



# BENTLEY

## DRIVERS CLUB NSW MAGAZINE

JANUARY – MARCH 2025 EDITION



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Contributions do not necessarily represent the views of the Committee nor of the Editor and expressed opinions are personal to contributors. In particular we accept no responsibility for the efficacy of the advice offered.

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#### On the cover and contents page:

Some of the lineup of cars present for the Christmas lunch, Concours D'Elegance presentation of trophies and AGM held at St George Motor Boat Club  
Photos by MKVIMEDIA





# CHAIRMAN'S UPDATE

**D**ear fellow Bentley enthusiast,  
The year is marching forward at a quicker pace than I would like. I am not sure why, maybe it is my stage in life, but the months click over faster than imagined.

Your Committee has been busy developing an action packed schedule for the year.

Our first event for the year was the Keith Wherry Memorial Dinner at the RACA which was well attended and a wonderful celebration of Keith's life and contribution to our Club. An article on this event is included in the edition.

We are striving to make as many as our events as possible driving events, in keeping with the ethos of our 'Bentley Drivers Club'.

The immediately upcoming events are the HARS run organised by Brian Burgoyne in association with the Packard Club on Sunday 23 February 2025 and then the Wollombi run on Sunday 9 March 2025. I hope that many of you will warm up your Bentleys for these events.

The Royal Automobile Club of Australia has now got their house

in order, so we shall be planning more events at this venue. The recent opening of the roof top lounge area presents us with an opportunity to host events in this new fabulous space with great views and very comfortable seating.

The RACA has also furnished us with a new trophy cabinet, which is more in keeping with our needs, and Alison Davey will be managing this from now on.

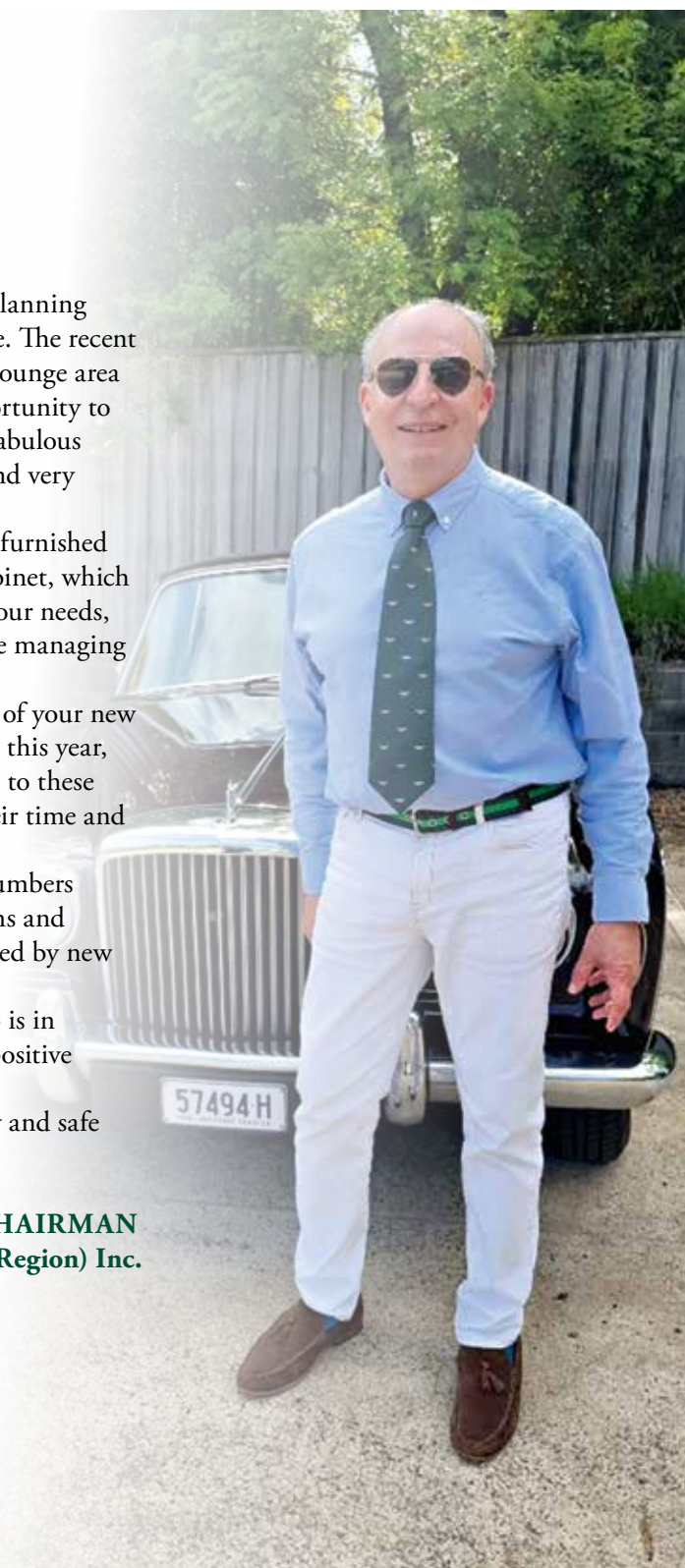
Attached is a listing of your new Committee members for this year, and we are most grateful to these members for offering their time and services.

Our membership numbers remain steady with deaths and resignations being replaced by new enthusiastic members.

All in all, your Club is in great shape with a very positive *esprit de corps*.

I wish you all happy and safe motoring.

**GREGORY MAY, CHAIRMAN  
BDC (NSW Region) Inc.**



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## BENTLEY DRIVERS CLUB NSW REGION

# UPCOMING EVENTS

MON <b>03</b> MAR	<b>COMMITTEE MEETING</b> Online	8:00 PM
SUN <b>09</b> MAR	<b>CLUB RUN</b> Wollombi Tavern, Wollombi Event Captain: Gregory May	12:00 NOON
MON <b>07</b> APR	<b>COMMITTEE MEETING</b> Online	8:00 PM
SUN <b>19</b> APR	<b>TRACK DAY</b> Pheasants Wood, Marulan Event Captain: Alan Wellington	9:00 AM
MON <b>05</b> MAY	<b>COMMITTEE MEETING</b> Online	8:00 PM
SUN <b>19</b> MAY	<b>CLUB RUN</b> The Hungry Monkey, Kiama Event Captain: Gregory May	12:00 NOON
MON <b>02</b> JUN	<b>COMMITTEE MEETING</b> Online	8:00 PM
SUN <b>22</b> JUN	<b>SOUTHERN HIGHLANDS RUN</b> The Osborne, Bundanoon Event Captain: Gregory May	12:30 PM



# Christmas lunch and AGM at St George Motor Boat Club

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Sunday 8 December 2024

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**Gregory May** reports with photographs by **Ciaran Jordan** and **Ben Fan**





Courtesy of Len and Di Cave, we were able to experience a change of venue this year and run our Bentleys down to the water's edge at Sans Souci. Len, as a Director of the St George Motor Boat Club was able to make this happen for us even at this very busy time of year, for which we are most grateful. Len had been up early and

together with Di, they had staked out the adjoining Anderson Park for the Club's exclusive parking use.

The event was well attended by almost 60 of our members together with their friends and guests.

I have to say that it is great to see our members inviting family and friends to these events, which makes them all the more interesting and enjoyable.







Charles Chelliah brought along Kamahl as his guest, who entertained us with a Christmas carol and a recitation of the *Desiderata*. This added a touch of Christmas feeling to the event.

The staff, service and food quality at the club were all excellent. They had laid the room out in six



## BENTLEY DRIVERS CLUB NSW REGION 2024 CONCOURS D'ELEGANCE

### WINNERS

#### CLASS 1

No entry

#### CLASS 2

No entry

#### CLASS 3

Brian Burgoyne  
R-Type 1953

#### CLASS 4:

No entry

#### CLASS 5

Janet Hayward  
1973 T Series

#### CLASS 6

Alan Wellington  
1987 Turbo R

#### CLASS 7

Danielle Harland  
1991 Continental T

#### CLASS 8

No entry

#### CLASS 9

Andrew Grant  
2016 Bentayga

#### CLASS 10

Mike Mulvihill  
2016 Continental GT

### OVERALL WINNER OR BEST IN THE SHOW

Renee Grant  
2017 Continental GT Speed







table of 10 seats, which worked well. People moved around during the course of the afternoon.

After lunch, we moved on to the AGM and presentation of the trophies to this year's Concours winners. Joe Quattrochi officiated as chief Judge, and I can confirm that the winners are listed on the previous page.

After the trophy presentation we moved on to the AGM, which proceeded smoothly. The Committee then retired and all posts were declared vacant. Bill Aslanidis took control of the meeting and called for nominations from the floor for the various positions, which were then ratified by a show of hands from the members.

The newly elected Committee is as follows:

**Chairman:** Gregory May

**Vice Chairman:** Bill Aslanidis

**Secretary:** Athena Will

**Treasurer:** Alan Wellington

**Librarian:** Brian Burgoyne

**Historic Plates Registrar:**

Garrath Will

**CMC Delegate:** Stephen Blundell

**Trophy Master:** Alison Davey

**Committee:** Charles Chelliah,

Donna Bailey Ciaran Jordan,

Richard Treacy, Salvo and

Rita Barbagallo

This event was a great way to finish what I believe has been another successful year for our club.

A big thank you to Ciaran Jordan and Ben Fan of Mark VI Media for the photographic coverage of this event.













CLUB EVENTS AND ACTIVITIES

# Bentley National Rally

18 – 23 November 2024



**Gregory May** reports on the biannual event centred in Hahndorf, South Australia in November 2024



It was South Australia's turn to host the Nationals and they turned on a well planned and eventful week for us.

The delegates from New South Wales were Graeme and Toni Ellis who travelled there in their 1934 Derby Bentley, Richard Treacy and Alison Davey who surprised them all in modern Citroen (as the

Continental R was in hospital), and Gregory May and Stephen Blundell in the blue 1989 Turbo R.

Some 60 people registered for the Rally although I do not think that they all made it, for one reason or another. There was an amazing array of cars to be seen, mostly in amazing condition. I think that the strongest representation was





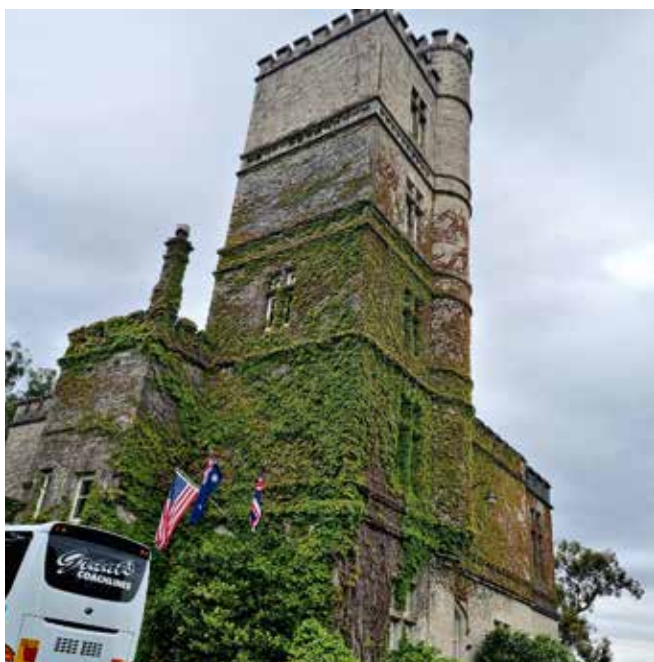
from South Australia followed by Queensland. The entrants who had travelled farthest were Craig Bennington from Western Australia and Graham Leacock from Burnett Heads in Queensland.

We were very fortunate with the weather which was basically dry with warm to hot temperatures.

Our base camp was the Hahndorf Resort which was modern, clean and well maintained. The staff there could not have been more helpful.

Tim Harper was the Rally Director, assisted by Chairman Terry Holt, together with Andrew Box and Robin Turner.

It was an action-packed program, which generally involved a







restaurants, art gallery, Clydesdale horse stud, Victor Harbour, Aviation Museum, The Bend Motorsport Park and Racetrack, Carminow Castle, Mount Lofty Summit Restaurant for our final night dinner.

The event was perfectly organised and we had the opportunity to meet fellow

enthusiasts from all over Australia, many of who had interesting stories to share about their cars and other experiences.

At the end of the event, it was announced that the next National Rally in 2026 will be hosted by Queensland Region in Toowoomba. Put it in your diary tentatively for 1 to 8 November 2026.



full breakfast at 7:30 am, ready in the cars by 9:00 am for take off to a driving destination and lunch. Leisurely drive back to base for sundown drinks at 5:30 pm, followed by a destination or in house dinner. As you can imagine after a week of this routine, serious dieting was necessary to recover our previous conditions.

The daily driving destinations were varied and included, vineyards,







# Keith Wherry Memorial Dinner

Royal Automobile Club of Australia

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Friday 7 February 2025

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Reported on by **Gregory May**

**I** think that all who attended this event would agree that it was a thoroughly enjoyable evening and a great tribute to our dear friend Keith Wherry.

The evening kicked off with drinks in the Victoria Room on the main entry level, then we progressed to the Imperial Services Room for dinner with many

finishing up the evening on the Rooftop lounge, to enjoy a fabulous view of the Sydney Harbour and skyline. The last guest left close to 11:30 pm, which says something of







the success of the evening.

The RACA turned on the hospitality with a great meal and service.

Stephen de Bono had organised a slide show reminding us of Keith's life and adventures which was amazingly comprehensive.

A number of the guests took the opportunity to share memories of Keith including Stephen de Bono, Victor Nash, Troy Sartori, Coralie Ogle and David Marshall-Martin.

Jeanne Eve and David Marshall-Martin attended from the Rolls Royce Club of NSW.

Troy Sartori and his partner Michael Daniel had travelled from Melbourne for the event. The result was that Marie Harland was surrounded by so many of those who knew and loved Keith. She later said that it was a truly wonderful night for her and that she was thrilled to see so many of their friends at the event. There were also many apologies from members who were not able to attend for one reason or another.

Richard Treacy invited his guests Stephen and Gabriel Ingate who added colour to the evening.







Keith's nephew Ben Wherry and his fiancé Candance Billingham attended to honour Keith.

Other friends of Keith who attended included Salah Simba and Greg Fernandez also event.

John Milverton and his wife Liz had travelled from the Southern Highlands for the event.

All in all, it was a most enjoyable night and a great tribute to Keith Wherry.

## GUEST LIST

Allan & Beverley Simpson  
 Alison Davey  
 Athena Will  
 Brett Wignall  
 Ben Wherry  
 Candice Billingham  
 Coralie Ogle & Ed  
 Damien Trenouth  
 David Marshall-Martin  
 Greg Fernandez  
 Garrath Will  
 Graham Lawrence  
 Gregory May  
 Jeanne Eve  
 Joe Quattrochi  
 John & Liz Milverton  
 Kitty Summers  
 Marie Harland  
 Mike Mulvihill & James  
 Wallman  
 Paul Hyne  
 Peter Cashman & Toby.  
 Phil Sidebottom & Dianne  
 Quinn Ledden  
 Richard Treacy  
 Salah Simba  
 Sal & Rita Barbagallo  
 Stephen Blundell  
 Stephen De Bono & Danielle  
 Harland  
 Steve & Gabriel Ingate  
 Troy Sartori & Michael Daniel  
 Victor Nash



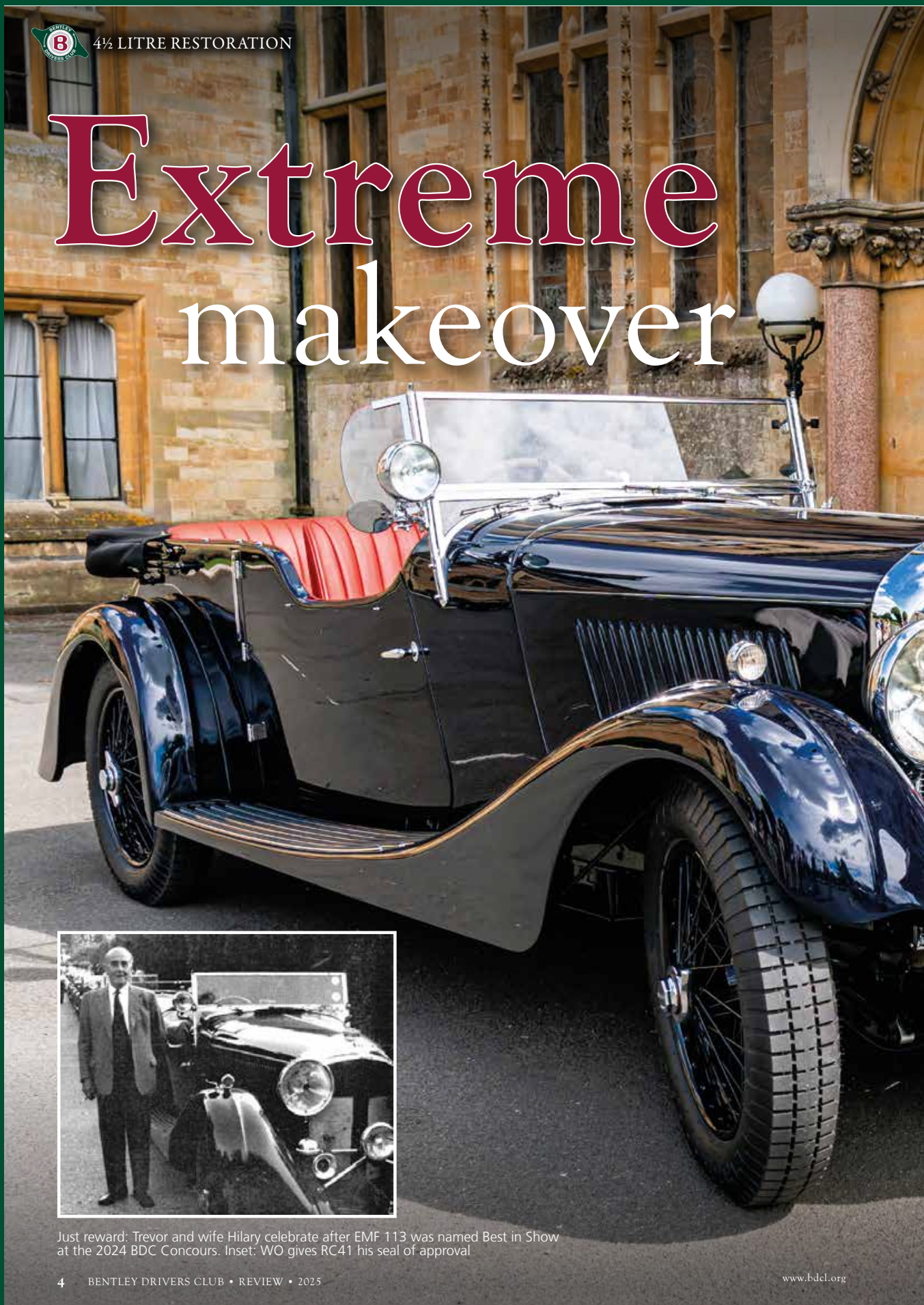


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4½ LITRE RESTORATION

# Extreme makeover



Just reward: Trevor and wife Hilary celebrate after EMF 113 was named Best in Show at the 2024 BDC Concours. Inset: WO gives RC41 his seal of approval



## 4½ LITRE RESTORATION



From orchard wreck to 2024 Concours champion, Trevor Kells' stunning 1936 4½ Litre has undergone an assiduous restoration back to its original spec, as **Brian Rivett** reports. Images: Courtesy of Steve Shelley and Owner





## 4½ LITRE RESTORATION



**BEFORE:** RC41, pictured in the H&H auction catalogue in 2019, was in a decaying state before Trevor snapped her up and the restoration project began

**T**his is a story of three men (with a walk-on part for the Club Chairman) who combined to produce one of the great Bentley restorations of all time. Between them, they had vision, skill and a deep exchequer.

It was on the back nine of Pezula golf course in South Africa that Tony McEwan casually mentioned

to Trevor Kells that a 1936 Bentley 4½ Litre would soon be coming up for auction. Although Trevor by no means saw himself as an expert in Bentley history, he knew that his old chum had made an embarrassing error. For wasn't it well-known that Bentley had introduced the 4½ litre in 1936?

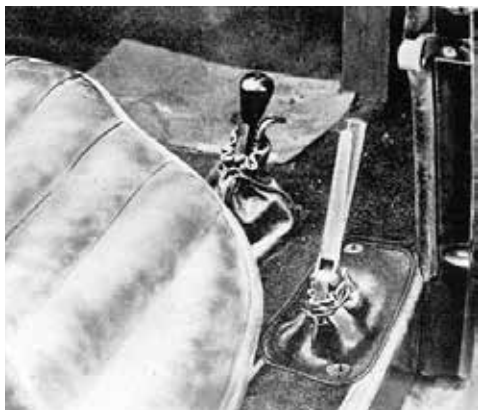
Between greens and tees, Tony gave Trevor a tutorial in the curious story of the RC Bentley series. Nobby Clarke, who had built the first Bentley engine and became the works team manager, and Hubert Pike, a director of the first Bentley company, who had known WO from his prep school days, had been employed by Rolls-Royce to run the Service department in Kingsbury in the thirties, partly to fulfil the five-year guarantees with which the Cricklewood cars were sold. In 1936, they came up with the idea of building a limited number of the 'old style' Bentleys, using the stock of new and reconditioned parts which Rolls-Royce had taken over in 1931. Apart from the opportunity to show off the skills of the Service department, this project brought the additional benefit of keeping the staff occupied during slacker periods.

The Service department eventually built four 3 Litres and six 4½ litres during the course of the year. The 3 Litres were constructed from a combination of new and reconditioned parts, and incorporated such outdated components as a cone clutch, but for the 4½ litres the best and largely new parts from four- and six-cylinder Cricklewood models were sourced from the Spares department.

A late specification 10ft 10in chassis was mated to a standard crankshaft engine incorporating all the improvements introduced during its production life. This ultimate combination of chassis and engine was enhanced by the careful curation of the sporting D-type gearbox, a 6½ Litre back axle with a 3.53:1 ratio, servo self wrapping front brakes attached to a heavy pattern front axle and 4 Litre steering gear. In keeping with the theme of modernisation, RC chassis were fitted with an electric fuel pump and 19in wheels. All the 4½ litres, except RC46 which had a Corsica saloon body, wore Vanden Plas four-seater tourer bodies in contemporary style.







Former owner Philip Blackham had carried out several mods to the 4½, including shortened gear lever, shortened and forward raked pull-up handbrake and rearranged pedals

RC41 was shown to her first owner, Colonel Guy Bedford, when he called at Kingsbury to collect his 3 Litre from a service. Bedford returned regularly with the car until 1939, when the department's doors shut for the last time.

Post war, RC41 was looked after by first HR Owen and thereafter by the potty mouthed SJ (Syd) Lawrence, who had been trained at Bentley Motors in the twenties. After a spell in Switzerland with Bedford in the forties, RC41 returned to the UK where the failure of its cross-shaft gears caused the Colonel to abandon it in an orchard behind RE Hunt's garage near Redhill; there it was spotted, lurking under a tarpaulin, by Philip Blackham, who had served with distinction in World War II flying Lancaster bombers.

In the first dozen years of his longtime ownership, Blackham made a number of 'improvements' to EMF 113. Blackham's detailed account of the modifications which he made can be found in the *Review* of April 1965. His sign-off paragraph said: *The fact that complete and absolute approval has been expressed by other BDC members who have driven her, some of them owners of standard 4½ cars, has been a source of satisfaction to me and a wonderful return for the efforts and expense involved.*

Blackham's statement confirms just how far attitudes to the modifying of old Bentleys have changed since the sixties. The key point, though, was whilst RC41 had been altered, the essential RC series Bentleys had survived.

BDC Member Trevor Kells is first and foremost a sportsman: avian and piscatorial life is rightly nervous when he is in the vicinity. Trevor is also a serial entrepreneur: if ever Peter Jones



4½ LITRE RESTORATION



**DURING:** Wayne Huckle and assistant Stuart completely transformed RC41's condition

“ *The failure of its cross-shaft gears caused the Colonel to abandon RC41 in an orchard* ”

vacates his chair on *Dragons' Den*, Trevor would be a shoo-in. He is also a man who likes to do things differently and can spot an opportunity where others are blind; his interest in EMF 113 had been piqued by Tony's description.

The next time the pair convened was at the auction preview to inspect the car which had been put up for sale by Blackham's estate. They were joined by Wayne Huckle, a second-generation restorer of Cricklewood Bentleys with a reputation for high quality rebuilds. Wayne gave the pair his candid opinion of RC41's condition, which was not comforting.

Following a clutch failure, EMF 113 had been abandoned for the second time: 30-odd years of storage in the

semi open, with a sheet which protected only half the bodywork, had left RC41 in need of a complete restoration.

After their inspection, Trevor and Tony set off on a Club trip to France, Tony in his 4½ and Trevor in his Mk VI Le Mans lookalike from the swanky end of the Crewe specials spectrum. Trevor's faux racer suffered a failure of a minor modern electrical component, causing a breakdown. It was at this point that fellow tourist and the current Club Chairman entered the picture, observing: "If you'd bought yourself a proper Bentley this would never have happened!" Stung by this remark, Trevor rose to the fly and appointed Wayne as his bidding agent at the auction, in March 2019, where RC41 was to appear.





The auction house (H&H Classics) estimate for EMF 113 was in long chassis 3 Litre territory. Trevor instructed Wayne to start high in order to see off dealers and chancers looking for a bargain. For once, however, the master of negotiation had misread his market: the estimate was quickly passed and bidding reached the price of a pukka Speed Model. Wayne called for further instructions. Momentarily, Trevor wavered. It was at this point that Mrs Kells intervened. Hadn't Trevor just recovered from a serious illness? Wouldn't RC41 be just the project to celebrate a return to health? Could he afford it? How well Hilary knows her husband. Wayne was instructed to pay whatever it took, and trade quality 4½ Litre Le Mans replica money eventually bought EMF 113. (By the time the project had been finished, Trevor could have bought himself a weapons-grade Blower replica.)

RC41 safely delivered to Wayne's premises, a monumental decision was taken: EMF 113 would be reinstated to the Bentley which had caught Bedford's eye at Kingsbury (see panel). It would have been simpler,

quicker and considerably cheaper to have built yet another Le Mans replica.

However, this was a vanishingly rare opportunity to do the right thing with a matching numbers machine, using as much of its constituent parts as could be saved. Despite Blackham's 'improvements' in the sixties, RC41 retained much of its original equipment, including such rarely kept items as the jack, mallet and tools.

Pressures of business allowed Trevor only the very occasional visit to Sleaford, usually accompanied by friends. One friend, not known for his interest in ancient Bentleys, seemed to be deeply absorbed by the work being performed by Stuart. On investigation, it turned out that they were discussing fly fishing!

Any Club Member who has been involved in the restoration of an old car will know that adherence to a timetable is seemingly

impossible. Unforeseen problems arise, there are delays with suppliers and so deadlines come and go. In EMF 113's case, Covid-19 intervened.

A huge push was made to finish RC41 for the BDC Summer Concours at Walton Hall in 2024. Despite the extraordinarily high quality of the restoration and a special mention from the Chairman in the publicity blurb for the event, Trevor was modest about RC41's prospects of success. He needn't have been, as EMF 113 carried off the President's Trophy for the Best Vintage Bentley and the WO Bentley Memorial Foundation Trophy for Best in Show. This was a relief for the writer, who had offered to eat his Panama hat if RC41 failed to take the top spot...

This chapter of RC41's story opened on a golf course, on the edge of the Indian Ocean, and it seems likely that it will close on another, as there is a strong possibility that the 'restoration of the century' will be submitted to further critical examination – by men wearing Panamas on a golf course by the North Pacific.





4½ LITRE RESTORATION

**AFTER:** Pristine concours condition – outside, inside (including Trevor's Folly) and (opposite) under the bonnet. The finely bedecked boot contains a tool kit, petrol can and a Bentley decanter

## ORIGINALITY IS KEY

As Wayne Huckle started the process of dismantling RC41, the ravages of its inadequate storage fully revealed themselves, the uncovered side of EMF 113 being particularly poor. The seized engine was suspended just off the workshop floor whilst the penetrating oil went about its work. A few days later during a short tea break in an adjoining room, Wayne and his assistant, Stuart, heard a dull thud as, at long last, the crankcase released its grip on the block.

The crankcase was stripped and cleaned, and a new seat machined for the pressure relief ball. A new Phoenix crankshaft and rods were ordered. The block was pressure tested and found to be staunch. The bores, though, were very corroded and taken out to +40 thousandths. New Arias pistons were sourced which give a compression ratio of 6.8:1, a slight increase on that chosen by Blackham in the sixties, providing all the verve necessary for touring whilst avoiding camshaft chatter.

The original camshaft, which showed no sign of wear, was refitted, whilst new bearings, valves and valve guides were replaced. Blockages in oil drain tubes were cleared and the missing water pump was replaced.

If the engine presented its challenges, the repair of the very tired body to its original state was possibly a higher test of Wayne's skills – the accent being on time consuming, and hence expensive, preservation of the craftsmanship exhibited by the workforce at Kingsbury, nearly 90 years ago.

The aluminium skin was gently eased off the frame to reveal the extent of decay beneath. Where an inch or two of wood had rotted in contact with panel pins, it was cut out and a new piece spliced into the sound part. The door strike plates were rusty and had to be restored, after which great time and care was taken to make the three-hinge doors fit properly.

The result of this painstaking work is that around 80 per cent of the body had been retained. Mercifully, Blackham had not cut down the radiator when lowering the bonnet line but had instead dropped the entire radiator by modifying the mounting brackets and the headlamp stanchions – this meant that the radiator could be recored and rechromed by Vintage Radiators, one of the few jobs which was subcontracted. With the mounting brackets repositioned and the radiator reinstalled, new metal was let into the bonnet sides to complete RC41's return to its 1936 profile.

New pieces of aluminium were let into the modified front wings to reinstate their original lines, Wayne leaving the weld marks under the wings undressed so it could never be doubted that these are the actual wings which Blackham attacked with his cutter.

It is impossible to find high quality cellulose paint these days, such are the myriad regulations which surround its sale. Whereas two-pack paint normally leaves the appearance of a boiled sweet, skilful users of the spray gun employing subtle techniques can replicate the soft finish of cellulose. Painstaking rubbing down with very fine wet and dry paper assists in achieving a deep and lustrous finish. Eight topcoats of two pack thus applied is equivalent to between 20 and 30 coats of cellulose. It is more than likely that the result is better than that accomplished by Vanden Plas in the thirties.

There was, sadly, one element of EMF 113 which was beyond even Wayne's incredible restorative powers: the trim. Eight hides were purchased and the original trim used as patterns to cut the new leather.

The hood had been lowered by Blackham expediently by using the original brackets on the inside of the body and cutting the hood frame to suit the new location. Wayne restored the brackets to their earlier position and welded in some new pieces to the shortened sticks, after which a new mohair drain was cut and sewn and the pre-Blackham line reinstated.

During the course of the rebuild, a decision was taken to retain one modification made by Blackham and incorporate three departures from the Kingsbury design.

Blackham had asked Rolls-Royce to make a switchplate for the dashboard which echoed the type used on Merlin-powered aircraft in WWII. The switchplate was in deplorable condition and its restoration was a very tricky process. Wayne removed the traces of paint and cleaned up the embossed chrome lettering. He then acid etched the plate by hand to key up the background, and the chrome lettering was cleaned off after each application of new paint. After the top coat had been painted, it was removed from the chrome and the lettering was gently polished without damaging the background.

The most significant alteration was the construction of a boot. Wayne discovered that the fixtures were in place for a boot lid. Probably for reasons of cost, the work had not been completed. Cost no longer being an issue, the aborted work was completed 88 years later. There is just sufficient room to stow a large Toblerone.

The second modification was the installation of a concealed drinks cabinet which was added, no doubt, to keep Trevor and his fellow guns suitably refreshed in the field.

And then there is Trevor's Folly. This is the cording of EMF 113's steering wheel, which is more Brooklands than Great North Road and which will have to be removed if RC41 is to mix it at the upper echelons of the Concours d'Elegance world.





# Bentley Motors Focus



BENT





## BUILDING BRIGHTER FUTURES

Bentley Motors celebrated another successful year of community investment, through its Advancing Life Chances strategy, in 2024 (*main image*). The overall initiative – delivered through one national programme and three Crewe-based schemes – saw the marque support around 450 charitable projects and donations, altogether enjoying a positive impact on some 40,000 individuals across the UK by empowering communities and improving access to essential services. Bentley's efforts were recognised with two major Corporate Social Responsibility awards.

- The Bentayga EWB Azure Riviera Collection (*inset*) took centre stage alongside the new Continental GTC (featuring the Ultra Performance Hybrid powertrain) as both examples debuted at the high-profile Brussels Motor Show in January.
- Bentley Motors has been named in the influential Top Employer Institute's 2025 elite list for the 14th consecutive year – recognising Crewe's commitment, through its Beyond100+ strategy, to developing an innovative and inclusive workplace.
- The company has realigned its business operations, creating a new EMEA region encompassing 95 retail partners and 41 markets across the UK, Europe, Middle East, India and Africa. The new area represents one third of Bentley's global sales volume.

Images: Courtesy of Bentley Motors







MOTORING AUCTION

Biggest seller: 1958 S1 Continental Drophead Coupé by Park Ward



# Bentley bounty



A fantastic collection of Bentleys and a veritable cornucopia of notable motoring memorabilia owned by Club Members has gone under the hammer with leading auctioneer Sotheby's, as **Review** reports. Images: Courtesy of Sotheby's and BDC archive



1947 Mk VI Cabriolet by Franey



1953 R Type Drophead Coupé by HJ Mulliner

A quartet of finely curated models owned by Dean Kronsbein (*above left*), who sadly passed away in 2022, was offered along with some 90 lots of historically significant artefacts, including items once the property of WO, belonging to Club Member Ian Andrews (*above right*).

The **Dean Kronsbein Collection** consisted of eight cars: four post-war Bentleys, a Rolls-Royce, two Land Rovers and a Ford military vehicle. Seven of the magnificent selection were sold, altogether realising more than £1 million – £1,431,900 to be exact.

The undoubted star was late BDC Member Dean's pristine **1958 S1 Continental Drophead Coupé by Park Ward** which was snapped up for a cool £736,250. Only 94 DHCs were built on the S1 Continental platform and this example is just one of 55 configured in right-hand drive.

The two other Bentleys which sold were:

- **1947 Mk VI Cabriolet by Franey** (one-off design on a Bentley chassis, two-time Best in Class award winner at the Amelia Island Concours d'Elegance) – £286,250

- **1953 R Type Drophead Coupé by HJ Mulliner** (one of just three R-Type-based DHCs produced by Mulliner) – £97,750

In addition, a **1952 Mk VI Drophead Foursome Coupé by**



## MOTORING AUCTION



Top seller: WO 1 – the definitive Bentley registration plate

**Mulliners** (one-off design, multiple award winner also exhibited at the 2014 Pebble Beach Concours d'Elegance), with an asking price of £300,000, was open to bidders but did not sell on this occasion.

The unique selection of items owned by noted collector Ian was offered under the banner of **The Age of Endeavour Collection**. The treasure trove represented not only the much vaunted 'golden age' of British motorsport in the early part of the 20th century but the glory days of Bentley.

Highlights of the auction, held in London last November, and their sale prices, were:

- **WO 1, the definitive Bentley registration number** (issued in 1927) – £216,000
- **WO's Swiss-made stopwatch** – £18,000
- **Rare 1923 and 1924 Le Mans original lithographs** – £12,000 and £10,800, respectively
- **WO's engraved BRDC membership badge** – £8,400
- **WO's personal photograph albums** (two volumes) – £7,800 and £4,200, respectively
- **WO's travel clock** – £7,200
- **Dr Benjafield's medical trunk** – £6,600
- **Tape/CD of interview with WO plus recorder** – £3,600
- **WO's personal driving licences** (1964-'73) – £2,280

The interview with WO is a 45-minute recording, used for his 1958 autobiography, in which he speaks emotively about the demise of Bentley Motors as well as Le Mans in the 1920s, racing policy and the 4½ Litre chassis.



WO's stopwatch



1923 Le Mans original lithograph



WO's engraved BRDC membership badge

Also finding particular favour with buyers were a Brooklands Automobile Racing Club shield and trophy (£3,840 and £3,120, respectively) and Le Mans race brochures. Other items, that recall the legendary race meetings featuring Bentley at both Brooklands and Le Mans, included further period paintings, prints, illustrations and event posters; victory dinner menus; race cards and programmes; and member/guest badges.

Ian, who didn't attend the auction, said: "I had built up the collection over a period of 25 years so naturally was very sad to sell – however, the collection was beginning to get too large to handle and space was becoming an issue. Nonetheless, the vast majority of items went to Bentley owners which I was delighted about."



Dr Benjafield's medical trunk



1939 Brooklands race cards





BDC HUMOUR

# Old driver... good runner... one careful owner

Have you heard the tale about the ageing and aurally challenged Bentley enthusiast and his long-suffering wife? **Red Daniells**, a one-time Club photographer, listens in... Images: Courtesy of BDC archives

**T**he World's Oldest Bentley Driver (WOBD), a British Racing Green rug round his knees, was sitting on the lawn in the autumn sunshine when I arrived. "Here's someone to see you, dear," his wife told him.

"Good afternoon, sir," I said. "I'm from the BDC *Review*. I phoned about an interview." "Vindaloo?" he responded. "Jolly good stuff, that. Clears the pipes out. Gets the oil pressure up. Used to eat it in India. In the old days. Don't think we're having it today, though. Better ask the memsahib."

"INTERVIEW," his wife corrected. "About Bentleys. This young man telephoned about it yesterday." "You'll have to speak up," the WOBD said crossly. "This bloody wire thing keeps falling out of my ear."

"Story of his life," his wife sighed. "Wires falling off. Amongst other things. No mechanical aptitude at all, you see. Silly old fool." "What'd you say?" the WOBD queried. "I said you were always handy with tools," his wife countered.

"Of course, he's very old," I remarked defensively. "He was never any different," his wife insisted. "If we

were ever marooned in the middle of Dartmoor on a freezing night in pouring rain you may rest assured that it was never due to mechanical failure or Act of God. It was always because this silly old fool had forgotten something basic like petrol or where we were going." "What was that?" the WOBD demanded. "I said the lawn needs mowing," his wife retorted.

"I bought my first Bentley from Charlie Bentley himself, you know," the WOBD boasted.

"Walter Owen," I remarked. "Going?" the WOBD hit back. "You've only just arrived. How'd you expect me to tell you anything if you can't sit still for five minutes?"

"As I was saying, I bought my first 3 Litre from Bentley himself. Introduced himself to me one day in Great Portland Street. Flash sort of chap in a camel-hair overcoat that came nearly down to the ground. Wore brothel-creepers, I recall, thin moustache, rather nasty tie. Couldn't take a cheque as he was between banks he said."

"Ghastly oik," his wife exclaimed. "Nothing whatsoever to do with Bentley, of course. Name was Ernie something. Called me his old luv and duck – more affectionate than this old fool ever was, I must admit, I'd have given serious consideration to his offer of a night round the boozers if it hadn't been for his dreadful oil of jasmine brilliantine."

"Splendid motor car," the WOBD beamed. "Splendid chap, old Bentley. Gave him the money in fivers, there and then. Works mileage. Absolute bargain."

"Absolute disaster," his wife contended. "Clapped out old heap of rubbish if ever you saw one. Sounded like the Anvil Chorus played on castanets. And smoke? We could barely find the door to get in. I'll never forget

this old fool grinding and belching through the West End like a destroyer making smoke and babbling on about this being what he called a real motor car. When I first met him he wouldn't have known a Bentley from a bassinet if one had rolled off the roof and fallen on his head."

"What'd you say?" the WOBD questioned. "I said three cheers for Uncle Fred," his wife replied. "Good old Uncle Fred," the WOBD acclaimed. "He was a Bentley man, you know. Had a Speed Four." "Five," contradicted his wife. "Six," I corrected. "House!" his wife declared. "Give the old fool a toffee apple!"

"Those early days of Bentley motoring must have been a great adventure," I suggested. "They certainly were if you did them with him," his wife groaned. "You never knew if you'd come back alive. With Scott to the South Pole or with him down to the pub. Much the same thing in terms of hazard to life and limb. I well recall the time he decided to do a bit of fine tuning after a pop through the hedge halfway down the Rhone Valley. They had to get a team of horses to tow us nine miles to the blacksmiths."

"We Bentley boys were highly respected, you know," the WOBD bragged. "The gentleman motorist. The young master with his sporting machine. All the villagers would touch their caps as I drove by, I can tell you."

"It's more usual to use only one finger for cap touching," his wife mocked. "They had him down as some sort of dangerous imbecile. They were getting up a petition in the village to set fire to him on November the Fifth. For the sake of the children and domestic animals. The vicar interceded on his behalf. Said he was possessed and that he'd give him a sprinkling with holy water."

"There was something that set the Bentley driver apart from other mortals," the WOBD crowed. "A certain cachet. *A je ne sais quoi*. Instantly recognisable to a person of breeding and intelligence."

"They don't necessarily go together," his wife demurred. "None of his friends had an IQ higher than single figures. What set him apart from other mortals was the damn-





## BDC HUMOUR



fool clothes he wore for driving. How on earth Harry Tate managed to get any laughs with his motoring sketch on the music halls with this old fool being twice as ludicrous for nothing I'll never know.

"He used to wear an enormous great cap like a giant cowpat with a peak. It had a strap that fastened under the chin to stop his mouth falling open with the weight of this stupid pipe he used to affect, a Sherlock Holmes sort of thing about the size of a lavatory bowl. He never lit it because the rush of wind over the aero-screens would fan it into a blaze and burn his eyebrows off.

"Then he bought these special stormproof trousers that were so stiff we had to kick him behind the knees to help him sit down. They were a bit easier to handle when they were wet, but then they smelled like a dead dog. I remember he came into the kitchen one day after a wet drive home and caused a flashback in the Aga, and the parrot fainted and fell off its perch into the taramasalata."

"Real motoring, that was," the WOBD declared. "Drivers today? They don't know they're alive. A real man's motor, the old Bentley. Took skill, took know-how. Not for namby-pambies."

"Not for him, either," his wife smirked. "First time out with the new car. Sunday morning run in the country. Down a winding hill trying to change gear with both hands. All over the place. Ran the AA man into the ditch, poor chap was only trying to catch up to tell him that his spare wheel had fallen off a couple of miles back. Apparently it rolled into a breaker's yard. He had to come back on Monday morning and buy it back as part of a package deal with a boxful of old gaskets and three Austin Seven running-boards."

"Secret of health and longevity?" the WOBD asked rhetorically.

www.bdccl.org

"Hood down, screen flat, off over the downs on a crisp winter's morn. Wind in your hair, fresh air in your lungs. End up at a country pub for lunch."

"End up in intensive care, more likely," his wife said scoffed. "The only time he ever had the hood down in winter I had to get the gardener to give me a hand to carry him indoors and prop him up in the chimney-corner to thaw out. We had to steam his socks off with the kettle and his glasses were frozen to his nose. He looked like a Bejam special offer of a quick-frozen, oven-ready owl."

"The camaraderie of the open road," the WOBD breezed. "Like-minded Englishmen, brothers in a common cause. Heeding the call of the far horizons, the broad highway under one's wheels. Modern adventurers off to explore the unknown."

"That meant sitting in the snug bar of the Cock and Nettles telling each other lies and getting legless drunk," his wife scorned. "They must have advanced the cause of the breathalyser 20 years. 'I may just have had the odd one with the lads, my dear,' and his driving gloves on back to front and breath fit to strip an 8 Litre saloon down to the primer. He always left the Bentley out in the street when he came home on Noggin nights on account of the way the garage moves about a lot after dark."


"It must all have made your life together more interesting," I offered.

"I suppose so," his wife conceded.

"He was an ineffectual little twit before he bought the Bentley. After he bought it he was an ineffectual little twit with a big motor car. I did what I could to stop him making too big a fool of himself. I remember creeping downstairs one night and incinerating that frightful cap."

"What's that you said?" the WOBD enquired. "I said it's time for your nap," his wife told him. "Who says I talk a lot of crap?" the WOBD demanded.

"I'll show you out," his wife gestured to me. We walked together to the gate in the garden wall. "Does he still have the Bentley?" I asked. "Over there in the garage," she pointed out. "I suppose I shall inherit it one of these days. I think when the time comes I shall sell it to some young enthusiast and buy one that has a roof and a few of the more recent creature comforts."

"And I may have the old fool cremated and put his ashes into one of those dashboard compasses. It will be the first time he'll know for sure which direction he's going in." 

• This article originally appeared in *The BDC Golden Jubilee Book 1936-1986*



Red Daniells and his partner Margaret Holden, with their 3 Litre, looking a little... lost!

2025 • BENTLEY DRIVERS CLUB • REVIEW 27



# Bentley Bookshelf

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

## CORNICHE

1971—Present

### ENGINE

**GENERAL** Eight cylinders forming 90° V, 4.1 × 3.9, 6,750 c.c. Compression ratio 9.1  
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 14½ pints.

**IGNITION** 12V system, 71 A.hr battery Negative earth. Generator with current/voltage compensated control. Vacuum and centrifugal advance and retard mechanism. Sparking plug gap 0.023 in.–0.028 in. Contact breaker gap 0.014 in.–0.016 in.

**COOLING SYSTEM** Centrifugal pump mounted in tandem with fan and driven by V-belt. System pressurised at 15 lb./in.<sup>2</sup>. Water capacity 28 pints.

**CARBURETTOR** Twin s.d. S.U. HD8s with automatic choke.

**STARTER** Pre-engagement solenoid fitted.

**PETROL SYSTEM** Twin independent electric pumps. Petrol capacity 23½ gal.

### TRANSMISSION

**GEARBOX** Three speeds and reverse, automatic transmission. Fluid capacity, 19½ pints.

**PROPELLER SHAFT** Single piece, with ball and trunnion constant velocity universal joint and needle roller universal joint.

**FINAL DRIVE** Hypoid bevel. Ratio 3.08:1 Oil capacity 4½ pints.

### BRAKES

Hydraulically operated disc brakes at front and rear with power assistance. Handbrake operating on rear wheels.





*Corniche convertible,  
1974*



*Corniche saloon, 1974*



*Bentley Corniche  
convertible, 1974*



## CORNICHE

### CHASSIS LUBRICATION

Steering and height control ball joints to be greased every 12,000 miles.

### SUSPENSION

Independent front, compliance rods, coil spring, anti-roll bar and hydraulic shock dampers together with brake dive compensation. Independent rear, coil spring, anti-roll bar and single trailing arm with hydraulic dampers, brake light compensation and automatic height control, located by torque arm link.

### STEERING

Recirculating ball, with power assistance through rotary valve, torsion bar operated valve with collapsible steering column.

### WHEELS

Steel disc wheels on five studs.

### CHASSIS DETAILS

	<i>Two-door saloon</i>	<i>Convertible</i>
<i>Overall length</i>	203½ in.	203½ in.
<i>Overall width</i>	72 in.	72 in.
<i>Wheelbase</i>	119 in.	119½ in.
<i>Track</i>	57½ in.	57½ in.
<i>Height</i>	58¾ in.	59¾ in.
<i>Tyres</i>	205 × 15	205 × 15
Recommended pressure		
28 lb./in. <sup>2</sup> front and rear (rear increased to 32 lb./in. <sup>2</sup> with 4 occupants and luggage)		
<i>Turning circle</i>	38½ ft.	38½ ft.

### CHASSIS SERIES

The first letter of the chassis number indicates the body styling (C, two door saloon, D, convertible), the second letter indicates Rolls-Royce (R) or Bentley (B) and the third letter indicates left-hand (X) or right-hand drive (H). The prefix C was used for coachbuilt cars up to CRX 6646.



# BDC trophies have a new home at the RACA

I am pleased to advise that our trophies now have a new home in the Members Bar of the Royal Automobile Club of Australia (RACA).

Bruce Marich, an RACA board member, kindly donated a new display cabinet for our use as we had

outgrown our previous unit.

Whilst we have not been awarding these trophies for some time, this is definitely on our to do list for next year.

It would be helpful if one of our members would like to assume the role of Trophy Master, which would

involve cataloguing and keeping a register of trophies and winners, for posterity.

If any of you are in possession of any of the perpetual trophies, please contact me.

Gregory May  
December 2024





# FOR SALE 2011 Bentley Mulsanne



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BENTLEY



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