though agreed to stay on some months till things were sorted out, and this I did. (See footnote about this).

Vickers much later took over the Crewe factory, and much later still, the present owners, VW. VW had planned to make both Rolls-Royce and Bentley motor cars. But due to some legal hitch were only able to do Bentleys. BMW were cleared to make the Rolls-Royce and created a new factory in Sussex.

I left with much goodwill and was invited to re-visit the factory. This I did on two separate occasions, the latter one with my wife, Joan.

Footnote

I decided to give up my work at Crewe because I needed to spend time in Australia for family reasons.

I also planned a new career in England as a flight instructor, and I had sixteen happy years of flying all over the U.K.

One of my students was not very religious and thought I was so old that I must have trained Pontius as a Pilate!_



Upcoming Club Events

Christmas & Presentation Dinner

*Royal Automobile Club of Australia
89 Macquarie Street Sydney*

Saturday 11 December 2021



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EVENT CATERING

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Mollymook Run

Saturday 5 & Sunday 6 February 2022



Why not shake off the 2021 COVID blues and join the first Club event for 2022 with a nice weekend away in the beautiful seaside town of Mollymook. Join fellow Members, Friends and Family for a weekend of fun and friendship as we explore all that the region has to offer.

This will be the first of many runs planned for 2022 as we celebrate our 50th Anniversary. This was an extremely popular event last year so please book early to avoid disappointment.

Itinerary

(Subject to Change due to availability and numbers attending)

- **Meet:** Bradman Oval Cafe, St Jude Street Bowral or at our lunch venue in Milton
- **Time:** Bradman Oval 9.30am Saturday 5 February or 1pm Milton Hotel
- **Lunch:** Milton Hotel 74 Princes Hwy Milton (approx. 120km from Bowral) via Kangaroo Valley, Meet for lunch at 1pm
- **Accommodation:** Mollymook Shore Hotel & Convention Centre, 11 Golf Ave Mollymook Rooms from \$240 per night. Mention the Bentley Drivers Club when booking. (approx. 5km from Milton) Ph. 4455 5888
- **Dinner:** Rick Stein's Rooftop Grill. Maxi Taxi transport to and from the venue arranged
- **Sunday:** Scenic drive to Bateman's Bay and River Cruise with Lunch. \$50pp
- **Dinner:** Mollymook Golf Club (just across the road from the hotel)
- **Breakfast Recommendation,** Beach Hut Cafe, just around the corner from the hotel

R.S.V.P. Information

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Event Organiser: Mike Mulvihill

email: mikemulvihill@tpg.com.au

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First production Bentley, ordered by Noel van Raalte

BENTLEY MARKS CENTENARY OF FIRST EVER CUSTOMER CAR

- Bentley 3-Litre delivered to racing enthusiast Noel van Raalte in 1921
- UK-registered KS 1661 car originally bought for £1,150 – 3-Litre tested by The Autocar magazine in January 1920
- Chassis No. 1 featured lightweight aluminium coachwork and brass brightwork
- Anniversary highlights 100 years of exceptional Bentley craftsmanship
- 3-Litre just the first of over 200,000 ground-breaking Bentley cars built in a 102-year history
- An astonishing 84 per cent of all Bentleys ever made for the UK market are still on the road today
- Bentley's current Beyond 100 strategy focused on a journey towards an exciting and sustainable future

(Crewe, 11 November 2021) Bentley Motors is celebrating a centenary of sales to extraordinary customers, with 100 years since the brand's first. A 3-Litre model registered in 1921 as KS1661 was purchased by wealthy Londoner Noel van Raalte, who enjoyed a passion for racing exceptional motor cars and whose family owned Brownsea Island, near Poole Harbour.

Originally bought for £1,150, the first production Bentley ordered was manufactured in Cricklewood, North London, and featured lightweight aluminium coachwork and brass brightwork. Introduced by company founder, W.O. Bentley, the 3-Litre became an immensely popular motor car, exhibiting the build quality and engineering prowess that has been a hallmark of the company ever since. In fact, in Bentley's 102-year history, over 200,000 cars have been handcrafted, 97 per cent of which have rolled off the Crewe production line since the company moved in 1946.

While van Raalte was the first customer to order a Bentley, somewhat strangely he wasn't the first to take delivery. That honour belongs to Ivor Llewellyn, who in August 1921 took delivery of the first of three 3-Litres that he bought. This was the third production chassis, and still exists today as the oldest surviving production (non-Experimental) Bentley in the world.

This history of exceptional Bentley craftsmanship helped ensure a 3-Litre went on to win the 24 Hours of Le Mans in 1924 and 1927. It was the start of an epic run of five Bentley victories in eight years at the event, with the legendary Bentley Boys dominating the circuit. Somewhat fitting of the 3-Litre's dominance in the country's iconic race, van Raalte's Chassis No. 1 was last heard of racing in France in 1931.

In a review of the 3-Litre in the January 1920 issue of The Autocar, kindly supplied by the recently-launched Motoring Archive, the writer perfectly summed up the new Bentley: "For the man who wants a true sporting type of light-bodied car for use on a Continental tour the three-litre Bentley is undoubtedly the car par excellence."

The magazine review goes on to poetically add: "Cars undoubtedly have a personality to the real enthusiast, to whom they are not mere collections of steel and aluminium, but, animal like, show their spirit just so soon as the clutch bites home and feeling comes to the driver through the narrow steering wheel rim."



First Bentley customer, Noel van Raalte



Close up of the 3-Litre featured in The Autocar

Subsequently, having recently collected the 3-Litre, van Raalte gave a glowing review to the Editor of The Autocar, saying: “The reason I bought a Bentley was because of its exceptional performance in all respects of the road. Such features as steering, suspension, holding the road, brakes, change speed, and engine efficiency, leave nothing to be desired, and are, in my opinion, to be found to a higher degree in this make of car than any other of the many makes I have owned or used.”

Speaking of the correspondence, Mark Tisshaw, Editor of Autocar, commented:

“Dating back to 1895, Autocar archive encompasses the entire history of Bentley. Indeed, we were already 26 years old when this significant milestone in Bentley's rich history occurred. Opening up access to our archive for the first time with the digital launch of the Motoring Archive allows amazing stories like the origins of this very special Bentley to be more easily rediscovered and shared once more.” The 3-Litre model quickly helped establish the Bentley brand and was followed by the 6 ½, 4 ½, 8 and then the 4-Litre –some of the most distinctive vintage cars of the pre-War period.

Post-War, the breath-taking Bentley R-Type Continental debuted in 1952. The fastest four-seater car in the world could hit a top speed of just under 120 mph and was the ultimate, luxury grand tourer. The Bentley T-Series was launched in the 1960s before the company's long-serving V8 engine was re-engineered during the 1970s, increasing capacity to 6.75 litres.

Many celebrated models followed, including the Mulsanne and the Turbo R – the latter the fastest road-going Bentley of the age. In 1998, Volkswagen Group acquired the company and started a major investment plan that marked the dawn of a successful new era for Bentley.

After a triumphant return to Le Mans in 2001 with the EXP Speed 8, the best-selling Continental GT launched two years later, followed by an all-new Mulsanne in 2009. Bentley then created the world's first luxury SUV in 2015 with the arrival of the Bentayga, the go-anywhere Bentley with all-wheel drive and up to seven seats.

A new Flying Spur was introduced in 2019 during Bentley's centenary year, followed in 2020 by the ultra-rare, open-air Bacalar. This hand-built, limited edition model marked a return to traditional coachbuilding by Bentley Mulliner, the oldest coachbuilder in the world.

Despite a global pandemic, Bentley recorded its highest ever sales figures in 2020 and also revealed its ground-breaking Beyond100 strategy. Sustainable mobility leadership will effectively reinvent every aspect of the business. The target is to be end-to-end carbon neutral by 2030, with the entire Bentley range powered only by battery.

As the company moves towards an exciting future, Bentley's signature craftsmanship and engineering capabilities continue to be core to the brand. A hundred years since van Raalte took delivery of the first production 3-Litre, Bentley remains at the cutting edge of luxury car building.

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

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