



# BENTLEY

## DRIVERS CLUB NSW MAGAZINE

JANUARY – JUNE 2023 EDITION



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# BENTLEY DRIVERS CLUB NSW REGION

## CONTACTS

### **BENTLEY DRIVERS CLUB NSW REGION INC.**

PO Box 1218  
Neutral Bay Junction NSW 2089  
[www.bdcnsw.com.au](http://www.bdcnsw.com.au)  
[bentleydriversclubnsw@gmail.com](mailto:bentleydriversclubnsw@gmail.com)

### **EXECUTIVE**

#### **Chairman**

**Gregory May**

Ph. 0411 723 470  
[gregmay01@bigpond.com](mailto:gregmay01@bigpond.com)

#### **Vice Chairman**

**Alison Davey**

Ph. 0417 904 188  
[alison@spurparts.com.au](mailto:alison@spurparts.com.au)

#### **Secretary**

**Athena Will**

Ph. 0425 233 013  
[athenawill@ozemail.com.au](mailto:athenawill@ozemail.com.au)

#### **Treasurer & Membership Registrar**

**Alan Wellington**

Ph. 0437 922 303  
[alan.wellington47@gmail.com](mailto:alan.wellington47@gmail.com)

#### **Historic Plate Registrar**

**Garrath Will**

Ph. 02 4869 5009  
[tkmotors@tkmotors.com.au](mailto:tkmotors@tkmotors.com.au)

### **COMMITTEE**

**Alison Davey**

**Cameron Blinman**

**Richard Treacy**

**Rita Barbagallo**

**Salvo Barbagallo**

### **MEETINGS**

Club Meetings are held bi-monthly.  
Check our website for meeting details,  
as the venue changes.

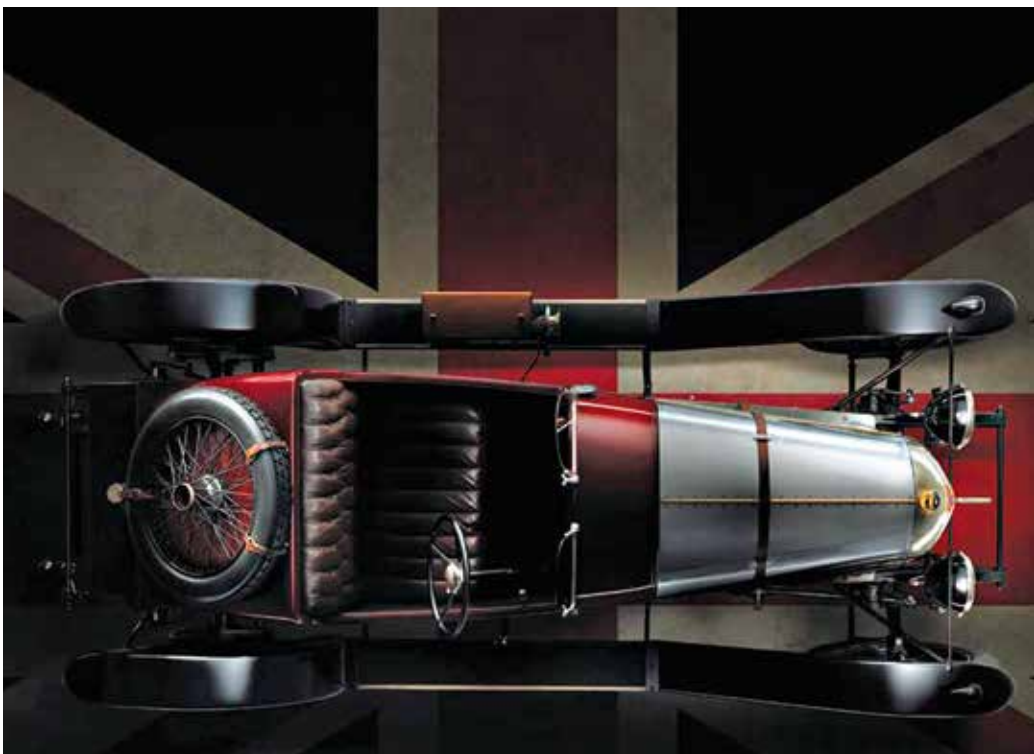


Photo by C Bon Unsplash

# CHAIRMAN'S CHATTER

**D**ear fellow Bentley enthusiast, this is my first note to you in our official magazine, which as you know is well behind our publication schedule.

As I had previously explained, when Mike Mulvihill retired, we lost our editor and skill set. I have been hunting around for members who might be able to take over this task, but despite enthusiasm and good wishes of many, we were not able to bring the project to completion. We have now secured professional services to create this bumper edition. The plan is that the magazine will now be published quarterly and on schedule. By moving to this formula, it should be easier to accomplish timely publication and have much more meat on the bone, so to speak.

Despite the absence of the magazine, I believe that we have managed to effectively communicate with most of our members via email, and the fun and socialising has continued. There are many more events planned between now and the end of this year, in which I hope you can participate.

I should also say that we welcome and encourage member's contributions, whether it be by way a story on an event, a piece about their car or an experience, preferably with photos.

Whilst we plan to maintain our usual schedule of events, I am also keen to add more driving runs to unusual places. The parameters which I am thinking of at this stage are: single day events, no more than two hours driving each way, preferably to a café or hostelry to revive our spirits. They could also be short notice events, so not planned well in advance. I would welcome suggestion from our members.

I have also been in touch with the Chairman of our South Australian branch who has advised that the next annual rally will be held in their state in the second half of next year. Stay tuned for details.

In the meantime, I wish you all happy and safe motoring in our marvellous machines.

**Gregory May, Chairman**



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## BENTLEY DRIVERS CLUB NSW REGION

# UPCOMING EVENTS

SUN  
**02**  
JUL

### BBQ LUNCH

Hosted by Miles Felstead  
at Bundanoon

SAT  
**22-23**  
JULY

### CHRISTMAS IN JULY

7:00 PM

Gardners Inn Hotel, Blackheath  
3 course dinner  
\$65 per person

MON  
**07**  
AUG

### EXCLUSIVE MEMBER'S EVENT

7:00 PM

Bentley Sydney

SUN  
**17**  
SEPT

### W.O. BENTLEY BIRTHDAY LUNCH

Bendooley Estate, Berrima  
Share table menu  
\$85 per person

MON  
**02**  
OCT

### CLUB DINNER

6:30 PM

Lord Nelson Brewery Hotel  
(The Rocks)

SUN  
**29**  
OCT

### POLO BENTLEY SHIELD

Sydney Polo Club, Richmond

SUN  
**05**  
NOV

### CONCOURS AND CLUB LUNCH

Gibraltar Hotel, Bowral  
\$65 per person

# W.O. Bentley Lunch and Concours d'Elegance



**Cameron Blinman** reports on the Bentley Drivers Club NSW's annual event celebrating the birthday of W.O. Bentley from the Gibraltar Hotel in Bowral on Sunday 6 November

**F**rom the moment everybody arrived, there was a feeling that this year's W.O. Bentley Lunch and Concours d'Elegance was going to be a different event. It's difficult to say if it was the beautiful sunny weather, or the green surroundings at the lunch venue, or the perhaps it was the exceptional turn out of cars.

Parking up next to Club member Miles and his partner Mary, we walked over to the allocated areas for the Bentleys. Accompanying the various Bentleys on the day were Club members not seen in (literally) years—old and new, members from interstate BDC Clubs—a wide

variety of people attended the lunch. What an absolute treat it was to have such a turnout.

Bentleys on the day were a notable highlight, ranging from several stunning Continental GTs to some pristine Turbo Rs, to one particularly stunning Azure convertible, it was a real gathering of Bentley's most iconic models. Indeed, the sheer number of cars which turned out is said to be record-breaking—over 30 cars came out.

Club members took the opportunity to admire the beautiful machines, remarking on details such as pristine paintwork or perfect

chrome. This viewing of the cars also provided a great opportunity to assess the competition in the Concours!

Eventually attendees made their way in for lunch and were greeted with the esteemed Mr. Gregory May, marking members off who subsequently made their way to the bar to furnish themselves with a drink as they continued their discussions from outside. Walking through the dining area, the stunning greenery and bushland behind was on full display through the large, portrait-like windows.

It was an amazing opportunity to catchup and discuss not just our





interests in Bentley, but our lives over the last six or so months which are seemingly still affected in some way by the pandemic. Individuals swapped notes on which car, in what category may be in with a winning chance, a topic which produced conversations at other tables from what could be heard.

Making way through the main course and dessert, Gregory May opened the event with a few words to mark the occasion and discuss the Club's activities for 2023. Additionally, it was the BDC NSW's 50th Anniversary—an occasion we all highly remarked. We also had Rita Barbagallo discuss the Club's proud record of fundraising for

charity, indicating a raffle would be run at our Annual General Meeting and Christmas Dinner. The chance to win fabulous prizes, while raising money for charity, piqued everyone's interest.

Post-lunch, people returned to the cars on display and the Judges set to work appraising the various entrants in each class. Members such as Graham Lawrence led the judging panel, whose participation the Club is most grateful for. While this was happening, members soaked up lively conversation, the stunning weather the day continued to provide, and of course the cars.

Personal highlights included Geoff Bertucen's stunning

Bentley Azure convertible, Paul Hynes' T type and a very new addition to the Club, Ash Will's Continental GT, complete with partial matt-black wrap. Truth be told, pictures don't do any of these cars' justice; they must be seen in person to be believed and admired. Speaking of Ash's Continental GT, he was kind enough to take me for a spin in the twin-turbo W12 GT, an experience which showcased the cars pace, presence, and poise.

In conclusion the event was a real highlight and was a great punctuation for the Club's social activities for 2022. A big thank you to those in attendance who made it a wonderful day.





# 2022 Christmas Dinner and AGM

By **Cameron Blinman**

**O**ur final event for the year, the Annual General Meeting (A.G.M) and Christmas Dinner, was held back at the prestigious Royal Automobile Club of Australia (RACA) after a brief hiatus.

While the weather was warm outside, the venue was suitably comfortable and ensured we were all able to relax into the evening.

Stepping through the door, guests were handed a glass of





champagne, while also having the opportunity to meet new members who debuted on the night. It is always a real treat when we have new members join, as they bring their passion, experience and enthusiasm for the cars and the marque.

Eventually taking our places, we settled in for a wonderful evening. Rita and Salvo (Barbagallo) and I went around between entrée and main course, issuing raffle tickets for either \$20 for three tickets, or \$50 for 15 tickets. The latter was an option largely chosen by those on the night, the proceeds of which went exclusively to the Sydney Children's Hospital. The prizes which Rita gathered from other members and external parties, as well as donating herself, were a real treat and catered to a range of interests, tastes and preferences.





From make-up packs, to bottles of wine, to refreshing pamper packages, a wonderful array of prizes were available. Of note were John Lackey's donations of original sale and marketing materials for his Bentley, which were of significant value. The opportunity to have these materials saw members bidding with contest-like enthusiasm. The

items were eventually auctioned off separately, such was their significance and popularity amongst members.

Another highlight of the evening was the election of our 2023 Committee, with many existing Members continuing their commitment and dedication by serving on the Club's committee. Despite the somewhat disruptive



year our Club had, 2023 looks positive and engaging for our Club and it's members.

This night also saw the winners of our Concours elegance announced. While Concours classes, regrettably we did not have an entrant for Class 1: W.O Bentley chassis. Nonetheless, we have the below winning vehicles and corresponding owners:

**Class 2: Derby, Tony Strachan**

**Class 3: Mark 6, Don Reedman**

**Class 4: S series, Janet Lackey**

**Class 5: T series (T2),  
Sam Movizio.**

**Class 6: SZ Class (1986  
Mulsanne), Phillip Davies**

**Class 7: Continental R type,  
Graham Lawrence**

**Class 8: Speed 8 Special,  
John Lackey**

**Class 9: 2006 Arnage T,  
John Sheehy**

**Class 10: GT series  
(Continental GT),  
Allan Simpson**

**Overall Winner (Best in Show):  
Bentley Derby, Tony Strachan.**

While 2022 ends and the Club marches in to 2023, there are some key achievements worth remarking on: this is the Club's 50th A.G.M and Christmas Dinner, John Lackey attended this as well as the vast majority of the 49 other A.G.Ms past; the Club raised over \$2,600 in donations for the Sydney Children's Hospital, an incredible achievement and which clubs many times our size cannot match; and lastly – but certainly not least – our Committee Members who year after year, ensure our Club runs, functions and provides for it's Members in the accomplished way it does. A big thank you.

# New Year, New Venue

**Athena Will** reports from the first general meeting of the year held on 6 February 2023 at the Lord Nelson Brewery Hotel in Millers Point



**T**he Committee decided to kick off the new year with a new and exciting venue at the Lord Nelson Brewery Hotel at Millers Point near The Rocks in Sydney.

Established in 1841, the Lord Nelson Brewery Hotel is Sydney's oldest and continuously working licensed hotel.

We were given a unique room upstairs where we had our own

private bar and staff to serve us. The room was filled with new and old-world charm with interesting memorabilia and rows of bottles lit up in temperature-controlled wine storage cabinets.

The food was hearty and tasty with a great selection of wines, or your choice of award-winning natural ales brewed on the site.

We had an excellent evening with 26 people attending. It was

great to see everyone laughing, chatting, and enjoying each other's company on this warm, balmy summer evening.

I later heard a rumour from my uncle, who used to frequent the hotel in his younger days, that the odd punter would go missing in ye olden days. Allegedly, they would be plied with alcohol, slipped out the back door and wake up on a ship on its way out the Heads. All hearsay, I'm sure ...



# Blue Mountains run to Lackey's Folly

SUNDAY 26 FEBRUARY 2023  
Report by **Gregory May**



It was a perfect day for a run to the mountains. The sun was shining and the rain was resting. There was a great response to this event, I would imagine possibly 30 people attended the get together. John and Margaret Lackey hosted this event at their beautiful historic home which is set in meandering gardens, complete with chickens!

Margaret and friends had been up early and baking delicious scones, which were served with jam and cream together with tea and coffee on arrival. The crowd just kept building and soon there were people everywhere. It was delightful to see Marie Harland and her cousin who was visiting from Ireland. Anthony Liberiou brought along a complement of very jolly guests and Georgio and Maybelline Gourlas brought along the whole family. So as you can imagine there was a great deal of merriment.

Some took the opportunity to stroll in the gardens, whilst others poured over John Lackey's collection of cars, which include the Bentley S1, Bentley 3 Litre 1924, Bentley 8, 6.5 litre Special and the racing 1934 MG Q type. Later on John gave a talk about the MG and its significance and racing achievements.

John Lackey's Bentley 8 Special then led us in convoy to the Alexandra Hotel where we all enjoyed a good

meal and catch up. It was a most enjoyable day.

It is also worth mentioning that Graeme and Toni Ellis were sporting a Riley convertible which I think was a 2 and a half litre, which he was test running for an event which he was to attend with the car in Tasmania, where I hear that it performed very well. It just goes to show you how inclusive we are at the BDC!



## LACKEY'S FOLLY—TECHNICAL THOUGHTS

At our recent run to the Lackey's Folly rally in the Blue Mountains we were privileged to get John to show us his 1934 MG Q Type. This car is a factory designed and built racing car. John has reproduced an excerpt from the bible of MG racing achievements—*Maintaining the Breed—the Saga of MG Factory Racing Cars* by John Thornley first published in July 1950 and revised in September 1956 by London Motor Racing Publications. Lt. Col. John Thornley lived MG from the day in 1931 when he was elected as the first ever Secretary of the MG Car Club, to the day he retired in 1969 as Director and General Manager of the MG Car Company. So, who else could better detail the achievements of MG racing? I consider it a very interesting read.

**Gregory May, March 2023**

# Maintaining the Breed

## The Saga of MG Factory Racing Cars

An excerpt from *Maintaining the Breed*  
by **John W. Thornley**, the bible of MG  
racing achievements

**F**or ... the Q Type ....The centre crankshaft bearing had been adopted in order to permit higher blower pressures, and these were secured by the adoption of a Zoller supercharger driven at 69% of engine speed and delivering 25 to 28 lb. per sq.in. The blower was specially developed by its manufacturers in collaboration with MG designers, and it can be said that, for the first time, engine and blower were designed together as an entity. ... For the first time 150b.h.p. litre became a reality.

Such power was likely to give the back axle a rough time, particularly as a Wilson pre-selector gearbox was used. On the K3, axle failure had been overcome by stiffening up the final drive, but this was not possible on the Q Type, which had the much smaller N Type axle. Remember, too, that the 746c.c. engine was now giving almost as much power as the 1100 c.c. engine of a year before. The possibility of trouble was eliminated by an elegant safety device, in the form of a clutch built into the flywheel in the ordinary way, but provided with no pedal or other means of operation. The clutch was designed to slip, when hot, at 1.25 times the maximum engine torque and this, when multiplied by the

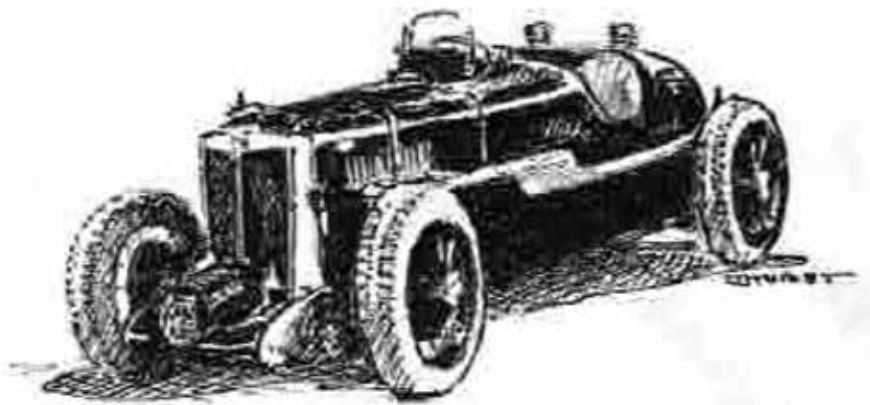
bottom gear reduction ratio, was just safely within the capacity of the rear axle. Thus, when changing gear and taking full advantage of the potentialities of the self-changing gearbox, the inertia loading of crankshaft and flywheel caused the clutch to slip momentarily and no damage was done.

The car, in general layout, followed the 1934 K3 very closely. In fact, in side elevation it was not easy to tell the two cars apart. There were differences, however. The twin brake cam lever was not adopted for the Q Type, but a composite steel brake drum was introduced; the fuel tank of 19 gallons capacity, did not form part of the outer skin of the body, but was all enclosed. Battery and coil ignition was used,

“ *The Q Type ... holds the Brooklands Outer Circuit Class H record for all time at a phenomenal speed of 122.4 m.p.h.* ”

Mike Allison, author *The Magic of MG 1972*.

and no provision was made for any electrical equipment beyond the fuel pumps and starter, as road racing equipment, wings and lamps were



Pen and ink drawing by John Hurst of the seventh Q Type of eight built.



John Lackey driving his MG QA 0257 at touring speed on the circuit at Bathurst

not supplied. The rear suspension was controlled by hydraulic shock-absorbers in place of the twin duplex friction types of the K3, with the final drive ratio—straight cut, of course—of 4.5 to 1. The ratio 4.875 to 1 was available as an alternative. The complete car, ready to go, turned the scale at a few pounds over thirteen hundredweight.

... the Q showed its paces at the guidance of Bill Everitt. The final track-testing of the car was entrusted to Bill Everitt and on Whit Monday he broke the Class H Brooklands Mountain lap record at 69.97, first time out. He then went to a Donington Park meeting, collecting one first and two seconds at speeds up to 65 m.p.h., and next, on August 1 at Brooklands, broke the standing kilometre and standing mile records at 69.75 and 79.88

m.p.h. respectively. This was a direct measure of the improvement of the Q, as these records were taken from E. R. Hall who in a J4, had held them since the previous year at 67.21 and 74.74 m.p.h. Not content with this, Everitt was out again in October, to raise the Mountain lap to 75.58 and the standing kilometre and standing mile to the remarkable figures of 75.42 and 85.59. It is noteworthy that the Mountain speed was almost three miles per hour faster than the then 1100c.c. record, on the special K3, made two months earlier.

The general consensus of opinion was that the Q Type was just about as fast as a 750c.c. car could be, and even so, all the available acceleration could not be used because of the wheelspin, so the problem arose—what next?

*“The Q Type, which, to the minds of many, was the finest MG built in any form ... it was phenomenally fast and scored innumerable racing successes.”*

Gregor Grant author of *British Sports Cars, 1947*





# General meeting at the Lord Nelson Hotel

**Gregory May** reports on the meeting and dinner held on Monday 3 April 2023

Once again Stephen Blundell organised a great gathering at the Lord Nelson Hotel.

Some 30 members and guests attended a somewhat cosy meeting in a corner room of the ground floor, this time around. Food and drink flowed freely and was enjoyed by all. Certainly, I heard no complaints about the service and the standards.

It was particularly great to see Marie Harland and Stephen de Bono who had just returned from the Rolls Royce Annual Meet in Hahndorf in South Australia. Stephen gave a report on the event to our members.

We received apologies from Graeme and Toni Ellis who were still touring in Tasmania, where they had been along with Noel McIntosh, who was in attendance and gave a short talk on their Tasmanian adventure.

Brian Burgoyne and Poppy were in attendance and Brian spoke to us about about a barn find of a Derby Bentley which had been reported in the USA, which they expected to sell for an amazing price.

Charles Chelliah and Alison Davey both brought along guests which added to the merriment.

The Will family was very well represented by Garrath, Athena, Ashley and Maria.

All in all a fun night was had by all.



**Athena Will** also reports on the goings-on of the evening

By popular demand, our second General Meeting for the year was held at the Lord Nelson Brewery Hotel.

As our RSVPs were low, we were allocated another part of the hotel to the previous meeting. The working brewery was brewing hops and yeast in the big silver vats behind our tables. We had a window into the world of brewing up close and personal.

There ended up being such a good turnout, that we ran out of seating. As more people arrived, more tables had to be found as we expanded into the public bar.

It was a very boisterous and happy lot that enjoyed a very fun-filled evening. I might add, that it was also the shortest meeting we have ever had.

PS All crew accounted for.



# Peats Ridge RUN

Report by **Gregory May** on the outing on Sunday 7 May 2023

**I**t was a cold wintery day, perfect for a run up North. Well North for me, as I was coming from Exeter in the South.

Sixteen of our bravest members made the trek to the Mountain Growers Market at Peats Ridge.

It was a bit tricky on arrival, as it did not have its own street entry and had to be accessed via the adjoining shops, so most of us drove past and had to do a U-turn.

Brian Bourgoyne and Joanna were the first to arrive in the R-Type complete with a very well behaved and groomed labrador in the rear.

As the cars arrived in quick succession, they lined up and made quite a sight for the mountains.

New members Len and Di Cave arrived in a very new looking GT. It was also great to see Bryan Sullivan in his Mulsanne, who we have not seen for a while. Uwe Kramer and Janet Haywood

brought their Bentley T and were busily comparing notes with Charles Chelliah, who arrived in

a Bentley T which he had taken delivery of the day before. It was also great to see Cheryl and Ray Dineen





in their restored GTC after a nasty side swipe. It looked mint. Chris Fraser braved the cold despite

his recent health issue, which he has fully recovered from, thank God!

Midway through proceedings, very dark and ominous clouds started to gather, which looked headed for us. They arrived above us and opened up with full force and we were confined to a rather chilly iron roofed verandah for soup and refreshments. We were all wondering if and how we would

ever escape the deluge to get to our cars. Fortunately, the rain stopped and the sun returned. We got back outside to compare notes on our cars and learn about others experiences. We all headed home in clear weather!

It was a fun way to spend a Sunday afternoon and it was agreed that we must do more of these impromptu drives.





# AMPOL Sydney Harbour Concours d'Elegance



**John Lackey** gives us a glimpse into the Concours d'Elegance at Hyde Park Barracks held on 4 March 2023



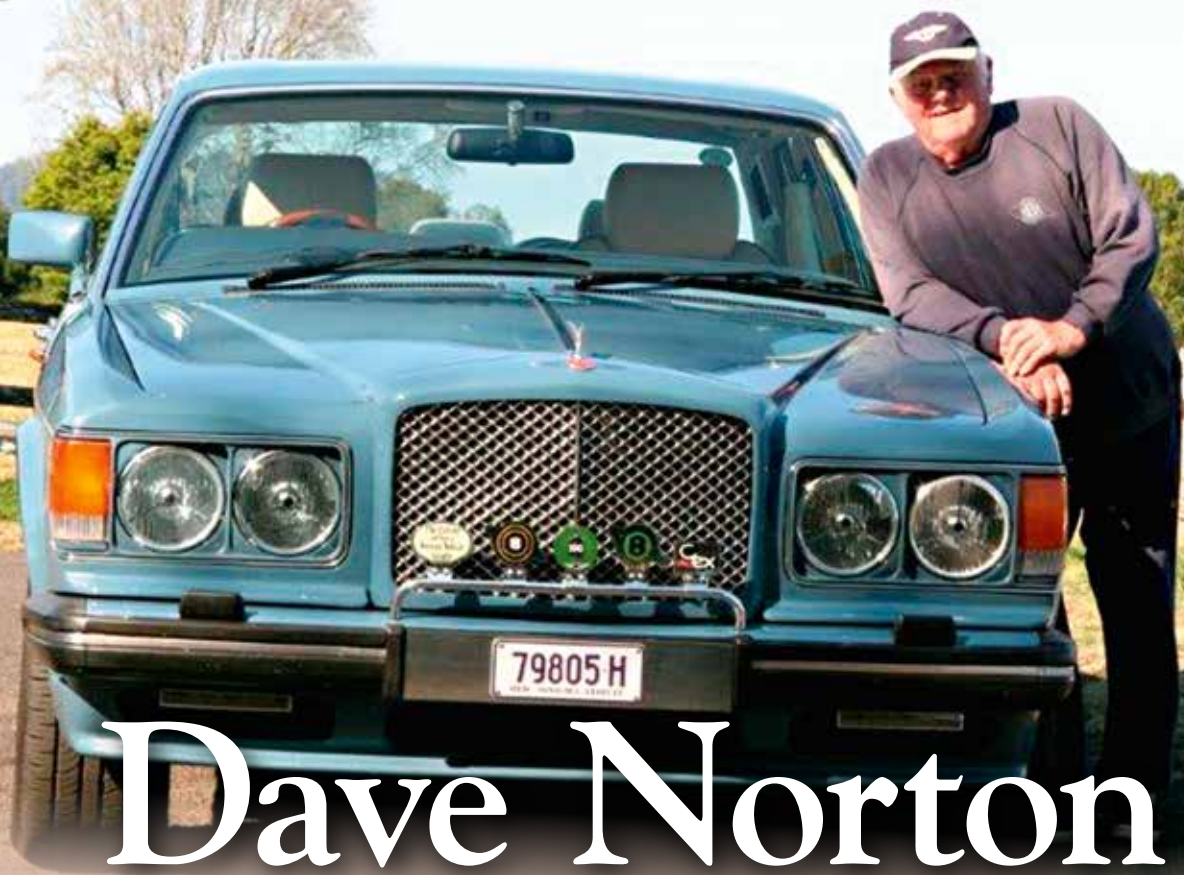
Last weekend (4th March) I was particularly lucky to be invited to enter my MG Q Type in the AMPOL Sydney Harbour Concours d'Elegance held at Hyde Park Barracks. The organiser, James Nicholls, and his helpers did a fabulous job considering the inclement weather. There were a few Bentleys present and as this is a very private event I cannot give details of the cars there, however, I did take some pictures. The cars in the first picture behind the Honda are some of the Bentleys (all pre-2000 models).

The Green Bentley shown below, just after a rain squall, I believe is a magnificent brand new Continental GT Speed supplied by Bentley Sydney.

Of course, for me the car of the show was the Bentley 4/8. Shown here having its "his and hers" bespoke Goyard of Paris travelling cases fitted for the day.

I did manage to get a picture of the magnificent eight litre engine (above).





# Dave Norton

## My Bentley experiences

**Dave Norton** relates his many years of adventures with his classic Bentley's Rolls Royce and more—August 2022

**I**t must have been 1987, we were running our own little transport company in North East London and an old 1937 straight eight Buick was in the garage, having been purchased by us some 20 years earlier. Our everyday

cars over the previous years had been a succession of Volvo estates, and a great many others which had suited us for both personal use and support for the business.

Whilst out in the wilds of Bedfordshire one afternoon,

I noticed a Mercedes 280SE coupe quietly sitting in a country showroom. Beautiful to look at, in bronze metallic, loads of stainless steel, that magnificent radiator grille, of course with the three pointed star, and a sumptuous leather interior. I took the plunge. The 280SE coupe was certainly a looker, but as I found to my cost ... it was not a lucky car. After a few niggling things, it all culminated when I opened the bonnet one morning in the garage, and a hinge pin sheared! The nearside of the bonnet slammed down, and the corner of the grille made a hole in the front wing! It gave me such a shock I ran from the garage, in the vain hope that it had not happened, but it had. Repaired by a good friend of ours, it was not to be trusted.

About this time, I stumbled upon another unloved vehicle



languishing in Kent. This time, it had a winged B. A T-series of 1968 (SBH 5424). It was cheap, but I still could not really afford it, but once again, the Astral Blue with only a few bubbles, the lovely grey leather interior would benefit from Connellising, and all that lovely wood! Game, set and match! I enjoyed using the car “for best” but it must be said that each time we used it, something seemed to go wrong. Our Buick had always been favoured for weddings, and quite honestly the Bentley also proved popular. In fact, the casual income earned, paid for a bare metal paint job. It went to a pal in Yorkshire for the new paint job, and how proud I was when I collected my Bentley. I had arrived!

I guess that we enjoyed the T series for four or five years, but the need for a replacement truck for the business necessitated the Bentley to go. Ironically, it went to my accountant who truly was infatuated by the car. It has since occurred to me that having joined the BDC, the first local get-together

that we attended to me was to be the highlight of ownership.

Given that 1988 was a little different to today, the meeting consisted of over a dozen vintage Cricklewood Bentleys, three or four Derbys, 2 S-type and my T. I felt that at the time I was a bit of a poor relation, but it was at this meeting that we met Jimmy and Bill Metcalf, who have always been absolute doyens of vintage Bentley. A lovely pair of blokes, Bentley to the core. Bill at the time had a beautiful Speed Six and of course the fabulous R type Continental and Jimmy, a gorgeous coachbuilt 4.1/2 and the enormous 8-litre ... we were in heaven! Anyway, we were sad to see it go, but in reality, needs must.

A couple of years went by, the Buick then had a long running film job, and as we knew the agent quite well, we let the fees build up. To our immense satisfaction, payout day came the very day before I was guided to a lock-up garage in Finchley, where a Silver Cloud (SGE 34) had been virtually abandoned due to the demise of its previous

owner. The son had no interest in the Rolls, but had magically transferred the very valuable number plate on to his Elan. Sustained negotiations took place, particularly after we had spent a couple of hours tinkering to no avail. It was in fact dead on wheels. Eventually we agreed a price, certainly much less than the Lotus owner had envisaged. Unsurprisingly, it just happened to be exactly the same amount that the Buick had earned from the movie. This was where the fun of owning old cars began. The Cloud remained dead and to make matters worse, one of the rear wheels failed to revolve, and so the Cloud was unceremoniously winched on to a tilt-tray and looked very forlorn once it was in the daylight.

Back home with our Rolls Royce, we were in a bit of a pickle. The Cloud just sat on the truck almost defying us to be moved. So once again—Buick to the rescue. We chained the Cloud to the towbar on the Buick, and with that securely anchored, the tilt-tray was gently eased away, leaving the Bentley on





dry land again. The car is now off the transporter, but needed to be placed in our garage, twixt little Victorian terraced houses. Not too much room, but we managed to keep four cars on a house plot that had never been built on. Good old Buick, out came the back seat squab, put into a large sack, and then held heroically by an assistant between the Cloud and the Buick. The buffer worked perfectly, not a mark on any of the chrome, and with a modicum of wheelspin, General Motors did not fail us and into the garage and my ownership went the majestic Rolls Royce Silver Cloud.

Thinking about it, there were only three Rolls Royces in Walthamstow at that time. A local bookmaker had a bright blue Shadow, and the local undertaker had a rather splendid Phantom hearse which oddly enough conveyed my dear mother to her last resting place, probably the first and last time that she rode in a Rolls Royce! And then there was ours.

I tinkered with the car, putting many wrongs to right. I tidied the bodywork to the best of my ability and never failed to chuckle to myself when taking the car for a test drive around the block. It must be said that when driving around the East End in a Rolls, bystanders always tried to see who was in the back – whether bride or celebrity, they needed to know. I got the car to go and stop in the correct manner, and it turned out to be a great car to drive. The big thing that always concerned me was the bodywork.



The previous old guy had impaired vision and tended to “drive by ear”. The lower half of the car had been blown in in white to hide a multitude of sins. This I am afraid was not for me. Several of my motor trade contacts were consulted, but we could not come up with a figure for a paint job that was not close to the real value of the whole car, and after all, had it been in perfect order, I would not have been the owner in the first place! The Cloud was advertised in the RREC magazine, and eventually ended up in the hands of a man in Milan, Italy who had wrecked his own car and desperately needed a replacement. I can say that this was the most hilarious and stressful transaction that I have ever made in my entire life. A man who had less than a dozen words of English landed at Stansted airport with an overnight

bag, three excellent bottles of wine, and a roll of tenners that I had not seen too often. It was a highlight of our motoring hobby, and would warrant a story in itself.

The T-series had been a pleasure to own and drive, and Blatchley’s bodywork design for the Cloud never will be surpassed. The memory of the Cloud encouraged me to look out for a similar vehicle in better order. So we now come to number three.

A friend of a friend who we have known for his good taste in motor cars was selling a Bentley. It transpired that it was BC6FM, a black James Young four-light on a 1959 Continental chassis. A few faults but fabulous. Once again—I could not possibly afford it, but when would another chance like this arise? ... Sell all surplus items and buy a James Young.



Mechanically the car was excellent. Frankly even after the Cloud it felt like riding a magic carpet. Almost silent, floating along effortlessly and was a source of immense pride. Many Bentley experts suggest that the true Flying Spur from Mulliner is preferable to the four door saloon from James Young. But, I like the lightness of countenance and the treatment of the rear end is far more stylish than the Mulliner. Also by chance BC6FM was a four light body; much more my preference, much more fifties and in particular the door and boot handles are pure artistry. Etching primer had not quite done all its work on the aluminium body and there were a few blisters that I had to attend to. Also, we had a bit of movement in the door pillar where the fellas at English Mechanics made a fabulous job of sorting all these problems.

I enjoyed the car at many motoring events, particularly the RREC and BDC where the James Young was always well received. One of my lasting memories of the

Bentley would be Penny, my ever enthusiastic missus, wafting along the A5, with her favourite dog by her side, elegance personified. Meanwhile he with all the bright ideas followed with the Mercedes 300TD and caravan. We always took our home comforts with us.

Much water passes under the bridge and circumstances change, and also I had retired. We holidayed in Australia and our family who had already emigrated thus, seemed to be enjoying a rather wonderful life. The climate, the freedom to drive, and the lush plateau of Dorrigo captured our hearts. The one sad thing was, rather stupidly I was frightened by various know-alls that import tax and luxury car tax would be horrific on the Bentley, so I was more or less forced by ignorance to sell the car. It was not without some amount of flattery that the previous owner grabbed it back with both hands.

Fast forward ten years. Very settled, lovely environment, the grass very green and the old Buick was still in the shed, now 55 years with us. I so missed the Bentley though. I had kept all the books on

the subject, the BDC reviews, even a variety of the branded regalia, but the one thing missing in my life was the beautiful winged B out front. I had looked at Continental Rs, but they always seemed to be just out of reach, and true to form, as soon as I parted with the James Young, prices seemed to go through the roof. So what should I do? Go without and live on the memories, or find the best possible substitute.

So, yes dear friends, I settled on a Turbo R. It had had an immense amount of money lavished on it. It goes extremely well and running costs are nothing like as frightening as I thought they might be. The Turbo R is a lovely Wedgwood blue with cream interior and a few modifications have added Turbo RL wheels, a really nice matrix grille, and is fitted with the best feature a flying B.

At my time of life I am extremely lucky to have gained so much pleasure from my hobby and I really ought to be satisfied ... but those S-class Continentals are fabulous, and of course, boys will be boys!





# “No longer related!”



A very, very brief history of union and breakup of Bentley and Rolls Royce by **Anthony Liberiou**.

**B**entley and Rolls-Royce are Britain’s best known luxury car brands. Both luxury cars were created by motoring pioneers who were driven by passion for cars and engineering. The motoring public associate the early Bentleys with racing and Rolls Royce with luxury and engineering. From separate beginnings, these two brands independent brands would “marry”

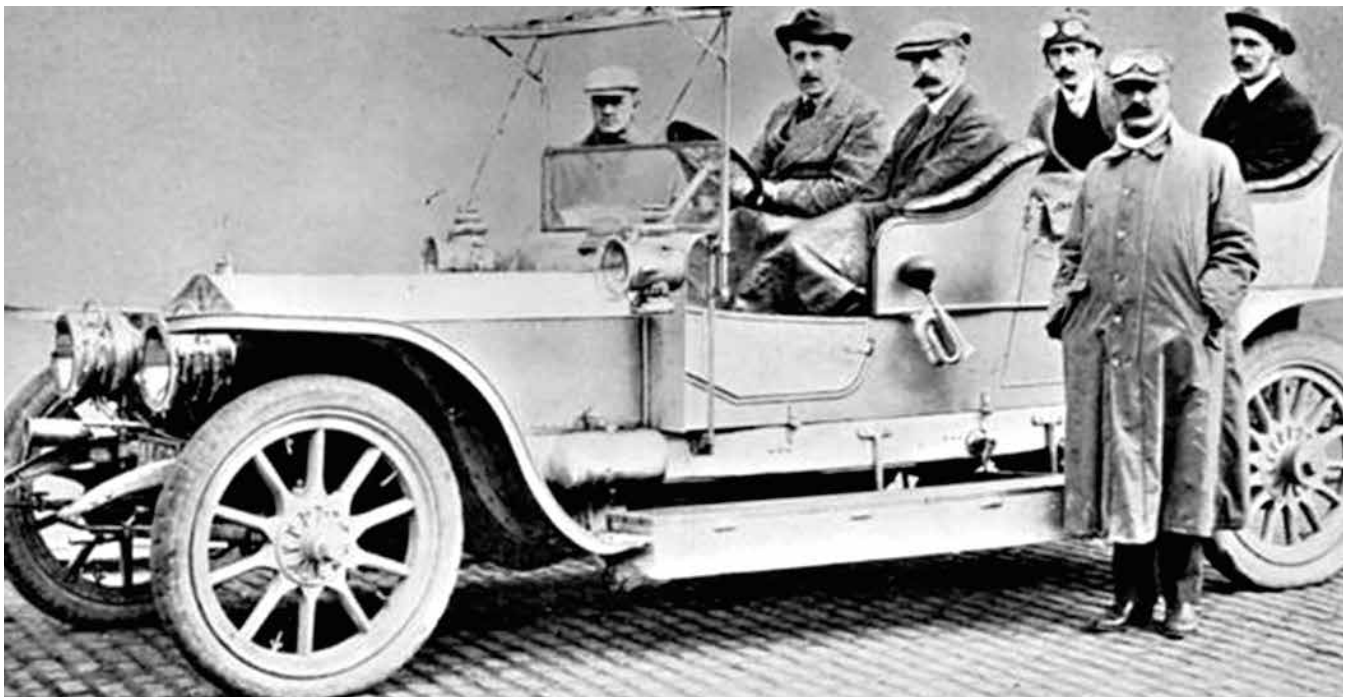
in the early 1930s and “divorce” in the late 1990s.

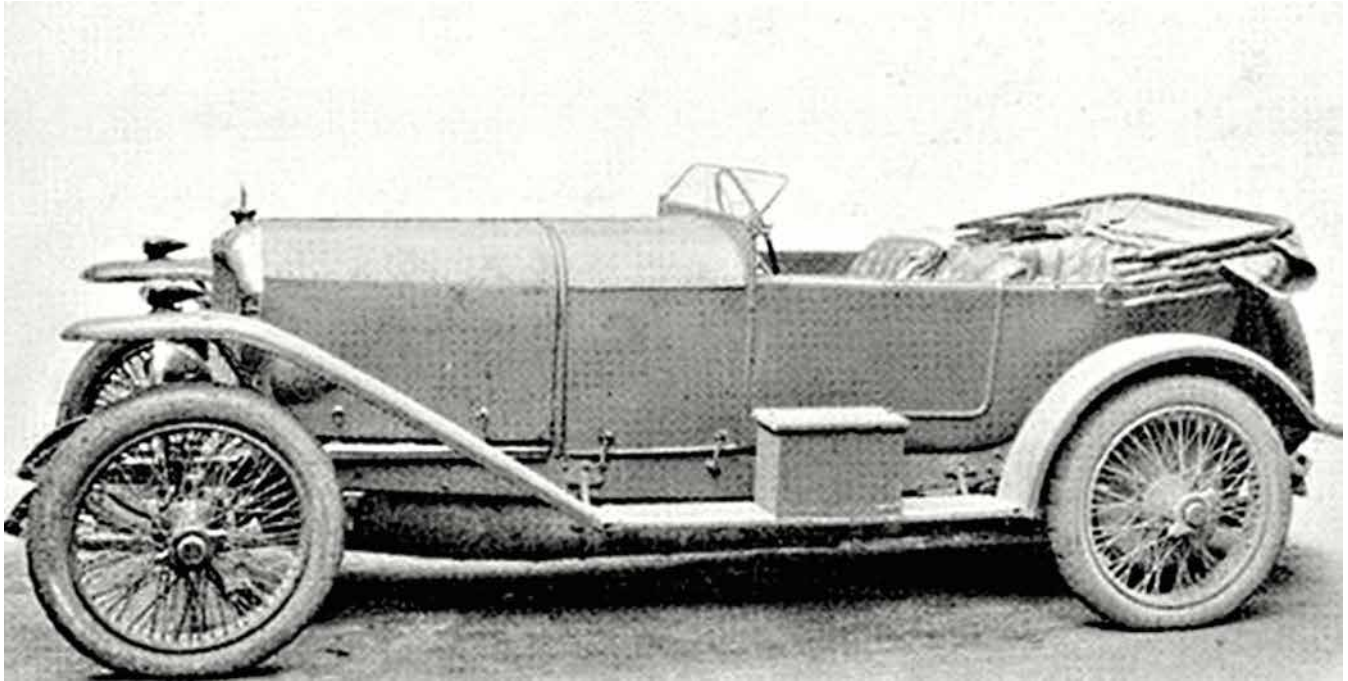
## **ABOUT BENTLEY**

Bentley was founded in 1919 by W.O. Bentley and his brother H.M. Bentley. Their first sports vehicle was a chassis better known as the Bentley 3 Litre Prototype which was shown at the London Motor Show.

W.O. Bentley’s intention was “To build a fast car, a good car, the best in its class” and he succeeded. Although the cars were considerably larger than other sports cars of the same era, the innovative technology allowed the Bentley 3 Litre to dominate the

smaller sports cars in racing and attracted a lot of attention among the wealthy British car enthusiasts. These enthusiasts were soon to be known as the “Bentley Boys”. And it was a Bentley Boy—Mr Woolf Barnato who would later help the company during financial hardship. However his help came at a huge cost to W.O. who lost ownership of the company to become an employee instead. Under the new ownership, Bentley produced five more models including the famous Speed Six which is the most successful racing Bentley of all times. After victory of Speed Six at Le Mans of 1930, it took Bentley another 73 years before they would win another Le Mans.





## ABOUT ROLLS-ROYCE

Rolls-Royce was created by Sir Henry Royce and Charles Rolls in 1904. Rolls-Royces' immediately attracted attention for their focus on pure luxury especially after the introduction of the iconic Silver Ghost with its own aluminium trims. The Rolls-Royce Silver Ghost achieved a world record in 1907 by driving 14,371 miles without an involuntary stop, establishing the car's reputation for reliability. Unlike the financial struggles of Bentley, Rolls-Royce weathered the Stock Market Crash of 1929 relatively unscathed except for the closure of its factory in the United States.

## ROLLS-ROYCE BUYS BENTLEY—"THE ARRANGED MARRIAGE"

Bentley was severely hit by the Great Depression and in 1931, the company became insolvent with the court appointed a Receiver to Bentley. In November 1931, the British Central Equitable Trust ("Rolls-Royce") became the new owners. The acquisition of Bentley by Rolls-Royce meant that future

development of both cars would become intertwined. From the 1960s, the brands were virtually identical, save for their distinctive hood ornaments, badges and grill.

## ROLLS-ROYCE SPLITS BENTLEY – ("THE POST SEPARATION")

It was not until 1998, when Volkswagen bought Bentley and BMW bought Rolls Royce, that the brands rediscovered their original DNA. Today the two brands have found separate paths to success. Although their 1998 divorce was a little messy, which included the battle over who would control the Rolls-Royce brand, the split has made both companies better off today.

By 2016, the change of fortunes saw Bentley selling a record 11,089 vehicles, driven by the success of its first SUV, the Bentayga.

Rolls-Royce has also been on a roll(er). In 2014 the company recorded its best sales year in its century-plus history of 4,063 vehicles, attracting new, younger buyers with bold Black Badge versions of models such as the

Ghost, Wraith and Dawn. And with the average age of Rolls-Royce buyers dipping to the low 40s (thanks to younger customers in markets like China), the new model was also engineered to be as pleasing to drive as it is to be driven in. The Phantom floats along on an electrically controlled suspension, called Magic Carpet Ride. The ride was so quiet that the engineers needed to strip some of the sound insulation dial, so there would be enough road noise to stop the occupants from getting motion sick.

Meanwhile, Bentley is designed for a driver who loves performance, while still swaddling passengers in luxury. Its twin-turbo, 12-cylinder engine powers the car to a top speed of 333 kph and goes from 0 to 100 in under 4 seconds.

With their new owners, both automakers have found viable business models. "If I compare the cars and drive them, they are different," says Wolfgang Dürheimer, the past CEO at Bentley, "Rolls-Royce is ultimate luxury. We are luxury and performance."

Photo by Phil Shaw on Unsplash



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# Meet the team

Each issue we introduce a member of the Club to find out a bit about them and their cars. This time it's **Anthony Liberiou**.

**Name:** Anthony Liberiou

**Committee Position:** Editor (M.I.A)

**Profession:** Lawyer (one of the very few nice one's around)

**Do you have a car collection?**

Yes, I have an assortment of cars that I have collected without rhyme or reason. I just own cars that evoke a positive emotion from me. Usually based on memories or aspirations.

**Current hobbies or interests:** All I know about decorative art is that "If it hangs on a wall...it's a painting and if I need to step around it...it's a sculpture."

But I do know and appreciate the art of design. I see it in cars and buildings. My preference for cars is 1900s to 1980s and for buildings, anything historical and made of stone. Basically, the pattern that emerges is that I like things that make me look young in comparison!

**Current Bentley(s):** Continental Flying Spur

**Why do you own a Bentley?** So I can join the club and get this great magazine! Actually, I like experiencing different makes and models. It's my only vice. I don't drink, gamble, or have fun. So, I tend to collect cars that are either English, German, or Italian. In this instance, the Bentley ticks two boxes at the one time, it is English but owned by Germans.

**Why did you choose your model of Bentley?** I needed a sedan and a Mercedes S class reminds me of a hire car.

**Favourite Bentley:** S3, or any convertible from any period.

**What do you love most about your car?** Impressive road presence and understated.



**What would you change about your car?** Cup holders. I can't find any in my car. Also, I hate the low-profile tyres. My rims tend to look more like pretzels than wheels after a heavy rain on Sydney potholes. I have repaired two wheels this year.

**The best car that you have owned or driven (any manufacturer) and why?** Loved my Mulliner Park Ward Drophead Coupé Rolls Royce. Nothing rolls better than a Roller. Also, it had two sets of brakes and two sets of belts. Talk about being over engineered!

**Worst car that you have owned or driven (any manufacturer) and why?** 1966 Ford Mustang. I only hated it for a moment because it was my first introduction to drum brakes. I had to quickly learn to adjust from stopping on a 10c piece to needing the full length of an airstrip to stop! I think I ran most of the red lights

on my way home from the dealership. It didn't me take long before I got used to the brakes. The car soon became my daily driver until I sold it.

**Earliest memory that you have which started your interest in cars?**

My dad was never into cars, but we had such great fun dreaming about which car would be the family car. We both loved the Mercedes 600 and 450 SEL 6.9, but after the 220 my dad decided to change marques completely and stayed a Jaguar man until the end. I also have fond memories of my dad teaching me to drive in his Mercedes 220. He was a great man who passed away three years ago. So, I recently jumped at the chance to buy a Mercedes 220 when the previous owner of 30 years decided to sell. I think this car is my most treasured vehicle. My dad was very pragmatic so I am sure he would think I am being foolish.

**Any memorable moments (good, bad, funny, or sad) involving a car?** My fondest memory is going car shopping with my dad. I tried, unsuccessfully, to relive that experience with my kids. The newer generation don't seem to identify with cars like my generation did. I do have a funny story about a Lamborghini, but I will save that for another day.

**What do you like best about your club?**

The members are the club! Everyone I have met have been so warm, caring and welcoming. It really took me by surprise. Spoiler alert: I'm not very social, so to have made wonderful connections that I have in such a short time speaks volumes about the great job that Gregory May and the team and members are doing.

**Finally, do you have any suggestions to improve your club or magazine?** Get a new editor!



# Bentley Bookshelf

Reproduced with kind permission from *The Rolls-Royce Motor-Car* by Anthony Bird and Ian Hallows, published B.T. Batsford Ltd, London

## BENTLEY MK V

1939-1941

### ENGINE

**GENERAL** Six cylinders cast in one block.  $3\frac{1}{2} \times 4\frac{1}{2}$ , 4,257 c.c. (29.4 h.p. R.A.C.). Aluminium alloy pistons. Detachable cylinder head. Engine and gearbox in one unit. Compression ratio 6.4:1. Firing order 142635.

**VALVES** Overhead valves, operated by pushrods. Valve rocker clearance cold 0.006 in., inlet and exhaust.

**LUBRICATION** Gear type pump delivers oil under pressure to all crankshaft and connecting rod bearings. Dual relief valve provides positive low-pressure supply to valve rocker shaft and to rockers, pushrods and tappets. Oil capacity 14 pints.

**IGNITION** Battery with automatic timing control (some chassis have hand control also). 12 V. system. Automatic regulation of dynamo output by vibrator control. 55 A.hr. battery. Plug gap 0.025 in.

**COOLING SYSTEM** By pump and belt-driven fan, with thermostatic control. Water capacity 3 gal.

**CARBURETTOR** Two S.U. carburettors, with automatic closing of starting carburettor as engine becomes warm.

**STARTER** Pinion provides gentle engagement.

**PETROL SYSTEM** Dual electric pump mounted in offside of frame. 16 gal. capacity (Corniche, 19 gal.). Warning light on dash indicates last 2 gal. of supply.

### TRANSMISSION

**GEARBOX** In one unit with engine. Four forward speeds and reverse, with synchromesh on second, third (direct) and top (overdrive). Right-hand gear lever. Gear ratios 2.44:1, 1.43:1, 1:1, 0.836:1. Oil capacity 5 pints.

**CLUTCH** Single dry-plate type.

**PROPELLER SHAFT** Open, divided, with needle type universal joints and sealed intermediate bearing.

**FINAL DRIVE** Hypoid gears with bevel differential, fully floating rear axle (Corniche, semi-floating). Rear axle ratio 4.30:1 (Corniche 3.73:1). Oil capacity  $1\frac{1}{2}$  pints.

### BRAKES

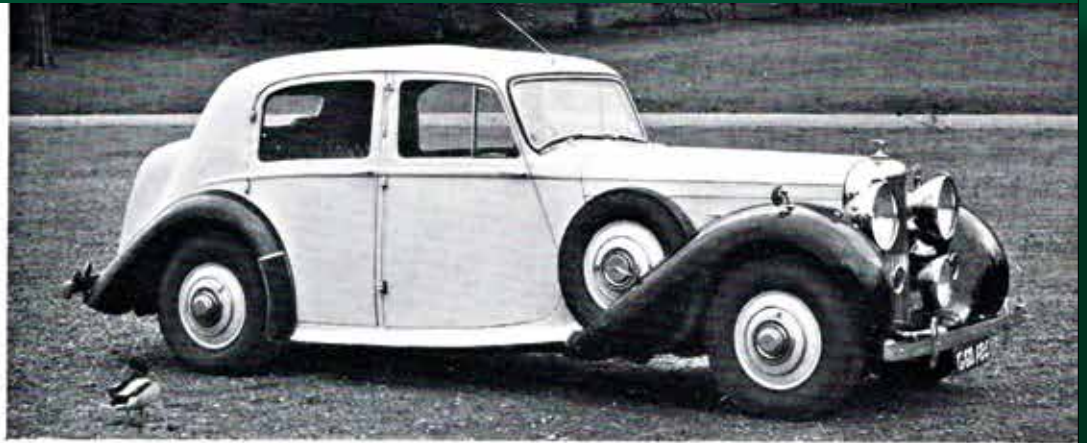
Internal expanding type, assisted by mechanical servo.

### CHASSIS LUBRICATION

Centralised lubrication system. Oil capacity of reservoir 2 pints.

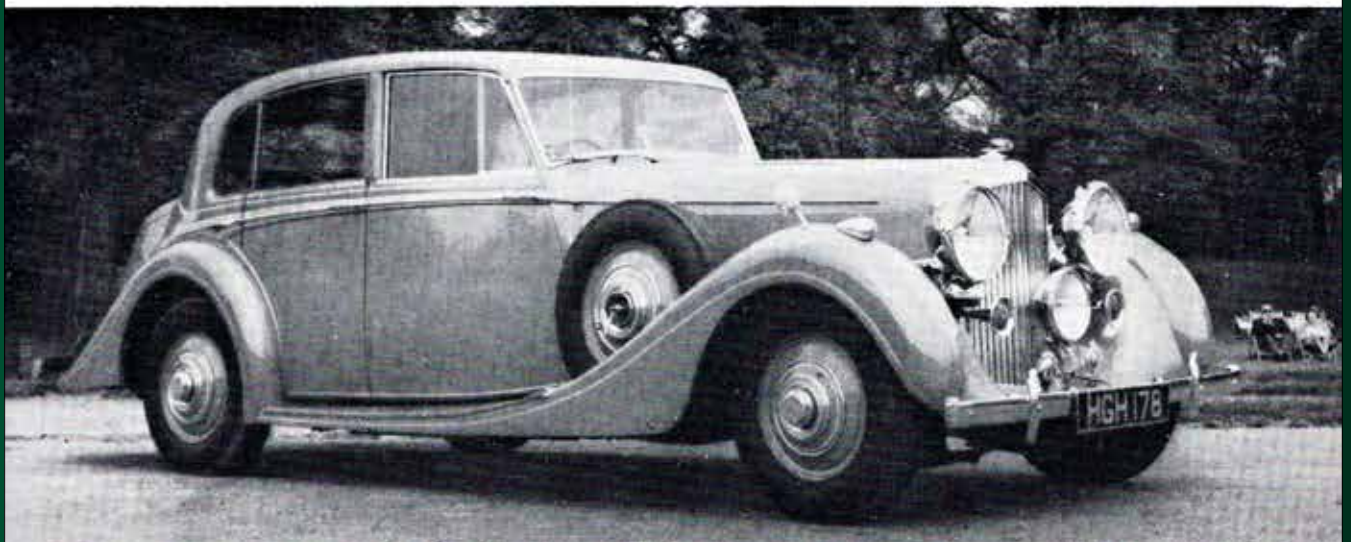


*Mk. V: saloon by  
Park Ward on chas-  
sis no. B16AW,  
1940*



*left:  
Mk. V: saloon by  
Park Ward on chas-  
sis no. B16AW,  
1940*

*below:  
Mk. V: saloon by  
H. J. Mulliner  
on chassis no.  
B30AW, 1945*



## BENTLEY MK. V

### SUSPENSION

Semi-elliptic rear, independent front with open helical springs and hydraulic dampers. Degree of damping of rear dampers adjustable by hand control above steering wheel.

### STEERING

Cam and roller.

### WHEELS

16 in. detachable wire wheels (Corniche, steel disc wheels with 5-bolt attachment). Right- and left-hand threaded hub caps (Corniche, right- and left-hand threads with snap-on hub discs).

### CHASSIS DETAILS

*Overall length* 191 in.

*Overall width* 69 in.

*Wheelbase* 124 in.

*Track, front*  $56\frac{1}{4}$  in., *rear* 58 in.

*Ground clearance*  $6\frac{1}{2}$  in. (unladen).

*Turning circle*, R.H. 43 ft., L.H.  $44\frac{1}{2}$  ft.

*Tyres* 6.50 x 16, recommended pressures 25 lb./in.<sup>2</sup> front, 28 lb./in.<sup>2</sup> rear (Corniche, for high-speed work in summer 30 lb./in.<sup>2</sup> front, 35 lb./in.<sup>2</sup> rear).

*Weight*: chassis (with tyres, battery, fuel, oil and water but excluding spare wheel lamps and other accessories) 2,719 lb. approx.

### CHASSIS NUMBERS

B2AW-B34AW                      1939-41

### NUMBER PRODUCED

Less than 20.

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



BENTLEY



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