



BENTLEY

DRIVERS CLUB NSW MAGAZINE

JANUARY – MARCH 2024 EDITION



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CHAIRMAN'S CHATTER

Belated Happy New Year greetings to all. It is hard to believe that January is behind us.

I must apologise for the lateness of this issue, due on account of the holidays and the fact that the very young son of Noel Wendtman, our designer, was involved in a terrible car accident in late October 2023, from which he is yet to emerge. He has been in a coma since the accident, and we are all hoping and praying that he will make a full recovery. Noel has very kindly offered to soldier on with our work, for which I am extremely grateful, especially under the circumstances.

Your Committee have been busy planning an interesting calendar of events for this year, which we hope will inspire you to dust off those beautiful cars and take them for some exercise!

In March we have two driving events. The first being to Bundeena for lunch at the newly rebuilt Bundeena Services Club on Sunday 3 March. Garrath Will has taken the lead on this one.

The second March event is on Sunday 24th by kind invitation of John and Margaret Lackey to join them at their Springwood home for a 100th Birthday Celebration of John's 1924 3-Litre. All food

and drinks will be provided by our gracious hosts. See the calendar for full details.

We are proposing to revisit the Mt Broke Wines French Restaurant in the Hunter Valley in April, as this was a great success last year.

In order to keep things interesting, we are also trying to arrange a run in July to Canberra, with a possible lunch at Old Parliament House. More details to come shortly.

So, as you can see, we have much fun to look forward to in the coming year.

At this stage, we shall continue to hold our general meetings/get together at the Lord Nelson Hotel in the Rocks, as this seems to be an agreeable location. Stephen Blundell has kindly taken the lead on organising these events.

Our membership numbers remain strong and steady, although Alan Wellington has advised that a number of members are yet to pay their 2024 dues. I ask those of you who have not attended to this to get in touch with Alan.

In the meanwhile, I wish you happy and safe motoring, with the hope of seeing as many of you as possible at our future events.

Gregory May, Chairman



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BENTLEY DRIVERS CLUB NSW REGION

UPCOMING EVENTS

MON 05 FEB	GENERAL MEETING Lord Nelson Hotel Event Captain: Stephen Blundell	8:00 PM
SUN 03 MAR	DRIVE AND LUNCH Bundeena Services Club Event Captain: Garrath Will	12:30 PM
MON 04 MAR	COMMITTEE MEETING Online	8:00 PM
SUN 24 MAR	3 LITRE 100TH BIRTHDAY PARTY Event Captains: John and Margaret Lackey 'Binyeah' 17 Bland Rd Springwood	11.30 AM
SUN 21 APR	DRIVE AND LUNCH Mount Broke Wines, Hunter Valley Event Captain: Stephen Blundell	12:30 PM
MON 06 MAY	COMMITTEE MEETING Online	8:00 PM
SUN 23 JUN	DRIVE AND LUNCH Mount Ashby Estate, Southern Highlands Event Captain: Gregory May	12:30 PM

A black Bentley Continental GT is shown from a side-rear perspective, driving on a paved road. The car is in motion, with a blurred background of trees and a fence. The Bentley logo is visible on the rear wheel.

2023 Club Concours d'Elegance

SUNDAY 5 NOVEMBER 2023





Club members gathered once again for our annual Concours d'Elegance held at Bowral's Gibraltar Hotel. **Gregory May** reports from the event.



Rain was threatening to disrupt our event, but thankfully it held off.

The Gibraltar Hotel, whilst a little difficult to find, provided the perfect setting with an ample car park with a dedicated area for us and a spacious function room with our own private bar.

We had 60 guests for the day and 30 cars, which is an excellent turn out for a club with only 112 members.

We attempted to line up the cars in Class order, but gave up, as those who had already parked, had disappeared inside for coffee.

Joe Quatrocchi together with Allan Simpson and Stephen De Bono undertook the judging of our cars. As you may



recall, Joe was keen to get us all to an event in October, to provide us with the run-down on the ICJAG judging system, but this was postponed until a more convenient time could be found. It will happen in 2024, and provide us with

an insight as to what the judges are looking for or at, in our cars. Nevertheless, they did a great job.

The Gibraltar Hotel put on a fine grazing table, and continued to refresh it as needed. The staff were polite and attentive. The general

feedback which I received on the catering was all favourable.

Rita Barbagallo and her team of helpers ran a fundraising raffle for the Children's Hospital at Westmead, and thanks to all who bought tickets and especially large donations from



Arjun Gupta and Garrath Will, we have now raised enough funds to purchase four wheelchairs for the Hospital, which we understand are much needed.

The day concluded with much socialising and bonhomie, and most departed around 4:00pm.

All in all, a fun day was had by all.

2023 Christmas Dinner, AGM & Concours Trophy Presentation





Our annual event was held on Saturday 9 December 2023.

Gregory May reports from the Royal Automobile Club of Australia

It was a steamy evening for formal attire, but nevertheless, 36 of our members braved the heat to make an appearance at this important event.

It was great to see our newest members including Arjun and Elisha Gupta and Andrew and Renee Grant attending.

The RACA had decorated the ISC room for the occasion and had

suitably chilled drinks waiting for our arrival.

We were fortunate to have the event supervised by Nick de Santi himself, who is the Food and Beverage Director at the RACA, who ensured that all went smoothly.

We all enjoyed a 3-course meal with more than ample beverages!

The winners of the various categories in the Annual Club



Concours were announced and trophies presented. A full listing of the winners for this year appears below.

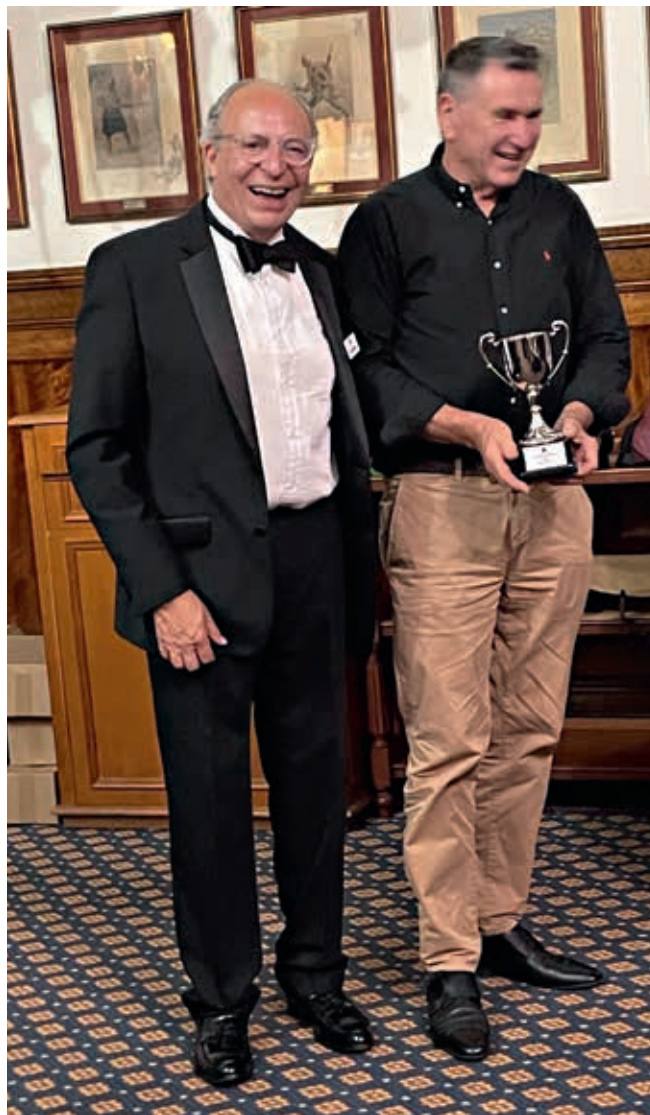
As is the custom, the existing Committee retired and Bill Aslanidis took the rostrum to manage the election of the office bearers for this 2024 year. I can advise that there was little change to your leadership team, with Alan Wellington

as Treasurer, Athena Will as Secretary, Stephen Blundell as CMCA representative, Garrath Will as Vice Chairman and myself as Chairman for the second year. A number of other members also offered their services in helping out with other various tasks.

Sal and Rita Barbagallo again masterminded a raffle, the proceeds of which will support

our contribution to the Children's Hospital at Westmead. Many thanks to them both.

I am pleased to report that it was a thoroughly enjoyable evening and the members kept going well past our scheduled finish time, which is always a good sign.





**BENTLEY DRIVERS CLUB NSW REGION
2023 CONCOURS D'ELEGANCE**

WINNERS

CLASS 1
Stewart McColl
1927 4.5 Litre

CLASS 4
Janet Lackey
1956 S1

CLASS 5
Uwe Kramer
1973 T Series

CLASS 6
Stephen Blundell
1987 Mulsanne

CLASS 7
Andrew Grant
1968 HJ Mulliner Park Ward Coupe

CLASS 8
Garrath Will
1951 Mark VI

CLASS 9
Phil Davies
2001 Arnage

CLASS 10
Allan Simpson
2012 GT

BEST OF THE SHOW

Stewart McColl,
1927 4.5 Litre



Presentation of trophy to Phil Davies

Gregory May reports from Bowral on 14 January 2024



Unfortunately, one of our members' Phil Davies was unable to attend the AGM and Concours d'Elegance presentation dinner in December 2023 due to ill health.

Phil was awarded the best in the Class 9 for his 2001 silver Arnage, which I had the pleasure of presenting to him over a lunch at his home in Bowral on Sunday 14 January 2024.

You may all recall that Phil was previously the keeper

of Joe Quattrochi's bright red Bentley 1986 Mulsanne, which he recently exchanged for the Arnage, describing it as a beast on the road.

We congratulate Phil and wish him happy motoring.

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DERBY 90TH ANNIVERSARY

The launch, in September 1933, of the first new Bentley produced under the ownership of Rolls-Royce marked a very significant moment in the evolution of the Bentley marque. Without this model, and the success that followed it – 2,412 chassis of both the 3½ litre and 4¼ litre were produced between 1933 and 1939 – it is possible that the hard-won racing achievements of WO and his team in the 1920s would have become preserved in the aspic of history, with those Bentleys produced up to 1931

being the sole evidence of this great marque.

There are some who consider that all subsequent models have failed to live up to the lofty attainments of the original WO cars. However, this would have denied the world the remarkable subsequent achievements represented by, for instance, the 4¼-litre Embiricos Derby's three entries in the post-war Le Mans 24 Hours.

The Bentley of 1933 was a totally different animal to 'les camions les plus vites du monde'. Marketed from

the beginning as *The Silent Sports Car*, it lacked any 'bloody thump' but nonetheless received endorsements from racing drivers such as Sir Malcolm Campbell, Raymond Mays, Eddie Hall, George Eyston and Prince Bira as well as, famously, from WO himself.

For devotees of the Derby, some who have owned their cars for over 50 years, a pilgrimage to the 90th Anniversary Weekend was an unshakeable fixture in their 2023 calendar.

The De Vere Cranage Hall

90 not out

Derbys enjoyed a weekend in the spotlight when Club Members congregated with fellow owners and enthusiasts of the model to commemorate its 90th anniversary, reports **Neill Fraser**. Images: Copyright of the Silent Sports Car Club

22-24 SEPTEMBER 2023



A magnificent array of Derbys outside CW1 House at Bentley Motors (main image). SSSC Members and guests enjoy a tour of the Crewe factory, including the new Heritage Garage (inset)

DERBY 90TH ANNIVERSARY



Hotel, near Holmes Chapel in Cheshire, provided a base for visits to Bentley Motors at Crewe on the Friday, explorations of Cheshire and Derbyshire in our cars on the Saturday, and a final trip to Chatsworth House on the Sunday – where the target of at least 90 cars was achieved.

HIGHLIGHTS

Bentley Motors visit: well organised and supported tours of the factory, the Heritage Collection and the Mulliner division. We were able to view the immersive video presentation of pre-war Heritage models, including an early Thrupp & Maberly Derby 3½ saloon and what, for most, was the star of the show: the Mk V Corniche, painstakingly reconstructed under WOBMF Chairman Ken Lea's direction.

Sparkling wine reception: sponsored by Bentley Manchester, it was an opportunity for participants, in their finery, to chat in the balmy evening sun before dinner, with selected cars providing a fitting backdrop.

Gala dinner featuring Mk V Corniche: featuring an interview

with Ken Lea, alongside the aforementioned Corniche, recalling the celebratory dinners at The Savoy in the 1920s attended by the Le Mans-winning cars. The Corniche

was kindly brought along by Bentley Motors' Mike Sayer who bravely drove this priceless car through the doors into the dining room with millimetres to spare!



Cutting a dash outside the De Vere Cranage Hall Hotel is a trio of Mk Vs (from left) the celebrated Corniche, a 4¼-litre experimental saloon and Janet Lech's six-light saloon





DERBY 90TH ANNIVERSARY

Simon Taylor, of *Classic & Sports Car*, gave a stirring description of the Derby as a jewel of the 1930s hiding in plain sight.

Also present were Michael Ellman-Brown, author of *Bentley – The Silent Sports Car 1931-1941*, and Stephen Robotham, son of WA 'Rm' Robotham, Chief Engineer of Rolls-Royce, who travelled from his home in Switzerland and shared memories of his father.

Some £1,500 was raised for our chosen charity, HoverAid – whose chief executive, John Greaves, attended in B27 JY, a Hooper saloon – through the auction of a special bottle of Glenfarclas malt whisky provided by John Grant and the raffle of prints from *Bentley Beauty* provided by the SSCC.

Parade to Chatsworth House: while wet weather on the Sunday slightly dampened the spirits at Chatsworth, preventing us from parking under the Bastion Wall, the sight of lines of Derbys driving along the Cat and Fiddle Pass was memorable.

Derbys expert Neill Fraser also gave an informative talk on the coachwork of the cars present.

Various displays: dozens of cars parked at the hotel, at Bentley Motors and at Chatsworth House,

SELECT GATHERING

While it is invidious to single out particular Derbys that attended the weekend, mention has to be made of the following (the first six are all owned by BDC Members):

- 1933 3½ (chassis B15 AE): Park Ward saloon used at the launch of the Derby in 1933. Brought from Paris by Pascal Behr
- 1934 3½ (B96 BN): Thrupp & Maberly fixed head coupé which starred in the recent *Good Omens* TV drama series. Brought along by Jeremy Marshall Roberts
- 1935 3½ (B110 DG): Highly specified drophead coupé by Thrupp & Maberly. Brought along by Sir William Worsley
- 1936 4¼ (B121 GP): Triple Le Mans winner and inaugural BDC President Woolf Barnato's streamlined concealed Mulliner drophead coupé. Brought along by George Ellbogen
- 1937 4¼ (B137 JY): Unique and award-winning Vesters & Neirinck drophead. Brought along by Robert Hickman
- 1938 4¼ (B70 MR): Mulliner concealed drophead. Brought from Jersey by Ian Strang
- Several Motor Show cars, including:
 - B135 EJ: Park Ward's 1935 Coupé de Ville
 - B132 HK: Barker's 1936 curvilinear coupé in Sunshine Yellow
 - B22 MR: Rippon's 1938 six-light saloon
 - B30 AW: Unique 1939 HJ Mulliner Mk V six-light saloon intended for that year's cancelled show. Owned by BDC Member Janet Lech
- 1938 4¼ (B78 MR): Second of a quartet of four-light dropheads built by Park Ward on the Overdrive chassis and its 1938 Scottish Motor Show car, currently with Frank Dale & Stepsons
- 1939 4¼ (B159 MX): Last pillarless saloon built by Vanden Plas, currently with Frank Dale & Stepsons
- 1939 4¼ (3-B-50): Park Ward Mk V experimental saloon, used by Bomber Harris during World War II, currently with The Real Car Company. Brought along by Andrew Feaver



The Mk V Corniche squeezes through the back door before taking pride of place at the gala dinner



Derbys expert Neill Fraser interviews WOBMF Chairman Ken Lea about the Corniche reconstruction project

DERBY 90TH ANNIVERSARY



CLUB MEMBERS' DERBYS ON DISPLAY



Pascal Behr's 1933 3 1/2 Park Ward saloon



Jeremy Marshall Roberts' 1934 3 1/2 Thrupp & Maberly FHC



Sir William Worsley's 1935 3 1/2 Thrupp & Maberly DHC



George Ellbogen's 1936 4 1/4 Mulliner concealed DHC



Robert Hickman's 1937 4 1/4 Vesters & Neirinck drophead



Ian Strang's 1938 4 1/4 Mulliner concealed drophead

complemented by friendly and animated discussions between owners (see panel).

- The event was organised by a committee, drawn from the ranks of the BDC and RREC, under the aegis of the Silent Sports Car Club (SSCC) which had previously organised the 70th and 75th anniversary weekends.

Those Club Members involved included East Midlands Region Chairman Jeremy Marshall Roberts along with Lawrence Bleasdale (who arranged the Bentley Motors visit and produced the event's high-quality road book), Richard Edgell, William Robinson (who oversaw hospitality), Nicholas Simons and Bernard Walker (who recommended Saturday's route through Derbyshire).

Giles and Emma Crickmay, of Frank Dale & Stepsons, also provided the invaluable services of a support van full of spares which several participants found helpful. 🚐



The Derby celebrations organising committee (top from left) Jeremy Marshall Roberts, Lawrence Bleasdale, Richard Edgell, (bottom from left) William Robinson, Neill Fraser, Nicholas Simons and Bernard Walker



Meet the team

Here we introduce a member of the Club to find out a bit about them and their cars. This time it's **Rita Barbagallo**.

What you didn't know about Rita Barbagallo

Rita grew up on 103 acres in Mangrove Mountain, on the NSW Central Coast. Rita would work on the farm before and after school.

Rita has six sisters and a brother. At the age of five, she started driving the tractors and trucks on the farm, and became her father's right hand in the garage. Her Dad wasn't just a farmer; he was also the local blacksmith, and designed and made parts for machinery and created farm implements to solve needs for which tools do not exist.

Rita loved sport and was a State Champion at 15 years of age, in long jump, 100 metre and 200 metre sprints.

Rita's pastime was riding motor bikes and rolling cars which

she would purchase for \$50 – \$60 through the *Trading Post*. She became an adrenaline junkie at a young age, and created her own 10 – 15 metre jumps.

When she left school, she worked on the farm full time doing



every task required, including being a diesel mechanic with her dad. To this day she still loves

opportunities to ride motor bikes, drive tractors, trucks and other heavy machinery whenever she heads back up the coast.

Rita's love of cars began at a very young age, and over the years she has owned a selection of several classics, mostly convertibles, from Alfa Romeos to Mercedes, Lamborghinis, Ferraris and BMWs.

One of the highlights was in the early 2000's, test driving the various models of the new Holden Monaros with Peter Brock and Greg Murphy on the racetrack at Eastern Creek.

Rita's hobbies are cooking, fishing, singing and 'anything motorsport'. Her passion for charity

started at about 20 years of age, and has only accelerated over the years. Rita was very sick and had endured



26 major operations in five and a half years. She survived a heart attack and stroke, peritonitis and total amnesia, and ultimately it nearly took her life and left her in a wheelchair for several months, leaving her to learn to talk and walk again. During her ordeals, Rita made a promise to God, that if she ever got out of that hospital bed in Belgium, she would dedicate her life to helping others. Over the years, Rita has worked with over 50 charities globally, and raised millions of dollars for the less fortunate, and to medical research. She has received awards from

former Australian Prime Minister, Scott Morrison; from Canadian Primer Minister Justin Trudeau for her work in empowering women in Canada; among many others.

In 2023 Rita was awarded the 'Woman of the Decade' for her work with the orphans and orphanages for girls in India. Recently, Rita went back to India, where she stayed in a military compound in Leh, near the dangerous Pakistan border, and also visited Nepal and Kashmir. While in Leh, she fitted out an orphanage with beds, blankets and running water.

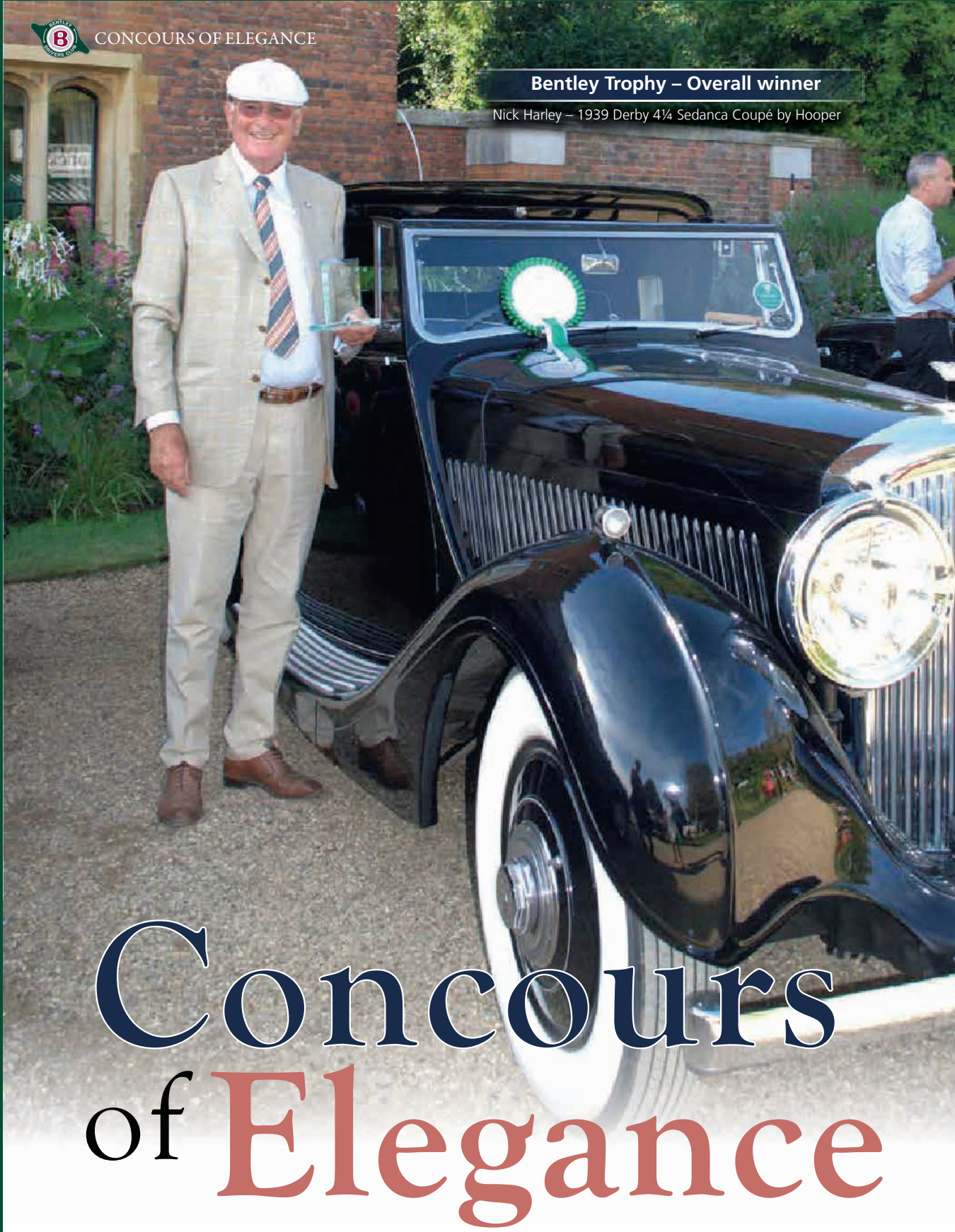
One of Rita's hates is that many charities allocate most of their donated funds to administration, and not to the cause for which the money was raised. To avoid this, Rita raises donations and gives the money directly where it is needed ... with NO admin costs. She says 'when I see exactly where the money goes, it makes it even more worthwhile and keeps it real.'

Rita has authored three books and the *Her Story* magazine, dedicated to empowering women on the global stage.





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CONCOURS OF ELEGANCE

Bentley Trophy – Overall winner

Nick Harley – 1939 Derby 4¼ Sedanca Coupé by Hooper

Concours of Elegance

2-3 SEPTEMBER 2023



CONCOURS OF ELEGANCE



Proudly on display outside the palace are Dhanraj Gidwaney's 1958 S1 Continental Drophead by Park Ward (left) and the 1956 S1 Hooper Empress of Tony Allen



Nick Harley's magnificent 1939 Derby 4¼ Sedanca Coupé by Hooper earned the overall Bentley Trophy prize at Hampton Court's annual classic-car festival, reports **Stuart Newman**. Images: Courtesy of Organisers, Sara Boatwright and BDC archives

Nick Harley's superb Derby 4¼ landed the coveted Bentley Trophy at this year's prestigious Concours of Elegance at Hampton Court.

Nick's classic 1939 Sedanca Coupé by Hooper-bodied car was voted the best Bentley on show at the palace by judge Giles Crickmay of Heritage Bentley specialist Frank Dale & Stepsons.

He received his award, as is traditional, from the prize-winners' stand located alongside the palace's celebrated fountain.

Runners-up awards, also awarded by Giles, were presented to Nick's fellow Club Members James Clough, with his elegant 1961 S2 saloon, and the pristine limited-edition 2001 Continental R Le Mans Edition of Phantom Motor Cars (Stuart Worthington).



Bentley Trophy – Ladies' Choice

Fairfax Knox – 2008 Azure



Bentley Trophy – Joint runners-up

Phantom Motor Cars (Stuart Worthington) – 2001 Continental R Le Mans Edition (left) and James Clough – 1961 S2 Saloon



CONCOURS OF ELEGANCE



Sebastian Welch reverses into place his 1922 3 Litre, the oldest car in the BDC display

For James it was a second success at the Concours after he won the Bentley Trophy outright with his S2 in 2018.

Fairfax Knox, who brought along his lovely 2008 Azure, landed the Ladies' Choice prize awarded by Emma Crickmay of Frank Dale & Stepsons.

Around 35 Bentleys, covering all eras of production, were brought along by Club Members and proudly showcased in a dedicated Bentley 'paddock' outside the historical palace on the Sunday – also known as Bentley Day. The magnificent models ranged in age from a 1922 3 Litre brought along by Sebastian Welch to Richard Garbett's 2020 Continental GTC – a span of almost a century.

The main Concours category featured some 90 road and race vehicles, from 1913 to 2023, representing a host of classic marques.

Ten of these were Bentleys, with half of them being owned by Club Members based both in the UK and abroad. They were:

- 1928 4½ Litre Le Mans Team Car by Vanden Plas (owned by Ian Andrews)

- 1953 R Type by Abbott (owned by Fred Kriz)
- 1954 R Type Continental by Chapron (owned by Stephen Brauer)
- 1954 R Type Continental Fastback by Mulliner (owned by Jonathon Lyons)
- 1962 S2 Continental by James Young (owned by Michael Berendes)

Other notable models that also appeared in the Concours class were three feted Le Mans-winning race cars – helping to celebrate the centenary of the 24 Hours – namely:

- Speed Model – which gave Bentley its maiden victory in 1924 (owned by the Le Mans Museum)
- Speed Six 'Old Number 1' – which triumphed twice in 1929 and 1930 (private collection); it also won this year's 1920s road and 1920s/1930s Le Mans race-car categories;
- Speed 8 – which gave the marque its sixth and most recent win in 2003 (Bentley Motors)

This threesome was joined by a 1930 4½ Litre Blower and a 1957 S1 Continental Drophead Coupé.

The Best in Show, chosen by the Concours entrants, was a lovely Maserati A6GCS/53 Frua Spider. 🏆

BENTLEY TROPHY RESULTS

- Overall winner:** 1939 Derby 4¼ Sedan Coupé by Hooper owned by Nick Harley
- Joint runner-up:** 1961 S2 Saloon owned by James Clough
- Joint runner-up:** 2001 Continental R Le Mans Edition owned by Phantom Motor Cars (Stuart Worthington)
- Ladies' Choice:** 2008 Azure owned by Fairfax Knox



Alan Irwin's partner Pamela polishes their 2014 Continental GTC



CONCOURS OF ELEGANCE 

Main Concours display



The 1928 4½ Litre Le Mans Team Car of Ian Andrews (with passenger Richard Farr)



Jonathon Lyons' 1954 R Type Continental Fastback by Mulliner



Stephen Brauer's 1954 R Type Continental by Chapron



The 1953 R Type by Abbott of Fred Kriz



Michael Berendes' 1962 S2 Continental by James Young

Main Concours Le Mans Centenary display



Speed Model from 1924 (left) and the 2003 Speed 8



Speed Six 'Old Number 1' which won in both 1929 and 1930

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Bentley Bookshelf

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SILVER CLOUD II AND BENTLEY S2

1959–1962

ENGINE

GENERAL Eight cylinders, forming 90° V, 4.1 × 3.6, 6,230 c.c. Compression ratio 8:1. Firing order A1, B1, A4, B4, B2, A3, B3, A2 (A is offside bank).

VALVES Overhead pushrods and rockers, self-adjusting hydraulic tappets.

CYLINDER HEAD Aluminium alloy with austenitic steel valve seats.

CYLINDER BLOCK Cast aluminium, with wet cylinder liners of cast iron.

CRANKSHAFT Five main bearings. Nitrided chromium–molybdenum steel with integral balance weights.

CAMSHAFT *Monikrom* cast iron, driven by helical gears.

LUBRICATION Oil pump with helical displacement gears and integral relief valve. High-pressure feed to camshaft, connecting rods, crankshaft bearings and hydraulic tappets: reduced feed to engine gears and hollow valve rocker shafts. Full-flow filtration. Oil capacity 12 pints.

IGNITION 12 V. system, 67 A.hr. battery, negative earth. Vacuum advance and retard mechanism. Sparking plug gap 0.025 in. Contact breaker gap 0.020 in.

COOLING SYSTEM Centrifugal pump mounted in tandem with fan and driven by V-belt. System pressurised at 7 lb./in.².

CARBURETTOR Twin s.d. S.U. HD6s, with automatic choke.

STARTER Pre-engagement solenoid fitted.

PETROL SYSTEM Twin independent electric pumps. Petrol capacity 18 gal.

TRANSMISSION

GEARBOX Four speeds and reverse, automatic transmission through epicyclic gears; ratios 3.82:1, 2.63:1, 1.45:1, 1:1 (reverse 4.3:1). Fluid capacity 20 pints.

PROPELLER SHAFT Divided type supported at centre by flexibly mounted ball race. Three universal joints fitted.

FINAL DRIVE Hypoid bevel with four-star differential and semi-floating half shafts. Ratio 3.08:1 (Continental S2, 2.92:1).

SILVER CLOUD II AND BENTLEY S2

BRAKES

Mechanical servo assistance. Hydraulic front and combined hydraulic and mechanical at rear. Handbrake operating on rear wheels. Cast iron brake drums, with peripheral cooling fins.

CHASSIS LUBRICATION

21 points to be greased every 12,000 miles.

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 single radius rod.

STEERING

Cam and roller, with hydraulic power assistance.

WHEELS

15 in. steel disc wheels on five studs.

CHASSIS DETAILS

	<i>Short</i>	<i>Long</i>
<i>Overall length</i>	212 in.	216 in.
<i>Overall width</i>	74 $\frac{1}{4}$ in.	74 $\frac{1}{4}$ in.
<i>Wheelbase</i>	123 in.	127 in.
<i>Track, front</i>	58 $\frac{1}{2}$ in.	58 $\frac{1}{2}$ in.
<i>rear</i>	60 in.	60 in.
<i>Height</i>	64 in.	64 in.
<i>Tyres</i>	8.20 x 15	8.20 x 15
	Recommended pressures, front 22 lb./in. ² , rear 27 lb./in. ² .	
<i>Turning circle</i>	41 ft. 8 in.	
<i>Ground clearance</i>	7 in.	7 in.
<i>Weight without passengers</i>	4,558 lb.	

CHASSIS SERIES

SCII		LONG WHEELBASE SII—cont.	
Series A SPA2-326; SRA1-325	1959-60	Series B LCB1-101	1960-61
Series B STB2-500; SBV1-501	1960	Series C LCC1-101	1961-62
Series C SWC2-730; SXC1-671	1960-61	Series D LCD1-25	1962
Series D SYD2-550; SZD1-551	1961	S2	
Series E SAE1-685	1961-62	Series A B1AA-325AA	1959
LONG WHEELBASE SII		B2AM-326AM	1959-60
Series A LCA1-76	1959-60	Series B B1BR-501BR; B2BS-500BS	1960



*Silver Cloud II:
standard steel
saloon, 1959*

CHASSIS SERIES—*continued from page 305*

<i>S2—cont.</i>		<i>LONG WHEELBASE S2—cont.</i>	
Series C B1CT-445CT	1960	Series B LBB1-33	1961-62
B2CU-756CU	1960-61		
Series D B1DV-501DV	1961	CONTINENTAL S2	
B2DW-376DW	1961-62	Series A BC1AR-151AR	1959-60
<i>LONG WHEELBASE S2</i>		Series B BC1BY-101BY	1960-61
Series A LBA1-26	1960	Series C BC1CZ-139CZ	1961-62

NOTE—Chassis series starting with the number 1 use odd numbers only and those starting with the number 2 use even numbers only, but long wheelbase and continental models use all numbers. The number 13 was not used.

NUMBERS PRODUCED

SCII, 2417; S2, 1863; LWB SCII, 299; LWB S2, 57; Continental S2, 388

*S2: drophead coupé
by Park Ward,
1961*





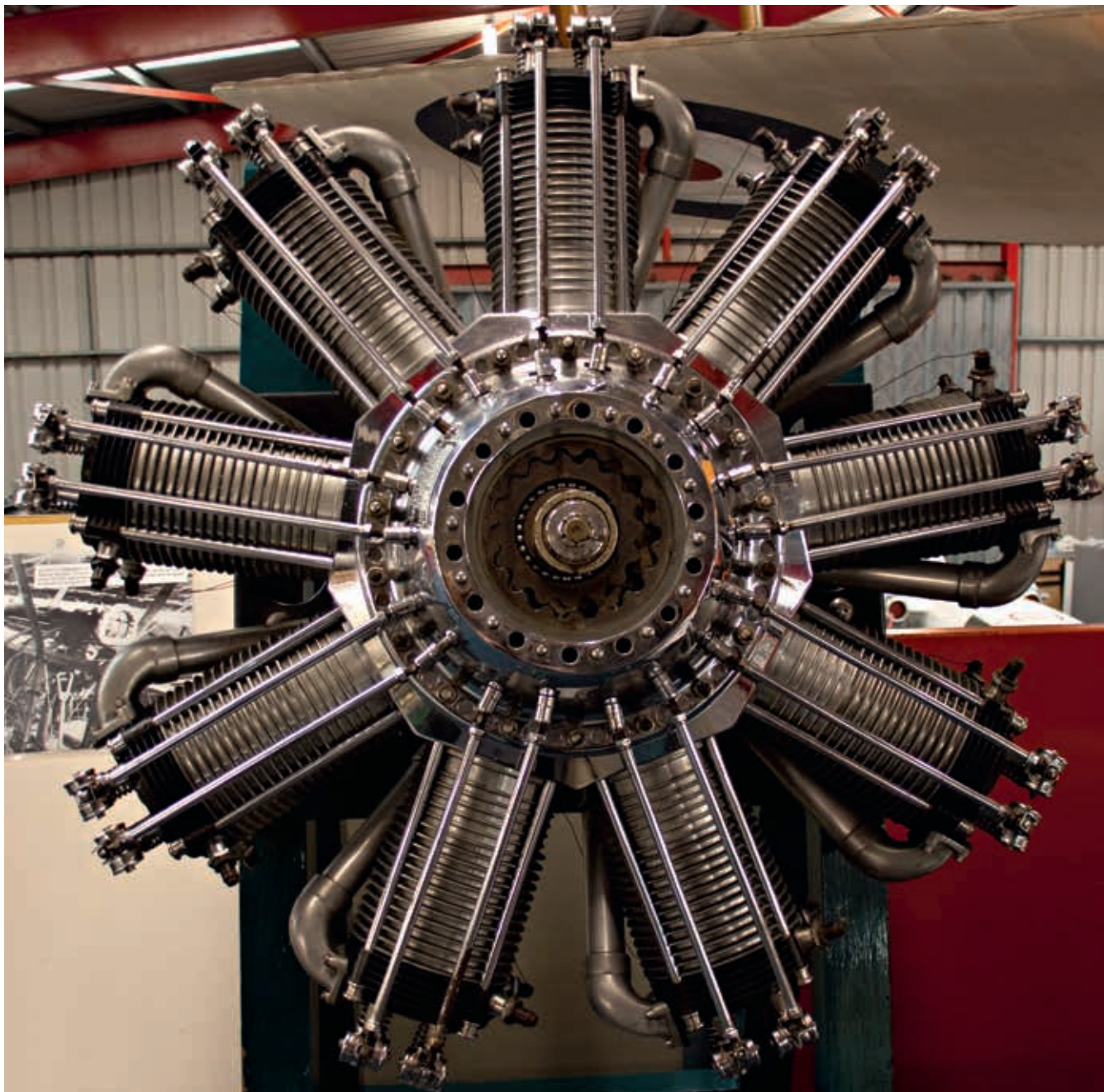
The Sopwith Camel 2F.1 in the Imperial War Museum, London
Photograph: John Lackey

Certain little known aspects of W.O. Bentley

Bentleyophile **John Lackey** shares with us some facts found while researching the Bentley Rotary (BR) Engines 1 and 2.

Walter Owen Bentley's (WO's) autobiography¹ gives some of the details of how he came to invent the aluminium piston that were used in the BR 1 and 2. At the end of World War 1 (WW1) Lieutenant W.O. Bentley RNAS was awarded £8,000 for the patent and use of his aluminium piston. The metal used for pistons

developed from W.O. racing a Doriot, Flandrin et Parent (DFP) car before the war. The final composition of the pistons after lots of experimentation was 88% aluminium, and 12% copper. These pistons enabled W.O. to win many hillclimbs, races, and records (details are recalled by W.O. in his autobiography). All the other cars he was competing against used cast iron and very light steel pistons.



Preserved Bentley BR1 at the Midland Air Museum

Photograph: Tony Hisgett

These pistons invariably broke under the stress of racing and high revolutions.

Before WW1 W.O. had a tremendous advantage with his aluminium and copper pistons. At the outbreak of WW1 he approached the Royal Navy Air Service (RNAS) and offered his piston formula to Commander Briggs RN. Briggs immediately employed him, as Lieutenant RNAS, after recognising the potential of his pistons. W.O.'s first task was to promote his piston formula to all the engine manufacturers in the UK.

The first aero engine to use W.O.'s piston formula was Rolls-Royce in their water-cooled Eagle engine (200hp). W.O. was sent to Gwynnes who were making Clerget aero engines under concession to power Sopwith and Nieuport aircraft. The Clerget design was a development from the Gnome engine. Gnome allowed the Le Rhone engine (110 hp) to be developed and was used in the Sopwith Pup aircraft. The Gnome Monosoupape 9B (130 hp) was the first engine used in Sopwith Camels in WW1. The next engine to be used was the Clerget

9Bf (140 hp), and finally the Bentley BR.1 (150 hp).

W.O. was distressed when he became aware that the Clerget engines would only last 15 hours in action in France. His realisation that 'human lives were at stake' and this 'began to worry' his conscience soon after his arrival at Gwynnes. W.O. went to France many times during the war to assess how well the engines were performing. Gwynnes would not let him develop their Clerget for fear of losing their concession.

This led to the impetus for him to leave Gwynnes and report to

‘Humpers in Coventry’ to design his own aero engine—these engines became known as ‘The Bentley’, and then ‘The Admiralty’ and finally ‘Bentley Rotary’. ‘Finally, just before the end of WW1’, the Admiralty ordered 30,000 Bentley Rotary engines.’

Many years ago, having just read W.O.’s autobiography for the first time I was researching the earliest form of aircraft carrier. I was aware that many seaplanes were carried on the decks of Naval vessels. I had also read about USS Chicago being in Sydney Harbour when the midget Japanese submarines missed the USS Chicago, but, sank HMAS Kuttabul². USS Chicago carried four Curtiss Seagull aircraft (seaplanes) tied to the deck adjacent to the funnel.

I found references that on 31 February 1918 destroyer HMS Redoubt towed a lighter into a 30-knot wind in the North Sea as fast as she could go. On the lighter was a Sopwith Camel 2F.1 powered by a Bentley Rotary 1 engine. The lighter was, I believe, about 30 metres (100 feet) long. The Camel was tethered by the tail

to one corner of the lighter facing into the wind. A sailor equipped with a very sharp axe chopped the tether when the pilot gunned the Bentley Rotary 1 engine. The pilot, Lieutenant Stuart Douglas Culley RNAS, took off successfully and after a short flight landed the Camel in the sea in the lee of HMS Redoubt. The plane was recovered. This I believe was the first flight from a deck.

On 11 April 1918 the German Zeppelin side number LZ 100 (Build No L-53) was moored in Holland at about 12,000 feet monitoring traffic in the North Sea. Usually when the Zeppelins spotted an aircraft, they extended their mooring line to evade being shot down—at that time aircraft couldn’t go much higher than 12,000 feet. Lieutenant Culley RNAS took his Sopwith Camel 2F.1 off, again from a lighter towed again by destroyer HMS Redoubt, and climbed to 19,000 feet to shoot down the Zeppelin LZ 100. Again, the Sopwith Camel was recovered.

When I was in London in May 2017, I visited the Imperial War Museum. There hanging in one of

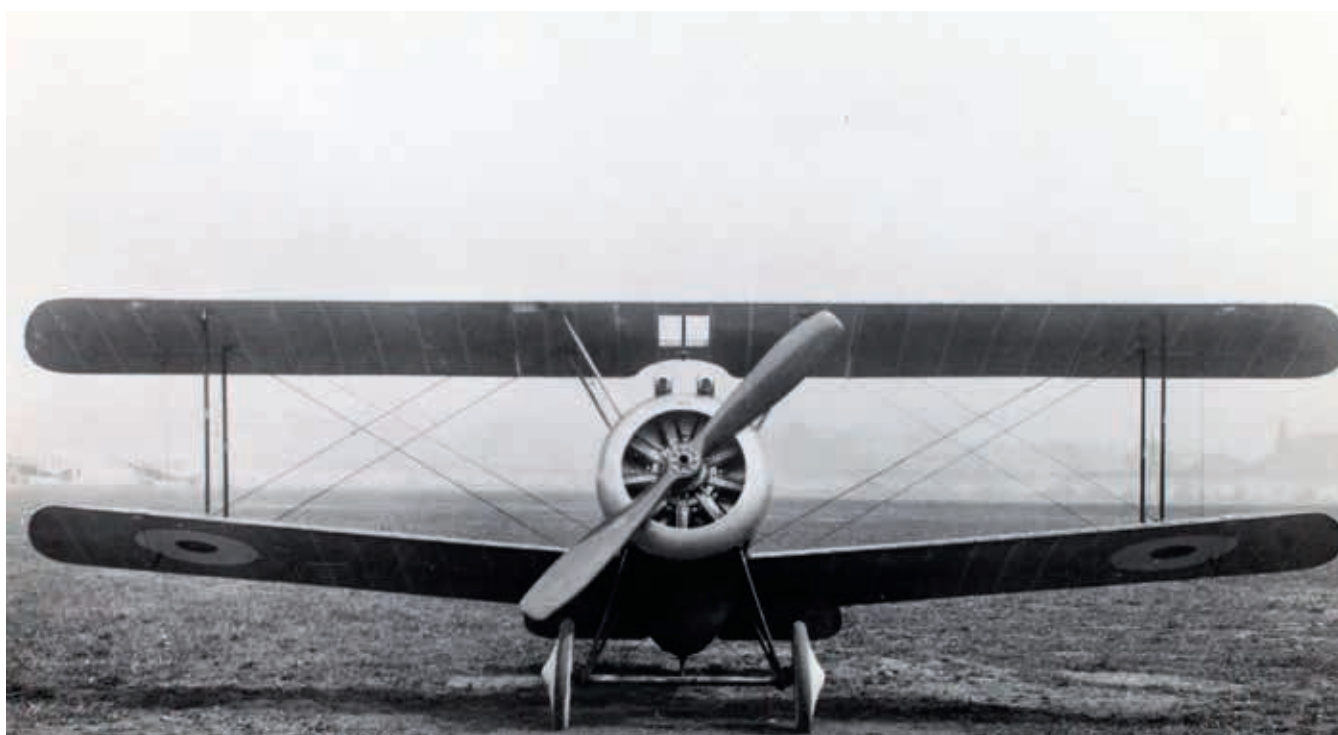
the galleries was the Sopwith Camel 2F.1 that Lieutenant Culley RNAS flew on 11 August 1918.

Pilot S.D. Culley was transferred to the Royal Air Force (RAF) and demobilised as Lieutenant S.D. Culley RAF. It appears that the BR 2 never saw service in WW1. I have not found any evidence of this, but, it was reputed to be very unreliable requiring much further development.

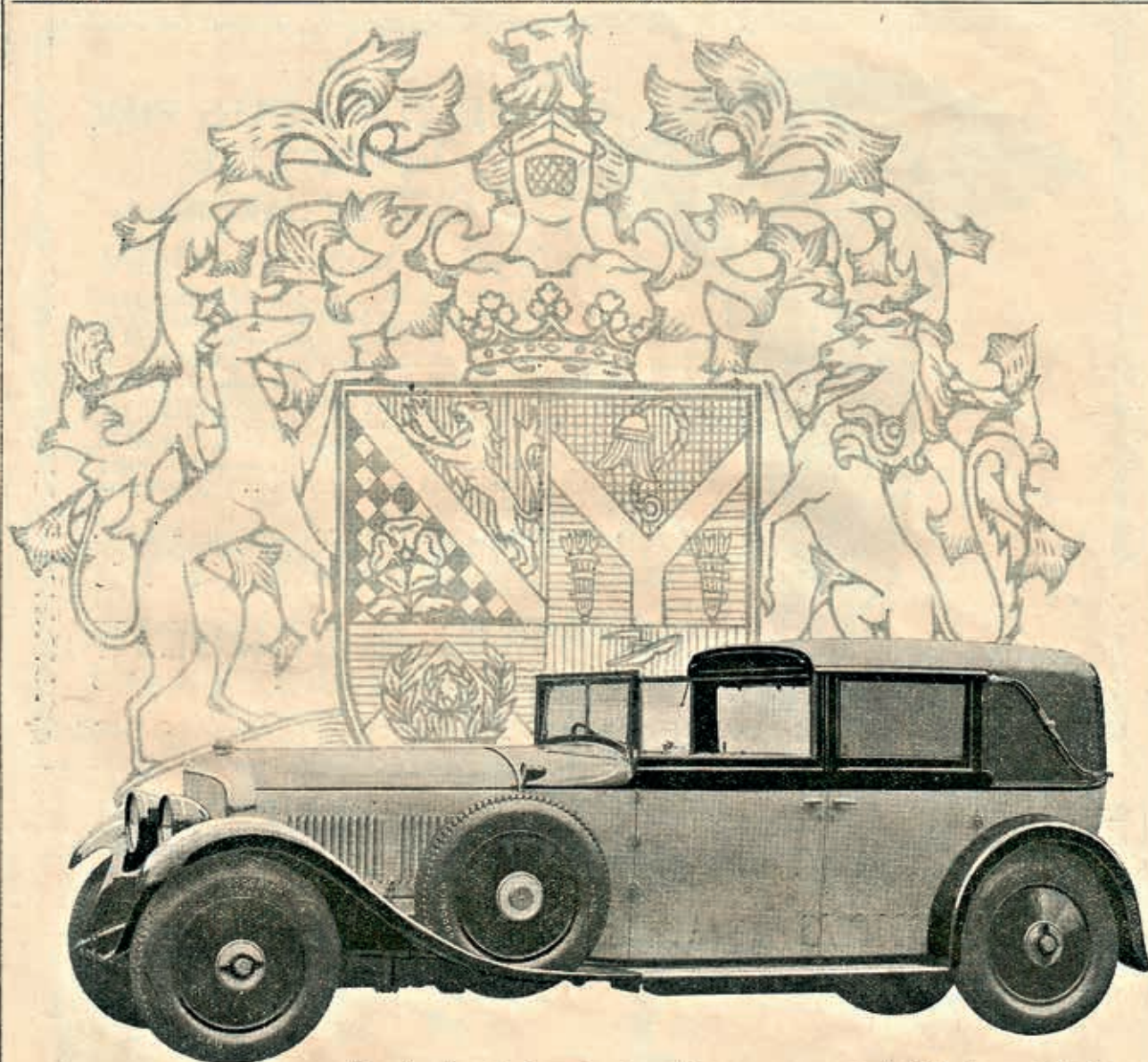
Once people knew about the aluminium and copper pistons, the automobile industry embraced them, and never looked back. All internal combustion engines since have been equipped with aluminium based pistons. We certainly owe W.O. a large thank you.

REFERENCES

1. *W.O. The Autobiography of W.O. Bentley*. By W.O. Bentley. Published by HUTCHINSON & Co. (Publishers) LTD 1958.
2. *A Very Rude Awakening* by Peter Grose. A modern treatise on *The Night the Japanese Midget Subs came to Sydney Harbour*. First Published 2007 by Allen & Unwin ISBN 978 1 74175 219.9 (pbk).



Front view of a Sopwith Camel 2F.1 showing W.O. Bentley’s rotary engine.



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