



January - February 2017

BENTLEY

Drivers Club NSW Region

World's Fastest Four Seater: Bentley Continental Supersports

Plus...

- **Forever Legends: The Bentley Boys**
- **Clash Of The Titans: Bentayga vs. Range Rover**
- **Bentley Speed 6: A Tail of Two Bodies**



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FRONT COVER: Bentley Continental Supersports
2017, sourced from and credited to Bentleymedia.
com.

(Vice) Chairman's Chatter

By Greg May

Firstly, I would like to say that I feel privileged to serve as the Vice Chairman of the BDC . . . not the Chairman of Vice, as some have so rudely suggested!

We are indeed fortunate to have such a dynamic and dedicated Committee this year. As you are all aware, recent events have been only lightly supported by our Members, which is something that it keenly occupying the mind of the Committee.

Our Committee is already working on some great new initiatives, and we shall provide as much advanced notice as possible to enable you to fit these into your schedules.

We have over 100 members of the Club, which makes us a rather exclusive little group as far as clubs go. Our members come from diverse cultural and professional backgrounds and age groups, which makes it dynamic and interesting.

Our aim this year is to create more new events that will give us all an opportunity to get our cars out of the garage, on the road and stretch their legs. We are after all, a driver's club, not a show club.

The Committee would like to encourage anyone with ideas for such runs / events to please let us know. It could be a friend with an interesting country house, who is willing to host a picnic in their grounds, or an interesting historic spot or a great eatery which you have discovered and would be a good drive there and back. All suggestions are welcome. It seems that Sundays are the preferred days for our drives, and round trips that can be accomplished within the day are preferable.

As our Chairman, Garrath suggested in the last issue, it would also be great to get more people along to these events by inviting your friends to join us. Surely, many people would be delighted to attend a Bentley Drivers Club event. The Polo is a good example of an event that my guests love to attend.

Finally, the good will and camaraderie of our Membership makes this a great club to be part of, let us build on this together to make it ever better!

Happy motoring.



Bentley News

All the latest news in the world of Bentley, here and abroad...

New Bentley Continental Supersports Is A 700HP Bullet Train

Article by Michael Karkafiris, Images by Carscoops.com, January 6, 2017.



Bentley pulled the wraps off the new Continental Supersports and boy, we did not see that one coming. Of course we expected their most extreme model yet but we never expected that Bentley would have the guts to give Continental figures like these: 710 PS (700 bhp), 1,017 Nm (750 lb-ft) from a redeveloped W12 engine.

These power figures give the new Continental Supersports easily the title of the most powerful Bentley ever but wait there's more; the company also claims that their latest model is also the world's fastest and more powerful luxury four-seater on the planet.

The new Supersports is able to score a 0-60mph in 3.4 seconds (0-100km/h in 3.5) and top out at 209mph (336km/h). There is even a convertible version which requires 3.7 seconds for the 0-60mph procedure (0-100km/h in 3.9). Bentley has upgraded the W12 engine with new high-performance turbos, a revised charged-air cooling system which create more boost while changes were made to the cranktrain, including new main and conrod bearing. The company also gave the chassis a torque

vectoring system from the GT3-R, to make this beast behave more agile down the road.

The carbon ceramic brake discs are the largest of their type in the world and hide behind a set of lightweight 21-inch forged alloys which together offer a 20kg weight saving in unsprung mass. Customers can also opt for an optional titanium exhaust which saves an additional 5kg. Overall, the new Bentley Continental Supersports is the lightest-ever version of the current Continental GT lineup and even lighter than its 2009 predecessor. With that said, the car's kerb weight is still more than 2 tonnes, tipping the scales at 2,280kg (5,026lbs).

Outside the new Bentley features new front and rear bumpers which incorporate a carbon-fiber splitter and a diffuser respectively, new side sills and bonnet vents made out of carbon as well.

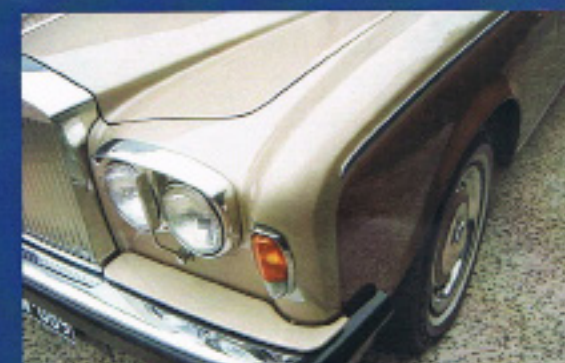
The exhaust pipes are now finished in gloss black while all lights all around are dark-tinted to match the black brightware in the front grille, lights, rear bumper, door handles and window surrounds. That wing you see in the photos is an option and comes as a combo with a specific front splitter.

The cabin is finished in a unique tri-tone trim, with a diamond-quilted design applied to the seats and door panels in Alcantara, with Bentley offering chequered carbon-fiber fascia panels next to the existing selection of ten veneers and technical finishes.



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Bentley has announced that it will introduce a plug-in hybrid version of every vehicle it makes to cut emissions and head off a potential city bans of conventional petrol and diesel-powered vehicles.

The plug-in hybrid announcement was made by the luxury British car maker's CEO, Wolfgang Duerheimer, at the Detroit motor show.

Speaking at a conference, organised by Automotive News, Duerheimer declared plug-in hybrid technology as providing the "best of two worlds".

Going on to explain that most Bentley owners use their vehicles for long, uninterrupted trips, the Bentley boss explained how pure-electric vehicles were not viable for its customers. "To cover long distances and to make it from one city to another -- and you travel long distances in the U.S. -- I think the combustion engine will follow us for a long time," Duerheimer said.

Announcing that the Bentayga SUV would be the first recipient of the new PHEV tech in 2018, Duerheimer told Automotive News the next vehicle plug-in vehicle will be the all-new Continental GT that arrives later this year.

The Bentley boss says the GT plug-in will follow on from the W12-powered launch vehicle and will arrive ahead of the V8. Surprisingly, following the firm's 2014 Hybrid Concept that combined a large V8 with plug-in hybrid tech, Duerheimer announced that Bentley will use a V6 plug-in hybrid that will produce the same power as the V8 that will follow.

That means the new plug-in powertrain will have to produce around 400kW (combined) to the 4.0-litre V8 twin-turbo expected power output.

For that level of power, it's thought Bentley will be forced to develop an all-new petrol V6 engine.

To share costs, it's likely the same petrol plug-in powertrain will be used in the forthcoming hybrid version of the Lamborghini Urus that was recently confirmed.



Bentley CEO Outlines His Vision For The Future Of Luxury

Article and Images by Bentleymedia.com, January 12, 2017.

Addressing the annual Automotive News World Congress in Detroit, USA, Bentley Chairman and CEO, Mr Wolfgang Dürheimer, has outlined his vision for the future of luxury mobility and Bentley's role in defining it. Speaking on the subject of changing customer types and tastes, Mr Dürheimer highlighted the seismic changes that face luxury car makers in the near future.

"The next 10 years will be transformational for luxury car makers. We will see customer demographics broaden and change dramatically to incorporate millennials; the rising affluent in developing economies; and members of Generation 'C' – the connected generation where attitude, rather than age, is the defining characteristic," he explained. "And these future customers will have very different expectations and requirements to the luxury car buyer of today."

Dürheimer continued: "Our research tells us that they will, for example, demand instant, unobstructed access to technology, information and convenience; have an entirely different attitude towards vehicle ownership; and live in an increasingly urbanised world with all the mobility challenges and opportunities that this presents. At Bentley, we are embracing this change and we are taking a leading role in defining the future of luxury mobility." Mr Dürheimer went on to outline how Bentley will engage these new customers in order to future-proof the luxury British brand. "Our belief is that technology on its own is not enough. Technology in isolation is cold and can never be truly luxurious. We must never lose the human touch."

He revealed that Bentley's extensive global research suggests luxury customers of the future will value highly tradition, heritage and craftsmanship (the story behind the product) and demand beautiful, high-quality, authentic design – with every material used demonstrating sustainability and serving a purpose. "As those of you who know our cars and our brand will agree," Dürheimer explained, "these are all traits that Bentley demonstrates in abundance. In particular the idea of authenticity. There is an unmistakable human touch about what we do; the 'da Vinci' in the detail that separates our cars from the rest."

On the subject of how this approach could be realised in practical terms, Mr Dürheimer identified a number of potential features and ideas that Bentley could potentially introduce in the future.

"I believe there is a big future for more diverse and sophisticated concierge-style services that will enhance the lives of our customers. We are also investigating a global Bentley customer



network – a 'club' where ownership does not relate to a single vehicle, but rather it entitles you to a luxury mobility solution in selected cities around the world."

Dürheimer continued: "We will certainly use new technology to enhance traditional and authentic materials in new and contemporary ways. One possible example of this could be to overlay OLED screens across wood veneers. These ultra-thin screens would be invisible except when in use, for example, to control the audio or HVAC systems."



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PROGRAMME OF EVENTS

FEB 25th - 26th: Oberon Run.

MAR 25th - 26th: Canyonleigh BBQ and Run.

MAY 14th: Picnic Run to Central Coast.

JUL 3rd - 5th July - BBQ Charity Event.
15th - 16th: Christmas in July.

SEP 16th: W.O. Bentley Dinner.

NOV TBA date: Central Coast run.

APR 3rd: Club Meeting.

JUN 5th: Club Meeting.
21st: Mid-week Run

AUG 7th: Club Meeting.
27th: All British Day and BDC Club Concours.

OCT 9th Club Meeting.
TBA: Polo at Richmond, or Opera in the Vineyard.

DEC Club Meeting / A.G.M / Christmas Dinner.

Passionate about Photography?

BDC NSW Club is seeking an enthusiastic, passionate and capable photographer to take photos for Club events and more broadly, publications such as the Bulletin and Magazine. This is a position which would allow an individual to exercise his or her passion, ability and skills in photography for the benefit of the Club, of course receiving full credit.

STOP PRESS!

BDC Members attending 2017 Goodwood Festival of Speed

Any motoring enthusiast, Bentley or otherwise, will know of the Goodwood Festival of Speed held in the U.K annually. This year though, we have one of our own Club Members, Gregory May, planning to attend.

Greg wanted to know if any other Members in our Club wanted to go, and if so, plan for a cohort to attend.

Interested in going? Come along to our next Club meeting on February 6th at North Ryde R.S.L and have a chat to Greg and others who are interested in attending!

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YOUR CLUB'S MAGAZINE?

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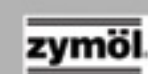
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Member's Articles

Articles from around the Club...

Petersen Automotive Museum, California.

Article and Images by *Coralie Ogle*. Below image from *CNBC.com*.



The Petersen Automotive Museum is located on Wilshire Boulevard along Museum Row in the Miracle Mile neighbourhood of Los Angeles.

I was recently in the USA for six weeks as I'd been invited on two vintage (the Americans call them 'antique') car tours. One tour with the Silver Ghost Association (SGA), a two-week tour through New Mexico. The other tour with the Friends of Ancient Road Transportation Society (FARTS - yes really! an invitation-only club for cars pre-1915), a one week tour through Kentucky.

I happened to have a birthday while in Los Angeles and we stayed at the Beverly Wilshire Hotel, made famous by the film 'Pretty Woman'. While there I was taken to lunch at 'Pinks', a famous hot dog joint, with walls plastered with autographed photos of the owners with possibly every movie star in Hollywood.

Over lunch we fell into conversation with a young couple from New Mexico who asked if we'd been to the Petersen Automotive Museum. 'No' was our answer, so we set off to correct that situation.

I must say I was impressed. The exterior of the Museum alone was worth the trip. As the marketing blurb states, the building, "makes a visceral statement that evokes the imagery of speed and the organic curves of a coach-built automobile".

Once inside you can't help but agree that it's a "world class museum that showcases the art, experience, culture and heritage of the automobile".

The various exhibitions of cars are turned over regularly, so it's a Museum you can return to time and again. When we visited, there were several exhibitions on display - Precious Metal: a collection of stunning silver cars; Rolling Sculpture: a collection of fabulous cars from the Art Deco era; and a collection of Cars from the Movies, such as the DeLorean from 'Back to the Future', the Grease Lightning Ford from 'Grease' and the Batmobile from 'Batman'.

It was interesting to note that two of the contributors of collections, Bruce Meyer and Chip Connor, have participated in some of the tours I've been on in the past few years. So, if you find yourself in LA and have time to spare, a trip to the Petersen Automotive Museum is well worth a visit. Do allow yourself at least three hours to take in all there is to see on the three levels plus, if you're lucky and it's open, The Vault.



ABOVE 2 IMAGES: Coralie poses beside two stunning machines. Although neither is a Bentley, any car enthusiast will find these American Beauties irresistible.

Bentley Speed 6: A Tail Of Two Bodies.

Article and images by *Max Houston, January 2017.*

Around 30 years ago, I bought a Bentley Speed 6 from England, fully dismantled with many parts missing, broken or otherwise damaged. There was of course no body or any related fittings.

The chassis had been shortened, there were no front brake drums and the front brake plates and mechanisms were unusable. It therefore made sense to build the almost mandatory Le Mans Replica.

On reading and learning Bentley lore I realised that this car had started life beside the most famous Bentley of all, known as 'Old Number 1'. The engine and chassis numbers of my car were two cars prior to that famous car, the first 6-cylinder racing car and the car that won at Le Mans in 1929 bearing the race number 1. It won again in 1930 when its race number was 4, but it was always known as Old Number 1 from the previous year.

The 6-cylinder racing cars had the self-wrapping brakes, from the current 4.5 litre 4-cylinder cars. All other 6-cylinder cars had the brakes standard on all Bentleys, but with a push-on operation and a vacuum booster. The self-wrapping brakes were not great, but with very thick and soft lining, and with a large range of adjustment accessible from the driver's seat, were used. One report I read about these brakes during Le Mans racing said, "by the 20th hour the brakes were gone". We therefore added, for the BBB tour, a Clayton Dewandre vacuum hydraulic booster from a post-war Commer truck, converted for mechanical operation to operate the self-wrapping brakes; What a transformation this made! Finally, brakes to match the performance.

Some years and much work later the Speed 6 was Outright Winner in the BDC (NSW) Concours in 1995 and Runner-Up in 1996. The Le Mans body has no side curtains, a rather skimpy hood, low sides, and is not much fun in bad weather.

While in New Zealand during 2004, we became aware of the advantages of an open car. We saw much more of the

magnificent scenery than the unfortunates in the closed cars, allowing us to see the best that New Zealand had to offer.

When we decided to go to the UK for the 75th Anniversary BDC Tour of Britain, the decision was made that the car should have a body more suited to the unpredictable weather conditions there.

In about 4 hours, the Le Mans body came off the chassis, and we set about designing and building a new closed 2-door body. Criteria was that the body needed to fit between the rear guards, and could be easily swapped for the other body if or when required.

To achieve these criteria, the dashboard wiring was modified to incorporate two large trailer type plugs and sockets (the dash and instruments were mounted from outrigger brackets) had to be removable so the body could be lifted out and then replaced with another body.

Since this time, I haven't yet seen the need to change the body back, but I estimate that should two enthusiastic people want to change it back, they could accomplish it in a day, given some suitable lifting tackle.

The intention was to provide maximum visibility from the Coupe body so that the tallest Castle or mountain range could be seen or photographed with ease. To enable this, we persuaded the people at Webasto Sunroof people to assist, who provided a complete assembly including folding fabric sunroof with electric flexible rack and pinion operation. The new body was built to incorporate this.

The body was framed in Australian silky oak, a very strong, close-grained but lightweight timber. As well as being one of the timbers used in the now-defunct Australian coachbuilding industry (except for vintage car restorations and repairs in shops such as our VMG), it was used for high quality furniture in the 'between the wars' period in Australia (as oppose timbers from Indonesia and Malaysia). Owing to the shortened wheelbase of the Le mans car (11' 2"), the rear-seat compartment is now a little cuddlier.

The Coupe body as previously mentioned needed to fit between the rear guards and clear the large fuel tank behind. The same rear profile of the LM body was reproduced and extended to meet the curved roof line which gave it a rather cute backside. Steel bracing was fabricated to prevent movement in the main joints with the associated creaking common in wood-framed saloon bodies of the era. For safety reasons, such as in a side collision, the whole body was panelled in 16-gauge aluminium instead of just panelling the compound curves as was done in the real fabric bodies (no side air bags or even running boards and valances to protect in the event of a side-impact accident).

The same green Everflex material (a modern version of the vintage fabric) as on the LM body was stretched over the panels with a minimum of sown seams. On tour, it proved to be draught. Leak and rattle free, with no wind noise at all speeds up to about 80 mp/h (approx. 130 km/h). As the Le Mans handbrake lever is positioned outside the body, a new lever was made to fit the same mounting bracket and ratchet, and fit inside the front door pillar.

RIGHT AND BELOW: The Speed 6 as it was just before being shipped to England.



The racing seats as originally fitted were far too spartan for a more comfortable closed body vehicle, so new bigger folding ones were made and the whole interior was trimmed in brown boot leather Connolly hide, while the grey felt hood lining matched the lining of the folding roof perfectly. Windscreen and door capping's were made from the same oak as the body, lacquered and polished. Two larger 'B' step plates were fitted without drilling the chassis, to provide easier access for front and rear passengers.

New side and blinker lights were fitted, inboard of the front guards, as the Le Mans cars had lights in a rather vulnerable position on the scuttle at the back of the bonnet.

After the car returns home, and when time permits, it will probably acquire a trunk which will cover the large fuel tank, making a well-proportioned and more practical car.

The Bentley was shipped on 15th April, and I arrived in London on 2nd June.



BELOW: Speed 6 in front of the Bentley Factory at Derby, 2011 Britain by Bentley Tour.



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Bentley Comparison

Bentley's best goes against rival...

Clash Of The Titans: Bentayga vs. Range Rover

Article by *Aaron Robinson*, and Images by *Car and Driver* magazine, published in *Car and Driver* November 2016 edition.



Fashions change. A wealthy gent who once might have expressed his good fortune with a Mercedes-Benz 450SEL or a Rolls-Royce Silver Shadow, both grand barouches for the pedigreed elite of the 1970s, today might roll in something that looks like an International Scout after disastrous plastic surgery. It's been 25 years since the sport-utility craze took off in earnest and 24 years since the first prediction of the segment's impending demise. But regardless of their income, people like sitting up in the clouds, they like being able to roll carefree over crumbling infrastructure, and they always like having more space.

And carmakers just can't raise the prices high enough. You can now drop 100 grand on a Cadillac Escalade—six digits for the Saks Fifth Avenue Suburban, the Suburbillac. No matter how many zeros get tacked on to these Colony Parks and Estate Wagons and Shooting Brakes with overactive pituitaries, there are wallets willing to open wide enough. Thus enters—to gilded long horns trumpeting—England, the emerald jewel of the North Sea, that noble carriage maker to kings and emperors and half-assed Idi Amins with good mechanics on staff.

Any discussion of British automotive heraldry is not complete without a nod to Land Rover and its luxury line, Range Rover,

which has been supplying four-low and lockers to the Queen's household for as long as anyone can remember. The cheapest Range Rover you can buy (not the Sport and not the, ahem, Evoque, but the real Range Rover) is \$85,945. The cheapest long-wheelbase Ranger is \$109,190. So it is not unfair to say that our long-wheelbase SVAutobiography, at \$202,935, is a car with, more or less, a hundred grand in options. Believe it or not, there's a Holland & Holland model that goes for \$245,495, but avoid that one because, you know, you'll shoot your eye out, kid.



Meanwhile, Volkswagen-owned Bentley has named its first SUV after a rocky partridge roost on an island off Africa's western coast, proving that Germans are hilarious even when they're not trying to be. Our \$281,100 Bentley Bentayga came rendered in Hallmark Metallic with Beluga-over-Camel-colored leather and a veneer of "dark, fiddleback eucalyptus," indicating that the Bentayga's catalog reads like an issue of *Wine Spectator*. In testing, this 5703-pound sled was exactly as quick in the quarter-mile as a Ferrari F40, and it amuses the imagination to wonder what songs Gilbert and Sullivan would have written about this very model of a modern minor miracle.

Buying the 600-hp Bentayga or the 550-hp Range Rover would not be at all like buying a Roller or a Mercedes-Benz S-class or a Cadillac limo with a boomerang aerial or any of the big cars we formerly associated with financial achievement. That's because these mega-dollar utes eschew the baroque pageantry that used to define luxury cars in favor of a new hyperposh utilitarianism akin to a diamond-studded Leatherman. Call it clodhopper chic.

This article is credited to Car and Driver Magazine, and was lifted from their website, www.caranddriver.com/.



The RRs interior (ABOVE) is luxurious for sure, but derivative in its design and execution. The Bentayga (BELOW) offers another world of luxury which is obvious after being in both vehicles.





Bentley History

Highlights of the famed Marque's history

Forever Legends: The Bentley Boys

Article and images by *Bentleymotors.com*, 2016.



Along with founder W.O. Bentley, the Bentley Boys and their inspirational stories shaped the public image of the marque from the very beginning. Even today, their spirit lives on with the new Bentley Boys.

Inspiring generations. Relentlessly.

Always ready for a race, a challenge or a glass of champagne, the first generation of Bentley Boys were a close-knit group of extraordinary playboys, racers and adventurers who achieved global fame during the 1920s and 30s. They inspired a whole generation of Bentley drivers and admirers, with their passion for driving and deep love of a challenge. And behind the wheel of Bentley motorcars, they dominated Le Mans with five wins in just eight years.

"I don't think many companies can have built up during such a short period a comparable font of legend and myth, story and anecdote. The company's activities attracted the public's fancy and added a touch of colour, of vicarious glamour and excitement to drab lives."

W.O. Bentley's words sum up the appeal of the Bentley Boys and their cars to perfection.

An extraordinary team

The Bentley Boys included former fighter pilot Sir HRS 'Tim' Birkin, Harley Street specialist J.D. 'Benjy' Benjafield, racing journalist SCH 'Sammy' Davis, 'born adventurer' Glen Kidston, led by Woolf 'Babe' Barnato – all men of independent means. They lived life to the limit, hitting the headlines for

their exploits off the racetrack as often as for their performance on it.

The Hon. Sir 'Tim' Birkin

With his blue and white polka dot scarf and neatly trimmed moustache, ex-fighter pilot and baronet Sir Henry 'Tim' Birkin was every inch the British sporting hero. Obsessed with speed, he was notorious for being hard on his cars. He persuaded the wealthy heiress Dorothy Paget to finance a team of supercharged 4 ½ Litre Bentleys that became known as the 'Blowers'. Too fragile for endurance racing, they were unbeatable in sprints with Birkin at the wheel and in 1932 he set an impressive record at Brooklands of 137.96mph.



Glen Kidston

Kidston, who won Le Mans in 1930 with Barnato, seemed to thrive on danger. As a Lieutenant Commander in the Royal Navy, he survived two torpedo attacks; as a submariner he escaped after his sub became stuck on the sea bed. He was the sole survivor of a civil airline crash on a flight from Croydon to Amsterdam, re-entering the burning wreckage twice in a brave attempt to save others. Barnato described him as "... the beau ideal of a sportsman. The word fear had been expunged from his dictionary ... a man about town when in the mood, a man of action in another." Kidston's luck ran out shortly after he'd set an aviation record from England to Cape Town when his borrowed de Havilland Puss Moth broke up in mid-air.

Dr J.D. 'Benjy' Benjafield

Every group of friends has its quiet figure, teased yet regarded with huge affection by the others. Harley Street specialist 'Benjy' played this role to perfection alongside his high-spirited teammates. Modest, thoughtful and deceptively skilful, Benjafield wasn't the fastest of the Bentley Boys, but he had the discipline to follow team orders to get a result. He and Sammy Davis gave Bentley their most celebrated Le Mans win of all in 1927, bringing home 'Old Number 7' after the rest of the team had been eliminated in the infamous White House corner crash. In 1928 Benjafield made an equally significant contribution to British motor sport when he set up the British Racing Drivers' Club.

John Duff

John Duff was the first Bentley driver to win the Le Mans 24 Hour race in 1924. At the outbreak of war in 1914 he made his way from Lushan in China across pre-revolutionary Russia to enlist. He was wounded at Ypres. After the war ended he took up motor racing and was responsible for persuading W.O. Bentley to take the marque to Le Mans; Duff finished 4th in 1923 with Bentley works driver Frank Clement and won the following year. He retired from motor racing after a serious accident in the 1926 Indianapolis 500. An Olympic swordsman,

he taught fencing to Hollywood stars in Santa Monica, USA and doubled for his friend Gary Cooper in sword fighting scenes. In later life he took up competitive show jumping and died after a riding accident in 1958.

Living legends

Four of the Bentley Boys lived in adjacent apartments in Mayfair's exclusive Grosvenor Square, where their parties that went on for days became legendary. It was common to see their Bentleys lined up in the south-east corner of the square, leading London cab drivers to refer to it as 'Bentley Corner'.

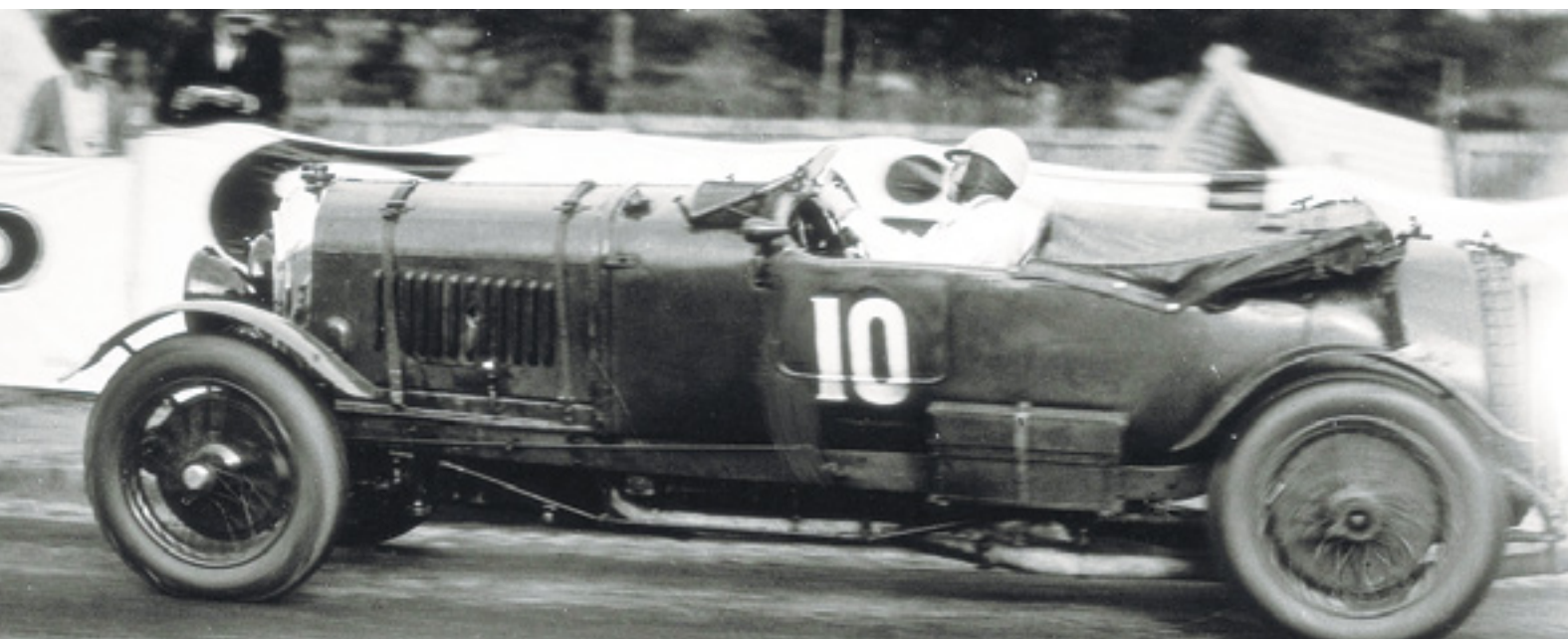
Celebrated around the world

Their fame and exploits meant they were recognised and celebrated wherever they went – even inspiring Harry Craddock, the famous barman at the Savoy, to create The Bentley Cocktail. In 2003, the head barman of the American Bar at the Savoy mixed the Woolf Barnato cocktail in honour of the chief Bentley Boy.



Breaking records, making headlines.

The Savoy was also the location of one of their most renowned celebrations. Following the triumph of a 4 ½ Litre Bentley at Le Mans in 1927, the Bentley Boys were invited to a special dinner at the hotel, hosted by The Autocar magazine. The guest of honour was, of course, the car itself, which became known as Old No. 7 – still dirty and battle-scarred from the race. The Boys sat down to an eleven-course banquet around a horseshoe-shaped table with the car in pride of place in the centre.



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