



BENTLEY

Drivers Club NSW Region Magazine



Edition: March / April 2022



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Meetings

Club Meetings are held
bi-monthly Check our
website for meeting details.



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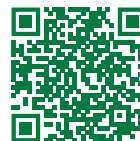
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Chairman's Chatter



Club Chairman Mike Mulvihill

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Our first Club event for the year was a coffee run to the Common Ground Bakery in Picton. A report on the event can be found on page 12. The feedback from the event was very positive so further events of this kind will be planned during the years.

The second event for the year was a run to Mollymook with two nights at the Mollymook Shores Motel and Conference Centre. Unlike last year, we spent two nights away and included a river cruise from Batemans Bay. A report on the event can be found on pages 13-15.

The Annual General Meeting of the Club was held on Monday 21 February at the North Ryde RSL. The conditions on the day were atrocious with heavy rain blanketing most of the Greater Sydney region and to top it off the train drivers decided to go on strike causing chaos on the road network. The combination of these two events resulted in a small turnout for the meeting. However, we were able to conduct the business of the Club and elect a new Committee. The Committee is now made up of the following:

Chairman: Mike Mulvihill

Vice Chairman: Vacant

Secretary: Athena Will

Treasurer: Alan Wellington

Committee Member: Gregory May

In addition to the Committee, the following people have agreed to continue to support the club in the following roles.

Historic Plate Registrar: Garrath Will

CMC Representative: Stephen Blundell

Trophy Master: Graham Lawrence

Editor: Mike Mulvihill

Thank you to the outgoing Committee for their service to the Club.

On the 29th of February, friends and family of Keith Wherry joined together at the Cruising Yacht Club of Australia for a very moving memorial service. Several hundred people gathered to pay tribute to a man that loved life and enjoyed bringing people with diverse backgrounds together. Fellow Club Member and son-in-law of Keith, Steven De Bono, read the eulogy

On the 27th of March we held a very nice lunch run to the Headlands Hotel in Austinmer. Although the weather wasn't perfect for a beachside event, we gathered and enjoyed an afternoon of friendly conversation and some very nice food.

Unfortunately I didn't remember to take any photographs of the event so there is no further report in the magazine. This is a nice spot for lunch and the location provides a good run for our cars so don't be surprised if you see this venue being used again in the future.

The Combined Car Clubs Classic Car Display and Charity BBQ will take place again this year, after a two year break due to Covid. Miles will once again generously open up his property in Penrose to allow people from various car clubs to come together and look over his unique collection of motoring and other memorabilia. This is a great day out and one not to be missed. Please see pages 16 and 17 for full details.

Safe and happy motoring!



Friends and family gather at the Cruising Yacht Club of Australia to pay tribute to Keith Wherry

Programme of Events

Date	Event	Organiser
March		
7th	Committee Meeting - via Zoom	Chairman
27th	Lunch Run, Headlands Hotel - Austinmer	Mike Mulvihill
April		
10th	Central Coast Run Patonga	Mike Mulvihill
11th	General Meeting - North Ryde RSL	Chairman
May		
2nd	Committee Meeting - via Zoom	Chairman
15th	Morning Coffee Run - Altitude 1148 Cafe Bulli	Alan Wellington
14th – 17th	King Valley Run - Wangaratta - Cancelled	Mike Mulvihill
June		
6th	General Meeting - North Ryde RSL	Chairman
19th	Lunch Run - Mount Ashby Estate	Mike Mulvihill
July		
3rd	Combined Car Clubs Display & Charity BBQ - Bundanoon	Miles Felstead
4th	Committee Meeting - via Zoom	Chairman
30th	Christmas in July - Blackheath	Mike Mulvihill
August		
1st	General Meeting - North Ryde RSL	Chairman



Above: The P. & A. Wood young team come to our rescue after only 10 km. of driving in the U.K., on the shoulder of the A1 near Peterborough.

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

Part 3: U.K. Rolls-Royce & Bentley Heritage Dealers P. & A. Wood

By Ian Oliver

We were to visit P. & A. Wood at Dunmow, England three times during our journey. Firstly, to inspect and to find out whether it was suitable for us to store our car during our absence between the two planned events whilst the car was in England; secondly, to drop off the car after the R.R.E.C. June 2018 Annual Rally and Earls Court Reunion Show and finally to pick the car up upon our return to England to attend the Post-War Six Cylinder Register Rally to be held in Devon later in the year in August 2018.

The initial visit left us with no doubt as to the suitability of the facilities for us to leave our car. Everything imaginable is at P. & A. Wood for the Rolls-Royce & Bentley enthusiast. Quite apart from their offering new vehicles for both Bentley and Rolls-Royce, they offer a vast arrange of immaculate pre-owned cars, many worthy concours vehicles. In fact they travelled several cars to the Annual Rally that we were to attend. Then there are the restoration workshop facilities of the

renowned heritage dealer, mechanical facilities, spare parts, trim shop, paint and panel shop and a gift shop that would challenge the one at Crewe with its memorabilia, books, period accessories etc. I was “gob smacked”. It reminded me of that young child in the lolly shop! We were to learn from the experience and could not be in better company.

We were made most welcome by owners, management and staff and we were delighted when we were at the show and offered to travel back with them in convoy of approximately 10 vehicles from the Rally venue at Stamford, Lincolnshire to P. & A. Wood’s premises in Dunmow, Essex, a trip that was to be the first drive for us with the car in England. The car had been collected from Southampton Docks and transported by truck to make it just in time for the R.R.E.C. Rally. The idea of travelling with others familiar with the roads to be taken was reassuring, as we were not only unfamiliar with directions but wanted some surety that



Above: B14MD at the famous front entrance of P. & A. Wood's amazing premises near Dunmow, Essex.

Below: Inspection of B14MD in P. & A. Wood's workshop by their Chief Mechanic and General Manager.





Above: Some of the wonderful cars seen in the P. & A. Wood workshops. Nearest the camera is 1909 Silver Ghost 60922, one of the earliest of many Rolls-Royce cars owned from new by the Angas family of South Australia.

Below: Andrew Wood of P. & A. Wood, who is a member of our A.C.T. Branch, showing his fellow Branch member Ian Oliver his very impressive Australian-delivered Silver Dawn saloon.



we would take the roads best suited for our car.

Immediately after the Earls Court Reunion at the Annual Rally we headed for the P. & A. Wood stand to follow their splendid array of cars. They had everything from a Silver Ghost worth several million pounds, a Bentley S1 Continental fastback, and a special-bodied Mk VI. The enclosed vehicle transporter backed up the convoy with me driving B14MD and my wife Tina driving our rental car which was our transport after we dropped off the Bentley at P. & A. Wood.

It felt glorious following the several other heritage cars later in the afternoon. It was sunny and pleasant driving but it wasn't to last long. Within 10 km. of the approximately 120 km. journey and whilst on the motorway, I was challenged with a rattling noise from under the bonnet that I had never heard before. It was not good at all. After pulling over, I was to inspect everything around the fan and the water pump assembly was floating. The fan was hitting the radiator and I knew immediately that I was in trouble. B14MD had travelled more than 1,000 miles in the past couple of years at home to let us down in the worst possible place and very early after we commenced our drive. I knew that without the fan and charge from the generator it was not possible to drive the balance of the journey.

This is when it became more than apparent that I was in good company with the P. & A. Wood personnel. The younger white collared mechanics were quick to my rescue. "Let's get the fan tied up with zip-ties and drive it off the motorway to



Above: The boot of B14MD was packed with all sorts of items for transport back to Australia after the R.R.E.C. Tour of Devon.

a safe position so that we can get you into the car transporter that is following”, the head mechanic directed. Within minutes I was nursing the car to a safer position and I couldn’t believe what was to follow. Out of the transporter came an immaculate grey Silver Ghost and there was an obvious upbeat level of excitement for the person to be selected from the many offering to drive her the balance of the journey. I was informed that they were under instruction that if there was to be a FTP this is the course of action. So B14MD gets a lift for the second time in a car transporter and I am driving a rental car with the convoy. The smiles on the faces of the P. & A. Wood fellows in the Bentley Continental and Silver Ghost overtaking us on the highway will remain forever with me.

The next day we were to visit P. & A. Wood to have the damage properly assessed. We were to leave the car whilst we travelled back to Australia and they had the job of fixing the water pump and fan assembly. I considered it would be sensible to attend to other repairs whilst in their hands. Their full assessment of the car for full originality restoration purposes which covered five days of work to consider every aspect of the car from instrument calibration to brakes, trim, mechanical, body etc. was offered. But this was not what I was looking for. Rather they were to prepare an assessment based on an underbody inspection, test drive to identify apparent issues that may need rectification, that would take approximately three hours. This was to be sent to me before they undertook any work.

The report that followed within a couple of weeks would

have been the best thing that I have done with the car since becoming its owner. It not only confirmed my suspicions on some “niggling” issues, but gave me a “to do list”, some of which I was able to undertake when I returned the car to Australia and some that I was to have them attend to whilst the car was in their care after they provided cost estimations. Such was the quality of the materials used and the workmanship, my only regret later was that I realised that I should have had them attend to more of the work.

Before flying back to the U.K. to pick up the car to attend the Post-War Six Cylinder Register Rally, I was to be contacted by P. & A. Wood mechanics with the news that the fuel tank was in need of possible replacement. This was a problem that sounded a bit familiar with my other Mk VI that developed similar tendencies. Due to time constraints it was decided to have them place easily replaceable after-market filters to prevent any debris passing to the fuel filter, fuel pumps and carburettors.

We were to collect the car after being away for three months and very keen to travel the distance to Devon. All of our travelling belongings, suitcases, memorabilia, touring kit, spare parts (some of which were acquired for another R-R car restoration project) were to fill the car to capacity. The items that were not able to fit in the car were shipped home by P.& A. Wood for us. They were most obliging, helpful and I could not have been happier with the service that they provided.

To be continued

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



Tribute to Max Houston

By David Macdonald

Thanks to David Macdonald and the Bentley Drivers Club Review Magazine for allowing us to publish this tribute to Max.



Max Houston peacefully passed away on 13 January 2022 after being admitted for tests to his local hospital in Gosford, New South Wales, in Australia.

Many BDC Members will have met this creative and talented Australian since 1980 when he commenced gathering the scattered parts of UL20 to bring back to life a 1930 Speed Six, a project he completed in 1997. Anyone who followed the Britain by Bentley Tour in 2011 will well remember this distinctly appealing car with its perfectly proportioned coupé body and sliding roof.

Max became a restoration expert whose talents were sought throughout the Vintage world. His renowned bodywork expertise, undertaken at his rambling rural Vintage Motor Garage (VMG), became legendary. All manner of automobiles became admired rolling pieces of art under Max's careful eyes and even more so when his eldest son, Jonathan, took over the business in 2000. Nevertheless, Max remained the revered consultant even though he and his wife, Judy, began to travel more widely before she died in 2015.

Max and Judy married in Los Angeles in 1985 after first meeting in Florence, Italy, in 1980. They became an inseparable couple both in business and family life, who always lit up any gathering wherever they went.

Evidence of Max's Bentley passion was shown in the many tours undertaken in the Speed Six, initially with Judy and myself as chaperone, including Britain by Bentley and thereafter throughout Europe, South Africa, USA and Australia.

Max was a keen observer of social and political life in Australia, the UK and the US. Quite a feat. I well remember Max tuning into Rush Limbaugh whenever he was in the US but initially when he undertook Route 66 from LA to Chicago over many enjoyable weeks.

He never suffered fools lightly and had strong conservative opinions. With four children from his recently deceased first wife, Betty, Max is survived by four grandchildren and six great-grandchildren from Australia together with two step-daughters, six step-grandchildren and two step-great-grandchildren, all based in the US.

Max's death has certainly concluded an era of Vintage motoring in Australia, where his authority and respect were acknowledged throughout the country. Well may he ride those superhighways now in peace with Judy by his side from their joint resting place in Wamberal looking out to the Pacific Ocean.



Club Event

Coffee Run - Picton 23rd of January

The first Club event for the year, and first coffee run, was to the Common Ground Bakery in Picton. During the planning stage I thought we might be lucky to get half a dozen or so people attending, but was pleasantly surprised when 31 people registered for the event! This was the first opportunity for the year for us to come together, discuss all things Bentley and reflect on the Christmas/New Year break.

The bakery had excellent parking facilities for our cars and the food and coffee were delicious. It was fantastic to see some of our newer members join in the fun and show off their automotive pride and joy. Michael Kennedy very kindly extended an invitation for us to continue the party at his new home just a short distance away. The morning was very enjoyable and the feedback positive, so it looks like there will be more morning coffee runs to look forward to in the future. Keep an eye out for event notifications. Thank you to Nick Fraser for taking some photographs of the event.



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Club Event

Mollymook Run

5th & 6th of February

The event kicked off with coffee and breakfast at the Bradman Oval Café on a dull, overcast morning in the Southern Highlands, before setting off in convoy for the scenic drive through the Kangaroo Valley. There are limited overtaking opportunities through the valley, so you really must take advantage of your opportunities when they arise. This was my first drive of my Continental GT on winding roads so decided to see what the car could do. It was a bit of a white-knuckle ride for my passenger, James, but a lot of fun nonetheless! Unfortunately, the convoy got separated but it was a pleasant drive to our lunch stop in Milton. Most of us met at the Milton Hotel for a bite to eat before wandering around the many shops and a coffee or an ice cream at one of the many cafes before heading to our accommodation in Mollymook.

Upon arriving in Mollymook, there was just enough time to have a bit of a rest before getting ready to head off to dinner at Rick Stein's Bar and Grill. We were fortunate to have our own room and bar, and the food and service were excellent. Having our own space made it easy for everyone to mingle and have a good chat, and the time passed quickly, and, before we knew it, we were heading back to our accommodation for a good night's sleep.

The next morning, we were up early, with most of us having a hearty breakfast at the nearby Beach Hut Café before heading off on our scenic drive to Batemans Bay. Upon arrival, we were soon boarding the MV Escapade for our 3-hour lunch cruise up the Clyde River. The on-board facilities were excellent, the staff friendly and the informative commentary made for a delightful trip to Nelligen. Not long after leaving Batemans Bay our fish and chips lunch was served and this was a great start to the afternoon. There was plenty of room on the boat to move around (in a Covid-safe manner) and provided our members with the opportunity to have a good chat and a few laughs. A short stop in Nelligen provided the opportunity for us to stretch our legs and buy an ice cream before heading back up the river to Batemans Bay. Some Members took the opportunity to have a look around Batemans Bay while others travelled further afield to have a look around the nearby countryside.

There was time back at the hotel for a short rest before preparing for our final dinner at the Mollymook Golf Club, which was conveniently located right across the road from where we were staying. The bistro-style dining facilities ensured fast and efficient service with tasty food. The feedback from the event was that everyone thoroughly enjoyed themselves, liked the two-night format and the inclusion of the cruise.

Early the next morning, after our Club event had ended, a number of us received the shocking news that our dear friend Keith Wherry had drowned while swimming in the surf. It was a tragic end to a fun weekend. Thank you to all those that expressed their condolences and for the numerous offers of assistance during this terrible time.

Report by Chairman, Mike Mulvihill



A few photographs starting with the 3hr lunch cruise from Batemans Bay. It might be hard to see but people are smiling underneath their facemasks!



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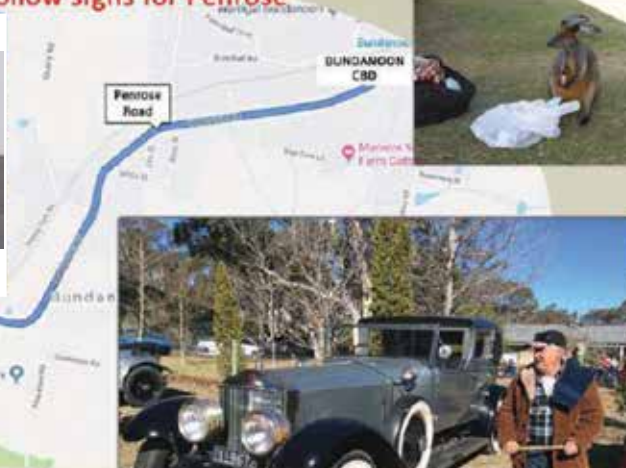
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