



# BENTLEY

## DRIVERS CLUB NSW MAGAZINE

JULY – SEPTEMBER 2025 EDITION



*Proudly associated with The Council of Motor Clubs and The Association of British Car Clubs*

NEW



# Shannons Roadside Assist



Flat Battery\*



Emergency  
Fuel



Flat Tyres



24/7  
Unlimited  
Call Outs



Lost or  
Locked-in  
Keys



Towing



Passenger  
Transport



Accommodation  
and/or Hire Car



Caravan  
and Trailer  
Assistance

When you're out on the road a flat tyre, flat battery or any type of breakdown can happen when you least expect it. Shannons Roadside Assist is a dedicated 24/7 roadside assistance service, available Australia-wide for your car or bike when you need it most.

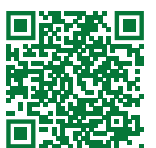
Shannons offer two levels of Roadside Assist for Shannons Motor Insurance Policy Holders - **Enthusiast** & **Ultimate**.

**Enthusiast** provides Roadside Assist for **one specified vehicle** where this optional cover is selected.

**Ultimate** provides Roadside Assist for **up to eight vehicles** under your Shannons Motor Insurance policy.

Different benefit limits may apply between the two. For full details visit [shannons.com.au/roadside-assist](https://shannons.com.au/roadside-assist)

To add Shannons Roadside Assist to your existing or new Shannons Motor Insurance policy  
call **Shannons on 13 46 46**.



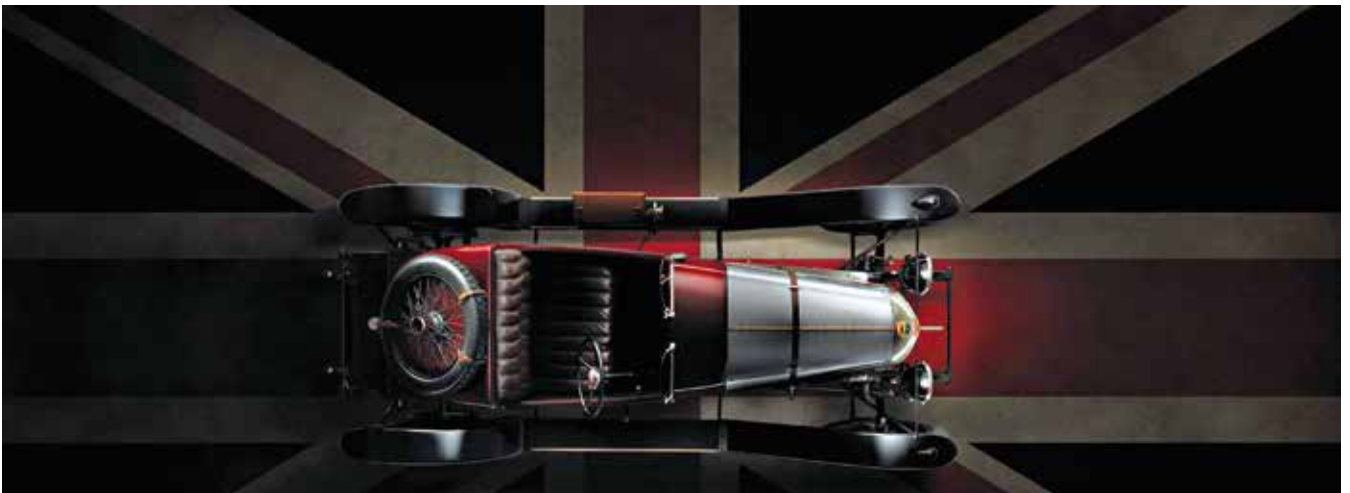
Scan to find out more

**INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU**

\*Does not include the cost of a replacement battery. Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, AFSL No. 230859, the product issuer. Please read the Shannons Roadside Assist Terms and Conditions for the terms, including the coverage, limitations and exclusions that apply to this optional cover. Shannons Roadside Assist is an optional cover only available in conjunction with Shannons Motor Insurance.

# CONTENTS

- |    |  |    |  |    |  |
|----|--|----|--|----|--|
| 2  | <b>CLUB CONTACTS</b>                                   | 16 | <b>CHRISTMAS IN JULY IN<br/>THE BLUE MOUNTAINS</b><br>Gregory May                | 28 | <b>77TH SUMMER<br/>CONCOURS</b><br>Stuart Newman |
| 3  | <b>CHAIRMAN'S UPDATE</b><br>Gregory May                | 22 | <b>BENTLEY ENTHUSIAST,<br/>DRIVER AND OWNER—<br/>FOR 75 YEARS</b><br>John Lackey | 30 | <b>BENTLEY MOTORS<br/>FOCUS</b>                  |
| 5  | <b>UPCOMING EVENTS</b>                                 | 26 | <b>A TALE OF WOE—WITH<br/>AN INTERESTING<br/>SOLUTION</b><br>John Lackey         | 32 | <b>MIRANDA'S MAKEOVER</b><br>Pat Green           |
| 6  | <b>COFFEE AND CARS AT<br/>BUNDANOON</b><br>Gregory May | 27 | <b>EXTRAORDINARY<br/>GENERAL MEETING</b><br>Gregory May                          | 36 | <b>QUICK PIT STOP</b>                            |
| 12 | <b>CONCOURS ON THE<br/>CONCOURSE</b><br>Victor Nash    |    |  | 38 | <b>TOP GUN</b><br>Kiyoharu Wakui                 |







# BENTLEY DRIVERS CLUB NSW REGION

## CONTACTS

### BENTLEY DRIVERS CLUB NSW REGION INC.

PO Box 1218, Neutral Bay Junction NSW 2089  
www.bdcnsw.com.au  
bentleydriversclubnsw@gmail.com

### EXECUTIVE

#### Chairman

##### Gregory May

T 0411 723 470 E gregmay01@bigpond.com

#### Vice Chairman

##### Bill Aslanidis

T 0418 294 058 E bill@sydneyvaluations.com.au

#### Secretary

##### Athena Will

T 0425 233 013 E athenawill@ozemail.com.au

#### Treasurer and Membership Registrar

##### Alan Wellington

T 0437 922 303 E alan.wellington47@gmail.com

#### Historic Plate Registrar and Technical Officer

##### Garrath Will

T 0418 299 955 E tkmotors@tkmotors.com.au

#### CMCA Delegate and All British Day Delegate

##### Stephen Blundell

T 0419 629 136 E stephen.blundell@bigpond.com

#### Fundraising Secretary

##### Rita Barbagallo

T 0418 699 177 E salbarbagallo@hotmail.com

#### Librarian

##### Brian Burgoyne

##### Alison Davey

##### Trophy Master

#### Chief Judge

##### Joe Quattrochi

#### Assistant Judge

##### Stephen De Bono

### COMMITTEE

##### Donna Bailey

##### Salvo Barbagallo

##### Charles Chelliah

##### Ciaran Jordan

##### Richard Treacy

### MEETINGS

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

### MAGAZINE PRODUCTION

#### Gregory May

*Managing Editor*

T 0411 723 470

E gregmay01@bigpond.com

#### Noel Wendtman

*Design, Copy Editing and Production*

T 0409 501 626

E noelwendtman@me.com

#### Photography/video

MKVIMEDIA

T 0405 263 016

W mkvimedia.com.au

#### Printed by

*BMS Group*

7 Wenban Place

Wetherill Park NSW 2164

M 0414 970 040

T 02 9729 1900

E sales@bmsgroup.net.au

### COPY DEADLINE FOR NEXT ISSUE (OCT–DEC 2025) FRIDAY 31 OCTOBER 2025

Please send copy and images to:

Gregory May: gregmay01@bigpond.com

**Copy:** Please send as a Word document

**Images:** Please save all images as **high resolution JPG**.

**PLEASE NOTE: Do not supply images in a Word document as they will not be suitable for print.**

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.

Published by Bentley Drivers Club NSW Region © 2025

#### On the cover:

John Lackey and his Bentley circa 1980.

See page 22 for the story.



# CHAIRMAN'S UPDATE

**D**ear fellow enthusiast, Firstly, thank you for your ongoing support of your club and its events.

We fully understand that different events and locations will appeal to different people. So, we have attempted to vary the locations to cover all directions from Sydney, other than east, which would land us in the sea!

Furthermore, we have planned one event per month to provide a wider range of choices. Generally, on a Sunday, as this appears to suit most people. We would welcome suggestions for next years events, which we shall shortly start to schedule. Brian Burgoyne has been liaising with other car clubs, so we may end up doing some mixed events next year.

The Coffee and Cars at Miles Felstead's former home in Bundanoon and the Christmas in July at the Gardners Inn at Blackheath were both great fun.

Members got together and voted on the updated Constitution on 18 August, so we are now compliant with the Department of

Fair Tradings guidelines, although, we plan to make minor amendments to the approved document prior to the end of the year.

I have floated the idea that we should put together a team for the Targa Australia three day timed run in Victoria next March 2026, and it would appear that we might have at least three cars interested at this stage. I shall attempt to get more information on this and circulate this to you.

We have the WO lunch at Bendooley Estate, Berrima in September, Lu Lu's at Jamberoo in October and our annual Concours at the Gibraltar in Bowral in November, and we finish the year with a splash up Christmas Party at the Royal Automobile Club in December. So please ensure that your diaries are up to date. More information on these events is available on our website [www.bdcnsw.com.au](http://www.bdcnsw.com.au)

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

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







BENTLEY

**ANNUAL BENTLEY  
DRIVERS CLUB  
N.S.W**

# **CONCOURS D'ELEGANCE**

**Sunday, November 2, 2025**

**7 Boronia St, Bowral  
At the Park Proxi Gibraltar**

**Please arrive by 9:30 AM for a 10:00 AM start  
Make sure to clean and polish your car if you  
would like a chance to win a trophy. DON'T FORGET!!!**



**For any inquiries, please contact Joe at  
[quattroj@dodo.com.au](mailto:quattroj@dodo.com.au)**

**Phone number : 0416 304 027**

**Lunch will be served at 12:00 PM**





## BENTLEY DRIVERS CLUB NSW REGION

# UPCOMING EVENTS

SUN <b>14</b> SEPT	<b>WO BIRTHDAY LUNCH</b> Bendooley Estate, 3020 Old Hume Highway, Berrima	12:30 PM
MON <b>06</b> OCT	<b>COMMITTEE MEETING</b> Online	8:00 PM
SUN <b>12</b> OCT	<b>LULU'S AT JAMBEROO</b> 406 Jamberoo Mountain Road, Jamberoo Shared feast \$75 pp	12:30 PM
SUN <b>02</b> NOV	<b>CONCOURS DÉLEGANCE</b> Gibraltar Hotel, Bowral	12:30 PM
MON <b>03</b> NOV	<b>COMMITTEE MEETING</b> Online	8:00 PM
SAT <b>06</b> DEC	<b>AGM / CHRISTMAS DINNER</b> RACA, Sydney	6:30 PM



# Coffee and Cars at Bundanoon



---

Sunday 13 July 2025

---

**Gregory May** reports from a chilly Bundanoon





It was a cool but sunny day for this event which took place at our much-loved departed member, Miles Felstead's home on Penrose Road at Bundanoon. His partner Mary Kidner together with Miles' sons James, Nick and Tim

made us most welcome, and had been busy mowing grass and tidying up the big shed for inspection by our members and members of other car clubs who attended.

Bill and Maree Aslinidis deserve special mention for the

selection of Greek pie and dessert which they supplied. The Club supplied cakes for the event and Mary and the boys did the rest.

It was interesting to see that Miles' collection is slowly being sold down by his sons, although there

















still remains a significant collection of cars, including the partially assembled Bentley Speed 6, 6.5 litre tourer, the Phantom V limousine, and Miles' father's Bentley S1.

Peter Limon, a local motoring enthusiast, had organised for members of the Berrima Car Club

and a Central Coast car group to also attend, which made for a jolly day. It was however, very cold when the sun disappeared so a group of us repaired to the Exeter General Store for a warming lunch and coffee.

Interestingly, there were a whole host of other members who had advised that they would be attending, who made apologies or just did not show for some reason. Perhaps the cold weather was a deterrent.

Nevertheless, all who attended said that they had a most enjoyable day.

---

### Guest List

---

Allan and Beverly Simpson  
 Toby Thomas and Paul Thomas  
 Peter Seligman  
 Victor Nash and Paul Van Hauen  
 Stephen Blundell  
 Bill and Maree Aslinidis  
 Gregory May  
 Garrath Will, Trevor Butler  
 and Shadow







# Concours on the Concourse



Thursday 24 July 2025





**Victor Nash** reports from the invitation only event held at the exclusive 'The Australian Club'

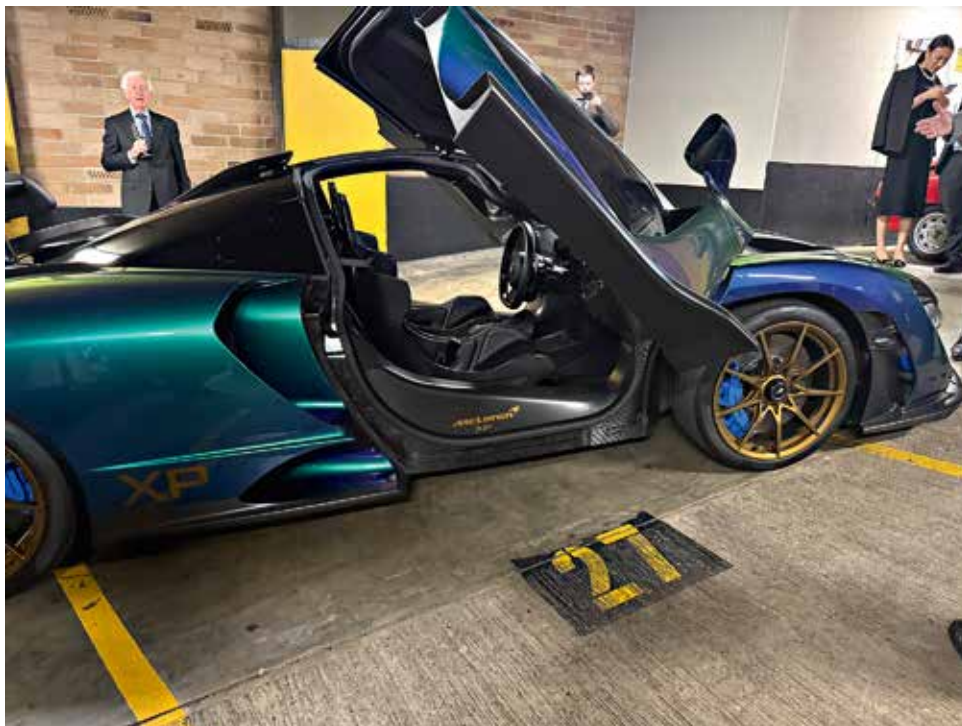
For several years now the motoring group of 'The Australian Club' has been having an annual

event called "Concours on the Concourse".

This event involves members and their guests bringing in







interesting cars and displaying them in the Club's carpark which they have cleared for the event. The Club has set up a bar and they serve drinks and canapes while mingling amongst the cars before they go round each car with some interesting and sometimes amusing anecdotes

on each vehicle.

This is followed by dinner in the dining room. With guest speakers and presentations as well as a 'Question and Answer' segment. Overall, it was a pleasant evening focused on motoring.

Allan Simpson was kind

enough to invite me to enter my 1964 Bentley S3 Continental Coupe.

The cars were outstanding and ranged from the 1950's up to the very latest hyper-cars.

James Nicholls who runs the wonderful annual 'Sydney Harbour Concours d'Elegance' on Cockatoo







Island, kept the proceedings in the garage and later in the dining room bubbling along.

The Guest Speakers were Andrew and Linda Lawson and they gave us a history of Targa Florio, Mille Millia and the Peking to Paris.

Andrew Lawson with Tony Sutton had just claimed victory in the Peking to Paris event in a 1939 Chevrolet Master Coupe, ending a string of back-to-back wins by Bentley drivers.

There was no official judging

of the cars but the two youngest attendees, being the sons of one of the members were asked to choose the car that they would most like to take home. They chose Alan Simpson's 2018 Bentley Continental Coupé GT.











# Christmas in July in the Blue Mountains

---

Saturday 26 – Sunday 27 July 2025

---

**Gregory May** reports on the annual festivities, this year centred on the Blue Mountains town of Blackheath

**A**nother successful event for the Bentley Drivers Club attended by 23 of our members together with friends and partners.

It was certainly a cold weekend in the Mountains with temperatures dipping down to 3°C.

The weather did not dampen our spirits. The Gardners Inn put on







a great evening on Saturday night with open fires burning, good food and great camaraderie.

During the course of the evening, we discussed the idea of the BDC putting together a team to compete in the Targa Australia

which will be held in Victoria from 2 – 5 March 2026. There seemed to be some serious interest in this, which we shall follow up.

Most of the attendees stayed at the hotel, which made it an easy trip to bed after a few warming beverages!

We rejoined for breakfast in one of the local coffee shops, and then took a walk around Blackheath, checking out the many interesting boutique shops and curios. Blackheath has really come along in recent years and offers quite







Blue Mountains, New South Wales  
Photo by Jacques Bopp on Unsplash





a refreshingly different experience to other mountain villages. One of the locals who we met at breakfast said that he could not think of any place that he would rather be than Blackheath.

A number of our party ventured for the lunch at the Victoria & Albert guest house in Mount Victoria which was indeed a treat. A truly amazing interior bustling with antiques and stunning period furniture.

Apparently, the chandeliers in the main dining room came from the set of the film, Moulin Rouge. We were seated in the conservatory, with an amazing display of birds, particularly King Parrots in the area immediately outside.

The event once again cemented the view that the BDC has a great deal to offer active members.





### Attendees

Bill and Marie Aslanidis  
 Brian de Bono  
 Charles Chelliah  
 Danielle Harland  
 Donna Bailey and Billy  
 Graeme and Toni Ellis  
 Gregory May  
 John and Margaret Lackey  
 John Sergeant  
 Kyle and Jinrong Hill  
 Len and Di Cave  
 Phil and Dianne Sidebottom  
 Quin Ledden  
 Stephen de Bono  
 Victor Nash and Peter





# Bentley enthusiast, driver and owner— for 75 years



My father's Bentley Mk VI now owned by my elder son C. John Lackey.

**John Lackey** reminisces on his lifelong love of Bentley motor cars

**I**n 1950 I was 6 years old. My father discovered that I was a very poor reader—in reality, I could hardly read at all! My father had been away at the war and had great difficulty in settling down to civilian life. He heard about an English weekly magazine called the *Boys' Own Paper*. A subscription to the paper was made for the coming

year with the first issue to arrive in early January 1949. Details of the paper were included in my stocking from Santa Claus—I was expecting something far more tactile than a magazine!

The magazine duly arrived, and I was informed that I would have to read from the magazine to my father every Sunday evening after dinner. Considering that my father usually barked out orders almost at the top of his lungs as he did in the army,

he was very gentle with me and gradually I became more confident, and my reading improved markedly.

Reading every Sunday evening continued. I think it was about mid 1950 that I read the story of how Bentley won the 1924 race at Le Mans in France to my father. I think we were both hooked—we both became Bentley enthusiasts. Towards the end of 1951 I had to read from the Saturday edition of the *Sydney Morning Herald*





(SMH). My school results had improved considerably too. My Christmas present again included a subscription to the *Boys Own Paper*. Though the more tactile bow and arrows was greatly appreciated (I still have them!)

My family moved to a

new home in Burwood with six tennis courts. My jobs expanded significantly, four courts were couch grass courts and two were loam courts. I had to mow the grass courts with a wide Atco Villiers engined cylinder mower every Friday afternoon after school. On



A delighted John Lackey in London April 1977

Saturday morning I had to put the lime lines down and erect the nets. Patrons would arrive about 8 am and for 5 shillings each, 4 players could rent a court for 4 hours. I had to collect the money. The loam courts had permanent lines, so all I had to do was sweep and then roll them with a very heavy iron roller. I would get a reprieve if it rained on Friday—the courts would be too wet to play on. The next Christmas the tactile present was a tennis racquet.

The SMH became important as I found that second hand cars were advertised therein. On a Saturday, as I was up early and finished my jobs on the courts before 7am, I would turn firstly to the advertisements for second hand cars. On one particular Saturday morning in 1953, there it was—an advertisement for a 1928 Bentley Le Mans replica! British Racing Green (BRG) of course, 4 ½ Litres capacity, in excellent condition 650 pounds and a name George Sevenoaks, and an address, and a telephone number. I couldn't believe my eyes. I raced upstairs and shook my father's shoulder to which I got a very rude response—he was so angry. "Dad! Dad! There's a Bentley for sale in the paper". "Get out" came the response. Even at lunch time I couldn't get through to him. So, I left the paper on the dining room table and put a big circle around the advertisement. About 2pm my father had obviously read the advert. "What say we go and have a look?" We went in our, by now not so new, Holden to St Leonards.

We walked in the door and there it was, a magnificent car, shiny, resplendent in its BRG colour. It was parked in the window for maximum exposure to the passing public. Next to it was a sedan Bentley. Then some Rolls-Royces. I was almost in seventh heaven. My father had a good look and then talked for some time with George Sevenoaks. I examined every square inch of the car. I had Mr. Sevenoaks open the bonnet for me to see the engine. Finally, my father dragged me away and we went home. I asked my father if we could buy the Bentley to

Page 6 (continued on Page 5).

**WARNING.—THE PERSON IN WHOSE NAME A VEHICLE IS REGISTERED MAY OR MAY NOT BE THE LEGAL OWNER OF THE VEHICLE. PROSPECTIVE PURCHASERS ARE WARNED, THEREFORE, THAT THIS REGISTRATION BOOK IS NOT PROOF OF LEGAL OWNERSHIP.**

Name and Address of the Person registered with the Council whose Date Stamp is affixed hereto, as the Person keeping the vehicle, the particulars of which are given on page 8.

Full Name *Kenneth James BALL*  
(IN BLOCK CAPITALS)  
Address *Deacons Garage,  
Gravelly on the Hill,  
Huddersfield*  
Usual Signature *K. Ball*

**1st CHANGE (SEE NOTES 13-14 ON PAGE 2)**  
Full Name *BRUCE TALBOT GILES*  
(IN BLOCK CAPITALS)  
Address *NORTH BEECHES  
GRIMLEY-ON-THE-HILL  
N. LEICESTER.*  
Usual Signature *B.T. Giles*

**2nd CHANGE (SEE NOTES 13-14 ON PAGE 2)**  
Full Name *BOLTON SERVICE*  
(IN BLOCK CAPITALS)  
Address *20 MANCHESTER RD  
BOLTON*  
Usual Signature *R. Bolton*

**3rd CHANGE (SEE NOTES 13-14 ON PAGE 2)**  
Full Name *BERNARD BULLOUGH*  
(IN BLOCK CAPITALS)  
Address *12, ST PATRICKS RD  
ST. ANNES-ON-SEA*  
Usual Signature *B. Bullough*

Page 7.

For use by Registration Authority only

**NOTE**  
EVERY APPLICATION FOR A LICENCE MUST CONSIST OF—

1. DECLARATION FORM
2. REGISTRATION BOOK
3. INSURANCE CERTIFICATE
4. REMITTANCE FOR DUTY

**RATE OF DUTY**

TWELVE MONTHS	£15-1-6
FOUR MONTHS	£5-10-0

**12 MONTHLY RATE £40-00**  
**4 MONTHLY RATE £14-63**

**WARNING**  
AN ENTRY ON PAGE 9 OR 10 CANNOT BE ISSUED UPON AS EVIDENCE THAT A VEHICLE IS CURRENTLY LICENSED.

**CONTINUATION BOOK**  
OLD BOOK CANCELLED AND RETAINED BY COUNCIL

Any person finding this Book should hand it in at a Local Taxation Office, a Money Order Post Office or a Police Station.

The registration "Buff Form" issued by the UK Registration Bureau.



which I got a gruff reply “No!” We sat the rest of the journey home in silence. I told my mother about the car—she didn’t help just nodding and saying “Oh” from time to time. Off I went to school on Monday and told some of my mates about the car—they too weren’t interested.

On Wednesday afternoon after school, I came home. I flung my satchel onto the couch, went to the fridge for a glass of milk, and made myself a peanut butter sandwich. Mum said, “Your Dad’s out in the garage—he wants to see you.” What could he want, I thought. I finished my milk and sandwich. Mum reminded me again “He really wants to see you”. So reluctantly I went out the back door across the yard to the garage—the wooden roller door was down. When I went through the side door into the darkened garage there was my father grinning at me, standing at the radiator of the car. No, not the 1929 4 ½ litre car but the MK VI that was standing next to the 4 ½! It was Moss Green in excellent condition. The odometer said that it had only done 3,300 miles. The explanation given was that “Your mother wouldn’t go anywhere in an open car”, so the compromise was the MK VI. We both spent time looking all over the car and reading the instruction book until Mum called us for dinner.

I learned to drive my father’s Holden and got my licence the day after I turned 17. I drove a 1926 Hupmobile 6 sedan that my great uncle Tom, my grandfather’s nearest brother, had given me a couple of years earlier. It was very tired, mileage unknown.

Skip forward to 1965 when I turned 21. I was in the final year of my apprenticeship. I came home from work to a normal weekday dinner except I hadn’t noticed a string going down the drive on the western side and another string coming in on the eastern side. All the family were there, my sisters Beth and Barbara and my Mother and Father. A party was scheduled for the next Saturday night. There were all sorts of presents and a



Bentley and me at Amaroo, 1978. White helmet!



A later photo of Bentley and me circa 1980. New Helmet!

bottle of Great Western Champagne was popped. The last present from my father came via my sisters who handed me a very small ball of string. My mother told me “Roll up the string as you go.” The string went out the gate and around the block. It took considerable time to wind it all up—four balls of string by the time I got back to the front gate. Then down the drive to the garage, which had been opened by this stage to a green ribbon bow attached to the “Winged B” of the Bentley MK VI. How excited could I be? Such a wonderful present for a 21 year old!

At this time, I took over the car, it had completed only 30,000 miles. My father was very unwell as a result of the Second World War. A few years later he passed away. I stored

the Hupp at Springwood. I drove the MK VI just about everywhere. I was employed at Williamstown Naval Dockyard and the Aeronautical Laboratory at Fisherman’s Bend in Melbourne during the development of the RAN’s Ikara Missile System for a considerable length of time and took the Bentley with me whilst I was there. A good friend Tony Johns looked after the car whilst I was away from Melbourne. I courted my wife Margaret with the Bentley—we toured all over the Victorian vineyards and on one occasion to Adelaide to race my MG TC at Mallala and Collingrove Hillclimb. In due course I married Margaret in 1972.

In 1977, after my two sons were three and one, I had to go to Sri Lanka to give my sister Beth away. After the wedding I went on



to London where I looked at a lot of W.O. Bentleys that were for sale. I drove a considerable number of them but could only afford 2. Both were 3 litre cars. One was Corsica bodied two seater in need of a total rebuild, undrivable, and the body just about ready to fall apart. The other car was a 1924 5 seater tourer and a goer with not so many problems. Also, I knew if I brought a two seater home, I wouldn't be too popular with a growing family. I knew how much I could afford to pay, but would the owner accept my offer? I was staying with Phillip Venables (son of Hal Venables owner of a Rolls-Royce Phantom 3 in Sydney).

I couldn't raise the owner Tom Austin in Norfolk, so Phillip and I drove up to Norfolk on a

Sunday morning with a piece of paper with the offer to nail to his front door. On return to London there was the reply just two words "Offer Acceptable". Immediately I organised the transfer of funds from Australia. Phillip and I collected the car three days later! Finally, I had my WO Bentley!

Coming back to London across the Norfolk Broads I collected an owl and so had blood all down the left side of the car. At a small village at almost midnight, as we came off the Norfolk Broads there was an intersection at which we turned right in front of a hospital. "Quiet Please", said the sign. The 3 Litre gave an almighty backfire as I changed gear and turned the corner just in front of the hospital. There was a police

car parked up the other side of the intersection—I fully expected the worse, but nothing eventuated. Finally, the car gave up not far from Colvin Gun's residence. Colvin was awakened at an ungodly hour of the morning and agreed to look after the Bentley till the next evening.

After sealing up the vacuum tank I drove the car into London. The next day I drove it to the shippers who had it steam cleaned. The shippers measured the car and drove it onto the floor of the box. They removed the wheels and strapped the front and rear axles down. I didn't want the car rocking and rolling on its old wheels all the way from London to Australia. I went to "Foyles", "the book shop" in London and bought a whole lot of books. Then I bought Geoff McGrath (a friend) an MG P type chassis and engine. The engine went on the front floor of the Bentley. The front seat squab went onto the rear seat squab. The MG chassis was attached to one side of the box. The Bentley wheels went on the other side of the box. I removed the windscreen and put everything I didn't need onto the back floor. As I left the shippers the lid was being nailed on to the box. The next morning, I said my goodbyes to Phillip and departed the UK for home.

What seemed to be a lifetime later, the ship "Kangaroo" arrived in Sydney Harbour. George Green, previously Chairman of the BDC in Sydney, advised me to get Alex McKewen to get the car off the ship. I received a call from George saying the car had arrived and I should pick it up the next morning. George's business, T.W. Green Wool Merchant, premises were in Blackwattle Bay. As I came along Cook Street towards George's, there was my unregistered Bentley coming towards me with George at the wheel! They had knocked down the box and George put it on its wheels, started the car and had to drive it!

More to come—watch out for Part 2 in the next edition of this magazine!



Bentley, the Captain of HMAS Watson and his wife being rowed (driven) ashore at the end of his tour of duty at HMAS Watson. If HMAS Watson had been a ship his officers would have rowed him ashore in a long boat. The sailors and officers on parade as the Bentley brought the Captain and his wife off the base. These photos were taken moments later, on the way to the front gate of HMAS Watson.



# A tale of woe—with an interesting solution

**John Lackey** with an innovative and economical solution to a mechanical problem

**E**arlier in 2024 whilst participating with the Bentley Drivers Club of Australia rally to Tumbarumba in my 3 Litre Bentley with Robert Phillips as co-driver, I had the misfortune of breaking the near side Perrot shaft on some of the rough roads encountered.

The Perrot shaft is a male shaft that slides within a female shaft to connect the brake rod to the front brake backing plate providing a fore and aft connection to activate the brake shoes.

Upon investigation I found that my shaft was what is known in Bentley circles as a Stage 1 Perrot shaft. The foremost WO Bentley spare parts provider in the UK, Vintage Bentley (William Medcalf) does not provide spares for Stage 1 Perrot shafts. However, they do provide spares for Stage 3 Perrot shafts at £10 000 per side that I consider to be incredibly expensive. Stage 3 shafts are not compatible with the Stage 1 or Stage 2 shafts. What to do? I couldn't find anyone else to provide the spare that I required.

In the past I have had some MG parts manufactured by a CNC Engineering firm nearby—AGM Engineering, Unit 3 at 144 Old Bathurst Road, Emu Plains. The owner is Anthony McCredie. The phone number is 02 4735 7214. I took the broken shaft to Anthony and asked if he could make a new one. Four weeks later Anthony called me saying the new shaft was ready. See the pictures below to see the broken



and replacement male component of the Perrot shaft in its female shaft. It was very reasonably priced.

Subsequent to the broken Perrot shaft I found that the outer

near side front wheel bearing was damaged too. I then sought a new outer front wheel bearing from Vintage Bentley only to find that a new one would cost £323.80 (see picture from the parts catalogue). I thought this was far too expensive. So, I remembered a contact at Advance Bearings at Blacktown named Paul who had helped me with bearings in the past and gave him a call (phone number 02 9671 2322 ask for Paul).

I provided the bearing part number to Paul and a couple of days later Paul called me with a replacement bearing that would suit the stub axle size but not the hub size! Paul suggested that this bearing at \$24 could be used if I made an interference fit adapter sleeve to fit the hub and the new bearing outer cone. I wasn't quite sure that mild steel would be strong enough for the job. So, I took the bearing, the hub and my adapter to Anthony and asked his advice.

In due course Anthony produced new adapters for me at about \$80 each. The replacement components cost about \$105 in total versus the \$600 odd for the one from the UK. As both the male shaft and the adapter sleeve were made on a CNC machine Anthony will have no difficulty in replicating those components in the future.

Care needs to be taken when fitting—first fit the cone to the adapter and then fit this to the hub. Support the hub centrally, not by the brake drum when fitting.



# Extraordinary General Meeting

MONDAY 18 AUGUST 2025



Image © Sacha Fernandez 2008

**Gregory May** reports on the meeting held at the Royal Automobile Club of Australia

**O**n the wet and cold evening of Monday 18 August, a group of 25 or so of us gathered to consider the motion to adopt a new constitution. This was made necessary by the NSW Department of Fair Trading's requirements that we comply with the provisions of the Associations Incorporation Act 2009 (2024).

The evening commenced with drinks and the most excellent selection of canapes provided by the RACA at our expense. They really were most delicious!

The meeting was called to order and the members were welcomed

by the Chairman, who gave some explanation of the purpose of the meeting and the background.

Our Treasurer, Alan Wellington spoke of our membership numbers and the team who had been involved in the preparation of the document.

Bill Aslanidis, our Vice Chairman, spoke on his similar experience in updating club constitutions.

There were questions from the floor, which were answered by the Committee, as best we could.

The motion 'to adopt the new constitution as presented' was then put to a vote. Our secretary, Athena Will, advised that she held proxies of 18 for and 3 against (one ineligible). The vote that was recorded from the floor was 14 for and 4 against.

Accordingly, the overall vote was 32 for and 6 against (as one of the proxies was ineligible to vote).

After the meeting, a group of us retired to the top floor dining room where we enjoyed a really delicious meal, which was well served by friendly RACA staff.

There were issues raised on the night which the Committee undertook to consider. After further study and discussion on the following day, it was agreed that we would continue to manage the Club by way of the existing Committee structure and the established positions. This will require a resolution at an AGM to update the written constitution.

Thanks to all who were involved in achieving the new constitution and maintaining a vital and relevant club.



Article reproduced with kind permission from the **Bentley Drivers Club Review** (UK)



77TH SUMMER CONCOURS

# 77th SUMMER CONCOURS

28 & 29 JUNE 2025

A stunning 1939 Derby 4¼, once owned by a famous racing driver, was named Best in Show at the Club's Concours held in the glorious surroundings of Walton Hall, as **Stuart Newman** reports. Images: Courtesy of Steve Shelley. Also: Barbara Haig, Tom Commander, Harry Johnson and David Kiashek

**G**eorge Rombouts-Howitt's pristine 1939 Derby 4¼ Drophead Coupé, clothed in eye-catching Vanvooren bodywork, was judged as the overall

winner at the BDC's 77th Summer Concours at the 65-acre Walton Hall country estate in Warwickshire.

George, who was unfortunately absent on the day but later said he

was "very pleased" to have triumphed, won the prestigious WO Bentley Memorial Foundation Trophy. His top prize was collected on his behalf by Steve Taylor, MD of Alpine Eagle (classic-car restoration specialists), who received the accolade from Board Director and chief Concours organiser Barbara Haig in front of the Grade II-listed, 16th century mansion.





## 77TH SUMMER CONCOURS



The winning Derby, which was presented at Concours on Belgian number plates, was purchased by George at the start of this year. The 4¼ is one of the last MX series Derbys to have been produced and the final Bentley to be delivered to continental Europe before World War II.

The car enjoys an illustrious provenance having once been owned by Belgian motor-racing star Olivier Gendebien, a four-time winner of the Le Mans 24 Hours and Formula One driver, who often used the Derby as his personal transport to races. It underwent an extensive restoration ahead of the prestigious Pebble Beach

Concours in 2019 at which it earned a class win.

Well done, too, to George's fellow Club Member Andrew Johnston whose superb 2016 Mulsanne Speed won the coveted Bentley Motors Trophy, also presented by Barbara, as the overall Patina class winner.

In all, with Club Chairman Mike Warner acting as MC, 16 awards were presented in the various Concours, Patina and other classes along with the Inter-Regional Team Challenge accolade (*see list of winners on page 14*).

In addition to Barbara, Emma Crickmay handed out the Frank Dale & Stepsons award.

Aside from the Best in Show prize, George also claimed the WAL Cook Trophy (best Derby) and Andrew, in addition to the Patina accolade, took home the Varley Trophy (best Crewe Group Three).



The Concours judging area alongside the main field (left)





# Bentley Motors Focus







## SPEED UNVEILED AS NEW FLAGSHIP BENTAYGA

The Bentayga Speed (*main image*) has been unveiled as the new performance flagship of the model's line-up by Bentley Motors. Regarded as the most powerful and dynamic Bentayga yet produced, the new car is quicker and more agile than the preceding W12-powered Bentayga Speed. At its heart is an uprated twin-turbo, four-litre, V8 engine that produces 650PS and 850Nm of torque and delivers a top speed of 193mph. The interior features Precision Diamond quilt design, dark tint air vents and badging plus exclusive Speed colour split.

- Hedley Studios' 85 per cent scale, road-legal recreation of the iconic 1929 Blower has entered production following an extensive road-testing programme (*inset*). The first customer deliveries are expected in late summer.
- Bentley has unveiled a new Bentley Wings emblem (*inset*) – the first step of a design and brand revolution at Crewe. The new 'Winged B' is just the fifth iteration in the marque's 106-year history.
- The Continental GT Speed First Edition has scooped the Best Interior prize in the 2025 Robb Report Best of the Best Awards.

Images: Courtesy of Bentley Motors







Miranda, Pat's painstakingly transformed 1947 Mk VI Special

The late **Pat Green** recounts the remarkable 34-year story behind the transformation of his 1947 Mk VI into a mahogany-bodied Vintage-style Special – it was the long-serving East Midlands Region Member's final project before his sad passing last year. Images: Courtesy of Author

# Miranda's makeover

I first laid eyes on MFC 999 in 1978 when I purchased the rolling chassis from the late George Tabbenor. What I took home was little more than a frame: fuel tank, gearbox, radiator, steering column and a very sorry-looking, seized 4¼-litre engine with a patch where a conrod had gone through the side. No documents, no bodywork – just potential.

From the outset I envisioned building something unique: a car that echoed the elegance of a tulipwood Hispano-Suiza I had admired years before. With that in mind I soon acquired an R Type 4½-litre engine and gearbox from Healey Brothers in Northamptonshire. I also tracked down a bar-fitting company in Leicester that could supply the mahogany slats (20x5mm) that I'd need for the bodywork, from the bulkhead backwards.

By 1979 I'd asked my friend David Moseley to rebuild the engine. While he was hard at work – the rebuild was completed in 1982 – I sent the chassis to Alan Padgett. He moved the engine position rearwards, restored the brakes (minus the brake pipes), and fitted a Continental crown wheel and pinion. We also installed a Derby cast-aluminium firewall.

Life and other projects intervened, however... while the Mk VI (chassis B40BH) waited patiently in the background.

It wasn't until 2007 that MFC 999 reclaimed my focus. Following a recommendation from (former East Midlands Secretary) Pat Connock, I contacted Stuart Gordon and he agreed to complete the mechanical restoration to MOT standard. The car came back in April 2008, ready for bodywork. I immediately set to work, mounting the instrument panel

Pat proudly shows off the 2012 BDC Whitlock trophy – awarded for his technical achievement in revamping MFC 999





## MK VI SPECIAL RESTORATION



MFC 999 sports its beautifully crafted Vintage-style mahogany bodywork, with the boot situated just behind the tonneau cover

independently from the frame via a custom fixture on the firewall.

Although the plinth of the frame was already in place, the front former needed to be adapted to the firewall profile. I replicated the Mk VI wiring layout as closely as possible and sourced the appropriate cabling. I also

opted to use a Morgan windscreen and matching stainless-steel hood frame.

The engine, however, did not sound quite right once started. I called David again – some 27 years after he'd first rebuilt it – and he agreed to take another look. He discovered a

missed camshaft damper that needed machining, along with a cracked little-end bush.

While David worked on the engine [it would be mated to an R Type four-speed manual transmission with first gear blanked off] I cracked on with the body formers, recalibrated

Pat's wife Trish in Miranda's passenger seat at BDC Silverstone

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

2025 • BENTLEY DRIVERS CLUB • REVIEW 19





The Mk VI Special boasts a dashboard carved from an oak plank found in Pat's shed and elegant tonneau cover

the speedometer and repaired the oil gauge. The engine returned and was reinstalled in early 2009.

That April I fitted a modified Mini windscreen-wiper unit. A seating trial for both Trish and me confirmed the ergonomics. That summer, we visited the Hereford Vintage Auction and, serendipitously, acquired a pair of MG K Type louvred bonnet panels that was a perfect fit. Trevor Herbert visited in September to take measurements for the bonnet, guided by timber profiles I'd made.

Progress was steady through 2009 and 2010. By the time Nigel Stennett-Cox visited in February 2011 for his

article *A Very Special Bentley Mk VI Special*, the formers and bulkheads were in place and I had started attaching the mahogany battens. The Morgan windscreen was trial-fitted, with wiring nearly complete, and the front lights installed for testing. The dashboard, fashioned from a sturdy oak plank I found in my shed, was shaped by my son-in-law, Mick, using his high-tech furniture-making equipment.

March was devoted to structural work: door pillar supports, windscreen and wiper motor reinforcements, and dozens of small steel brackets to strengthen the glued

bulkhead joints. At month-end I removed the body from the chassis. With rope and rafters, I stood the body on its side and waterproofed all exposed timber before beginning the painstaking task of cladding the frame with mahogany slats.

Despite my half-scale drawing I quickly realised the profile needed tweaking. Each of the 100 battens – half of which required individual shaping – was glued and screwed with nearly 2,000 brass screws, carefully countersunk by hand; the caulking gaps were left at 2mm. It wasn't until August that this job was complete.

With the body hoisted again I made patterns for the marine plywood inner panels, glued and caulked them, and applied further waterproofing. The body was reunited with the chassis in November. That same month I sourced a full-width bumper and mounting bar, fitted with custom brackets, and fabricated a pair of longer stainless-steel windscreen pillars to suit a conventional hood fitting.

Trevor returned for a bonnet fitting. I created a timber/aluminium panel to sit atop the Derby firewall for the bonnet tape base. The bonnet sides, with large apertures for the MG louvred inserts, were finalised later, complete with stainless-steel fixings and catches. We also decided on aluminium trim to outline the bonnet and its hinge points. The car, nicknamed Miranda, received a custom wooden nameplate, engraved



The smart seats add a stylish touch to the grand tourer's interior



## MK VI SPECIAL RESTORATION



Renovation ongoing for the rear bodywork (above) and boot area (above right)

with the help of a Devon hotel's woodworking class using CNC routers.


By early 2012 the finishing touches began: Longstone tyres, shot-blasted and powder-coated wheels and, finally, fitted tyres. The spare wheel needed a bumper bracket adjustment – I'd mounted it slightly too high. Trish noted the car's length made parking daunting, so discreet

reversing sensors were installed. Mark, the upholsterer, came to discuss the tonneau cover, which I wanted in place before road use.

My goal was an MOT before Easter, 8 April – this preceded the final paint and varnish jobs, which were completed by September 2012.

It had taken 34 years from acquiring the rolling chassis and five years of concentrated effort to finish

the rebuild. Since then Miranda, our two-seater grand tourer, has brought Trish and me many miles of joy – on the road, at events and with fellow enthusiasts in the BDC.

• Pat received the 2012 BDC Whitlock meritorious trophy, for best technical achievement. Son Antony is a current BDC Member. The car is currently for sale – see *Advertiser & Diary* classifieds section. 



The original engine was replaced with an R Type 4½-litre unit married to a four-speed manual gearbox





# Quick Pit Stop







### CLASSY CONTINENTALS

The stylish and powerful Continental, in its various guises from across the decades since its introduction in the early 1950s, was celebrated with a special display of Club Members' cars at the Summer Concours at Walton Hall in June.

The foreground depicts two rows featuring around 30 R Series, S Series and Rs, with a phalanx of modern-day GTs, in the background, completing the display which was curated by Club Director Bernard Walker.

Image: Courtesy of Steve Shelley







4½ LITRE 'OLD MOTHER GUN'



# Top Gun

Celebrated 'Old Mother Gun', the 4½ Litre which won at Le Mans, currently enjoys a high-profile life in the Far East with Club Member **Kiyoharu Wakui** – who is now seeking a new owner. Images: Courtesy of Author



Kiyoharu Wakui

I would like to share an update from Japan regarding the iconic 1927 4½ Litre model, affectionately known as 'Old Mother Gun' – the car which triumphed at Le Mans in 1928.

Some of you may recall that there has previously been a discussion in the *Review* concerning the legitimacy of the car – and whether or not it is entitled to carry the 'Old Mother Gun' label.

However, this particular WO, which has chassis number ST3001 stamped on both the frame and axle, is well known as the very first 4½ Litre off the production line and subsequently delivered to famed Bentley Boy Woolf Barnato, the inaugural BDC President.

To briefly recap ST3001's Le Mans history, it competed in the 24 Hours three times, in 1927, '28, and '29. After being involved in the infamous 'White House crash' in 1927, the repaired car returned in triumph the following year to achieve a glorious victory in the hands of Barnato and Bernard Rubin before wrapping up its career at La Sarthe with second place in 1929. This helped make the 4½ Litre 'Old Mother Gun' a historically

significant model that is widely recognised in Bentley history.

The 4½ was subsequently dismantled and a revived version of 'Old Mother Gun', powered by a 6½-litre engine, was created. Later, it was faithfully restored in every detail to its original form by Len Wilton. Further, the original 1928 Le Mans winner's shield has since been fitted and the original YH 3196 registration number reissued.

I was fortunate to acquire this car in 2007. Since then, it has amazed people with its beautiful and powerful presence on display in my Wakui Museum, served occasionally in training sessions for Bentley Motors, and delighted passers-by during rally events with both its striking appearance and roaring engine. In

Japan, it has played a significant role in promoting the history, culture and philosophy of Bentley.

However, as I approach my 80th birthday I feel it is time for me to conclude my role as a 'temporary custodian of cultural heritage'. It would bring me no greater happiness than to entrust this car to a fellow BDC Member who truly understands the brand and the remarkable journey this car has undertaken.

• Any Club Member interested in becoming the new custodian of 'Old Mother Gun' should email Kiyoharu at [oldmothergun1928@gmail.com](mailto:oldmothergun1928@gmail.com)



The authentic ST3001 chassis stamp





# DISCOVER YOUR NEXT ADVENTURE AND **TAKE TO THE SKIES**

Family owned for 40 years, Bankstown Helicopters is your gateway to the skies. Get your licence, soar over Sydney Harbour, or escape to your favourite winery. We've got you covered.



## **SCENIC TOURS**

Discover Sydney and its surrounding areas from your seat in the sky.



## **TRAINING**

From beginners up to licensed pilots, we provide all training.



## **CHARTER**

Tell us where you want to go and we will take you there in style.

[australianhelicopterpilotschool.com.au](http://australianhelicopterpilotschool.com.au) – (02) 9791 0500



# FOR SALE

## Modern garage for 6 cars—with house—in Exeter Village

Treat your cars and yourself to this palatial offering. Definitely room for six Bentleys! Five bedrooms with five bathrooms thrown in free of charge. Two large receptions rooms and separate media room.

**Call Alex on 0412 398 313 to discuss**



## BENCHMARK

LEGAL GROUP

**02 9344 8383**

**DIVORCE & FAMILY LAW  
CONVEYANCING &  
MORTGAGES  
LITIGATION & DISPUTE  
WILLS & PROBATES  
POWERS OF ATTORNEY  
COMPENSATION**

LEGAL GROUP HQ  
L2 SUITE 203, 806-812 ANZAC PARADE  
MAROUBRA NSW 2035  
WWW.BENCHMARKLAWYERS.COM.AU



www.SpurParts.com.au  
A.B.N. 52 161 984 24

**sales@spurparts.com.au  
0452 558112**

**We stock Bentley and Rolls Royce parts here  
in Sydney. For cars from 1946 onwards.**

**Overnight delivery of stock items  
to most regions in Australia**

Contact Richard or Alison

Partnering with 

The right part. The right price. No compromise.

**2-year warranty on new spares— all ex-Sydney**

Bilstein - Castrol RR363 - Genuine - 100% Replica  
for Discontinued Parts - No Substitutes





Rolls-Royce/Bentley

Garrath Will

+ 61 2 4869 5009



- Complete power steering repairs & reconditioned units
- Manual steering boxes for pre-war vehicles
- Post War steering boxes
- Reconditioned exchange STEERING RACKS for SY, SZ and SL models (Shadow, Spirit and Arnage)

All units are bench tested and test run after reconditioning for a minimum 30 minutes to ensure reliability and quality.

Blue/Pink Slip Inspections  
e: [tkmotors@tkmotors.com.au](mailto:tkmotors@tkmotors.com.au)

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



**May Estates**  
REAL ESTATE AGENTS & ADVISORS

Providing experienced advice and guidance in all aspects of retail, commercial and industrial property.

- Leasing, selling and acquisition services
- Highest and best use evaluations of your assets
- Leasing and sale appraisals and marketing advice

For assistance please contact:

**Gregory May 0411 723 470**  
[greg@mayestates.com.au](mailto:greg@mayestates.com.au)

[www.mayestates.com.au](http://www.mayestates.com.au)

## FOR SALE 1952 Mark VI Bentley Special Roadster



A unique opportunity to acquire an historic and beautifully maintained **Bentley 4.56lt Big Bore straight 6** including complete records and accounts.

The two previous engineer owners of 40 years have maintained and rebuilt this car to the highest standards, now with a lightweight aluminum body this car goes like the wind.

**Original Chassis B-128-NZ & Engine No. B6-4N**

The complete history is contained in 2 books with 60 pages of receipts, build sheets and the original handbook.

With seats and belts for 4–5 people the car is currently available for private hire, TV & movies, appearing in the movie *Gosford Park*.

**Currently available with an asking price of just \$120,000 AUD.** This car really does attract attention and admiration wherever it goes, it also includes business and domains if required. [www.classicbentleyhire.com.au](http://www.classicbentleyhire.com.au)

This is an opportunity to own this rare and historic car as an investment, business, or a daily drive. It's easy and great fun to drive and guaranteed to put a smile on your face, don't miss out.

The car will be shipped to southern Italy in mid 2026 if not sold, then driven over the Alps, Le Mans and onto UK for sale at the London auctions where prices are considerably higher than Australia.

**Call John Sergeant 0447 184 333 or [John@classicbentleyhire.com.au](mailto:John@classicbentleyhire.com.au)** happy to chat and meet for a drive.





BENTLEY



## Bentley Sydney Heritage Program

The Bentley Sydney Heritage Program provides peace of mind that your Bentley is being serviced by factory-trained specialists and that genuine Bentley parts are being used.

**Labour rates are discounted by 20% and Parts are discounted by 10% for members of the Bentley Drivers Club.**

Available for all Bentley models 6 years or older.

**Contact our Bentley Service team on 02 7202 6311.**

**BENTLEY SYDNEY:** 67 O'Riordan Street, Alexandria NSW 2015  
(02) 7202 6311 - [Sydney.Bentleymotors.com](http://Sydney.Bentleymotors.com) MD049112