



BENTLEY

DRIVERS CLUB NSW MAGAZINE

OCTOBER – DECEMBER 2023 EDITION



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

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Printed by

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COPY DEADLINE FOR NEXT ISSUE (JANUARY 2024) FRIDAY 15 DECEMBER 2023

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Published by Bentley Drivers Club NSW Region © 2023

On the cover:

From the Bentley Showrooms Sydney event in August 2023 (see page 6)



CHAIRMAN'S CHATTER

How the time flies! This will be our last edition for the year, so we do have a bit of ground to cover.

The W.O. Bentley Birthday dinner at the Bendooley Estate on 17 September was a great success. Attended by 52 people together with an excellent display of Bentley motor cars.

Our Treasurer, Alan Wellington, has sent our reminders for the annual membership fees of \$125, which must be paid by 30 November, especially if you are on the Club Historic Plates Registry, which is very kindly maintained by Garrath Will on our behalf. Failure to maintain a current membership status will void your car registration.

We have a number of events booked for between now and Christmas, and again request that you RSVP as soon as you receive the email invitation, in order to help us manage the bookings at our end.

The Terribly British Day is scheduled to take place in Queanbeyan Park, Queanbeyan on Sunday 3 December 2023. A number of our group have always attended, as it is a great excuse for a weekend away. Keith Wherry was the usual ring-master of this event, so we do hope that Stephen de Bono will carry on with Keith's past enthusiasm.

On account of the timing of the TBD (Terribly British Day), we have moved our Christmas dinner to

the following Saturday 9 December 2023. It will again be held at the Royal Automobile Club of Australia at 89 Macquarie Street, Sydney.

I am pleased to report that the standards of food and service have definitely improved under the new management. This will also be the occasion for the announcement of the Concours winners and the presentation of the trophies, so I urge you all to attend.

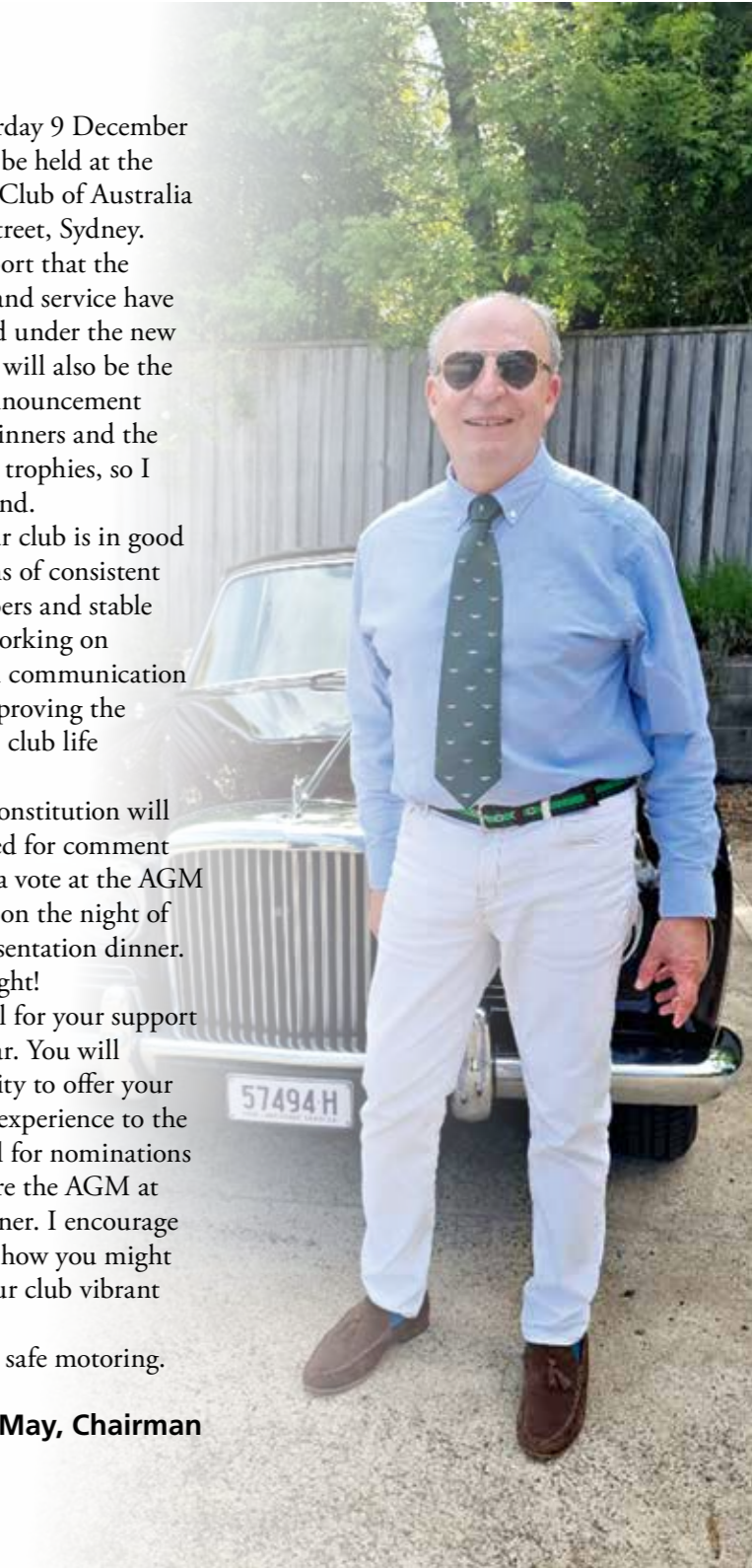
Otherwise, our club is in good shape both in terms of consistent membership numbers and stable finances. We are working on keeping our digital communication up to date, and improving the organisation of the club life wherever possible.

The updated constitution will shortly be circulated for comment and will be put to a vote at the AGM which will be held on the night of our Christmas Presentation dinner. It will be a busy night!

I thank you all for your support throughout the year. You will have the opportunity to offer your services, time and experience to the Club, when we call for nominations for the Board before the AGM at our Christmas dinner. I encourage you all to consider how you might assist in keeping our club vibrant and active.

Best wishes & safe motoring,

Gregory May, Chairman





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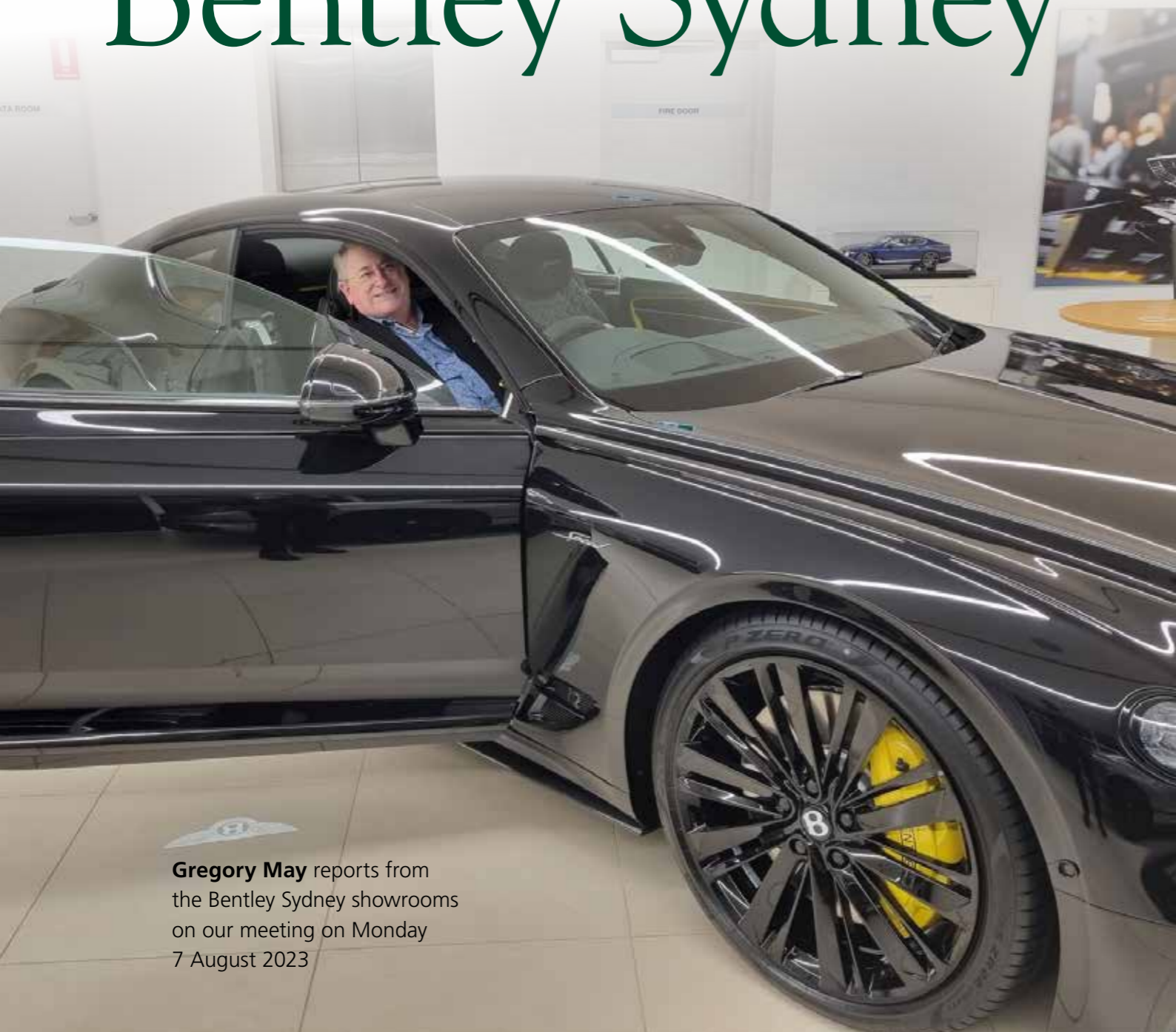
UPCOMING EVENTS

SUN 05 NOV	CONCOURS AND CLUB LUNCH Gibraltar Hotel, Bowral \$65 per person	12:00 PM
SAT 03 DEC	TERRIBLY BRITISH DAY Queanbeyan Park, Queanbeyan	
SAT 09 DEC	CHRISTMAS DINNER AND AGM Royal Automobile Club of Australia 89 Macquarie St, Sydney	7:00 PM
MON 12 FEB	GENERAL MEETING Lord Nelson Hotel	6:30 PM

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August general meeting at Bentley Sydney



Gregory May reports from the Bentley Sydney showrooms on our meeting on Monday 7 August 2023



This popular event was as usual very well attended with almost 40 of our members and guests. Michael Wirth and his

team including Nikki Shaw and Adam Willdig turned on the hospitality in true Bentley style. Drinks and a continental style buffet of finger food was kindly provided

by Bentley for our enjoyment. New members in attendance included Paul O'Donnell and guest Michael Musgrave and Len and Di Cave.





We were also joined by special guests from Melbourne, Troy Sartori and Michael Daniel.

The early part of the evening was spent socialising, catching up and members viewing the new line up of vehicles which Bentley had on display including one very special Bathurst Edition Continental GT prices at \$828,777.

The Chairman and his team then held a brief meeting providing an overview of the club, current membership, financials and an outline of the event line up for the rest of the year.

Michael Wirth, Sales Manager at Bentley Sydney, then took the floor and provided us with an update on their activities and future plans at Bentley, followed by taking questions from the floor from our members.

All in all, a most enjoyable evening was had by all, thanks to Bentley Sydney and their kind support.



Garrath Will awarded

Gregory May reports from the event in Moss Vale on Monday 14 August



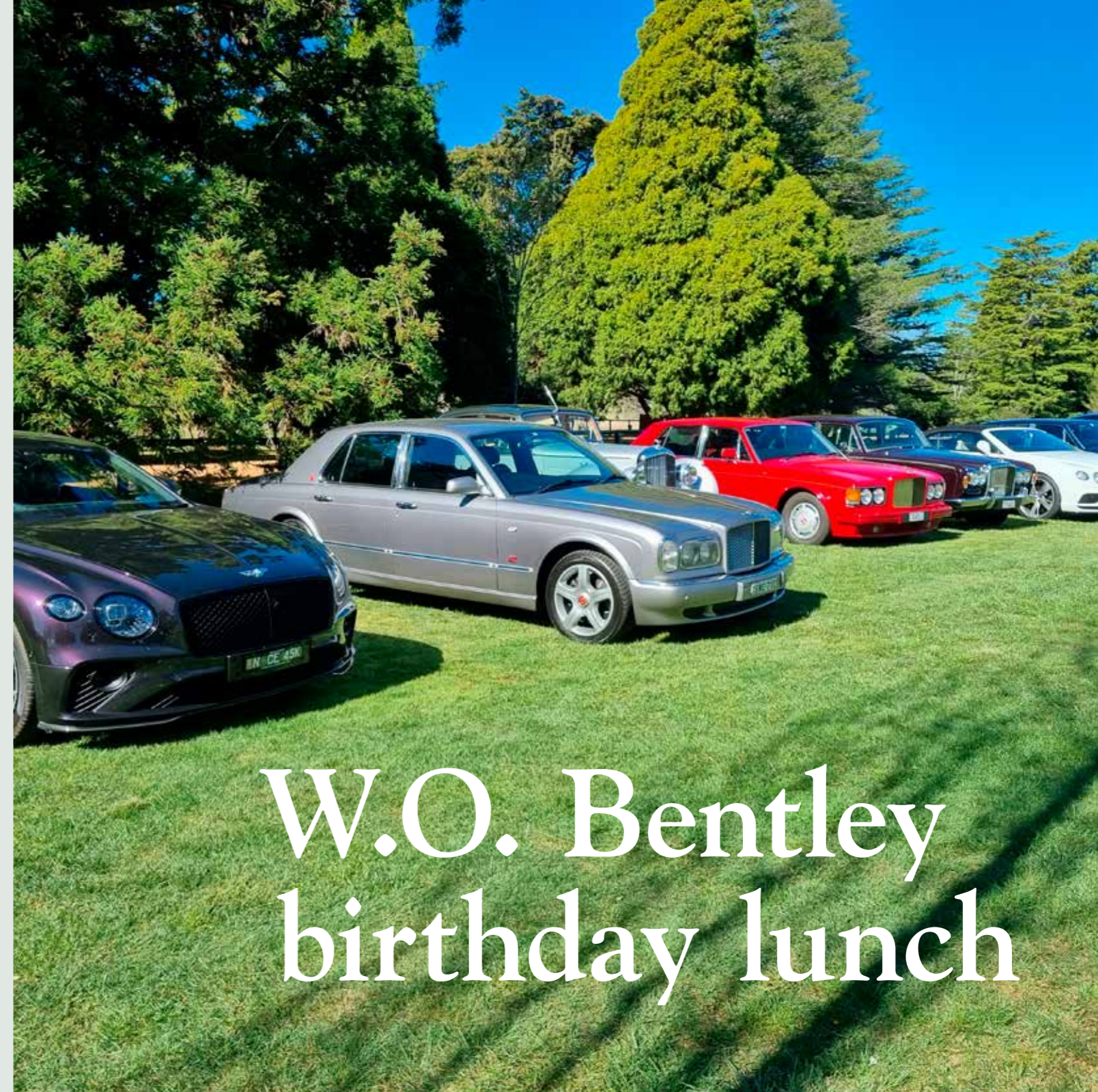
I was delighted to attend a dinner with Garrath Will of TK Motors where Sonja Millis of Arthead, Moss Vale presented Garrath with the framed award which he had received from the Governor-General, Sir Peter Cosgrove for services rendered to the Crown at Government House, Canberra. Even though the award was presented to Garrath at

Kirribilli House on Saturday 4 May 2019, it is now presented in a manner which can be proudly displayed.

The dinner was held at Sattahip Thai Restaurant in Moss Vale, which strangely enough has recently been taken over by Ray, who had previously worked with Garrath as a top-class mechanic. The food and service were exceptional, making it a memorable evening. As a matter

of interest, Ray had previously also worked as head chef with John Durst at the Bowral Brasserie, where the Club has enjoyed a number of W.O. Bentley Birthday lunches.

Garrath is currently operating in Bowral, whilst he waits for his new workshop to be completed. We congratulate him on his achievement and wish him well.



W.O. Bentley birthday lunch

Gregory May on our annual celebration, this year held at Bendooley Estate in the Southern Highlands on Sunday 17 September

It was a perfect Sunday morning in the Southern Highlands for this event! Clear blue skies, warm and sunny but not uncomfortable.

I arrived at 11.30am to help guide the cars onto the lawn for what turned out to be a splendid display. I don't recall seeing so many

Bentleys at one of our events for some time.

Although we had 56 acceptances, we ended up with 52 in attendance, which is still a great turn out. On account of there being so many there on the day, I have appended the member guest list, to ensure that no one is missed.

It was wonderful to see Paul Hine in attendance, after his recent very serious illness. Troy Sartori came up from Melbourne to drive Paul in his Bentley Continental R. Jonathan Leeming also attended as another good friend of Paul and others.



I was delighted to see Marie Harland together with her daughter Danielle and Stephen de Bono.

The Will family was well represented by Garrath, his sister Athena, his mother Bonnie and her sister Adrienne. Garrath brought

Susie Raiti on his arm.

Charles Chelliah brought along two new budding members, Arie and Lynn Kooyman, who we hope to see more of in the future.

We toasted not on the birthday of W.O. Bentley which was on the previous day, 16 September, but

also our own John Lackey, whose birthday was on the day of our gathering.

Walter Owen Bentley, MBE (16 September 1888 – 13 August 1971) was an English engineer who founded Bentley Motors Limited in London in 1919.

The Bendooley Estate had provided us with the greater part of a separate room, complete with bar and ample happy and courteous staff.

I must say that the Bendooley Estate did not disappoint with the catering, and provided us with a more than ample shared table feast of fish, roast meats, vegetables, salads, breads, desserts etc.

Rita, Sal and Katya organised a raffle to raise money to go towards buying a wheelchair for the Children's Hospital at Westmead. Rita organised the whole thing and very generously donated all of the prizes. We are very grateful to her and her team for this great work.

All in all, it was a most enjoyable social day. W.O. brought us all together all together again!



ATTENDEES

Adrienne Will
 Alan Wellington
 Alex Jarvis
 Allan and Beverley Simpson
 Anthony Liberiou and Tom Mitsas
 Arie and Lynn Kooyman
 Athena and Bonnie Will
 Brian Burgoyne with
 Poppy and Joanne
 Charles Chelliah
 Ed and Susie Ryan
 Garrath Will and Susie Raiti
 Graeme and Toni Ellis
 Gregory May
 Ian and Tina Oliver
 Joe Quattrochi
 John, Margaret and Janet Lackey
 Jonathan Leeming
 Katya Issa
 Mal and Robyn Henderson
 Marie Harland and Brett Wignall
 Michael Bremner and guests Ruth and Sam
 Phil Davies and Maurice
 Ray and Cheryl Dineen
 Robert and Sharyn Lyneham
 Sal and Rita Barbagallo
 Stephen Blundell
 Stephen de Bono and
 Danielle Harland
 Stuart and Diane McColl
 Troy Sartori and Paul Hynes





Gregory May reports on the General Meeting held on 9 October 2023 at the Lord Nelson Hotel, The Rocks.

Stephen Blundell once again kindly organised this meeting. The venue is generally accessible to most and hospitable. The food and drink service are friendly and prompt.

A list of those who attended this meeting is attached, and whilst the numbers are considerably less than usual, this can be explained

by the large numbers of apologies from people who are travelling and the apologies which were received in advance of the meeting.

Nevertheless, a fun evening was enjoyed by all and we were particularly delighted to be joined by Ray and Cheryl Dinneen from Newcastle.

Whilst the main purpose of the meeting was social, we went through the formalities of the General Meeting and the formal agenda, in order to comply with the conditions of our governing Articles.

We started at 6.30 pm and concluded at 9.30 pm, so it was a

October General Meeting

good way to finish off the first day of the week.

Our next event will be the Club Concours at the Gibraltar Hotel in Bowral on Sunday 5 November 2023.

ATTENDEES

Stephen Blundell
Allan Simpson
Stephen de Bono
Brett Wignall
Ray and Cheryl Dinneen
Richard Treacy
Alison Davey
Athena Will
Giorgio Gourlas
Gregory May

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BENTLEY PROTOTYPES – THE ‘KORENENTAL’

TOP SECRET



Full disclosure...

The ‘Koreental’

In the third of our ‘Top Secret’ articles (originating in *Review* 333), **NJH Smith** delves deeper into the story behind the photos of those mysterious prototypes, discovered in a plain envelope at the WOBF, which you never knew existed. Images: Courtesy of WOBF archives

Our lead image is the only one of the four prototype photos depicting a Bentley to actually enter series production. Fortunate Members who own an S2 or S3 Continental bodied by Park Ward will immediately have realised that the model captured in the Styling Office at Crewe is an embryonic version of their own car – and that the design breaks almost completely with any Bentley which had previously emerged from either Crewe or its favoured coachbuilders.

The story behind the model demonstrates how, on occasion, Crewe embraced radical and innovative approaches despite its reputation for gradual and considered evolution.

The revolution revolves around Wilhelm Koren, Senior Styling

Engineer at Crewe from 1957-1961. Born in Norway in 1921, Koren was a Renaissance Man – artist, designer, stylist and car enthusiast – whose cosmopolitan background, aesthetic sensibilities and breadth of international experience distinguished him significantly from the typical car stylist.

Koren’s early days

After pre-war education at an arts and handicraft school in Oslo and service in the Royal Norwegian Navy during World War II, he studied painting briefly in Paris, followed by a sojourn in Kenya.

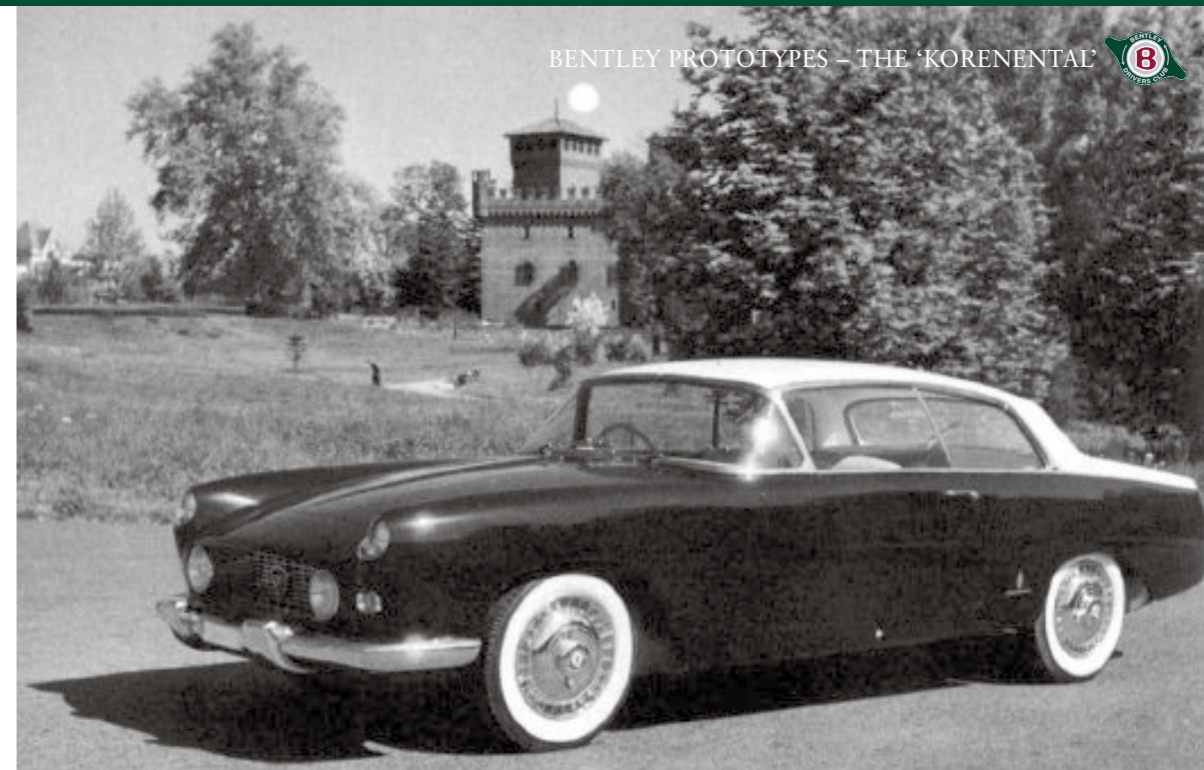
By 1954 he had unsurprisingly gravitated to Turin, then emerging as the epicentre of world automotive design, coachbuilding and advanced body engineering, as Pinin Farina, Bertone, Ghia, Vignale and Zagato



Wilhelm Koren in 2012

ascended towards the zenith of their creativity and influence.

Here Koren became involved with tuning maestro Virgilio Conrero in a rebodding exercise for the 1954 Mille Miglia; the chassis in question was very much a Conrero hybrid, built to the order of Swiss privateer Robert Fehlmann for the 1953 race and originally sporting



The Pinin Farina Florida, which influenced car design into the 1970s

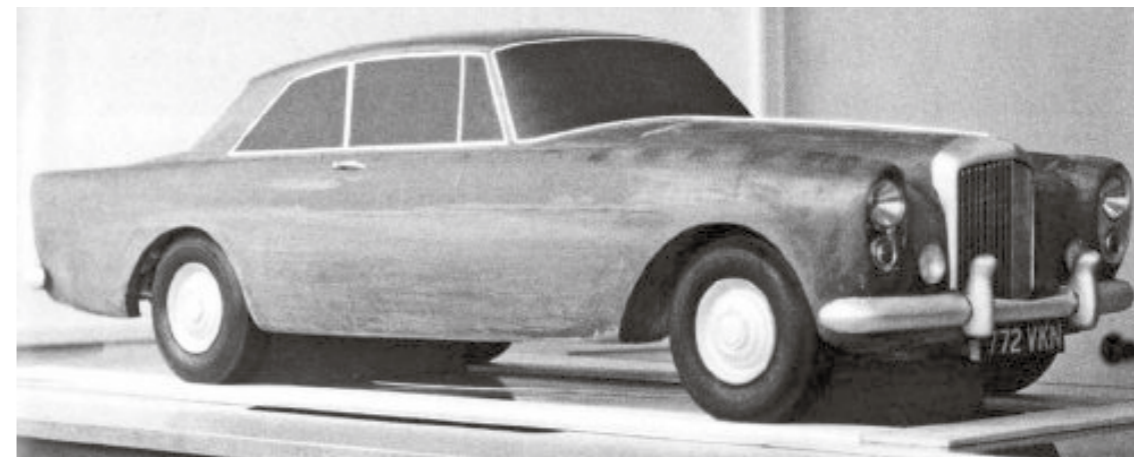
one of Ghia’s striking but somewhat bulbous Ghia Supersonic bodies.

In the 1953 event the car crashed and was further damaged in a subsequent fire. Nothing daunted, Fehlmann submitted an entry for 1954 and, after rejecting a new proposal from Ghia, opted for a compact, tautly drawn and ultra-stylish *barchetta* body designed by the untried Wilhelm Koren. Remarkably, this was Koren’s first known foray into car design and, though very much in the vein of the evolving *barchetta* style of the mid-1950s, marked an exceptionally assured debut. The completed car was quickly fitted with a streamlined top for the Mille Miglia, but regrettably Fehlmann again failed to finish.

“ *The first stage of evolution towards the S2 Continental, launched in 1959, was nicknamed the ‘Koreental’ for its distinctive styling* ”

It’s clear that Koren had built a certain reputation, because in 1956 he received a commission from Horace Titus, Helena Rubinstein’s second son, to design a Jaguar XK140. Koren presented two proposals: the first was a svelte, streamlined coupe which combined pronounced tumblehome on its flanks with pre-echoes of the Aston Martin DB4; the second was an innovative sports estate.

Koren joins Crewe Styling team
Though the proposals advanced to the stage of models, both remained unrealised and Titus died in 1958. Meanwhile in London, Koren was combining a career as a general designer with studies in Industrial Design at the Royal College of Art (RCA). It was through an exhibition of his work at the RCA in 1957 that he is believed to have been talent-spotted by Whitney Straight, then



The second stage of the model, with revised nose



The production version of the S2 Continental DHC, with the finalised design for the front lamp housings

Executive Vice-Chairman of Rolls-Royce's car division. While there is some uncertainty about the precise sequence of events which led to Koren's move to Crewe, by October 1957 he was installed in the Styling Office as Senior Styling Engineer, with John Blatchley remaining as Chief Styling Engineer.

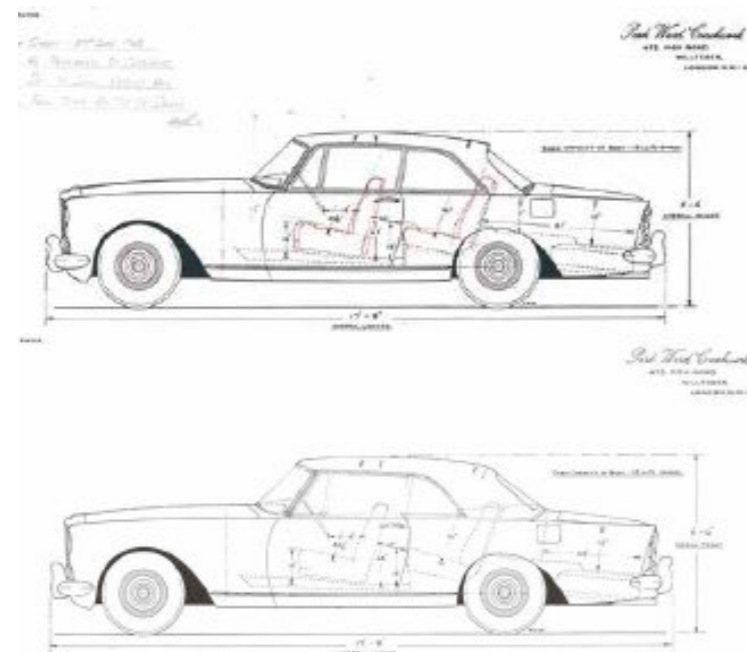
The radical implications of Koren's appointment cannot be overestimated. While Blatchley was perhaps the most talented British coachwork designer of his

generation, he was constrained by Crewe's culture and a conservative customer base to work within the classical orthodoxies. By contrast Koren was imbued with a modernist spirit formed in the crucible of Turin, realised in his Jaguar designs and given voice in his 1956 thesis for the RCA, which gave high praise to Pinin Farina's seminal Lancia Florida of 1955, declaring that it "combines classical purity with functionalism to an outstanding degree".

The prototype takes shape Blatchley and Koren worked in parallel on separate projects. While Blatchley concentrated on the mainstream, it was logical to try out Koren with a lower volume model that would enable Crewe to gauge customer reaction to an advanced design with minimum commitment of time and resources. The project chosen was the replacement for Park Ward's S1 Continental, scheduled to clothe Continental versions of the V8-engined S2. And it is here that our prototype photo takes its bow.

To quote Martin Bourne, then soon to join the Styling Office: "Koren set to work on a scale model in clay with a vengeance, working at a fearsome pace." The first stage of evolution towards the S2 Continental, launched in 1959, was nicknamed the 'Korenental' for its distinctive styling, an inflection point in the conception of the modern Bentley. While the form of the body and roof are close to the production version (and notably influenced by the Lancia Florida), the twin headlamps, sloping bonnet, air scoop and absence of a traditional upright Bentley radiator grille doomed the advanced frontal design to rejection, only for elements to resurface two years later in Koren's sensational 61-B Korea prototype and the first prototype of the Bentley Burma, one of the range under development to replace the S Type.

Undaunted, Koren reworked the front of the same clay model into a more conventional aspect and this, after further redesign of the lamp housings, remained in production



Park Ward's drawings for fixed head and convertible versions of the S2 Continental



Koren's fixed head design, as finally launched on the S3 Continental, with twin headlamps designed after his departure from Crewe

until 1966, effectively unaltered save for modification (after Koren's departure from Crewe) to twin headlight configuration for the S3 Continental.

Park Ward, owned by Rolls-Royce since 1939, moved swiftly to build the prototype and Koren spent increasing amounts of time at its London factory supervising progress.

This prototype poses a question: Koren's model represented a fixed head saloon and the sequential numbering of Park Ward's 1958 drawings for fixed head and drophead versions suggests that both were designed in parallel.

Prototype plot thickens...

Yet in October 1959, the S2 Continental was only launched as a drophead; why was introduction of the fixed head delayed until the S3 Continental appeared in late 1962? The delay probably derives from Rolls-Royce's acquisition of the independent coachbuilder HJ Mulliner in 1959. Initially, the factories of both Park Ward, at Willesden, and HJ Mulliner, at Chiswick, remained in operation. Moreover, at the 1958 Earls Court Motor Show, Mulliner had introduced a striking two-door saloon for the S1 Continental (design 7500, revised to 7514 for the S2) which was closely related to its successful four-door Flying Spur.

To Crewe management, already nervous about Koren's modern design, logic would have dictated that pausing the fixed head version would provide continued employment for the Chiswick team, avoid offering two versions of the fixed head



The epitome of the sporting Bentley: 'Korea' unique 61-B Korea prototype

REFLECTIONS

The story behind our mystery photos happily reaches a satisfying conclusion. But it leaves a single loose end: what did the future hold for Koren himself? Once his role in productionising the S2 Continental was complete he returned to Crewe, but only designed one further car: Bentley prototype 61-B, project name 'Korea'.

This remarkable car was a short-chassis version of the aforementioned Burma range; but, unlike the Burma saloon which was powered by Crewe's F60 straight-six engine, the Korea was equipped with the new V8 and clothed with striking Koren coachwork that combined a lower, more rounded evolution of the 'Korenental' FHC design, with a twin headlamp front derived from the model in our picture and a cleverly integrated Bentley radiator.

The result? In Koren's own words, "...my four-seater Ferrari with Bentley luxury and comfort." The 61-B achieved 133mph on the M1, but the cancellation of the Burma project put paid to any hopes of production and, understandably disappointed, Koren left Crewe in October 1961.

He returned to the RCA as a part-time lecturer on furniture design, while also building a successful career in renovating and modernising houses to private commission. He died in London on 10 November 2016 aged 95.

Continental in a limited market and minimise risk if the drophead 'Korenental' did not find favour with customers.

All's well that ends well However, the contrary was true and concerns were unfounded. Koren's innovative approach was warmly

received, with production totalling 125 S2 dropheads, 86 S3 dropheads and 104 S3 fixed heads.

• *The author is indebted to Will Morrison, former WOBMF Honorary Archivist, for permission to use information and photographs from his interview with Vilhelm Koren*



Introduction to the ICJAG[®] concours judging system

Some guidance on the ICJAG Judging System to assist you in car preparation for our Concours on 5 November 2023 at Gibraltar Hotel in Bowral.
Reproduced courtesy of ICJAG[®]

The *International Chief Judge Advisory Group (ICJAG) is a group of experienced Chief Judges who support serious class judging focused on originality and authenticity. The charter membership includes nine Chief Judges from five countries.

The purpose of the ICJAG is to offer voluntary advice and assistance to concours chairmen, chief judges, and organizers who have an interest in promoting proper preservation and correct restoration through serious class judging.

Some say the Concours d'Elegance, or contest of elegance, originated in France. Others look back to the Roman Empire where custom chariots vied for attention. This continued over the centuries as owners of beautiful horse-drawn carriages gathered to compete for best of the best.

Perhaps it can be said that France is the genesis of the modern concours as a result of the grand shows that took place in the early days of the automobile. Regardless of origin, the concours of the past has evolved to the many multi-faceted shows of today.

The present concours scene consists of shows that range from casual pretty car judging to

subjective class judging based on organizer criteria to very serious class judging focused on originality and authenticity.

Best of Show is generally selected from the class winners by a vote of chief class judges. Some shows also include honorary judge votes. The winning car is normally based on elegance or presence. The selection is not based on high score because the classes have been judged by different judging teams. All class winners are equally eligible for Best of Show.

If the class judging is based on originality and authenticity, the Best of Show will not only be a beautiful car, but it will be a correct car. If the class judging is subjective, the Best of Show may or may not be a correct car. Best of Show awards to incorrect cars distort automotive history.

Entrants often have the mistaken notion that the judging is much the same from one show to another. This is not the case. Such thinking often leads to confusion and disappointment when their car does well at one show and then gets nothing at another.

To avoid such problems and help ensure an accurate history of the automobile, the ICJAG supports fair and consistent judging through the provision and endorsement of

standard class judging forms and judging guidelines focused on originality and authenticity.

It is not the intent of the ICJAG to tell shows what to do in the area of judging. The shows are independent and organizers are free to do as they wish. The primary purpose of the ICJAG is to offer volunteer advice and assistance to those who have an interest in serious class judging.

The goal of the ICJAG is to support a select number of seriously judged shows in key countries. Such shows will use standard judging forms and judging guidelines endorsed by the ICJAG and the class judging will be focused on originality and authenticity.

The standard ICJAG judging process offers concours entrants the opportunity to be seriously judged for originality and authenticity in a fair and consistent manner. Doing so helps promote proper preservation and correct restoration and ensure an accurate automotive history for the benefit of future generations.

17 February 2016

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In the beginning...

One hundred years ago, the iconic Le Mans 24 Hours race was born. Bentley was there at the outset – and the marque laid the foundations for future glory by finishing a fine fourth, as **Stuart Newman** reports. Images: Courtesy of WOBMF archives

Ask any Bentley enthusiast when the marque's glory days at Le Mans were and they'll answer without hesitation: the 1920s. Four incredible victories at La Sarthe during that period with another thrown in for good measure at the turn of the following decade.

The years 1924, 1927, 1928, 1929 and 1930 were halcyon days for WO's brigade at Le Mans, without a doubt. But the building blocks for that unforgettable run of success were laid right at the very start of the Le Mans story.

Much against WO's initial wishes, Bentley was the sole British flag bearer when the first edition of the 24 Heures du Mans took place on 26-27 May 1923. Some 33 cars lined up on the grid, the vast majority being French: the 'interlopers' were the Belgian Excelsior and Bentley from Great Britain.

This sole British entry was a privately-owned 3 Litre Sport

(chassis 141) owned by Captain John Duff, a storied veteran of the Great War. Duff was Bentley's new London agent who had set almost 40 international records at Brooklands; however, he broke both ankles in a crash at the demanding Surrey track at the end of 1922. Despite this setback, the ebullient Duff's was the first entry received by the Automobile Club de l'Ouest for its new twice round-the-clock race in France (*see panel*).

Duff's attack on the 24 Hours was supported by a small back-up team from the factory's experimental department. And one of the key players in Bentley's experimental team was Frank Clement, the man who had given Bentley its first race success at Brooklands in 1921.

WO's initial lack of enthusiasm for the new event is well documented (he thought it a "ridiculous" idea, suggesting no car could survive it) – and he only

agreed to release Clement, his only professional driver, as Duff's teammate with "massive reservations".

As was the way in 1923 (very much unlike 2023), Duff took the car to Newhaven docks before Clement drove it to Le Mans, with two Bentley mechanics (Arthur Saunders and Jack Bezzant), their luggage and tools in the back seats.

Supplementing this team was, surprisingly, WO himself who had agreed, at the last minute, to supervise the team's pit (which was little more than a tent).

In race spec, the 3 Litre Sport only had, unlike most of the leading teams, rear drum brakes. However, it was fitted with Rapson's 'unpuncturable' long-endurance tyres, convincing Duff he could run without the weight of a spare wheel.

As the cars lined up for the then standing start (unlike today's rolling-start procedure) there was no glorious sunshine to celebrate the dawning of what would ultimately prove to be motor-racing's 'Greatest Race'. Instead, the Heavens opened. Curiously, the grid formation was established not by lap times set in practice but in the order entries for the race had been received by the ACO.

Despite the filthy conditions, the majority of teams eschewed hoods in search of maximum speed and minimum fuel consumption and, bizarrely, not one car sported windscreen wipers. The plucky Bentley boys were further hampered by choosing to drive without headgear or goggles due to the amount of mud thrown up from the road. Oh, and parts of the 10.73-mile track broke up early in the race, too. It would prove to be a hard day's night...

As the teams battled the rain and wind during the first few hours, the quickest cars were those of the Chenard-Walcker squad, Duff's 3 Litre Sport (both teams aiming for the same target distance), an Excelsior and a Bignan.

Indeed, such was the competitiveness shown by the Bentley that one particular onlooker experienced an epiphany: In his autobiography, WO wrote: "I began to realise that this as a race might have been instituted especially for our benefit" and he admitted to finding the race "very exciting".

Despite this promising pace, Bentley's effort was not without its problems. Firstly, a smashed



Frank Clement (left) and Capt John Duff in the latter's privately entered 3 Litre Sport

headlamp forced the 3 Litre to run during most of the dark hours with only one working light. (With no spare, the team was sportingly offered one by Chenard but turned it down due to the time needed to fit the part.)

Secondly, Duff narrowly avoided a Bignan that had burst a tyre approaching Mulsanne corner, both cars braking hard and swerving on to the grass.

Later, with the Chenard-Walker and Bentley teams becoming embroiled in a thrilling battle for supremacy during a mercifully dry

Sunday morning, Duff set a new touring-car lap record as he reduced the gap to just two laps. However, the 3 Litre's two-wheel brakes failed for a second time and Duff, in a Chenard sandwich, flew up the escape road at Mulsanne Corner.

These latter two incidents led the *The Autocar* to label the Bentley's non front-wheel braking system a "most serious disadvantage" on a track boasting long straights and several tight corners. The respected magazine was arguably not wrong.

A fourth mishap was perhaps the most serious and could potentially



The start of the first ever Le Mans 24 Hours, with John Duff (no8) placed fourth



The 1923 Le Mans circuit layout



John Duff carries out his own refuelling during a pit stop

have caused the Bentley's retirement – had it not been for the fortitude of the drivers. Just before midday Duff stopped at Arnage corner after another stone had holed the fuel tank. Unperturbed, a determined Duff trekked three miles back to pits before Clement cycled back on a gendarme's bike (taken without permission!) with two fuel tanks over his shoulder to refill the car sufficiently to drive it back to the pits (with bike safely on board). Forced to ride against the oncoming cars at one point, the brave Clement recalled: "It was absolutely terrifying – I thought they were going to mow me down."

After Clement heroically toiled for two and a half hours to repair the car, bunging up the fuel tank's hole with a cork, he duly went out and stamped Bentley's mark on the race by setting the fastest lap in the drying conditions with a time of 9:39mins (66.69mph). This pace was a portent for the future...

Duff and Clement's superb never-say-die effort, all achieved on one set of tyres, ensured Bentley finished fourth equal on distance with an Excelsior and a Bignan, having completed 112 laps (1,201 miles at an average speed of 50.06mph), so qualifying the marque for the second leg of R-W Triennial Cup in 1924. The Bentley's target distance had been set at 79 laps.



Spectators enjoy a very close-up view of John Duff at speed

GENESIS OF A CLASSIC

Le Mans was originally conceived as a 24-hour Grand Prix of Endurance which would form part of an overall 72-hour trial, to test the speed and endurance of the sporting road passenger cars, spread over three years. The overall winner would claim the Rudge-Whitworth Cup.

The track, featuring a two-tiered wooden grandstand opposite a basic pits by the start-finish line, ran north to the Le Mans suburb of Pontleue before heading south down the long N138 (aka the Mulsanne Straight) towards Mulsanne village. At the village outskirts the track turned sharp right through the Indianapolis (banked) and Arnage bends. From there it ran past a blind bend at Maison Blanche (White House) before heading back past the pits. Several sections are, of course, still in use today.

Depending on capacity, cars would be required to cover a minimum distance to be classified as a finisher; further, they would have to achieve a pre-set distance by six, 12 and 18 hours to avoid instant disqualification.

Other rules: Some 60kg of ballast to be carried for each passenger the car was nominally capable of taking; car colour dictated by international racing rules, with green for Britain; and no set lengths for driver stints. Cars over two litres (such as the Bentley) paid an entry fee of FF2,000 (£26.63).

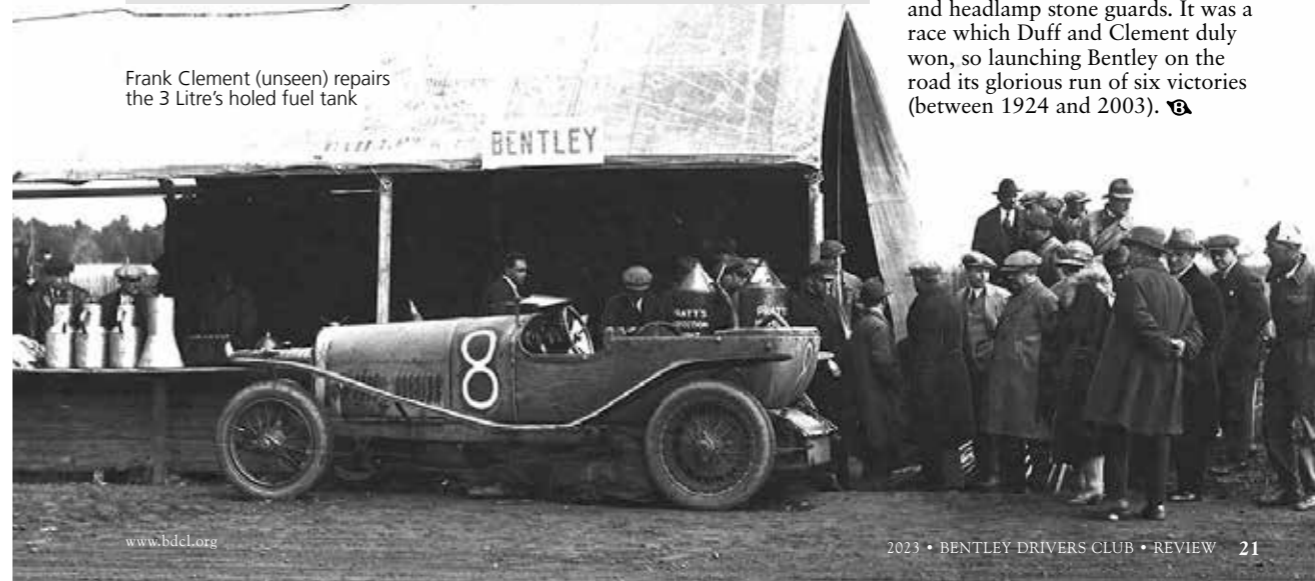
Chenard-Walcker's Type U3 15CV Sport covered the most laps (128) although the actual winner was a Salmson VAL-3 which had accomplished 188 per cent of its target distance.

In its report, *The Autocar* hailed Bentley's enthralling scrap with Chenard-Walcker as the outstanding feature of the race.

Incidentally, Bentley's appearance had attracted an encouraging support from UK fans, which undoubtedly lay the foundations for the enduring British love affair with Le Mans.

Having learned some crucial lessons, Bentley would return the following year with a 3 Litre works entry, fitted with all-wheel braking and headlamp stone guards. It was a race which Duff and Clement duly won, so launching Bentley on the road its glorious run of six victories (between 1924 and 2003).

Frank Clement (unseen) repairs the 3 Litre's holed fuel tank





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BDC Silverstone

12 AUGUST 2023

Ben Eastick completed a hat-trick of Times Challenge Trophy triumphs while David Ratcliffe claimed the Bentley Handicap spoils at the Club's well-supported 75th annual race day, reports **Stuart Newman**. Photos: Courtesy of Matt Welch, Peter French, Steve Glendinning, Mick Herring, Steve Shelley and Adam Johnson



Ben Eastick (T Type), here leading second place Oliver Llewellyn (3/8 Special) recorded a hat-trick of **Times Challenge Trophy** wins in dominant style



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David Ratcliffe (3 Litre Speed Model) finally scored a popular **Bentley Handicap** victory after two previous podium finishes**Times Trophy** podium: Ben Eastick, alongside runner-up Oliver Llewellyn, is handed the Times Challenge Trophy by event sponsor Peter Stevenson of NW Risk Solutions**Bentley Handicap** podium: winner David Ratcliffe is flanked by second placed William Elbourn Snr (left) and Sebastian Welch

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Times Trophy: A smoking Oliver Llewellyn finished as runner-up for a second successive year. Dad Tim (also in 'Penny') unfortunately retired from the later Bentley Handicap race

he steadily pulled away. Ben narrowly avoided a spinning car at Brooklands in the late stages and set fastest race lap (83.26mph) en route to the chequered flag.

After class time handicaps had been applied post-race, in an effort to bring the field closer together, Clive Morley (3/4½ Litre) was classified in third place having started in that same spot – ensuring the top three finishing order mirrored that of 2022. It was Clive's third successive third-placed finish.

While Ben and Oli remained comfortably in the top two positions, the most exciting battle revolved around the duelling Mk VI Specials of Vernon Moore and Paul Andrew.

FASTEST LAPS – TIMES TROPHY

1. Ben Eastick (T Type)	1:10.923 mins
2. Oliver Llewellyn (3/8 Special).....	1:14.043 mins
3. Vernon Moore (Mk VI Special)	1:16.670 mins
4. Paul Andrew (Mk VI Special)	1:18.302 mins
5. Clive Morley (3/4½ Litre)	1:19.284 mins
6. James Morley (3/4½ Litre).....	1:20.026 mins
7. Mark Jenkins (Mk VI Special).....	1:20.771 mins
8. Jock Mackinnon (3/4½ Litre).....	1:22.967 mins
9. Anna Getley (3/4½ Litre).....	1:23.926 mins
10. Chris Rayment (Derby 4¼ Special).....	1:26.113 mins
11. Hugh Apthorp (4½ Litre Blower).....	1:27.778 mins
12. Nigel Angus (Mk VI Special)	1:29.598 mins
13. Duncan Wiltshire (3 Litre)	1:29.652 mins
14. William Elbourn Snr (3/4½ Litre)	1:30.355 mins
15. Vivian Bush (3 Litre).....	1:31.846 mins
16. Guy Northam (4½ Litre).....	1:33.056 mins
17. Sebastian Welch (3 Litre Speed)	1:33.450 mins

**Times Trophy:** Best battle of the Bentley Scratch race was between Mk VI twins Vernon Moore (no4) and Paul Andrew, the latter victorious by just one second to claim fourth place



Times Trophy: The ever competitive Clive Morley (3/4 1/2 Litre) – classified third... as he had been in '21 and '22



Times Trophy: James Morley (3/4 1/2 Litre) – another decent Bentley Scratch race top-six finish

Both debuting impressively last year, Vernon had made a fantastic start from 11th overall on the grid, after suffering gearbox problems in qualifying, to sit fourth overall at the end of the second lap, ahead of Clive and Paul, who had lined up fifth on the grid.

However, Paul passed Clive on lap three and gradually reeled in Vernon... before successfully executing, as Vernon appeared to be baulked by a back-marker, a dramatic do-or-die overtaking manoeuvre over the kerbs at Brooklands on the final

lap; the excited crowd in the BRDC grandstand loved it and Paul crossed the finish line just 1.079secs ahead. Third and fourth on the road became fourth and fifth, behind Clive, once the time handicaps had been applied.

Special mention must be made of new racer Anna Getley who produced arguably the performance of the day. Anna, on her Times Challenge Trophy debut, showed notice of intent by qualifying a superb 13th overall in her father Ewen's 3/4 1/2 Litre and coming home an impressive ninth overall (eighth in the Bentley Scratch).

The top 10 in the Bentley race was completed by sixth placed James Morley (seventh overall), Jock Mackinnon (eighth overall, both in 3/4 1/2 Litres), Mark Jenkins (Mk VI Special, 10th overall) and Hugh Apthorp (4 1/2 Litre Blower, 11th overall).

Club President Duncan Wiltshire, who finished 22nd overall (12th of the Bentleys), enjoyed the honour of being first home of the 3 Litres.

Two drivers who had hoped for good results but were forced out by mechanical gremlins after qualifying were Ewen Getley's 4 1/2 Litre Supercharged (magneto) and Stuart Worthington's Turbo R (head gasket).

Class winners: Class 1 – 3 Litres (no time handicap): Duncan Wiltshire; Class 2 – 3/4 1/2 and 4 1/2 Litres (30 seconds deficit): Clive Morley; Class 3 – Specials (60 seconds deficit): Oliver Llewellyn; Class 4 – post-war cars (90 seconds deficit): Ben Eastick.

Chris Mann claimed his third successive **Pre-War Challenge** victory in his Alfa-Romeo Monza, finishing sixth overall.



Times Trophy and Bentley Handicap: An ever spectacular Jock Mackinnon (3/4 1/2 Litre) – a brace of sevenths



Times Trophy: New racer Anna Getley (3/4 1/2 Litre) – impressive showing in dad Ewen's car



Bentley Handicap: Sebastian Welch (3 Litre Speed) took third spot after narrowly losing out to a chasing William Elbourn Snr (3/4 1/2 Litre)

Bentley Handicap
A popular winner of the **Padgett Motor Engineers Bentley Handicap** was David Ratcliffe, a delighted victor after having previously earned second and third place finishes in the event.

David's 3 Litre was the first of the

19 cars flagged off from the pit-lane start and he was never headed in an impressive drive on a greasy, post-rain track to triumph by a convincing 23 seconds after eight laps.

Second place went to William Elbourn Snr (3/4 1/2 Litre) who started



Bentley Handicap: Hugh Apthorp (4 1/2 Litre Blower) – fourth place



Bentley Handicap: Paul Carter (T Car), here leading Nigel Angus (Mk VI Special) – fifth position

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sixth, 105 seconds after David. The 2021 winner overhauled second starter Sebastian Welch (3 Litre Speed), who began a minute behind David, on the final lap and crossed the line five seconds ahead.

Fourth placed Hugh Apthorp (4 1/2 Litre Blower), Jock Mackinnon in seventh and 11th placed Stuart Morley (both 3/4 1/2 Litres) all enjoyed the best rise up the order – five places. Hugh, who started 70 seconds after Sebastian, missed out on the podium by just half a second.

Most eye-catching drive of the race came courtesy of Duncan Wiltshire, whose 3 Litre proved a more nimble machine than more powerful rivals on the slippery surface, with one overtake around the outside of a 3/4 1/2 Litre at Luffield bringing applause. Unfortunately, a frustrating late-race spin at Copse on oil scuppered the President's hopes of a podium place and he came home 10th.



Bentley Handicap: Stuart Morley, here harrising Louisa Getley (both 3/4 1/2 Litres) with Vernon Moore (Mk VI) following, made up five places to secure a top-10 finish



Bentley Handicap: Duncan Wiltshire (3 Litre) starred in a damp race, a frustrating late spin denying the Club President a possible podium place



New face Robert Jenkins (Mk VI Special)



Guy Northam (4½ Litre) leads Vivian Bush (3 Litre)

Vernon Moore (Mk VI) managed to pass Stuart Morley (3/4½ Litre) in the latter stages only to quickly throw away the advantage after pirouetting on the pit straight; despite hitting the pit wall he carried on to finish 11th, two places behind Stuart.

Elsewhere, Tim Llewellyn was forced to retire 'Penny' with misfire problems at half-distance while Simon Worthington's Continental GT lasted just one lap following an 'off' at Copse which damaged the front of the car.

QUOTE... UNQUOTE

Ben Eastick (Times Challenge Trophy winner): "A Pre-War car spun in front of me and I thought I would lose my advantage [over Oliver] – but I was able to continue okay. It's 50 years since dad won the Times Trophy so this is very special."

David Ratcliffe (Bentley Handicap winner): "I love it! This was the day for the 'baby' 3 Litres. Mine is really a road car – all I did was take off the spare wheel [to race] and employ a heavy right foot!"

Paul Andrew (Times Trophy, 4th): "I knew it was the last lap so it was now or never [to overtake Vernon]. I had tried it earlier in the race – this time it was one of those kamikaze moves!"

Duncan Wiltshire (Bentley Handicap, 10th): "Without my spin I would almost certainly have finished in second place – dammit!"

RACE WINNERS

- Race 1: AMOC St John Horsfall Trophy:** Alan Middleton (Aston Martin 2-litre Speed Model)
 - Races 2 & 6: Morgan Challenge:** James Bellinger (Plus 4 R) & Tom Andrew (Morgan Plus 8)
 - Race 3: Bentley Scratch race for Times Challenge Trophy:** Ben Eastick (T Type single-seater), **Pre-War Challenge:** Chris Mann (Alfa Romeo Monza)
 - Race 4: FISCAR:** Adrian King (AC Ace)
 - Race 5: Bentley Handicap:** David Ratcliffe (3 Litre Speed Model)
 - Race 7: Ecurie Classic Racing:** Christopher Edmunds (Morris Mini Cooper S), **Hawthorn Challenge:** Nigel Webb/John Young (Jaguar Mk 2)
 - Race 8: BDC Classic Challenge:** Jack Smith (MGA), **Morgan Techniques Trophy:** James Bellinger (Morgan 4/4)
 - Race 9: Bentley Open:** Ben Eastick (T Type), **Allcomers race:** Simon Ray (ADR Sport 2 Hayabusa)
- NOTE:** Times Challenge Trophy official results incorrectly listed Anna Getley as running in Class 1 (3 Litres) when she was actually in Class 2 (3¼ and 4½ Litres)



Chris Rayment (Derby 4¼ Special)



Simon Worthington (Continental GT, pictured) and brother Stuart (Turbo R) both endured a troubled meeting

Other races

Club Member Tom Commander (Phantom P79), having led convincingly, was left ruing the loss of third gear on the penultimate lap of the **Classic & Sports Finance Bentley Open & Allcomers** race, eventually finishing second. Ben Eastick (T Type) was the sole Bentley runner, coming home seventh overall, three seconds behind Oliver Llewellyn (Allard J2).

Darren Turner, one of Britain's foremost GT racers and synonymous with Aston Martin, finished third in the **AMOC St John Horsfall Trophy** race, won on handicap by Alan Middleton.

• For a full list of race results please check out the **BDC website: Motorsport / BDC Silverstone 2023.**



AMOC St John Horsfall Trophy: Winner Alan Middleton (2-litre Speed Model, no 221) and runner-up David Freeman (Spa Special) – separated by just 0.2 seconds



Allcomers: Club Member Tom Commander (Phantom P79) – second place



Pre-War Challenge: Winner Chris Mann (Alfa Romeo Monza)

For video footage and images of the day, check out the **BDC YouTube channel** and the **BDC website (Galleries).**



1: **Derby 90th anniversary:** Will Bate's 3½ (foreground) and Brian Rivett's 4¼ (right)
 2: **Derby 90th anniversary:** Clive Boothman's 4¼ Litre followed by Janet Lech's Mk V, with Derby parade organiser Jeremy Marshall Roberts' 3½ (left)
 3: **Concours winners:** Best in Show – Chris Woodhouse's Speed Six Le Mans
 4: **Concours winners:** Patina winner – Robert Hickman's Derby 4¼
 5: **Concours winners:** John Proctor's Arnage R
 6: **Concours winners:** Charles Teall's 6½ Litre
 7: **Concours winners:** Andrew Storer's S1 leads Peter Ostle's Continental GTC
 8: Chris Edwards' Mk VI Special (foreground)

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AROUND THE PADDOCK

OFF-TRACK ATTRACTIONS

Aside from the racing, there was plenty to enjoy as the Club once more embraced the summer garden-party ambience for which it's renowned.

The ever-popular **Bentley parade** saw around 100 Members cars of all ages take to the track for a few laps at lunchtime. The procession was headed by a glorious cavalcade of Derbys, to celebrate the model's 90th anniversary, followed by a selection of prize-winning cars from this year's Summer Concours.

The paddock was full of attractions to enjoy, including displays of the aforementioned **Derbys** and **Concours winners**, along with one of **Hesketh Motorcycles** courtesy of the Hesketh Owners Club.

And Members were also able to enjoy delicious buffet lunches in a garage well decked out with a fantastic display of racing images.



1



2



4



5

1: Club Members' Bentleys on show
 2: **Display – Hesketh Motorcycles:** Courtesy of the Hesketh Owners Club
 3: **Display – Derby 90th anniversary**
 4: **Pirelli F1 simulator:** This youngster gets to grips with the challenging Silverstone track
 5: **Trader:** Bentley artist Dawn Bosley
 6: **Lunch:** Members and guests tuck into a delicious hot buffet
 7: **WOBMF:** Bentley Le Mans 100 display attracted plenty of interest



6



3

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Bentley Bookshelf

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SILVER CLOUD I AND BENTLEY S1

1955-1959

ENGINE

GENERAL Six cylinders $3\frac{1}{2} \times 4\frac{1}{2}$, 4,887 c.c. R.A.C. rating 33.7 h.p. Compression ratio, 6.6:1; 7.25:1 on Continental S Type (1956, 8:1 on Continental S Type—BC21BG; 1957, 8:1 on models exported to United States and Canada—SDD136, B120EG; 1958, 8:1 standard—SFE23, B1EK). Automatic transmission in unit with engine. Aluminium pistons. Firing order 142635.

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

CRANKSHAFT Seven bearings.

LUBRICATION Oil pump with helical displacement gears and integral relief valve. High-pressure feed to camshaft, connecting rods and crankshaft bearings; reduced feed to engine gears. Full-flow filtration. Oil capacity, 2 gal.

IGNITION Automatic regulation of output. 12 V. system with 55 A.hr. battery. Contact breaker gap 0.019-0.021 in. Sparking plug gap 0.025 in.

COOLING SYSTEM Centrifugal pump and fan, thermostatically controlled. Water capacity, $3\frac{1}{2}$ gal.

CARBURETTOR Twin S.U.s; $1\frac{1}{2}$ in. bore (2 in. bore—8:1 compression engines). Automatic control for starting.

STARTER Fitted with planetary reduction gear.

PETROL SYSTEM Twin electric pumps at rear of chassis. Petrol capacity, 18 gal.

TRANSMISSION

GEARBOX Fluid coupling and four-speed automatic transmission in unit with engine: ratios 3.82:1, 2.63:1, 1.45:1, 1:1 (synchronesh available on Continental S type at customer's request but very few built).

PROPELLER SHAFT Two-piece divided type, with flexibly mounted centre bearing.

FINAL DRIVE Hypoid bevel with four-star differential and semi-floating half shafts. Ratio 3.42:1 (Continental, 2.92:1). Oil capacity $1\frac{1}{2}$ pints.

BRAKES

Mechanical servo assistance. Hydraulic (self-adjusting) front and combined hydraulic and mechanical at rear. Handbrake operates on rear wheels. Brake drums are cast iron.

300



Silver Cloud I: long-wheelbase saloon by James Young on chassis no. BLC15, 1959

SUSPENSION

Independent front by unequal-length wishbones and coil springs, with opposed piston hydraulic dampers and torsional anti-roll bar. Semi-elliptic rear with electrically controlled piston-type dampers and Z-type anti-roll bar.

STEERING

Cam and roller connected by transverse link to a three-piece track linkage (1956, power steering optional—middle of C Series, SCI; end of C Series, S1; all models, long wheelbase; early B Series, Continental S Type).

WHEELS

15 in. steel disc wheels on five studs.

Bentley S1: four-door saloon





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