



# BENTLEY

## DRIVERS CLUB NSW MAGAZINE

JULY – SEPTEMBER 2023 EDITION



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Check our website for meeting details,  
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### **COPY DEADLINE FOR NEXT ISSUE (OCTOBER 2023) FRIDAY 15 SEPTEMBER 2023**

Please send copy and images to:  
Gregory May [gregmay01@bigpond.com](mailto:gregmay01@bigpond.com)

**Copy:** Please send in on a Word document

**Images:** Please save all images at high resolution and  
ensure each is at least 3MB in file size.

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### **On the cover:**

A line up of some of the cars at the Miles Felstead Memorial Lunch and Farm Visit, July 2023 (see page 8)



# CHAIRMAN'S CHATTER

**W**hat an action packed few months it has been with the Bentley Drivers Club Crew!

Thanks to our new editor Noel Wendtman, we are back on track with the magazine.

The Hunter Vally run to Mount Broke wines was sensational and the Christmas in July at Blackheath was another most enjoyable weekend,

Your Committee has been working hard to keep the good times rolling and the next event will be the General Meeting at Bentley Sydney on 7 August 2023, which has also been well subscribed with 42 acceptances to date.

The membership and enthusiasm in the Club to get together continues to grow and I believe that we are delivering the sort of events that members want to attend.

In future, we are looking at more destination runs, possibly over Sunday/Monday time frames. For two reasons, firstly that the accommodation is more easily and economically achievable and secondly, because the venues are usually more accessible at these times.

I would like to encourage members to write in and share their experiences with their cars, such as Dave Norton did in the

last issue. Please forward copy and photographs to me or the editor.

I would also like to encourage member to advertise cars and parts for sale in our magazine at the modest cost of \$100 per quarter page advertisement. Please contact Alan Wellington in this regard.

Our website is up and running monitored by Ian Spencer of PI Applications, and thanks to Alison Davey, our Facebook and Instagram pages are up to date.

I shall shortly be circulating our updated Constitution for your comment, which is necessary to bring our operations in line with the Department of Fair Trading guidelines. This has been organised by Anthony Liberiou together with input from other long-standing members such as John Lackey.

We continue to mourn the passing of our dear member, Miles Felstead, who was taken from us all too soon. His contribution and enthusiasm are sorely missed. A great reminder nevertheless to all of us to make the most of our time, friendships and cars!

In the meanwhile, I wish you happy and safe motoring.

**Gregory May, Chairman**



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## BENTLEY DRIVERS CLUB NSW REGION

# UPCOMING EVENTS

MON <b>07</b> AUG	<b>EXCLUSIVE MEMBER'S EVENT</b> Bentley Sydney 67 O Riordan St, Alexandria	6:30 PM
SUN <b>17</b> SEPT	<b>W.O. BENTLEY BIRTHDAY LUNCH</b> Bendooley Estate, Berrima Share table menu \$85 per person	
SAT <b>30</b> SEPT	<b>MEMBERS TRAINING SEMINAR</b> 7 Rawson St, Auburn (See page 19 for details)	10:00 AM – 1:00 PM
MON <b>02</b> OCT	<b>CLUB DINNER</b> Lord Nelson Brewery Hotel 19 Kent St, The Rocks	6:30 PM
SUN <b>29</b> OCT	<b>POLO BENTLEY SHIELD</b> Sydney Polo Club 100 Ridges Ln, Richmond	
SUN <b>05</b> NOV	<b>CONCOURS AND CLUB LUNCH</b> Gibraltar Hotel, Bowral \$65 per person	
SAT <b>09</b> DEC	<b>CHRISTMAS DINNER AND AGM</b> Royal Automobile Club of Australia 89 Macquarie St, Sydney	7:00 PM



# Mt Broke Wines



**Gregory May** reports on the Club's event on Sunday 4 June 2023 at the Hunter Valley's Mt Broke Winery for a magnificent French meal and general catch up.

**D**espite the forecast of bad weather, it turned out to be a rather peasant day, if just a little cool.

Stephen Blundell had researched and booked what turned out to be a superb venue. It was an easy and good run, although maybe a bit long for some, depending from where you started the journey.

There were 16 of us in attendance, including a first-time appearance by Dave and Penny Norton, who had travelled all the way from Dorrigo in their beautiful Turbo R.

Philip and Diane Sidebottom were in attendance in their stunning Mulsanne and kept us well entertained.

Alan and Sue Wellington brought their son Christopher with them, and we hope that we did not frighten him too much, so that we might have the pleasure of his company again.

John and Margaret Lackey were travelling the their daughter Janet's black S1 and in excellent form on the day. Let me assure you that it is





hard to keep up with John when he gets behind the wheel of this car. I am sure that Margaret will attest to this. I think that John is missing the race track!

We were seated in a covered outside area, with the benefit of heaters later on in the day. From here, we could survey the vineyards and the display of our cars, which certainly created some local interest.

The menu was all French and we were served by two charming

French waiters. The food and the local wines could not be faulted. The quality and quantity of the shared plate service was outstanding. It was a 3-course meal, comprising of something in the order of nine different dishes including pate, charcuterie, duck confit, rare roast beef with roasted potatoes, mushroom risotto, fish, crème brulee, tarte tartin etc.

This outing to the beautiful Hunter Vally, which I had not

visited for many years, was too short, as there is obviously much to see and do. I shall be planning a return visit next time for a few days.

I should also mention that although Brian Burgoyne had set out from Ramsgate in his R-Type Bentley, he found it all a bit much, driving alone through the heavy rain on Mount White, and turned back home. It was a shame, as Brian and his faithful dog are always a great addition to our events.





# Miles Felstead memorial lunch and farm visit

**Gregory May** discusses the bittersweet occasion in the Highlands at Bundanoon held on Sunday 2 July 2023

**A**s many of you would know, Miles Felstead sadly passed away as a result of pancreatic cancer on 30 May this year at the age of 72 years. Far too early.

The annual Christmas in July Charity BBQ and fundraising event which he held on the first Sunday of each July at his Bundanoon property was an event that was close to his heart. Miles partnered

with the BDC to use the event as a fundraising opportunity for the Childrens Hospital at Westmead.

It was decided that Miles would want to see the event go ahead, so in consultation with his partner







Mary Kidner and his sons, Nick and Tim, it was agreed that we should push on with something.

We settled on a lunch at the Bundanoon Hotel, followed by afternoon tea at the Felstead farm to view Miles' collection of 55 cars together with assorted buses, boats and parts of a plane, which he had planned to assemble one day!

Around thirty of us gathered for a great lunch at the Bundanoon Hotel. Although it was somewhat noisy on account of the crowded dining room, which we had to share

with other groups, we were very well served and attended by the staff, who could not have been more accommodating. I enjoyed a baked whole trout that was delicious, and the feedback from my fellow diners was that their chicken curry, burgers and ploughman's lunch and other delicacies were up to standard.

After lunch we proceeded to the Felstead establishment on Penrose Road, where Mary and Miles' sister Gwenda had laid on cakes and hot drinks. There was also plenty of time to survey the Felstead collection and

to compare notes on each other's cars. John Lackey had brought his roaring Bentley Special and Stuart McColl had arrived in his 1929 4.25 litre open seater. Victor Nash was sporting a 1963 S3 Chinese eye. So there was plenty of eye candy, excuse the pun, on the day.

We all agreed that Miles would be having a chuckle as he looked down on us on the day. It was a great thing to do to remember Miles' kindness, and there has been a suggestion that the family may well continue the tradition.





# Christmas in July



**Gregory May** reports on the festivities enjoyed by members at our Christmas in July event at Blackheath in the Blue Mountains









The chilly mountain weather was the perfect setting for our Christmas in July weekend away. We all met up on Saturday afternoon for gluwwein at the

Gardners Inn Hotel for drinks before getting ready for the big night's celebration.

Tony de Bono and his team had assembled a Christmas setting complete with Christmas tree and

reindeer in the dining room where we met for our Christmas feast which did not disappoint.

Rita Barbagallo and Anna Kling we kitted out in München outfits, apparently bought from the same shop in Munich but at different times, which added to the colour of the evening. Donna Bailey, who never fails to disappoint, was also looking spectacular.

Graeme Ellis regaled us with tales of his diving experiences in the Philippines, and convivial







conversation was free flowing throughout the night which ended with all very relaxed indeed!

The next morning it was a quick breakfast for the early birds and then on to the Hydro Majestic for High Tea. The setting was spectacular with a view over the Megalong Valley and the high tea was also beautifully served. It seemed to go for hours before we repaired to the Emporium to do a little Hydro Majestic shopping.

Whilst most of the party left to return home, some of us stayed on for the Sunday night and breakfast on Monday morning.

All in all, it was a reviving weekend away and I felt that I had been away for a week's holiday.





# Vale Miles Felstead

4 JANUARY 1951 – 30 MAY 2023



By **John Lackey** and **Gregory May**

**M**iles Felstead, a long-time member of the Bentley Drivers Club NSW Region Inc. passed away on the 30 May 2023. Miles was on the club committee for many years being the librarian and housing the books. He had been extremely ill with cancer.

Miles was a very astute businessman and a gentle man. Very much a proud family man, he often spoke highly and fondly of his sons and his grandchildren.

Miles was an avid 'collector extraordinaire' of veteran, vintage, and more modern classic motor

vehicles. His farm at Bundanoon had two extremely large sheds that were full of yesterday's automobiles and automobilia, old wares and bygones. Miles' collection included many Nash cars, Mini Minors, a couple of Rolls-Royces and Bentleys including a Phantom V, a Bentley Speed 6, a Derby Bentley, an S1 Bentley, an E Type Jaguar, a Double Decker green and cream bus among Cadillacs, Mercedes Benzes, Austin 7s, Fords etc., and the list could go on and on. Last time I was there I noticed an aeroplane frame, an aeroplane radial engine, and a section of a wing. Miles even

had humble stainless steel kitchen sinks, not forgetting a gyroscope to spin humans and a pianola. Miles enjoyed his wonderful launch and took members of the club for outings on Pittwater. Miles will be missed at BDC meetings and rallies.

Miles was passionate about his chosen charity, the Children's Hospital at Westmead. He helped raise funds for the hospital by opening his farm up on the first Sunday in July every year to car club enthusiasts.

To his sons, James, Nick, Tim, and partner Mary we send our condolences and best wishes.





# Leather restoration: 1987 Turbo R

Our club Treasurer **Alan Wellington** takes us step-by-step through the painstaking process of restoring the leather work in his Bentley Turbo R

I purchased my 1987 Turbo R after my previous 1996 Brooklands LPT was rear ended and consequently written off. The Turbo R was undergoing a rebuild and I took delivery about nine months after the deal was completed. The exterior of the car had new paint work, the woodwork was refurbished and the engine and mechanicals strong. Apart from small issues that you would expect with a 36-year-old car, which I am addressing, the leather work was in need of restoration. I spoke with Garrath Will and he suggested the

Leatherique range of products would do the job.

I spent the next couple of weeks looking at YouTube videos on leather restoration until I felt that I could undertake the restoration. The steering wheel perimeter had dried out making it look pretty second hand with the front seats having cracks in the leather and showing 36 years of wear and tear. I went to PPC Co, the Leatherique distributors and started on the journey. After inspection of the steering wheel and the seats, I was instructed to rejuvenate the leather





(above and left) Before, during and after the steering wheel restoration and the products used to undertake this.

surface had become a suede finish and needed filling before the colour could be applied.

I thought that this would give me some practice before I started on the seats. I left with another bottle of Rejuvenator, Prestine Clean, the steering wheel repair kit and the crack filler.

After removing the steering wheel by unclipping the horn button and using a socket to undo the lock nut I started the preparation on the steering wheel. First, I cleaned the wheel with Prestine Clean and then applied the Prepping Agent. The Crack Filler came next then after it dried sanding with 600 wet and dry sand paper. This was repeated until all the imperfections were filled. I used a flat fridge magnet to apply the crack filler and also later for

by first using their rejuvenator product and after it had been absorbed use the Prestine Clean product to clean the seats and steering wheel. I was instructed to repeat this practice for at least five times on the seats or until the

leather had become soft. After six applications I went back to PPC Co to replenish my stock of the two products and see if the leather was ready for the next step. After examination I was told to continue with the rejuvenator and clean process on the seats. The leather on the steering wheel needed no more rejuvenator but needed the Steering Repair Kit and a jar of their acrylic Crack Filler as the steering wheel leather had some splits and the



(above) Large cracks were apparent in the driver's seat before the restoration





(above) During the driver's seat restoration and the products used for this process.

the seats. After the crack filler had dried the colour could be applied. The instructions in the repair kit give adequate directions for the job. I used a small foam rubber pad to apply the colour. This was repeated eight times and before the last two

coats were applied, I sanded the wheel so that a smooth finish was achieved.

Two and a half litres of Rejuvenator and two litres of Prestine Clean have been used to bring the seats to a point that I could

progress to the next step. I went back to PPC Co to get the dye for the seats confident that the seats were their original colour with all the cleaning that had been undertaken and the leather was ready for the finishing process. The seat colour



was matched perfectly and I left with the dye and another bottle of the Rejuvenator and Prestine clean and a bottle of prepping agent.

The front seats were the most damaged and needed the Crack Filler to repair the surface before the dye could be applied. There needed to be a number of applications using the prepping agent and then the crack filler and sanding ready for the next coat. When all the imperfections were removed the dye could be applied.

There were other scratches on the leather work which were attended to with some sanding and a couple of coats of dye. The dye was a perfect match.

The front and back seats were prepped ready for the dye to be applied. I used a fridge magnet to apply the crack filler. I used a fine paint brush to apply the dye after I had cleaned the seats and then used the prepping agent. It took about four coats of dye to cover the crack filler and the other marks on the seats. I have put eight coats of dye on the driver's and passenger's seat and four on the rear seats as well as two coats on the door panels. There was adequate dye supplied to do all the leather in the car with some left over.

It has taken four months to complete the restoration. I have found that the products are easy to use and easy to correct any mistakes. PPC Co have been most helpful with advice and direction to complete the rejuvenation of the leather with the end result making it match the rest of the car. It has been a great experience, one that has given me immense satisfaction and one I will enjoy each time I drive the car.



(right) The finished job—as good as new!





# Members Training Seminar

## Pebble Beach Judges

Joe Quattrocchi attending as Shadow Judge



left to right: Joe Quattrocchi, Fred Simeone, Francis Melcion, Mark Gessler

Dear Members, the club is being invited to an information and training day for Concours judging this September. The event is run by International Chief Judge, Sam Movizio, who is a chartered member of ICJAG (International Chief Judges Advisory Group) and also the only Australian to judge at the Pebble Beach Concours d'Elegance.

Sam has been involved with cars since his early childhood and started judging more than 35 years ago. Since becoming a chartered member of ICJAG, he has judged in some of the world's most prestigious events, in countries like Switzerland, UK, India, America, Gibraltar and many more.

In recent years, Sam created the Chief Judges Group of Australia, with the aim of spreading his knowledge and expertise in judging, helping local car clubs have fairer and more consistent Concours events. He also started a National Judge Training Program to teach Australian judges about the judging systems and guidelines that are used in other events around the world.

Sam invited me to the Pebble Beach Concours d'Elegance as a 'shadow judge' to assist him and learn about the ways judging is done at the world's biggest Concours. I myself have been judging more than 30 years, in various car clubs around Australia.



**Sam Movizio**  
ICJAG Chartered Member



**Joe Quattrocchi**  
Chief Judge of  
Bentley Drivers Club

Together with Sam, we would like to introduce members of the club to the ICJAG judging systems and guidelines. We invite all members to join us at Sam's Auto Salon workshop for a training seminar.

### Event Details

Saturday 30th of September 2023

7 Rawson Street, Auburn 2144

10:00 am - 1:00 pm

If you are interested in attending, please contact me for further details.

Joe Quattrocchi, Chief Judge Bentley Drivers Club

**Mobile: 0416 304 027**

### Concours Events Worldwide that use ICJAG Judging Guidelines and Format

La Jolla Concours d'Elegance

Cobble Beach Concours d'Elegance

Salon Prive

21 Gun Salute

Las Vegas Concours

Greenwich Concours d'Elegance

Crescent Beach Concours d'Elegance





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S3 STANDARD STEEL SALOON

# C'est une S3 Formidable!

When 2022 Hampton Court Concours winner **Joachim Wrang-Widen** snapped up his elegant 1965 S3 it was the realisation of a childhood dream, as he proudly explains. Images: Courtesy of Author and Sara Boatwright







S3 STANDARD STEEL SALOON



The S3 parked near Bladon Bridge in the sumptuous setting of Blenheim Palace

[www.bdcl.org](http://www.bdcl.org)

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Childhood Promise = Concours Prize! Joachim proudly shows off his pristine S3 which earned the Bentley Trophy at the Hampton Court Concours last year

“When I get older, the S3 will be my first motorcar. That’s a promise!”

Young minds are pure but also impressionable. At the age of five, my best friend and I sneaked into my older brother’s bedroom to glance through his car magazines. Opening a 1965 edition of *Teknikens Värld* (a Swedish car weekly), it was love at first sight: an enormous chrome grille, a plethora of lights and the text ‘the last Bentley S3 being built’. Turning to my mate I exclaimed: “When I get older, that will be my first motorcar. That’s a promise!”

Working in Frankfurt for a few years, the focus blurred somewhat with a Mercedes-Benz 600, a Citroën SM and a Lamborghini Espada tentatively considered.

But the image, dream and promise followed me through life and various countries. By 1997, now living in London, it was time to realise the dream: “If

not now, when?” Advertisements were scoured, auctions visited, private cars of varying qualities and descriptions inspected, and dealer stock viewed.

One auction catalogue described a red and yellow 1963 S3 as ‘affectionately called *Rhubarb and Custard* by its family due to the colour scheme’; the reality, however, was more ‘rusting and collapsing’ with sprinkles of metal collecting underneath the car. The visible decay showed where S-series cars rust, what to avoid and what to look out for. Increasingly, the dream appeared impossible to realise as no car I looked at met expectations.

Late in February 1999, I purchased a copy of *Exchange & Mart* and spotted an advertisement stating ‘1965 Bentley S3, one famous owner and one not. Good condition. Minor rust. Realistic price. Private sale.’

Speaking with the vendor,

the responses seemed to merit spending half an hour on the train to Kent although, wise from previous experiences, expectations were modest. A blue S3 elegantly materialised: the same enormous grille capturing the sunlight, the twin headlights flashing plus the basso twin Windtone horns signalling the arrival of my childhood dream.

Being driven to the owner’s countryside home on a small, undulating country road, the agility and handling of the S3 surprised me positively. Inspecting the car in detail, both heart and brain signalled that the quest was nearing its conclusion.

Subsequently researching in my extensive library of Bentley books, I realised that B32JP was the fifth-last standard steel saloon built. Adding an original unmolested light-blue Connolly Vaumol leather interior, original unmarked blue Wilton



## S3 STANDARD STEEL SALOON



The S3, much loved by the Duke of Richmond's family, is a regular participant in the Goodwood Revival Transportation Corps

carpets, unblemished wood, a speedometer indicating 24,429 miles (more probably 124,429), fairly recent Michelin tyres and all-round electric windows, roof-mounted antenna, two complete tool kits, the special option Astral Blue metallic paint and very limited corrosion on the near-side sill, was this finally the car to buy?

I had realistically rescheduled

my childhood promise to take place before my 50th birthday. The vendor, a boutique dealer in collectors' cars, agreed to a deposit reserving the car and delivering it to an expert for assessment. My commission included a full test-drive, and complete mechanical and bodywork inspection highlighting any future required work. The three-page report was a wise investment:

if you are considering adding a Bentley to your life and unless you are well-versed in the marque or a gambler, a pre-purchase report by the appropriate expert is highly recommended.

A mutually agreed price concluded the acquisition, and I duly piloted my S3 up the M25 in early April. With an inoperative heating system, my girlfriend remarked



Astral Blue metallic paint adorns the S3's bodywork





## S3 STANDARD STEEL SALOON

on the warm feet courtesy of the 6.2-litre V8 but was also grateful for my jacket. But nine Celsius in shirt sleeves is perfectly comfortable when you're filled with an inner glow of immense satisfaction. Childhood promise realised – more than a decade earlier than planned!

Subsequent research and procuring the 38-page Crewe build dossier from the Rolls-Royce Enthusiasts' Club showed that the chassis was laid down in July 1965, the car having its final inspection in late September 1965. The DVLA records list the car as initially registered in September 1968, B32JP spending three years in a showroom cohabiting with its younger T1 and Silver Shadow siblings.

The first journey abroad with B32JP was to Paris for our wedding weekend which upon arrival involved negotiating the 12-avenue roundabout at the Arc de Triomphe in afternoon rush-hour. A Bentley S3 is respected but also expected to keep up with the Parisian pace – which it does courtesy of its instantaneously available tidal wave of torque, easy manoeuvrability and elevated driving position.

After the ceremony, photographing inside Parc Monceau to the great and good of the Parc Police, we continued onwards to the palace of Cercle de l'Union Interalliée for the banquet. At a traffic light, a clochard approached the car and through the open driver's window provided us with whiffs of cognac and a gravelly voiced compliment: "Ah! C'est une S3. Formidable! Felicitations Monseigneur!" The palace is located on the same street as the presidential Palais de l'Elysée and next-door neighbours are the British Embassy and US Embassy. Approaching our destination, we suddenly found ourselves having two police motorcycle outriders leading the way and the various police officers outside the other palaces saluting.

Having enjoyed the S3 for almost two years, noticing rust appearing and wanting to 'upgrade' the car (*see panel*), it was time for the restoration project. I decided on English Automotive. Colin Donaldson and Chris Taracek had the type of expertise I wanted and their approach was very personal. The renovation was to be done leisurely at their own pace, to the highest standard. Fourteen months, three weeks and four days later, B32JP reappeared as if just out of Crewe in September 1965.



## MEETING JOHN BLATCHLEY

As a very proud owner of a Bentley S3, I wrote an introductory letter to John Blatchley (*pictured*), chief designer in the 1950s and 1960s and responsible for much of Crewe's post-war elegance. He very kindly, despite his advanced years, agreed to my suggestion to motor down to Hastings for Saturday lunch. We returned to his cottage for afternoon tea and conversations about his long and interesting life.

A very unassuming individual, John talked about his early life in Chelsea and work at Gurney Nutting in the 1930s, his involvement in aircraft engine cowling design during World War II and his long, illustrious career at Crewe. His stories regarding various design projects and his interaction with BMW when consulted about the new Phantom proposals were a privilege to listen to.

John was also curious about my ownership and driving experience of the S3, and said apologetically: "We never thought these cars would be around for more than 10 to 15 years. Had we known, we would have done a better job."

In particular his detailed description about the gestation of the S-Series/Silver Cloud cars and his various design proposals to the Board highlighted that it was by no means certain that we would have what today many consider to be the quintessentially elegant post-war Bentley/Rolls-Royce – the 'Bentley 9'. John then retrieved numerous design sketches from his desk and suggested: "Perhaps you might like to have these as you love your car so much and you're such an enthusiast." For very obvious reasons, I politely declined his very generous offer and suggested that he instead make them available to either the BDC or the RREC to share with all enthusiasts.

The afternoon concluded with John writing a personal dedication in my car's handbook and being photographed in the back of B32JP. In parting he said: "I never quite realised how comfortable and spacious these cars were. Compliments on your choice. I hope you enjoy owning it as much as I did designing it."

A true gentleman.

**“ We suddenly found ourselves having two police motorcycle outriders leading the way and various police officers saluting ”**

Childhood dream now improved on. The new ambition was to use, enjoy and share the car with others. Some very limited show attendances followed with various prizes won.

Having been in partnership

with B32JP for 24 years now, the enjoyment of driving it and its inherent capabilities never cease to amaze me. Its younger sibling, the Turbo RT, is more of a 'Crewe's missile' but the handling, composure





The plush interior boasts light-blue Connolly Vaumol leather seats and blue Wilton carpets

and elegant effortlessness of the S3 frequently confounds everyone.

Regular servicing and fettling assists but my S3 is a testament to the veracity of its handbook

statement: *"The S3 is designed and built to very high standards of precision and quality, and before leaving the factory the car is thoroughly tested and adjusted by experts."*

### S3 STANDARD STEEL SALOON



Upgraded seat belts were installed during the S3's restoration



The rear parcel shelf, with aperture brackets, was bespoke manufactured

In addition, the pleasure others get from the car is an added benefit. We participate in the Goodwood Revival Transportation Corps every year and the S3 is a favourite with the Duke of Richmond's family and VIPs.

As a five-year old, winning first prize in last year's Bentley Trophy at the Hampton Court Concours of Elegance would have been completely unimaginable and a further dream. But by owning a Bentley, dreams are realisable, new friends made and our lives enhanced so much. 🇬🇧

## A BELTING INTERIOR!

The intention was to have a safe, comfortable and usable car, but the extant fixed front seatbelts were not adequate.

With B32JP undergoing renovation and a complete body respray, installing both air-conditioning and inertia reel seatbelts (front and rear) were obvious non-negotiable requirements as well as fitting a modern loudspeaker system.

With a very rigid box-section X-framed chassis and extremely effective hydraulic servo-assisted dual-circuit brakes, the S3 is a safe car. Add an unladen weight of 2,100 kg and it will 'stand its ground' if encountering an obstacle. But without contemporary safety belts it is not safe enough.

Upon request, the Bentley factory at Crewe was able to offer its in-house range of seatbelt webbing in either magnolia or black combined with contemporary seat-belt buckles in red and black plastic. But given that the original leather interior was light blue, neither were options – I would not settle for anything but colour-matched webbing and era-appropriate seatbelt buckles.

After extensive research, English Automotive (EA) told me: "We can supply. The only issue is that we have a minimum length for bespoke dyeing. Are you sitting

down, Joachim? It is a mile!" I responded: "Well, Colin, I estimate we only need, say, 20 metres maximum. Nevertheless, I don't care. If the minimum is a mile, I'll buy a mile! No compromises on this project."

In addition, EA secured elegant stainless-steel buckles, specially commissioned belt guides for the rear parcel-shelf apertures and leather-covered, fully encased reel housings for the B-pillar floor mountings. The rear belts required custom-made bracing connecting them to the chassis as well as hiding the boot-mounted rear reels behind a visually pleasing cover panel.

All-round loudspeakers were unobtrusively installed: door-mounted speakers inside the door cubby holes and parcel-shelf speakers underneath the shelf covering.

The retrofitted air-conditioning outlets were mounted in a custom-made additional panel underneath the dashboard. And, conforming with Crewe traditions, the compressor was painted enamel black, making the addition almost invisible.

The circuitry was adjusted so that when the doors open both the interior cut-crystal roof-lamp and C-pillar vanity-mirror lights all illuminate. Finally, a minor added useful safety feature was the installation of circuitry to allow for a hazard-light function in the indicators.



# Concours 2023: Best in Show

Christopher Woodhouse's stunning 1930 Speed Six wins Club Concours written by **Stuart Newman** and reproduced with kind permission of the **Bentley Drivers Club UK**

**H**uge congratulations to Christopher Woodhouse whose beautiful 1930 Speed Six Le Mans (pictured), clothed in stunning Vanden Plas bodywork, was named as the overall Concours winner at the BDC's 75th Summer Concours & Party.

The event—title sponsored by NW Risk Solutions, the Club's new insurance adviser—was held yesterday in the idyllic rural surroundings of the 124-acre Kelmarsh Hall & Gardens parkland estate in Northamptonshire.

A delighted Christopher (pictured with wife Ingrid) was presented with the prestigious WO Bentley Memorial Foundation Trophy by Club Chairman Phillip Hine during the trophy drive-by presentation ceremony held in front of the main house.

Well done, too, to Christopher's fellow Club Member Robert Hickman whose superb 1937 Derby 4¼, featuring an extremely rare cabriolet body by Vesters & Neirinck of Brussels, won

the coveted Bentley Motors Trophy, also presented by Phillip, as the overall Patina class winner.

In all, 14 awards were presented in the various Concours and Patina classes along with the Inter-Regional Team Challenge accolade. Aside from Phillip, Georgina Wood handed out the P&A Wood trophy and Emma Crickmay the Frank Dale & Stepsons award.

Andrew Storer had the distinction of claiming two class awards with his lovely 1958 S1: the Frank Dale & Stepsons trophy (best R Type or S Type Continental) and the Patina category Crewe Spares Scheme trophy (open and saloon Crewe 1—early period).

Meanwhile, the Kensington Gardens trophy (Inter-Regional Team Challenge) was won by the East Midlands Region whose three-car team was comprised entirely of Derbys—a fitting triumph in this the 90th anniversary year of the model.

Following the inclement weather of the previous day, Concours day itself was mercifully dry (until, conveniently, the



moment the presentations finished when it suddenly hammered down) and attracted a turnout of around 175 Bentleys, carrying Club Members, their families, friends and guests.

The event provided, as it always does, a wonderful opportunity for friends to catch up and socialise within a quintessentially English garden-party atmosphere.

Twenty beautiful Bentleys of all ages were judged in the myriad Concours categories and visitors were able to take a close look at these to decide which were their favourites.

Adding a welcome touch to the day, and the skies, were two





Image courtesy of James Knowles

magnificent fly-pasts, both courtesy of the RAF: the world-famous Red Arrows aerobatic team (en route to performing a display at the British Grand Prix at Silverstone) and an evocative World War II Avro Lancaster, the latter appearing courtesy of the Battle of Britain Memorial Flights programme.

To take a break from the serious business of looking over all the fantastic Bentleys lined up in the main field, members and guests were able to take in the many delights offered by the opulent 18th century Kelmars Hall estate; this

was both inside the main house, when several visitors adjourned to the Great Hall for a delicious pre-booked buffet lunch, and outside looking around the ornate gardens.

For those guests who wished to enjoy their lunch al fresco, several took advantage of the superb picnic hampers created by award-winning chef and Masterchef finalist Sci Daniels aka The Urban Caterer.

Guests also browsed the Club Shop, which saw a brisk trade all day, and the neighbouring Bentley Memorial Foundation (WOBMF)

area. The WOBMF which featured a display highlighting the Club's Concours history (1947-2023) along with Club Member Roland Duce's beautifully restored Derby 3½, aka The Airflow Bentley, displayed outside.

The weekend's activities kicked off on the Saturday with Philip Strickland's enjoyable 55-mile driving tour, starting at Kelmars and including a lunch stop at the White Horse in Tilbrook, followed by the now traditional gala dinner (preceded by a drinks reception) held in the Great Hall.





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# TREASURER'S REPORT

**I**t was not long ago that a tank full of petrol would cost no more than \$100.00. Last week I filled up my Turbo R with an empty tank and it cost me \$160.00. This example if no other shows us that all living costs and associated items have increased.

The Club over the last twelve years has accumulated a comfortable reserve of funds and while our running costs have increased, we have attempted to absorb these costs and keep the membership fees untouched with no increase since 2019.

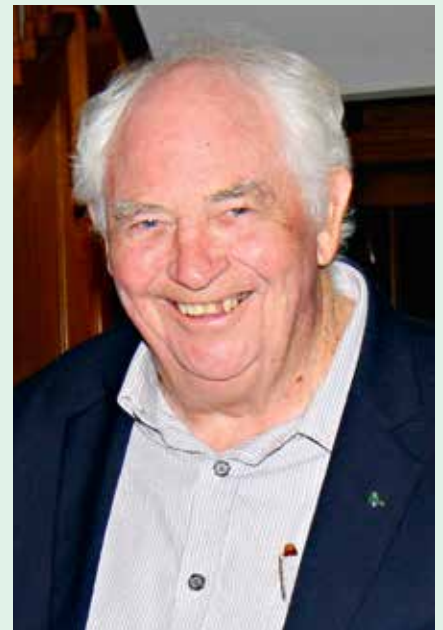
Recent issues that we have had to face for example with the magazine and the maintenance and updating of the website now being produced out of house have doubled their cost. As well, postage has increased not only the value of the stamps but the increased weight of the magazine now that it is thirty pages. We will be seeking to help offset the costs by increasing the advertising revenue with more

advertisers and this year our rates have been increased.

It is our intention to increase the Membership fees for next year to help offset these rising costs. The membership fees will be increased to \$125.00 with the new member cost of \$165.00 which includes the membership for that current year. Membership is due by the 30th November each year with the AGM being held in December as part of the Christmas event.

Our membership currently stands at 111. Over the last 12 years I have endeavoured to be prudent with the Club finances and return any benefits to the Club and the members. I would encourage you all to participate in the Club Events and enjoy the fellowship of other members. The Committee are striving to make membership in the Bentley Drivers Club an enjoyable and exceptional experience.

**Alan Wellington**  
**Treasurer**







# 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 VI AND R TYPE

1946–1955

### ENGINE

**GENERAL** Six cylinders,  $3\frac{1}{2} \times 4\frac{1}{2}$ , 4,257 c.c. (1951,  $3\frac{5}{8} \times 4\frac{1}{2}$ , 4,566 c.c.—B2MD; 1954 Continental,  $3\frac{3}{4} \times 4\frac{1}{2}$ , 4,887 c.c.—BC1D). R.A.C. rating 29.4 h.p. (1951, 31.5 h.p.—B2MD; 1954, 33.7 h.p.—BC1D). Aluminium alloy pistons. Firing order 142635. Compression ratio 6.4:1 (1953, 6.75:1—B93TO; 1952 Continental, 7.1:1—BC19A; 1953 Continental, 7.2:1—BC4C; 1954 Continental, 7.25:1—BC1D).

**VALVES** Overhead inlet valves, pushrod operated; side exhaust valves, operated from camshaft. Inlet valve rocker clearance 0.006 in., exhaust tappet clearance 0.012 in.

**CAMSHAFT** Driven by single helical fabric gears (1950, aluminium gears—B2HR) and carried in four plain bearings.

**CRANKSHAFT** Seven bearings, copper-lead-indium lined steel shells.

**LUBRICATION** Pressure feed to all crankshaft and connecting rod bearings at 25 lb./in.<sup>2</sup>. Relief valve providing positive low-pressure supply to valve rocker shaft, from which inlet valve, pushrods and tappets are lubricated. By-pass filter (1951, full-flow filter—B2MD). Oil capacity 16 pints.

**IGNITION** Automatic regulation of dynamo output by vibrator control. 12 V. system with 55 A.hr. battery. Plug gap 0.025 in.

**COOLING SYSTEM** Centrifugal pump circulation and fan, thermostatically controlled. Water capacity 4 gal. 1953, centre bar to radiator grill—B210TN.

**CARBURETTOR** Right-hand-drive models, twin S.U.s  $1\frac{1}{2}$  in. bore (1950,  $1\frac{3}{4}$  in.—B83HP); left-hand-drive models, Stromberg downdraught (1952, twin S.U.s—B2RT).

**STARTER** Reduction gear and pinion providing gentle engagement.

**PETROL SYSTEM** Twin electrical pumps. Petrol capacity 18 gal.

### TRANSMISSION

**GEARBOX** Four forward speeds and reverse. Synchronesh on second, third and top, right-hand control lever for right-hand-drive cars, steering column mounted lever for left-hand-drive cars (1952, automatic gearbox optional on left-hand-drive models—B2RT; 1952, optional on right-hand-drive models—B2SR; 1953, standard on left-hand-drive models, B1TO; 1954, standard on right-hand-drive models—B2WH; 1954–55, optional on Continental—BC1D). Ratios 2.99:1, 2.05:1, 1.33:1, 1:1 (1952, 3.80:1, 2.34:1, 1.28:1, 1:1—B2RT. Continentals, 2.64:1, 1.55:1, 1.22:1, 1:1).



## BENTLEY MK. VI and R TYPE

**CLUTCH** Single-dry plate, 10 in. long type (1950, 11 in. light type—B2HR; 1951, 11 in. heavy type—B300LJ).

**PROPELLER SHAFT** Open type, fitted with needle-bearing universal joints.

**FINAL DRIVE** Semi-floating. Hypoid gears with differential. Oil capacity 1½ pints. Rear axle ratio 3.73:1 (1952, 3.41:1 optional—B2RT; 1954, 3.41:1 standard—B1YA; Continentals, 3.07:1 standard).

**BRAKES**

Internal expanding, hydraulic front, mechanical rear, servo assisted. Handbrake operates on rear wheels.

**CHASSIS LUBRICATION**

Centralised system supplied by foot-operated pump and reservoir on dash-board.

**SUSPENSION**

Independent front by open helical springs in combination with hydraulic shock dampers, semi-elliptic rear with controllable hydraulic shock dampers.

**STEERING**

Cam and roller (1950, modified geometry—BIGT).

**JACKING SYSTEM**

Portable mechanical jack.

**WHEELS**

Steel, 16 × 5 well-base rims secured with five nuts.

**CHASSIS DETAILS**

	<i>Mk. VI</i>	<i>R type</i>	<i>Continental</i>
<i>Overall length*</i>	192 in., 196½ in.	199½ in., 203½ in., 220 in.	216½ in., 221½ in.
<i>width</i>	71 in.	71½ in.	71½ in.
<i>height</i>	65¾ in.	65¾ in.	65¾ in.
<i>Wheelbase</i>	120 in.	120 in.	120 in.
<i>Track, front</i>	56½ in.	56½ in.	56½ in.
<i>rear</i>	58½ in.	58½ in.	58½ in.
<i>Turning circle</i>	46 ft.	46 ft.	46 ft.
<i>Weight, kerbside</i>	4,088 lb.	4,212 lb.	3,696 lb.
<i>Tyres</i>	6.50 × 16	6.50 × 16	6.50 × 16
<b>Recommended pressures,</b>			
<i>front</i>	25 lb./in. <sup>2</sup>	24 lb./in. <sup>2</sup>	
<i>rear</i>	30 lb./in. <sup>2</sup>	33 lb./in. <sup>2</sup>	

\* Depending on type of bumper.





*R type Continental (prototype): body by H. J. Mulliner, 1951*



*R type Continental :  
drophead coupé by  
Park Ward*



*R type Continental :  
body by Farina*



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





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