



# BENTLEY

## Drivers Club NSW Region Magazine



Edition: May / September 2022

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### Meetings

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website for meeting details.





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# Chairman's Chatter



## Club Chairman Mike Mulvihill

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The photograph on the front cover was taken at an event commemorating Her Late Majesty The Queen's 90th birthday and captures a happy Queen in full colour accompanied by His Late Royal Highness Prince Philip, about to depart in her custom-built Bentley State Limousine. A great deal has been said already about the life of The Queen. I do not have anything new to add other than to observe that The Queen represented a generation where dignity, service and honouring one's word were qualities that were widely respected. It is a real pity that this is no longer the case in today's world.

The calendar of events has taken a bit of a battering since publication of the last edition of the Club Magazine. The planned trip to the King Valley between the 14th and 17th of May was cancelled due to the lack of numbers. This was the first attempt to gauge interest in longer runs for the Club, with three nights away instead of the two for previous runs.

The coffee run to the Altitude 1148 Café at Bulli, organised by Alan Wellington, was very successful and proved that these types of events are very popular with the membership.

The lunch run to Mount Ashby Estate on the 19th of June did go ahead and a report on the run can be found on page 12.

The Combined Car Clubs' Display and Charity BBQ planned for the 3rd of July had to be cancelled due to inclement weather. In the weeks preceding the event the whole State was subject to heavy rain, causing extensive flooding from which the Southern Highlands was not spared. Due to the pandemic, this event had also been cancelled in the previous two years. Let's hope that it can go ahead again in 2023. Thanks to Miles Felstead for putting in the time and effort to organise what is usually a great event at his property in Penrose.

Our Christmas in July event at the Gardener's Inn at Blackheath was also unfortunately cancelled. Although we had a good response to the initial invitation, there were insufficient numbers to make it economically viable for the venue given the proposed menu.

The All British Day at Kings School Parramatta in September was also cancelled due to inclement weather. The school decided that the ovals used for the event were too soft after all the rain to allow cars onto them. You may recall that a few years ago they held the event after a week of rain and their main oval was destroyed by the event, costing tens of thousands of dollars in repairs. This has always been a fun event in the past and hopefully it will return bigger and better in 2023.

In July I was a guest at the BDC Vic Region Christmas in July at Peppers in Hepburn Springs, Victoria. The function was attended by around sixty of their members and friends and a great night was had by all. Afterwards I took the opportunity to travel over to Adelaide for a few days to catch up with some friends and give my Continental GT a good run.

This was the first time I had travelled any great distance in the GT and it certainly did not disappoint. I took quite a few back roads on my journey home and went through some beautiful countryside dotted with little towns that I had only heard of. Suffice to say, I am very pleased with my recent purchase!

At the end of July I was invited to the Ferrari Car Club Christmas in July at the Mt Gibraltar Hotel in Bowral. The carpark had an impressive display of beautiful Ferraris and it was interesting to see how another car club conducts their events. The food and service at the Mt Gibraltar Hotel was excellent and I got to meet an interesting group of fellow motoring enthusiasts.

I would like to take this opportunity to thank Graham Lawrence for his contribution to the Club as Trophy Master over the past several years. Graham has decided to step down and give someone else a chance to take on this important role.

And finally, it was with a great deal of sadness that I advised the Committee in early August of my intention to stand down as Chairman. Over the past six years I have been Treasurer of another car club and Vice-Chairman and now Chairman of the Bentley Drivers Club. During the past two years I have also taken on the roles of Editor and Webmaster, and have arranged all club events.

I have really enjoyed my time as Chairman and was looking forward to completing another year, but it is not to be. I would like to thank you for your continuing support of our great Club.

Safe and happy motoring!



# Programme of Events

Date	Event	Organiser
<b>May</b>		
<b>2nd</b>	Committee Meeting - via Zoom	Chairman
<b>15th</b>	Morning Coffee Run - Altitude 1148 Cafe Bulli	Alan Wellington
<b>14th – 17th</b>	King Valley Run - Wangaratta - Cancelled	Mike Mulvihill
<b>June</b>		
<b>6th</b>	General Meeting - North Ryde RSL	Chairman
<b>19th</b>	Lunch Run - Mount Ashby Estate	Mike Mulvihill
<b>July</b>		
<b>3rd</b>	Combined Car Clubs Display & Charity BBQ - Bundanoon - Cancelled	Miles Felstead
<b>4th</b>	Committee Meeting - via Zoom	Chairman
<b>30th</b>	Christmas in July - Blackheath - Cancelled	Mike Mulvihill
<b>August</b>		
<b>1st</b>	General Meeting - North Ryde RSL	Chairman
<b>September</b>		
<b>5th</b>	Committee Meeting - via Zoom	Chairman
<b>11th</b>	All British Day - Kings School Parramatta - Cancelled	Mike Mulvihill
<b>October</b>		
<b>10th</b>	General Meeting - Bentley Sydney	Mike Mulvihill
<b>November</b>		
<b>6th</b>	WO Bentley Birthday Lunch & Club Concours - Gibraltar Hotel Bowral	Gregory May
<b>7th</b>	Committee Meeting	The Committee
<b>December</b>		
<b>3rd</b>	A.G.M. & Christmas Dinner - Royal Automobile Club of Australia	Gregory May



*Above: The fabulous views of Soar Mill Cove provided an excellent backdrop for a car shoot during the Tour.*

## Returning to the U.K. with Bentley Mk VI Park Ward drophead coupé B14MD

### Part 4: R.R.E.C. Early Post-war Register Tour of Devon

24th-28th September. 2018

*By Ian Oliver*

Article courtesy Ian Oliver and "The Capital Letter, the journal of the RROCA (ACT Branch)"

The trip south to Devon from P & A Wood at Dunmow was to be our first long trip of our journey. We were very keen to undertake the 270 mile trip and allowed ourselves a full day to reach our destination the day before the event commenced.

We gathered on Monday 24th September at Soar Mill Cove Hotel, not far from Salcombe, south Devon for the event organised by John & Liz Field with Eric Healey being the Registrar. John had sent helpful instructions about the best route for the last few miles to the hotel. Some, including myself, did not have these to hand and had to rely on sat-nav which took us instead along winding, high-sided, very narrow lanes. The programme for Tuesday did not include a lot of driving, as most had made long journeys the day before. We drove about 20 miles to Totnes and the Steamer Quay car park where a security guard kept an eye on the cars while we were

away. An open-top bus then took us around Totnes and on to Paignton. At Dartmouth Steam Railway Station, we boarded a train hauled by *King Edward II*, a GWR 4-6-0 steam engine. The *Devon Belle* observation carriage at the rear of the train had been reserved for our use. Lovely views of Tor Bay and the River Dart were enjoyed on the way to Kingswear where we took the ferry to Dartmouth. After lunch, we boarded the train for our return to Totnes, hauled by *Cardiff Castle*.

Dartmoor was at its best on Wednesday, following a wet weekend. Our route took us to Buckfast Abbey, then we followed the Dart valley to Poundsgate, before the climb towards Two Bridges. The hills and narrow roads were manageable challenges.

Driving on to Princetown and Dartmoor prison, some visited





**Above:** B14MD may be seen amongst the cars lined up at Totnes where we boarded the open-top double-decker bus, then the steam train, ferry, then the train back. The second car from the camera is a Bentley Continental 'Flying Spur' which looks very like the local example seen on page 19.

**Below:** Fuel starvation problems were encountered but thankfully the breakdown occurred where we were able to pull over and obtain assistance.







*Above: At Mount Edgcumbe Estate our cars were backed in front of the house, where traffic is not normally allowed.*

the prison museum. On a steeper mountain climb we were to experience the dreaded fuel starvation which was luckily encountered opposite one of the only breaks in the steep climb at a stopover called Pixieland. The blocked additional in-line fuel filter installed by P & A Wood was swapped together with a spare fuel pump fortunately being carried in the car. Off the moor, we encountered faster roads and returned to the hotel through Modbury, keeping up with a glorious S1 Bentley Continental.

Ferries are always fun and the Torpoint ferry was no exception on Thursday. There are usually three ferries crossing the Tamar but the local news said one was out of service, and queues were expected.

Our next stop was Mount Edgcumbe Estate and our cars were parked in front of the house, where traffic is not normally allowed. Following that, we moved on to the Orangery for lunch and the cars were re-parked in a tree-lined avenue and admired by passing visitors.

After lunch, there was time for a walk in the formal gardens. The grounds have good roads, some built by the Americans for armoured vehicles in World War 2. These were loaded

from two embarkation points in the grounds, prior to the invasion of Normandy.

The return journey took us over the Tamar bridge and allowed a glimpse of I.K. Brunel's magnificent 1859 railway bridge downstream. It was good to see this historic bridge preserved and in regular use.

We need not have been nervous about attending this event as newcomers from overseas. Everyone made us most welcome. Thank you to all. One of the benefits was the chance to meet other owners with the same model of car. Also, those with detailed knowledge were most willing to share views on technical problems.

The function on the night before our departure was an opportunity to have a few laughs and say farewell to a lot of new friends. The two awards were for the distance most travelled and the award for the car voted by the participants for the car that you would like to take home. I must admit that when I was asked to complete our form, the distance travelled of 12,600 miles would have to be hard to beat. Registrar Eric Healey, in announcing the distance award was quick to disqualify our car because it was shipped and despite some





*Above: B14MD following the Bentley Continental S1 'Flying Spur' saloon over a centuries-old river bridge.*

*Below: Green, undulating fields and hedgerows with scattered farms are typical of rural Devon scenes.*







# Members Article

## Lloyd Poulton

*Thanks once again to Lloyd for his interesting article "Visitors to Crewe" I am sure you will find it interesting and amusing.*

At the risk of some heavy name dropping, I'll mention a few visitors of long ago.

### **Lord Kindersley:**

Lord Kindersley was our overall Chairman at Rolls-Royce – all divisions. We, at the Motor Car Divisions, would hold our Board Meeting every month. He would sometimes sit in to see what mischief we were up to.

He had an interesting war record. As a Brigadier he led an Air Landing Brigade (Gliders, that is) into Normandy at night, prior to D-Day, with much success. As planned, Lord Lovat, of No 4 Commando, joined up with him. A shell landed and wounded both; Hugh Kindersley very badly. His comment: "an anti-establishment shell, Poulton; 2 lords out of action!"

### **Whitney Straight:**

Whitney Straight was Deputy Chairman to Kindersley. Historians may recall that he was a racing motorist of some note, before the war.

### **Pierre Closterman:**

As mentioned in an earlier article, we made Continental light piston aero engines. About 20 a week – mostly to the Cessna factory at Rheims, France. Pierre was the boss there. During the war, he had been a notable – and very successful – Free French fighter pilot, serving in the RAF. He wrote a book called "The Big Show," about all this.

### **King Peter of Yugoslavia:**

King Peter of Yugoslavia (or, was it Michael of Rumania). Can't remember which, but I sat next to one at lunch; he was visiting our factory. We received a message in advance: no need to say "Your Majesty" - just "Sir" would do! A bit cool we thought this was – as he was getting a free lunch.

### **President Bongo of Gabon:**

I was directed by LS\* to take him through the factory, as I speak French. His Excellency was "taken short" and dived into the nearest toilet. But it was a ladies loo – so I had to rescue him – at great personal risk.

\*"LS" above. This was Dr Lewellyn-Smith. Senior people were just addressed by such a reference. This was good – no nonsense about "Sir" – or "Mr Jones". It was either your initials, or a shortening of your name. I was "Pln" and Ron Ashley "Aly" – just for example.







# Club Event

## Lunch Run - Mount Ashby Estate Sunday 19 June



After several weeks of rain and high winds, the weather finally cleared for our lunch run to Mount Ashby Estate, and what a fantastic event it was. We were able to secure our own room, allowing members to mingle and talk freely without interrupting other diners. The food and service were outstanding and enjoyed by all in attendance.

It was nice to be able to welcome a few new members and some longer-term members that have not been to an event for a while. Our cars certainly drew a great deal of interest, from not only the owners of Mount Ashby Estate but many of the other diners relaxing over a long lunch.

I must say that the staff at this venue made organising the lunch a pleasure, and went out of their way to accommodate our needs. It is certainly a venue that should be considered for further events in the future.

Report by Mike Mulvihill







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# Tribute to WO Bentley MBE

Article by John Lackey

Walter Owen Bentley, always known as WO, was born 134 years ago on the 16th September 1888. He grew up, as the youngest of 9 children, near Regent's Park in London. His great passion as a lad was steam locomotives. He recites that he did not excel at school however, as soon as he was able, he was appointed as a premium apprentice to Great Northern Railway at Doncaster. He became interested in motor bikes and motor cars and competed with them winning several medals.

He became involved with a French car, the Doriet, Flandrin et Parent (DFP), especially the 12-15 HP model. WO won many events with one – the Aston Clinton Hillclimb being most significant. To keep on winning WO spent considerable effort on his DFP including developing the first ever use of aluminium compounds for pistons.

During WW1 WO was a Lieutenant in the RNAS and immediately set about making their aircraft more reliable – he developed 2 engines, the Bentley Rotaries, BR1 and BR 2. WO designed and built his first car at Bentley Motors 101 years ago in 1919. This company produced several models culminating in the grand 8 Litre. WO considered that racing, especially long-distance racing improved the cars. Bentleys won 5 times at Le Mans during the 1920s. In 1931 the firm passed to Rolls-Royce and then to Volkswagen AG in 1998.

Bentley again won at Le Mans in 2003. Bentley Motors remains the definitive British luxury car company, crafting the world's most desirable high-performance grand tourers.



*W.O. Bentley standing alongside his 8 Litre Bentley in early 1930.*



# The Derby Bentley 90 years old and still going strong

By Wayne Fitzgerald BDC Vic Region

Wayne Fitzgerald from the Victoria Region sent the following e-mail and article regarding the 90th Anniversary of the Derby Bentley. Thanks to Wayne for his contribution to our magazine.

*Next year, 2023, is the 90th anniversary of the Derby Bentley. Definitely something to celebrate and in that regard, we are planning on doing just that.*

*I believe that there are 31 Derby's spread in various states of Australia. Can you imagine getting a gaggle of these cars together to celebrate? If you are interested, please bounce back myself and/or Noel McIntosh; at the moment we are looking at holding a short (possibly 3 nights) rally in the spring of 2023.*

**Wayne Fitzgerald:** 0419-774949      [wayne\\_fitz@bigpond.com](mailto:wayne_fitz@bigpond.com)

**Noel McIntosh:** 0414-848-697      [aidsys@me.com](mailto:aidsys@me.com)

*In the meantime, I have put together some notes here that I hope you will pique your interest:*

After Rolls-Royce acquired Bentley in 1931, there was a hiatus in the Bentley marque but as a consequence of customer demands for another Bentley, RR started work on what was to become the Derby. From the outset, the car was intended to compete on 'quality and grace' rather than sporting reputation that had been the cornerstone of the pre-1931 Bentley Company. However, they retained the famous curved radiator shape based on the earlier ('vintage') Bentleys, but in all meaningful respects they were clearly Rolls-Royces.

The new Bentley was called the 'Derby' after the place in England where they were built and it was a one-of-a-kind as there was no RR parallel model.

Although disappointing some traditional customers, they were well received by others and even WO Bentley himself was reported as saying that he would "rather own this Bentley than any other car produced under that name."

The Rolls-Royce Engineer in charge of the development project, Ernest Hives (later Lord Hives), underlined the Rolls-Royce in a memo addressed to company staff: "Our recommendation is that we should make the car as good as we know how and then charge accordingly." At a time when the SS Jaguar or a Riley cost about £300, an early Bentley 3½-litre cost around £1,500 (equivalent to £20,000 vs. £96,000 in today's currency).

Despite not being of remarkable outright performance, the car's unique blend of style and grace proved popular with the inter-war elite and it was advertised under the legend The Silent Sports Car. Over 70% of the cars built between 1933 and 1939 were said to have still been in existence 70 years later. Although chassis production ceased in 1939, a number of cars were still being bodied and delivered during 1940.





### The 3½-Litre

Based on an experimental Rolls-Royce project 'Peregrine' which was to have a supercharged 2¾-litre engine; the production car was finally fitted with a less adventurous engine developed from the RR 6-cylinder fitted to the 20/25 hp Rolls Royce. But it did feature higher compression, sportier camshaft profile and twin SU carburettors on a crossflow head. Its actual power output was roughly 110 bhp at 4,500 rpm, allowing the car to reach 90 mph (145 km/h).

The engine displaced 3,669 cc with a 3¼ inch (82.5 mm) bore and 4½ inch (114.3 mm) stroke.

The light 4-speed manual transmission with synchro on 3rd and 4th, the 4-leaf spring suspension and 4-wheel servo-assisted mechanical brakes were all common with other Rolls-Royce models.

The chassis was manufactured from nickel steel, and featured a 'double-dropped' layout to gain vertical space for the axles thus keeping the car's profile low.

The chassis needed no diagonal cross-bracing, and was very light in comparison to the mild-steel chassis built by its contemporary competitors; weighing in at 2,510 lb (1,140 kg) in driveable form ready for delivery to the customer's chosen coachbuilder as these were still coach-built cars.

### The 4¼-litre

In March, 1936, a 4¼-litre version of the car was offered as replacement for the 3½-litre, this was largely to offset the increasing weight of coachwork and to maintain the car's sporting image in the face of stiff competition.

The engine was bored to 3½ inches (88.9 mm) for a total of 4.3 litres (4,257 cc/259 in³).

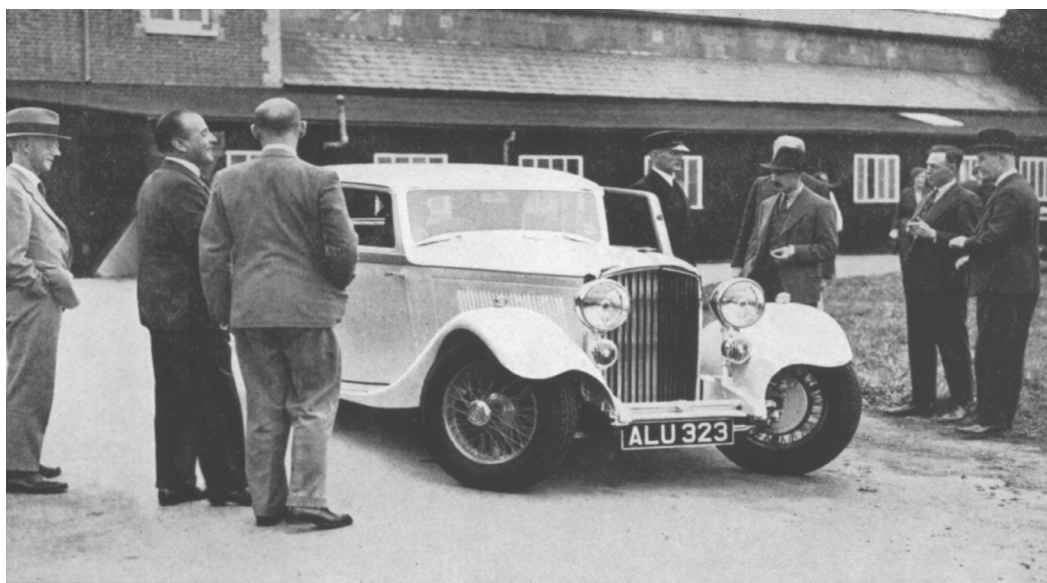
Of significance, is the fact that from 1938 the MR and MX series cars featured a Marles steering box and an overdrive gearbox. The earlier steering boxes were of a 'worm and nut' design of Rolls-Royce.

The Derby was replaced in 1939 by the MkV, and post-war by the MkVI.

1,177 3½-litre Derbys were built, with about half of them being bodied by Park Ward, with the remainder "dressed" by other coachbuilders such as Barker, Hooper, Gurney Nutting, Freestone and Webb amongst others.

There were 1,234 4¼-litre cars built, with Park Ward remaining the most popular coachbuilder. Most of these 4¼'s were bodied in steel rather than the previous, more expensive, aluminium over ash frame construction.

Among the famous first owners were Woolf Barnato, racing driver and former Bentley chairman (B121AE, B2DG, B6GA & B121G) and Sir Malcolm Campbell, nine times World Land Speed Record holder (B141AE, B206GA & B22GA).



*In this picture, WO is standing second from the left,*

## Racing?

Unlike the earlier Bentleys from WO, the Derby Bentley was not intended to be used as a racing car, however some examples were used for competition at an international level, including a 3½-litre (later 4¼-litre) raced by ER Hall in the TT trophy in Ulster in 1934, 36 and 37. It was the first competition car built at Rolls-Royce since the car built for Charles Rolls which he had driven to win the 1906 TT, and it was also their last!

Hall also raced his 4¼-litre car at Le Mans in 1950, becoming the first man to drive solo for the entire distance of the race.

A 4¼-litre with a streamlined-body by Pourtout of Paris, for Greek racing driver AM Embiricos set a record of 115.05 mph (185.16 km/h) at Brooklands.

The Embiricos car also raced at Le Mans in 1949, 1950 and 1951 becoming the first car ever to have finished that event three years in succession.



I can't just stop now without telling you how important the Bentley marque is to the world, especially through the iconic James Bond:

Of great Bentley interest to 007 fans, Ian Fleming had James Bond driving a 1930 4½-litre Blower Bentley in three of the 007 novels: *Casino Royale*, *Live and Let Die* and *Moonraker*. His was one of the last Blower Bentleys built, a battleship grey Convertible Coupé, with French Marchal headlamps.

In 'The Authorised Biography' of James Bond (by John Pearson), Bond drove the odd Rolls Royce but said that his favourite car was the old Bentley. "The essence of a car is that it should be part of you, an expression of your character."

However, in the movie *Goldfinger*, James Bond asked 'Q' for his Bentley but was told that "it had had its day..." and he was then given his iconic Aston Martin DB5!

But note that a drophead 3½-litre Derby was briefly featured as James Bond's personal vehicle in the 1963 movie *From Russia with Love*. He said that "He loved the old girl" and being well ahead of its time, it even had a car phone fitted! How futuristic is that? And then, a drophead 4¼-litre was featured as his car in the 1983 movie *Never Say Never Again*.







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

## Sears Catalog, 1961



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49 G 7945.....\$1.88



BENTLEY



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**Samantha Dowling**

Bentley Service Advisor

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