



# BENTLEY

## Drivers Club NSW Magazine



Edition: March / April 2021

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# Chairman's Chatter



**Chairman**

*Mike Mulvihill*

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Dear Fellow Motoring Enthusiast

It is difficult to know exactly where to start with my comments, as so many things have happened since the start of the New Year. Our General Meeting in February was well attended and feedback on the improved meal service was very good. The positive feedback has been relayed back to the Royal

Automobile Club as they work hard to provide us with the level of service and catering we have been requesting.

The end of February saw our first run for the year with an overnight stay at the beautiful seaside town of Mollymook. Please refer to a full report and photos later in the magazine.

There have also been two Committee meetings held since the last magazine and I am pleased to advise that a great deal of work is being undertaken to update our communications to the members, including updating of our membership database to ensure we have current contact details for everyone. We are also providing more timely updates on our Facebook page and work has commenced on a refresh of the website, which has become a little out of date.

When the Programme of Events calendar was created late last year, it was based on the information available at the time, including the accessible venues. It was

also considered possible that restrictions might still be in place due to Covid-19. Your Committee is always looking to present the best possible opportunities for the Club to come together and enjoy the benefits of membership. With this in mind, you will notice a few changes to the Programme which will build on the success of the Mollymook event and include some overnight stays. I won't go into the details of the changes here but suffice to say we are working hard to get the best out of the year and this may require some further modifications for the better.

Safe and happy motoring!

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# Invitation Event

## Merimbula Weekend Getaway

### 19-21 March 2021

The following invitation has been received from Garrath Bryant, Silver Shadow and Bentley T Registrar from the Roll-Royce Owner's Club of Australia, Victoria Branch

#### FRIDAY 19TH

Arrive at the Pelican Motor Inn in Merimbula after 2pm Afternoon at leisure

(Book your accommodation with the Pelican Inn 6495 1933 or next door at the Summerhill Motor Inn 6495 3111)

6pm Italian themed private group dinner at the Waterfront Café (a la carte) Don't forget to wear a piece of Italy, a scarf, a hat ....

#### SATURDAY 20TH

10.30am Scenic Drive to Candelo township for lunch, with a stopover at the iconic Tathra wharf.

Afternoon at leisure

6pm Private group dinner at the Waterfront Café (a la carte)

#### SUNDAY 21ST

7.30am Display day set up at the Rotary Seaside Market (Market closes around 2pm)

Afternoon and Evening at leisure.

Dinner of your own arrangement

#### MONDAY 22ND

Carpark Farewells before heading home.

PLEASE GO TO THE TRYBOOKING LINK <https://www.trybooking.com/BOTJK> TO CONFIRM YOUR ATTENDANCE. PLEASE NOTE EACH ATTENDEE, INCLUDING GUESTS, WILL NEED TO REGISTER. IF

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# BDC NSW Inc. Club Committee

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# Programme of Events

Month	Event	Venue	Date	Event Organiser
<b>March</b>	South Coast Run	Merimbula Weekend Getaway	19th-22nd	<i>Rolls-Royce Owners Club Vic.</i>
	General Meeting	Royal Automobile Club	12th	<i>Mike Mulvihill</i>
<b>April</b>	Regional NSW Run	To Be Confirmed	17-18th	<i>Rita Barbagallo</i>
	Committee Meeting	North Ryde RSL	3rd	<i>Mike Mulvihill</i>
<b>May</b>	Club Run	Max Houston Central Mangrove & Lunch	23rd	<i>Rita Bargbagallo</i>
	General Meeting	Royal Automobile Club	7th	<i>Mike Mulvihill</i>
<b>June</b>	Club Concours	Royal Automobile Club Garage & Forecourt	20th	<i>Gregory May</i>
	Southern Highlands Run	Bundanoon	3 & 4th	<i>Mike Mulvihill Miles Felstead</i>
<b>July</b>	Committee Meeting	North Ryde RSL	5th	<i>Mike Mulvihill</i>
	Christmas in July	Gardeners Inn Hotel	17th	<i>Mike Mulvihill</i>
	General Meeting	Bentley Sydney To Be Confirmed	2nd	<i>Mike Mulvihill</i>
<b>August</b>	Committee Meeting	North Ryde RSL	6th	<i>Mike Mulvihill</i>
	W O Bentley Birthday Lunch	Bowral Brasserie	19th	<i>Gregory May</i>
<b>September</b>	General Meeting	Royal Automobile Club	4th	<i>Mike Mulvihill</i>
	Polo Bentley Cup	Richmond	17th	<i>Mike Mulvihill</i>
<b>October</b>	Committee Meeting	North Ryde RSL	1st	<i>Mike Mulvihill</i>
	Club Run	To Be Advised	20 & 21st	
<b>November</b>	Terribly British Day	Queanbeyan	6th	<i>Mike Mulvihill</i>
	Christmas Dinner, Presentation & Gen Meeting	Royal Automobile Club	11th	<i>Mike Mulvihill</i>
<b>December</b>				



# Club Event

February General Meeting  
Royal Automobile Club of Australia

What a great night for our first meeting of the year. It was good to see so many members in attendance and participating in club discussions. Enjoyable food, Enjoyable wine and Enjoyable company.



*ABOVE: Greg, Georgio and Stephen*



*ABOVE: Marie and James*



*ABOVE: Maybelline, Rita and Michael*



*ABOVE: Keith and Marie*



*ABOVE: Suzie and Stephen*

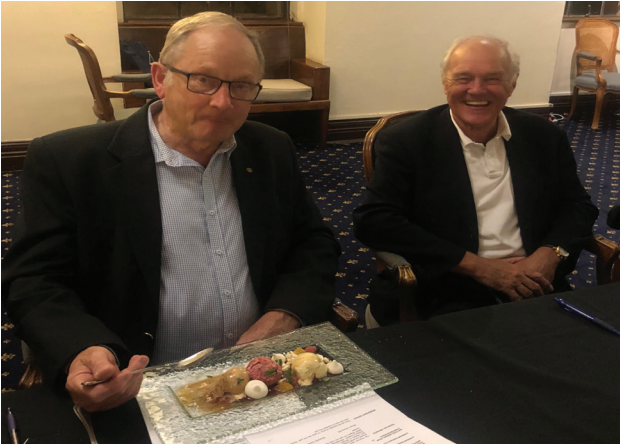


*ABOVE: Allan and Garrath*





*ABOVE: Martin and Graeme*



*ABOVE: Miles and Graham*



*ABOVE: Lloyd Poulton*

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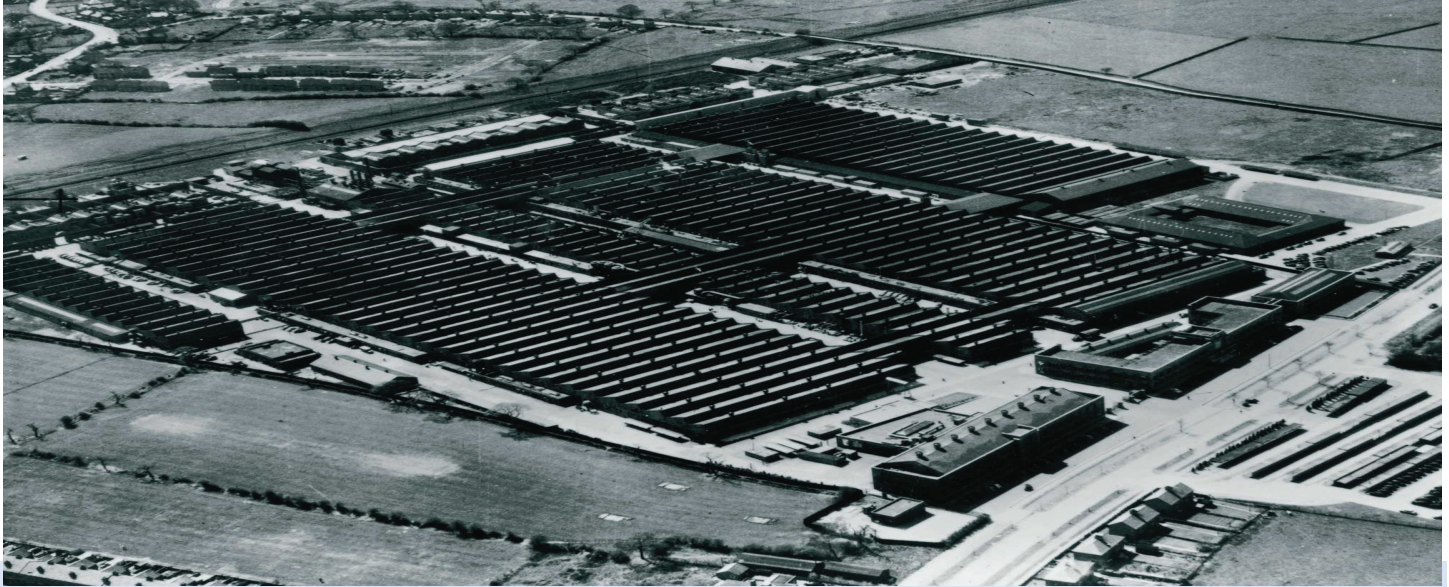
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# Member's Article

## Tales from Crewe

*Thanks to Lloyd Poulton for another interesting article about Crewe*



It was evident from the late 1930s that war was coming with Germany. Neville Chamberlain, in late 1938, met with Adolf Hitler in Munich, and came home flourishing his notorious “Peace in our Time” paper. Though then ridiculed, I believe he knew what he was doing – he was keeping Hitler quiet and re-armament in the U.K. continued apace.

The Rolls-Royce “Merlin” aero engine would play a vital part in any war to come. Production in the 1930s was at Derby – both aero engines and motor cars. Clearly another major factory was needed to specialise in aero engines.

Crewe was a good choice, for many reasons. It was further away from enemy

bombers, and it was on main line railways for incoming materials and out-going engine production. And, having been a major railway workshop, skilled engineering labour was available.

So, the factory was created, circa 1939. All through the war, it produced “Merlin” engines, which were of V12 layout and 27 litre capacity. Later on, an enlarged version, called the “Griffon”, of 36 litre capacity, was put into production, also a V12.

It is now necessary to digress into the aircraft types using these engines; and very interestingly historically, to do so.

The “Spitfire” and “Hurricane” – each with a “Merlin” engine – won the battle of Britain and no German invasion was then possible.

Other aircraft types were used, but to a small extent. The Boulton Paul “Defiant” was an unusual design. No forward guns for the pilot to use, but behind his seat was a power operated turret with an air-gunner and four machine guns.

In 1939 it was reasoned that, whereas a bomber could fly from Germany, fighters did not have the range to escort it, so the “Defiant” could take up a position abeam of the enemy bomber and below it – clear of the defensive guns of

the bomber – and destroy it. When however, the Germans occupied all of France, then escorting fighters could accompany their bombers, operating from French airfields.

Later on, the “Lancaster” and “Mosquito” – both powered by “Merlins” – took the war to the enemy with deadly effect.

I give the foregoing simply to show how important the Crewe Factory was to the British war effort.

When it was decided to put all car production at Crewe, there was a problem with the three long factory bays. There were “Blast Walls” at intervals along each, to limit the effect of bomb damage. So, we could not have a straight build line to assemble the cars. Instead, the 48 “Build Stations” had to be arranged in an “S”

shape. When we introduced the Bentley “T” cars and the Rolls-Royce “Silver Shadow”, I myself did the work study of many of these build stations. This circa 1965 when I was in a more junior position. This was not only to set the bonus scheme, but, more importantly – to get the correct trade specialists at each position.

The target was 48 cars per week. Typically the “Mix” could be 30 “Shadows”, 12 Bentleys and four Mulliner Park Ward two-door cars. These later bodies came up from London on low-loaders and then were driven back to London for finishing. Quite separately we would make up a “Phantom” chassis each week, which would go on to a coachbuilder of the customer’s choice.

## POSITION VACANT

### CLUB EDITOR

The club currently has a vacancy for an Editor. The two main tasks include managing the website, and preparing the club magazine. The person will be required to attend committee meetings (6 per year) and keep the club media up-to-date. if interested, please contact the

Chairman

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# Club Events

## Run To Mollymook, NSW

Words and Image by Mike Mulvihill, 27 & 28 February 2021.

It was tea and coffee and bacon and egg rolls for those who chose to meet at the Bradman Oval Café on an overcast Saturday morning. It was good to see Highlands locals Brian and Meg Lewis join us in their R Type Continental and John Lackey make the trip from the Blue Mountains in his Bentley 8 with friend Robert Phillips. A convoy of seven cars departed at 11am sharp, led by Gregory May with Garrath Will and Suzie Raiti as navigators. It was a great site to look in the rear vision mirror and see a line up of Bentley motor cars and one Silver Seraph as we motored through the winding roads of the Kangaroo Valley en route to our first stop, the Air Arm Museum at Nowra. We certainly drew a great deal of attention as we entered the carpark, with quite a few comments being made by other museum patrons.

The museum is well laid out and has plenty of interesting exhibits to feast the eyes upon. There was time for a quick photo opportunity before mounting up and heading to Milton which was our designated stop for lunch. John Lackey and Robert Phillips spent more time in the museum before heading home to the Blue Mountains. The convoy headed along the Princes Highway and parking was found in the town of Milton where we met at the Milton hotel for refreshments. As we drove into town it was good to see that Graeme and Toni Ellis had made it in their 1934 3 ½ Litre Bentley and were having a light lunch in one of the many coffee shops.

The Milton Hotel provided the perfect backdrop for a pleasant lunch and a few drinks before some of us headed to or accommodation at the Mollymook Shores Motel. Others wandered around the shops of Milton and took advantage of the many buying opportunities.

After arriving at our accommodation at around 3.45pm it was time for a short rest, before meeting at the Mollymook Golf Club which was conveniently located right across the road from the motel. We were joined by Chris Poulos and a couple of his friends from the Aston Martin Club, and Keith Wherry and Marie Harland who had arrived the day before. The Golf Club was packed to the rafters, so we were ushered to our tables in preparation for dinner. The food came out very quickly given how busy the club was and from all accounts everyone seemed to have enjoyed their meals although there were some members of our group suffering from food envy, especially Chis Poulos.

The evening seemed to pass by quickly as we engaged in interesting conversation and had a lot of laughs. James and I were about to depart when Keith suggested another bottle of red as a night cap. Keith mounted a very strong argument and made it very difficult for us to say no. We were the last people to leave the dining room and had a nice glow from all the red wine.

We awoke the next morning with the sun streaming through the window of our suite and the sounds of the waves and people going about their morning health regime. A short walk away from the motel was a very good coffee shop called the Beach Hut Cafe where Joe Quattrochi and Antonia Stafford were soaking up the morning sun while enjoying a nice cup of coffee. Breakfast was ordered as others slowly emerged and joined us as we looked out over the sparkling Mollymook Beach. It wasn't long before the laughs started again and a very pleasant morning was experienced by all. Steven Blundell felt a bit short changed when his breakfast came out and was definitely suffering from food envy. Gregory May had already eaten most of Graeme and Toni's breakfast before his own came out. It was a shame to have to say goodbye as we were all having such a wonderful time, but all good things must come to an end! The feedback from everyone that attended this event was excellent, with many questions about the next one.

Thank you to everyone that attended, and a special thanks to Joe Quattrochi, whose local knowledge helped make this an especially enjoyable occasion.



*ABOVE: Inside the Air Arm Museum*



*ABOVE: Brian, Graham, Graeme, Meg, Antonia and Joe*



*ABOVE: Graeme and Toni in their 1934 Bentley 3 1/2 Litre*



*ABOVE: Suzie, Garrath, Michael, Katrina and Stephen*



*ABOVE: Michael and Katrina enjoying the view from their suite*



*ABOVE: View from the Mollymook Shores Motel*



*ABOVE: From left to right:- Brian and Meg Stephen, Greg, Garrath and Suzie, Michael and Katrina and Marie and Keith*



*ABOVE: From left to right:- Chirs, Bill, Joe, Toni, Graham, Mike, Graeme, Antonia, Kathleen*



*ABOVE: Antonia and Joe chilling out on a beautiful sunny Mollymook morning*



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







# Sydney Harbour

## Concours D'Elegance

### *1922 Delage/Hispano-Suiza*



Image by Mike Mulvihill

In early March, the 3rd Edition of the AXA Sydney Harbour Concours D'Elegance was held at Swifts Mansion at Darling Point. Some of you may be aware that the property is currently owned by Dr. Shane Moran and besides Government House, is the largest remaining Victorian Gothic Revival house in Australia.

The event attracted some of the rarest and most interesting collection of vehicles in Australia and was well worth the visit.

Well known club member and former Chairman, Graham Lawrence was invited to display his very rare 1922 Delage/Hispano-Suiza. It would

be fair to say that when Graham started the engine it drew a great deal of attention not only from people at the event but I expect most of Darling Point and beyond. Congratulations to Graham for taking out first prize in his class and also the people's choice award. The following article is taken from the Concours D'Elegance programme and provides interesting facts and figures about this rare vehicle.

This vehicle evokes two famous Delages of the post WWI era when large aircraft engines became available after the war and found their way into cars in pursuit of land speed and

track records. There was the Land Speed Record breaking 1923 Delage which Sir John Cobb drove to great success from 1929 to 1932 at Brooklands inter alia, after buying the car from France. It had a 12 litre engine. The body shape and size of this particular Delage/Hispano-Suiza is very similar indeed. Earlier, in 1921 the smaller Bequet special had been built using a World War One, V8 10.6 litre Hispano-Suiza aircraft engine in a Delage 2LCV chassis.

The Delage is a 1922 Delage CO 2 model, chassis number 910. It carries a contemporary 18.5 litre V8 Hispano-Suiza aircraft engine, number H360006, and so it is a combination of the two most famous Delage mentioned above. The engine designed by Marc Birkigt of Hispano-Suiza, was the first V8 aircraft engine, it was lighter and superior to the normal rotary engines of the period. Thousands were used in allied aircraft and were built under license in many countries. The famous SPAD fighter aircraft were fitted with this engine. This particular engine was manufactured under license in the USA by Wright-Martin in 1923 and was the ultimate development of the engine achieving 350bhp and 1000ft of torque. As well as the original Delage chassis, this car still maintains the Delage crash gearbox, radiator shell, brake drums, front and back axles, Delage steering wheel and box and Hartford friction shock absorbers. The seats and interior are trimmed in Ostrich leather.

The 1922 Delage/Hispano-Suiza was first registered in Victoria. It was sold to a famous collector in Tasmania some 14 years ago and was put on full Tasmanian registration with the plate TAS O1, before returning to Victoria a few years later for an engine rebuild. Graham has been the proud owner of the vehicle since 2013 and brought it to N.S.W. It has been on several rallies and even been taken around the tight Wakefield Park race circuit.







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