



BENTLEY

DRIVERS CLUB NSW MAGAZINE

APRIL – JUNE 2024 EDITION



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Autosalon d'Elegance

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

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On the cover:

John Lackey's 1924 Blue Label Standard 3 Litre at the 2024 Sydney Harbour Concours d'Elegance on Cockatoo Island recently. His car was the winner of Class 6—The Jazz Age. Photo courtesy of Sydney Harbour Concours d'Elegance



CHAIRMAN'S CHATTER

The year is already tearing away from us, which is hard to believe.

Your Club is in good health with membership steady and most of those who wish to be a part of our troop have paid their annual dues. Accordingly, our finances are as sound as usual, under the expert guidance of Allan Wellington, our Treasurer.

We have already had two successful events to date, they being the Bundeena Run and the 100th Birthday Celebration of John Lackey's 3 Litre in Springwood.

As you will read, events are planned for the Mt Broke Vineyard and Restaurant in the Hunter Valley in April and the Mount Ashby lunch in June in the Southern Highlands. We may well organise another event in May to keep the motors running.

The magazine has been well received by all of the feedback that has been received, and we shall continue to endeavour to deliver a first class informative and entertaining publication. Our thanks must go to Noel Wendtman is soldiering on with our publication, whilst dealing with her son's illness.

He is still in a coma after five months since the car accident. Our hopes and prayers are with her and her family.

Further thought is still being given as to the venue for our upcoming general meetings. This is actively under discussion by your Committee, and our present thoughts are that we should probably mix it up a little and try new settings, to see how they work and are received by our members. More about this later.

Again, I would like to ask that you respond to invitations which are sent out by email as soon as possible, to assist in the catering for these events. We can no longer surprise venues by people just turning up on the day. They are all working on tailoring provisioning in order to survive in these challenging times.

We have booked the Bendooley Estate for the WO Bentley Birthday lunch in September and the Gibraltar Hotel for the Annual Club Concours in November.

In the meanwhile, I wish you happy and safe Motoring.

GREGORY MAY, CHAIRMAN



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BENTLEY DRIVERS CLUB NSW REGION

UPCOMING EVENTS

SUN 26 MAY	DRIVE AND LUNCH Venue and details to be advised by email	12:30 PM
MON 03 JUN	GENERAL MEETING Venue to be advised	8:00 PM
SUN 23 JUN	DRIVE AND LUNCH Mount Ashby Estate, Southern Highlands Event Captain: Gregory May	12:30 PM
MON 01 JUL	COMMITTEE MEETING Online	8:00 PM
SUN 21 JUL	DRIVE AND LUNCH Canberra Event Captain: Garrath Will	
MON 12 AUG	GENERAL MEETING Bentley Sydney	6:00 PM
MON 02 SEPT	COMMITTEE MEETING Online	8:00 PM
SUN 15 SEPT	W O BIRTHDAY Bendooley Estate, Berrima Event Captain: Gregory May	12:30 PM
SUN 06 OCT	CONCOURS PREPARATION	
SUN 03 NOV	CONCOURS Park Proxi, Gibraltar Hotel Bowral	



Bundeena Drive and Run

SUNDAY 3 MARCH 2024

Gregory May reports on the events of the day.



above: Ferry, Bundeena approaching the shore, ca. 1950

Courtesy Sutherland Shire Library; MF004688

It was a lovely day for a run, warm and sunny. Twenty of our members and friends joined in the fun.

As many of you would know, Bundeena is situated in the Royal National Park south of Sydney on Port Hacking. It was my first visit, so I of course took the wrong route, as advised by Google, and entered the Park from the south. This turned out to be a winding and twisting route with various road works and hold ups, so by the time I arrived I was a little frazzled and hanging out for a beer. Those who knew what they were doing approached the Park from the Northern end, which was a far more relaxed and enjoyable drive. I returned by this route under the guidance of Garrath Will.

Garrath had suggested and organised the day, and the Bundeena Returned Services Club did not disappoint. It was however, buzzing with guests and there was a long line for drinks. Nevertheless, the food and service were friendly and accommodating. The oysters were deliciously fresh!





left: Simpson's wharf, Bonnie Vale, Bundeena, ca.1920s
Courtesy Sutherland Shire Library;
MF004695

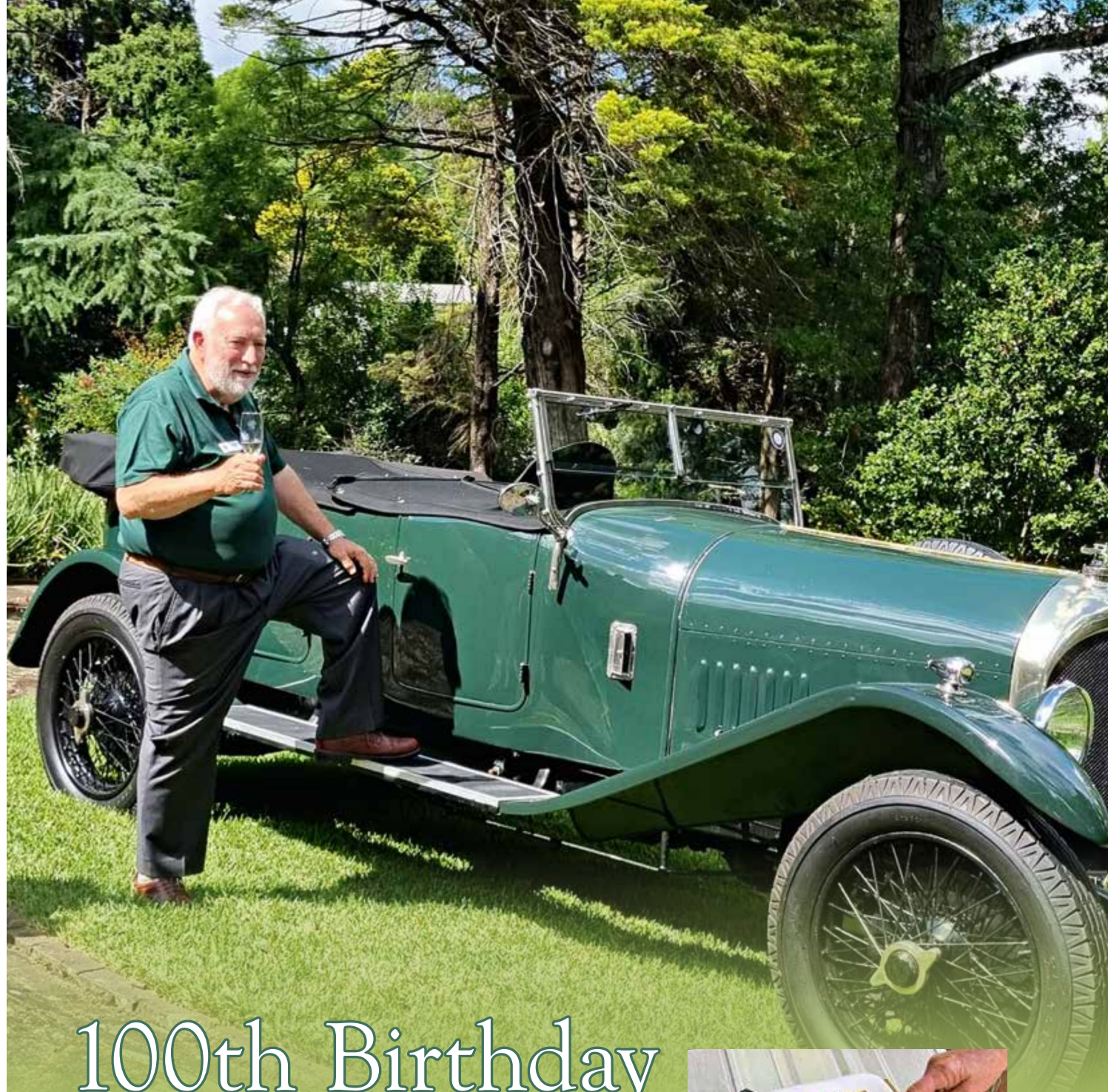


It was great to see so many friendly faces, some of whom we had not seen for a while. The guest list included:

Len and Di Cave
 Chris and Ashley Fraser
 John Greig and his wife
 Brian Burgoyne and his friend
 John, who is a regular guest.
 Athena Will
 Garrath Will and Susie Raiti
 Alan Wellington.
 Coralie Ogle
 Phil Davies and two guests
 Paul O'Donnell and his wife
 Stephen Blundell

There was a wide variety of cars represented on the day from a R Type, T Series, SZs and modern GTs.

We stayed quite late and enjoyed the fantastic view, hospitality and catching up on each other's news.



100th Birthday Celebration at Springwood



SUNDAY 23 MARCH 2024



On Sunday 23 March 2024, members of the Bentley Drivers Club, together with members of the VSCC and other friends gathered at the Binyeah estate of John and Margaret Lackey at Springwood to celebrate the 100th Birthday of W. O. Bentley's 543 creation, namely John's 3 Litre sports car.

It was a beautiful sunny day for the event, and something in the order of 80 people gathered for the celebration, which was held in the gardens and on the verandas of this historic home.

John and Margaret had brilliantly organised the event with a contingent from the Pizza Boys, complete with ovens and later, a Café Nova coffee cart to provide lunch and refreshments for the gathered guests. It all went off seamlessly, and there was much conversation and bonhomie shared on the day.





Towards the end of proceedings, there were speeches and the cutting of the birthday cake.

There was also an amazing collection of collections of guests cars to be taken in, including Noel McIntosh's Derby Bentley, Brian Burgoyne's R-Type, numerous GT Continentals and coupes, Alan Wellington's gleaming red Turbo R, Victor Nash's S3 Continental and Graeme Ellis in a black Ferrari!

It was a very happy and successful day, and thanks go out to John and Margaret Lackey for their hospitality, which they covered in its entirety.





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TURBO S

The Turbo S is a rare beast, only 60 examples being produced within a single year in the mid-1990s. Of these, only one is owned by a current Club Member, as **Stuart Newman** reports. Images: Courtesy of Owner





TURBO S



The Special one

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TURBO S



Ross Baigent with his 'unique' Turbo S – the only one currently in Club ownership

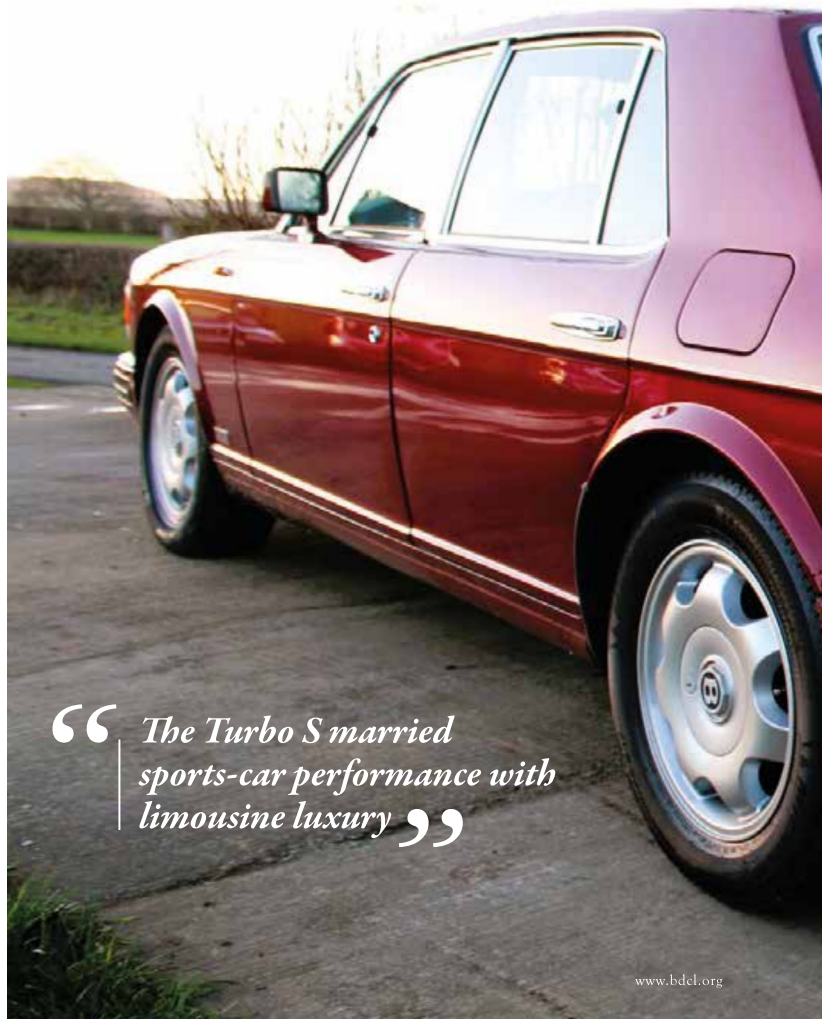
It's not unusual... famously warbled Welsh crooner Tom Jones in 1965. Well, it *is* unusual to find a Bentley model of which only one exists within BDC ownership, especially given that the Club boasts some 4,000 Members worldwide.

But that is exactly the case with the perhaps overlooked Turbo S – a limited-edition beast that was produced in small numbers in 1995.

Based on the Turbo R, the Turbo S was introduced as a more powerful and sportier variant. Effectively a stop-gap model before the expected introduction of the Arnage in 1998, Bentley Motors had planned to build 75 examples but ultimately only produced just 60 cars – making the Turbo S the rarest of the SZ Series. No surprise, therefore, that it's highly sought after by collectors and enthusiasts alike.

However, the Turbo S was never actually meant for the UK roads, being distributed across selected European, Middle Eastern and Asian markets, and then only offered to existing customers.

All 75 planned vehicles were designed to be based on a standard short wheelbase body; however, car number one was apparently accidentally built using a long wheelbase body. The story goes that the production line team at Crewe was instructed to take a standard car and manufacture it to the S specification – however, they were



“ *The Turbo S married sports-car performance with limousine luxury* ”

TURBO S



Number 17 of 60 – a rare beast indeed!

not told specifically which wheelbase it should have. The mistake was reportedly only spotted by the boss of renowned Bentley dealership Jack Barclay at the car's official unveiling.

Thanks to advanced suspension featuring automatic ride control and braking systems, the handling of the Turbo S was developed to be sporting without neglecting the opulence for which the base model Turbo R was renowned.

Outwardly similar in bodyshape to the Turbo R, Mulsanne and Brooklands, the S boasted a host of upgrades: integrated bumpers, extra window seals, 17-inch alloy wheels, dark-stained burr walnut door trim with silver inlays and deeply bolstered sports seats.

In essence, the Turbo S 'married sports-car performance with limousine luxury'.

Underneath the bonnet, the Turbo S was propelled by an uprated version of the formidable 6¾-litre V8 engine;

to afford it that sportier edge, the powerplant was fitted with Bosch Motronic injection and a F1-derived digital ignition allied to a larger exhaust-driven Garrett AirResearch turbocharger with water-cooled intercooler.

Altogether the 'Blackpool version'-dubbed engine, married to a four-speed automatic transmission, worked to produce an impressive 402bhp (more than the Turbo R) and give a top speed of 155mph.

It was this derivative of the Turbo R that Club Member Ross Baigent snapped up when he purchased his Turbo S in November 2019 from the late Rolls-Royce and Bentley expert Martin Cannell. Limited edition number 17 and one of only 29 right-hand drive versions, the car, believed Ross, had initially started life as a demonstrator in Hong Kong.

"In fairness, I didn't have a clue what a Turbo S was, or how special it is," confessed Ross. "In fact, I'd always hankered after a Turbo R. Our insurance broker is married to Martin's cousin and he rang one day to let me know they were selling off Martin's cars, the Turbo S being one.



It may resemble a Turbo R – but the S boasts a host of enhanced features both outside and inside

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Since purchasing it, Ross has 'gone overboard replacing and renewing things' in his immaculate Turbo S which boasts cream leather upholstery and Cherry Wilton carpets



“In fairness, I didn’t have a clue what a Turbo S was, or how special it is”

“I did a Google search, and discovered what exactly it was. Knowing our insurance broker for so long, and hearing the history of Martin, it was a no brainer. As you would expect from someone who was an expert in such things, the car was excellent when we bought it. So we agreed a deal.”

The rarity value of the Turbo S also persuaded Ross it was the car to have: “Had it been a Turbo R I might have

thought twice, but after realising only a few were still in existence it made perfect sense to buy it.”

It was a purchase Ross has never regretted for one moment, being particularly enamoured with the way the Metallic Red Pearl-painted Turbo S performs.

“The drive is very special,” he enthused. “It can be stately and relaxed, or you can hurtle along safely, chucking it through bends. It has a

lot of roll, it’s a heavy car after all, but the grip is phenomenal. It feels safe and is well able to keep up with more modern cars.”

And how does it compare to other Bentleys he has driven? “It’s much more responsive than a Turbo R,” insisted Ross, “in fact, I think it drives as good as, if not better than, the 1998 Continental T we have. It goes like a rocket!”

While he had always loved the Turbo S, Ross – who owns four other Bentleys (*see panel*) – admitted there was a time not so long ago when he seriously considered offloading the car.

“The main reason was a lack of time to enjoy it, and probably too many cars to use in our warehouse,” Ross admitted. “I am not the type to mothball cars. The Turbo S was for sale for a while, but after driving it again, and having invested so much money in it, we decided the car was a keeper.”

While, since deciding to retain it, Ross has admittedly not driven the Turbo S a huge amount, he is hoping that will change this year. “We have used the car sparingly, to be honest. Its only big trip has been to the 2019 BDC Concours where over 1,000 Bentleys amassed; apart from that it gets taken out for a run occasionally. However, I’m hoping this year to have more free time and really enjoy it.”

Since purchasing the Turbo S, Ross has “gone overboard replacing and renewing things”. Ramsport, owned



Does the B insignia stand for Bentley... or Baigent?

by BDC Member Rob Atkinson, has made mechanical improvements to the suspension, braking and gearbox; tidied up the bodywork and burnishing the paintwork; and refreshed the interior fabrics.

In addition, the in-car entertainment gizmos have been upgraded with new speakers along with Apple CarPlay, and a decent high-resolution screen for satnav and mobile phone usage.

He also loves the Bentley B insignia embossed on the interior: "I tell everyone it's for my surname!"

So, for a man who owns several Bentleys, is the rare Turbo S his favourite? "It's a good question, one which is asked often," said Ross. "My only answer, however, is that having these cars is like having children: not so much any favourites as they all have their own personality and I love them all..." Good answer! 🐾



The potent 'Blackpool version' 6¾-litre V8 engine produces north of 400bhp



The Turbo S ready for a paint freshen-up at Ramsport



Continental T: Ross with grandson Albee



Continental GTC Speed Edition 12

MY BENTLEY GARAGE

The first Bentley Ross acquired, around 1990, was an Eight "with cocktail cabinets, the works!"

These days, aside from his Turbo S, he is also the proud owner of a 1998 Continental T (first owned by BDC Life Member Lord Anthony Bamford of JCB), 2019 Continental Supersports and 2021 Bentayga V8; in January this year Ross added to his collection a 2024 Continental GTC Speed Edition 12 (with the last of the W12 engines).

Clearly there is something he loves about the cars from Crewe. "They are so well built and the engineering is top quality," insisted Ross, "and they boast a real feel-good factor – after a hard day it's just a pleasure to get into any of them and feel the craftsmanship."

The observant among you will notice that all these models are 'moderns'. So does Ross like the older type of Bentley, too? He unhesitatingly answers in the affirmative: "I would really love to own a Blower one day."



Continental Supersports: Doberman Josie on guard duty

Sydney Harbour Concours D'elegance

FRIDAY 1 – SUNDAY 3 March 2024

John Lackey reports on the annual event held this year on Cockatoo Island in Sydney Harbour

I was privileged to be invited to exhibit my Bentley in this year's 'Haute Automobilitisme' Sydney Harbour Concours D'Elegance organised by James Nicholls. The sponsors included Ampol, Pommery Champagne, Calleija Jewellery, and Illy Coffee. I managed to take pictures of the Bentleys that participated. The event was held in the Turbine Shop on Cockatoo Island in Sydney Harbour. The Turbine Shop is an extremely large shed that was erected to help service vessels of allied navies after the fall of Singapore during World War II. The lighting where the new Bentley Continental GTS and Bentayga were displayed was extremely difficult.

After the Concours concluded the punt was loaded up to depart Cockatoo Island and take the cars back to Woolwich.



(top) Victor Nash's 1964 Bentley S3 Continental.



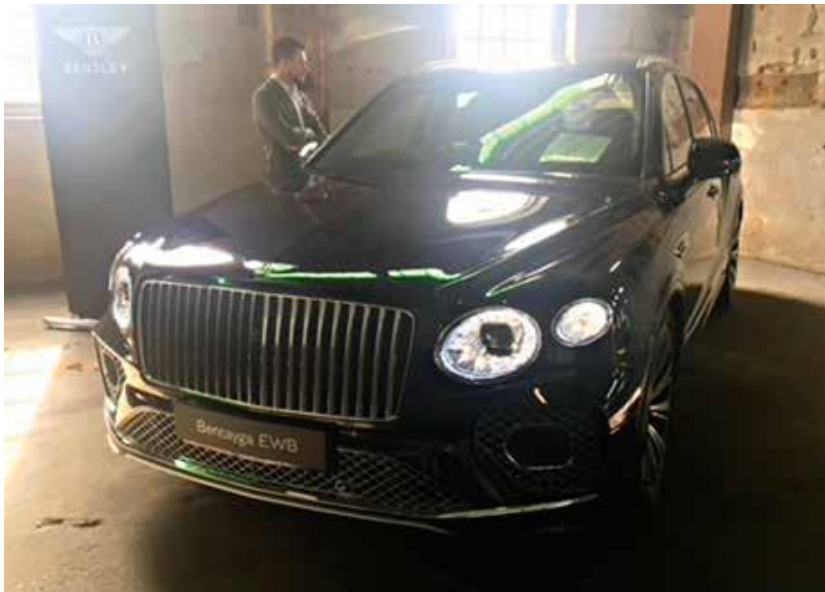
(bottom) Graham Lawrence's 1965 Bentley S3 Continental Flying Spur.



(top) My 1924 Blue Label Standard 3 Litre. Winner of Class 6—The Jazz Age.

(middle) Ken Jacob's 1999 Bentley Continental T.

(bottom) Bentley of Sydney's 2024 Bentley Continental GTS.



Bentley of Sydney's 2024 Bentayga.



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Maintenance masterclass

In this issue, technical expert **Iain Ayre** looks at a modern solution to a modern problem facing clutches. Images: Courtesy of Author

Nobody likes clutch judder... and even less do we like taking engines back out again for a second or third attempt to cure it.

The problem arises particularly on the manual R Type and Mk VI straight six, and probably on earlier cars as well. And the reason for it is the disappearance of asbestos from clutch and brake linings.

Asbestos removal is actually a lucrative business. To put this issue in perspective, the real danger from asbestos is that if you spend your working life wearing no mask,

building ships with blue crocidolite asbestos-lagged pipes for 40 years, you may die from a related lung illness. Clutch and brake centre mechanics may also have been at some element of risk, albeit less so with the white asbestos used in automotive linings.

However, the actual risk is irrelevant. The fact is there is no more asbestos, and the clutch pressure plates on the manual Bentleys of the 1940s and '50s were designed to work with asbestos clutch linings.

The dynamics of the modern materials replacing asbestos are different. Used with asbestos clutch

linings, the three fingers that operate the Mk VI clutch worked well, with the silky drive take-up that Bentley drivers expect. That can still be the case if the fingers are adjusted to perfection.

Sadly, the way to find out if the finger adjustment is correct is to put the gearbox back in the car and take it for a drive – and possibly not just once, if the next adjustment of the fingers is still not quite right. Grief all round, and a huge labour bill if you're not hands-on. If you are, I suppose the upside is that the third time you refit the engine will be a lot faster than the first two attempts.

Introcar is now offering a quite expensive but guaranteed successful solution to the clutch judder problem,

TECHNICAL



The clutch kit is comprehensive – not cheap, but you only have to take the engine out once!

by making new flywheels that work with a modern diaphragm clutch and pressure plate. The kit was designed in conjunction with Padgett Motor Engineers which has been improving Bentleys for 70 years or so.

The key to the clutch kit is the modern diaphragm cover plate which has 17 non-adjustable fingers controlling the clutch movement, ensuring the operation is as smooth as that in any modern car – probably smoother, in fact, as the surface of the flywheel is machined flat to within a glassy 8 microns.

I haven't yet tried out this system, but the opportunity is coming up. At Ayrspeed I'm brewing up a prototype two-door hardtop 'sub-Continental' conversion, based on my own 1957 S, but this is increasingly likely to be rebuilt using a later V8 rolling chassis that is in very good condition. The good 4.9-litre engine and the bad transmission, after three previous failed

attempts at repair, will be surplus.

The engine in my own 1947 Mk VI is the original, with unknown miles, and I have looked down the bores with a camera and seen the reason for the gulping of gallons of 20/50 – which is also the reason why nobody tailgates me even as I bumble around at 50mph max, in an attempt to reduce the oil guzzle to pints rather than gallons.

The gearbox in my Mk VI works well but the clutch does tend to judder, so it will be replaced next time the engine or gearbox come out.

I don't have a flywheel on the 4.9-litre engine as the S was automatic, so I would have to adapt and probably skim the one from the older engine. The new option of using the flywheel and ring gear with a complete new clutch that comes with the Introcar kit makes a lot of sense.

I like my Mk VI and use it quite a lot. It's a permanent family member



A new flywheel is the key to the clutch kit while a silky smooth finish and fresh ring gear are also not to be sneezed at. Different timing marks reflect right- or left-hand drive and have different access holes for the marks



A conventional modern clutch plate, made in Germany. The kit can replace either 10in or 11in clutch plates; all other things being equal, the 11in plate and cover will last 10 per cent longer by virtue of a larger contact area

anyway, as Gorgeous Wife loves it and would never let me sell it even if I wanted to. I also got it 10 years back from a close friend, Helen Poon, who has since died in a road trip crash, so it means more now.

The Mk VI is a relatively compact, usable, comfortable car, and has a sunroof and a basic cruise control as the hand throttle on the steering wheel goes to wide open. Even in its current wheezy state it gets up hills no bother, but a bigger engine with a compression ratio of 8:1 rather than what remains of 6.4:1 would certainly be a boost.



A conventional modern diaphragm clutch pressure plate



The new clutch release bearing, made in England and not Xinchang. Bonus!

obiloi

BOUSIE CHAMP

The Bentley 'Blower'

Beverley Blennerhassett recounts the amazing restoration and her association with **John Cresswell** and his 4.5 litre Bentley 'Blower'—one of the most famous and rare British sportscars.

Thanks for answering my call on Friday.
This magazine is a beauty I reckon.

My friend John Cresswell has a 4 page
article about Bentley.

1930 4.5 litre supercharged
Bentley GK 8445
chassis No. SM3907, Eng No. SM3909

His story is self explanatory.

In its past Lex Davison drove the Bentley
in a car race. A Bugatti and the Bentley
became involved in an accident, there
was a fire and the Bugatti was destroyed.
It was assumed also that the Bentley
was also destroyed by fire but not so.

When John found the remains of the
car in an old garage John negotiated
with the owner, then living in England
for 5 years before the owner relented and

Sold it ^{to him}. Over the years it was fixed up.
This magazine is over ³⁰ 60 years old and
has been in a drawer and is in perfect
condition.

There are also some wonderful old car
advertisements in the back going back
to 1925 (almost 100 years old).

Note: you will notice the shiny
advertisement for Pentrite Oil which is John
Cresswell's car.

John died of cancer a few years ago
but a lot of his life was spent in
the Bentley car.

Note I think this fact is amazing. John's
birth name was

"John Bentley Cresswell"

I wonder whether his middle name
had an impact on his interest in Bentleys.

When I was 16 I went out with John (then 21)
and ~~helped~~ ^{helped} him all my life. My brother Noel
helped John in the early stages of building
the car, and other vintage cars.

In those days John was only about 17
and rode his bicycle from St Kilda to
Reservoir every Sunday (quite a long way),
to work on cars at our house.
He was an engineer and worked at
Vickers Russell when it was based in Melbourne
because of this he made many of the
car parts himself.

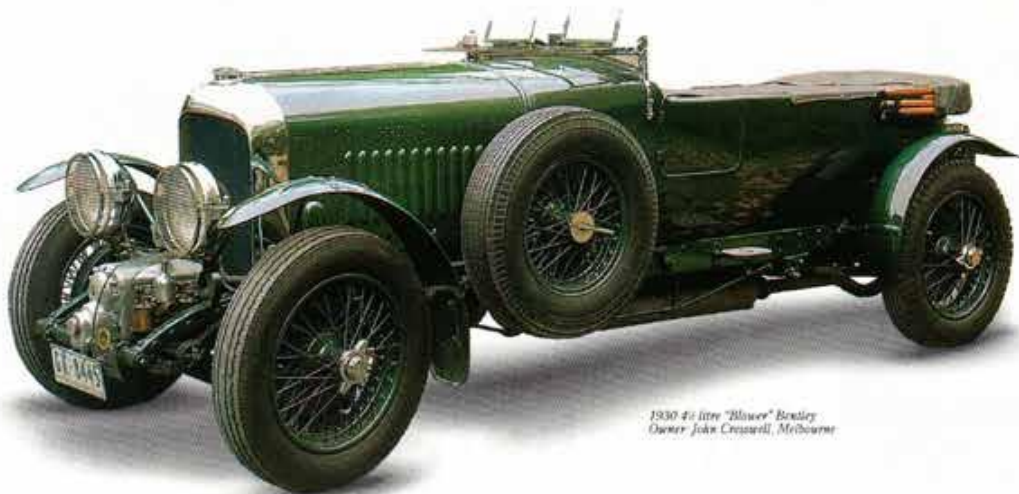
Don't take too much notice of me telling
you about John because it's not about
any individual but about the cars.

The passion that all the Bentley people
have is great isn't it!! We all should
have hobbies in our lives to enrich
our lives and take us out of the
ordinary.

In my phone call I made a mistake.
The cars listed were mainly Victorian
cars and owners and not other countries as
well. My mistake.

Warm wishes

Beverley Blennerhasset



1930 4 1/2 litre "Blower" Bentley
Owner John Cresswell, Melbourne

You can't buy the car but you can buy the oil that protects it.

One of the most famous British sports cars of all time is the 4 1/2 litre "Blower" Bentley. In the hands of the "Bentley Boys" including Tim Birkin, they starred in International competition in the early thirties. Not only strong and reliable, they were very fast indeed, with one team car clocking 142 mph. Only 54 cars were built and 42 still exist today. Our feature car is one of them.

In the late forties it was owned by famous Australian racing driver, Lex Davison. In 1962 it was purchased by John Cresswell who painstakingly restored the car and has owned it ever since. John uses only Penrite HPR for the mighty Bentley engine and Penrite lubricants for the transmission.

Brief Specifications: Chassis No. SM3907. Engine: 4 cylinder, 4486cc. 4 valves per cylinder, overhead camshaft with Roots Supercharger. Gearbox: 4 speed "crash" box. Car weight: 32 cwt. Maximum speed: 110 mph.

Only Penrite makes a full range of specialised lubricants for vintage, classic and modern high performance vehicles. Penrite is available from selected accessory outlets and speed shops. For information contact:

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High Performance Lubricants
Australian owned - Australian made.



1930 4.5 LITRE SUPERCHARGED BENTLEY GK 8445
CHASSIS No. SM3907, ENGINE No. SM3909

After years of listening to stories about the possible existence of a Blower Bentley some where in the Melbourne area and quietly following up numerous leads, I finally found what appeared to be the last mortal remains of the Bentley, languishing in a damp garage in a northern suburb in 1960. At that time and for many years, I had been an owner and driver of a short chassis 3 litre (Chassis No. 1042 Engine No. 1056).

My first impression was of astonishment, so many leads having turned out to be anything but a Bentley, but there amid a pile junk and old furniture I could see a Bentley radiator with the supercharger complete with SU carburettors between the dumb irons. What remained of the car appeared completely derelict, covered with dust and dirt, and having been stored some 13 years earlier after involvement in an accident. The body and fittings, including the petrol tank had long been discarded, and there had been an attempt by someone, at one time, to build a body frame out of tubular steel, welded directly to the chassis frame.

It seems that the Bentley got this way, as tradition would have it, while proving a point to an over enthusiastic driver of a Bugatti, with both cars fast running out of road. The Bugatti some how became entangled up in the Bentley off-side rear wheel and wrote itself off. The Bentley, as the story goes, was destroyed by fire. The driver of the Bentley at that time was Lex Davison.

While the Bentley suffered superficial damaged by this accident, there was no physical evidence of fire damage on the car that I acquired. The hard Bentley undercoat paint was still present on all the chassis parts including the differential casing, not to mention the intact original wooden dashboard. The supercharger, radiator engine, and gearbox suffered no damage at all. However, the differential casing and the back section of the chassis did have some minor damage.

A quick check of the engine and chassis numbers revealed that there had not been swapping or cannibalising of parts. The SM3909 engine number was present on the crankcase, vertical housing and the bronze cross shaft bearings. The chassis number SM3907 was stamped on the chassis, front axle, steering box, differential casing, the differential centre and bonnet sides. The supercharger had the correct number 104. The "D" gearbox, which had the centre gear change, was stamped 7202.

The owner at that time was living in England and showed very little interest in restoring or parting with the Bentley, although it was very obvious he would never have the time do anything with it. His original intention was to prepare the car for a record attempt between Melbourne and Perth, in an endeavour to advertise a new business venture he was promoting in Western Australia.

After confirming that the Blower did exist, it was the start of a long and persistent drawn-out negotiation for its purchase, lasting for nearly five years. For three of those years SM3907 resided in my garage, where I immediately started work to clean it up. In July 1965 the owner agreed to sell and with the help of the National Bank, I finally acquired ownership.



As it was in the beginning.

The early history of this Bentley is rather sketchy, but it is distinguished by having a Works fitted centre gear change mechanism. This gearbox was originally fitted to SM3903, the Works demonstrator Blower, and was modified by the Works to accommodate Weston Adamson, the new owner, who did not have a right hand. A short time later Weston Adamson purchased SM3907 and had the Works transfer the gearbox from SM3903 to SM3907. While it may have been unique to have possibly the only factory modified central gear change Bentley, to me it was rather ordinary. The change back to right hand was made during the course of the rebuild during the 1960's, all the original bits having been safely stored away.

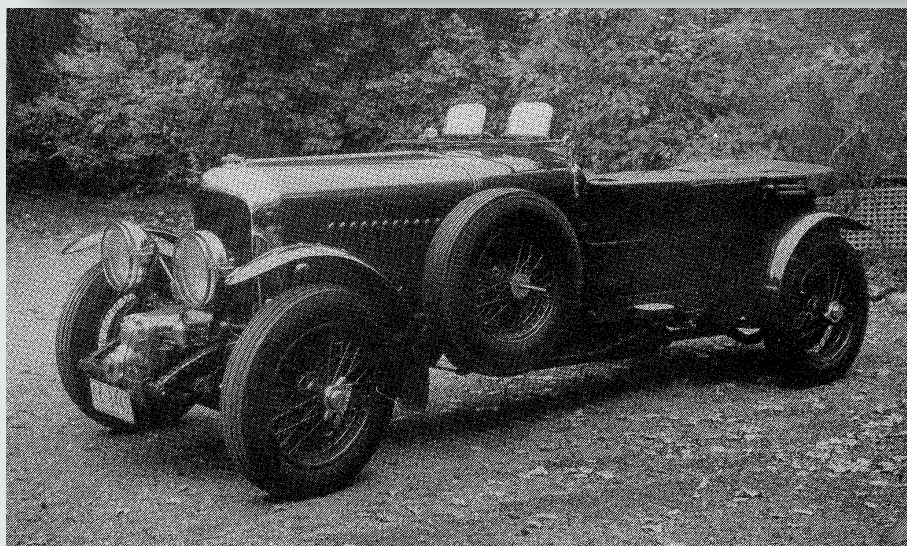
The engine was rebuilt to standard specifications retaining the rather heavy flywheel and plate clutch, having resisted the urge to modify the engine and the clutch etc. for greater performance. The only license maybe was to a fit new set of skew gears with the cross shaft gear being made out of aluminium bronze, and replacing the bronze bearing housings with housings employing angular contact ball bearing.

This arrangement had proved very successful, fitted to my 3 Litre at a time when many were experiencing skew gear failure in the mid to late 1950's. The suggestion of using a bronze type material for the cross-shaft gear was made by the chief metallurgist at Vickers Ruwolt, after a discussion with him on the current failure then being experienced with the replacement hardened steel gears. I believe this was the first time a bronze type cross shaft gear had been used in this way, certainly well before Ted Cobbold "maker of the famous phosphor bronze magneto gear" claim of the mid 1960's.

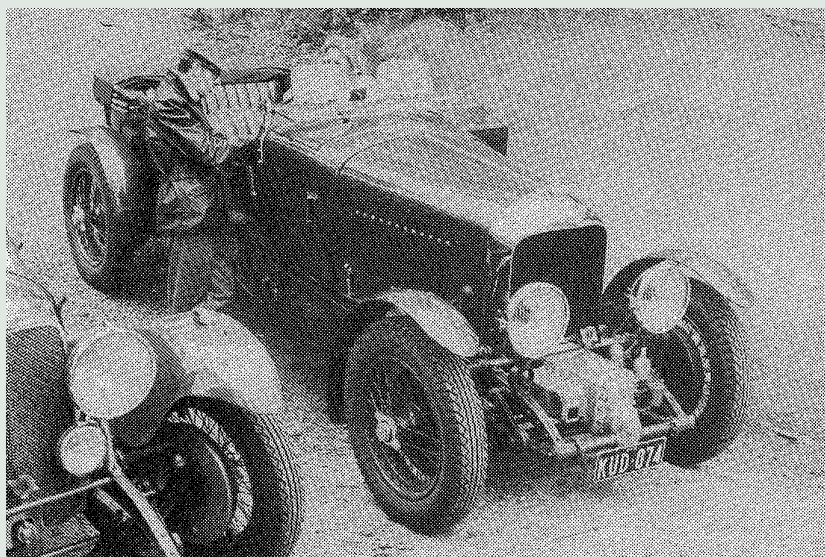
The engine rebuild was not without its problem, the new pistons were manufactured to standard clearances and were fitted. This proved to be a problem and even, after a careful running in period, the pistons seized. A second set of a completely redesigned pistons were made and fitted. Still the problem continued, this time with the engine locking up on the way to a Bright Rally in the early 1970's. The problem was unwanted heat transfer from the crown of the piston to the skirt, blown engines tend to run a lot hotter in the combustion department.

The problem was taken up with Bob Chamberlain who spotted the cause of the problem immediately, and suggested certain design changes, which resulted in no further seizure problems. Some time later sound advice given to me by Harry Rose was, "you must keep the engine cool", convincing me to replace the 4mm compression plate between the block and crankcase saying, "you wont notice any difference in the performance, as you have more power than you will ever need".

While the brakes, set up correctly, were quite adequate, provided you have the strength to continually apply them in city traffic. However, they were no where near as good as the vacuum servo brakes fitted to the Speed Six Bentley. The fitting of a similar Dewandre servo unit to SM3907 transformed the whole character of the car the brakes now only require moderate pedal pressure, taking out most of the stress, when driving in city traffic.



Is now and ever shall be.



Doug Wilson, talking to Heather Cresswell. Taken at Bright on the occasion of the cars first outing following the rebuild.

I was always under the impression that the original body was a roadster type with a "dicky seat" as most of the early photographs show. However, this was not the case, as the original body was a Vanden Plas four seater sports and is recorded in Brian Smith's book -Vanden Plas Coach Builders, "Body No. 1661 Bentley 4.5 litre Supercharged; SM3907; Sports 4-seater fabric; Regd. GK8445; 5/30".

There is an advertisement in The Motor dated 12th February 1935 Illustrating a Blower Bentley "having a new 2/3 body by John Charles, March design fitted November 1933". Reference is also made of the central gear change, "giving easy access to the drivers seat". One must assume the only reason for changing the body was a poor attempt to modernise the car which was a trend in the 1930's.

The car was imported into Australia in 1939 by Tom Luxton still wearing the roadster type body, and because of the war and petrol rationing it appears not to have done a high mileage up until the time of the accident

The construction of a new body was rather daunting, for very few people at that time had attempted such a venture. As the body and fittings were non-existent, I decided to start from scratch and have a Vanden Plas style replica body. There were no local original bodied 4.5 litre cars to copy, and for this reason I had to rely mostly on photographs, and help from people like Harry Rose who supplied the dimensions for the body, guards, and petrol tank.

Knowing my limitations, I decided to have the body built professionally by Bill Bibington who built the wooden frame, and Sid Ward who rolled and fitted the body panels, guards and petrol tank. During this time, on one of my many visits, Sid demonstrated his amazing skill by forming the new bonnet tops for the Bentley, using his rather rotund stomach as a forming die, to perfectly shape the bonnet curve to match the firewall and radiator.

I now have owned SM3907 for just on 30 years, half the life of the car, and it has given me a great deal of pleasure and has been the means of making a numerous friends worldwide with a common interest.

John Cresswell

Bentley Bookshelf

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

SILVER CLOUD III AND BENTLEY S3 1962—1966

ENGINE

GENERAL Eight cylinders, forming 90° V, 4.1 × 3.6, 6,230 c.c. Compression ratio, 8:1 or 9:1. Firing order A1, B1, A4, B4, B2, A3, B3, A2 (A is offside bank).

VALVES Overhead pushrods and rockers, self-adjusting hydraulic tappets.

CYLINDER HEAD Aluminium alloy with austenitic steel valve seats.

CYLINDER BLOCK Cast aluminium, with wet cylinder liner of cast iron.

CRANKSHAFT Five main bearings. Nitrided chromium-molybdenum steel with integral balance weights.

CAMSHAFT *Monikrom* cast iron, driven by helical gears.

LUBRICATION Oil pump with helical displacement gears and integral relief valve. High-pressure feed to camshaft, connecting rods, crankshaft bearings and hydraulic tappets: reduced feed to engine gears and hollow valve rocker shafts. Full flow filtration. Oil capacity 12 pints.

IGNITION 12 V. system, 67 A.hr. battery. Negative earth. Vacuum advance and retard mechanism. Sparking plug gap 0.025 in. Contact breaker gap 0.015 in.

COOLING SYSTEM Centrifugal pump mounted in tandem with fan and driven by V-belt. System pressurised at 7 lb./in². Water capacity, 21 pints.

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

STARTER Pre-engagement solenoid fitted.

PETROL SYSTEM Twin independent electric pumps on right-hand side of chassis frame. Petrol capacity, 18 gal.

TRANSMISSION

GEARBOX Four speeds and reverse, automatic transmission through epicyclic gears: ratios, 3.82:1, 2.63:1, 1.45:1, 1:1 (reverse 4.3:1). Fluid capacity, 20 pints.

PROPELLER SHAFT Divided type supported at centre of flexibly mounted ball race. Three universal joints fitted.

FINAL DRIVE Hypoid bevel with four-star differential and semi-floating half shafts. Ratio 3.08:1. Oil capacity 1.6 pints.

*Silver Cloud III:
standard steel
saloon, 1962*



*S3: drophead coupé
by H. J. Mulliner,
Park Ward, 1963*

*Silver Cloud III:
two-door saloon by
H. J. Mulliner,
Park Ward, 1964*



SILVER CLOUD III AND BENTLEY S3

BRAKES

Mechanical servo assistance. Hydraulic front and combined hydraulic and mechanical at rear. Handbrake operating on rear wheels. Cast iron brake drums, with peripheral cooling fins. Two separate hydraulic systems and two master cylinders.

CHASSIS LUBRICATION

21 points to be greased every 12,000 miles.

SUSPENSION

Independent front by unequal length wishbones and coil springs, with opposed piston hydraulic dampers and torsional anti-roll bar. Semi-elliptic rear with electrically controlled piston-type dampers and single radius rod.

STEERING

Cam and roller, with hydraulic power assistance.

WHEELS

15 in. steel disc wheels on five studs.

CHASSIS DETAILS

	<i>Short</i>	<i>Long</i>
<i>Overall length</i>	211 in.	216 in.
<i>Overall width</i>	74 $\frac{3}{4}$ in.	74 $\frac{3}{4}$ in.
<i>Wheelbase</i>	123 in.	127 in.
<i>Track, front</i>	58 $\frac{1}{2}$ in.	58 $\frac{1}{2}$ in.
<i>rear</i>	60 in.	60 in.
<i>Height</i>	64 in.	64 in.
<i>Tyres</i>	8.20 x 15	8.20 x 15
Recommended pressures, front 22 lb./in. ² , rear 27 lb./in. ² .		
<i>Turning circle</i>	40 ft. 8 in.	
<i>Ground clearance</i>	7 in.	
<i>Weight, without passengers</i>	4,558 lb.	

CHASSIS SERIES

SCIII		SC III—cont.	
Series A SAZ1-61	1962	Series G SGT1-659	1964
Series B Not issued		Series H SHS1-357	1964-65
Series C SCX1-877	1962-63	Series J SJR1-623	1965
Series D SDW1-601	1963	Series K SKP1-423	1965
Series E SEV1-495	1963-64		



SILVER CLOUD III AND BENTLEY S3

CHASSIS SERIES—*continued from page 312*

From G series onwards, coachbuilt cars are indicated by the letter C following the chassis number.

LONG WHEELBASE SCIII

Series A CAL1-83	1962-63
Series B CBL1-61	1963
Series C CCL1-101	1963-64
Series D CDL1-95	1964
Series E CEL1-105	1964-65

LONG WHEELBASE SCIII—*cont.*

Series F CFL1-41	1965
Series G CGL1-27	1965
COACHBUILT SCIII	
Series B CSC1B-141B	1965
Series C CSC1C-19C	1965-66

The first series of these cars was included with the standard saloons (*see above*).

S3

Series A B2AV-26AV	1962
Series B Not issued	
Series C B2CN-828CN	1962-63
Series D B2DF-198F	1963
Series E B2EC-530EC	1963-64
Series F B2FG-350FG	1964
Series G B2GJ-200GJ	1964-65
Series H B2HN-400HN	1965
Series J B2JP-40JP	1965

LONG WHEELBASE S3

Series A BAL2-30	1962-63
Series B BBL2-12	1964-65
Series C BCL2-22	1965
CONTINENTAL S3	
Series A BC2XA-174XA	1962-63
Series B BC2XB-100XB	1963
Series C BC2XC-202XC	1963-65
Series D BC2XD-28XD	1965
Series E BC2XE-88XE	1965-66

NOTE—Chassis series starting with the number 1 use odd numbers only (SCIII) and those starting with the number 2 (S3) use even numbers only. The number 13 was not used.

NUMBERS PRODUCED

SCIII, 2044; LWB SCIII, 253; Coachbuilt SCIII, 79; S3, 1286; LWB S3, 32 Continental S3, 296.

ROAD TEST

The Autocar 9 August 1963

Maximum speeds

Top	117 m.p.h.
3rd	72 m.p.h.
2nd	40 m.p.h.
1st	25 m.p.h.

Hill climbing at steady speeds

2nd	1 in 3
3rd	1 in 5.3
Top	1 in 7.9

Top gear m.p.h. per 1,000 r.p.m., 27.8.

0-100 m.p.h. in 34.2 sec.

NOTE—The coachbuilt version of the SCIII and S3 remained in production after the introduction of the Silver Shadow and Bentley T in 1965, but was discontinued in March 1966.



Australian National Bentley Rally 2024.

Information

There is always plenty of information to relay with a National Rally, we hope this Newsletter will make it easy for you to Enter.

See also the Frequently Asked Questions (FAQ) section in each Newsletter this will answer many questions.

If you have a question please use our Rally e-mail bentleyrally@bdcsa.net. If the matter is urgent call Rally Director Tim Harper on Mobile 0419820623.

RALLY ACCOMODATION

The Hahndorf Resort is the ideal base for a Rally with ample options and parking at your door.

If you have mobility issues, we suggest the Motel Room option adjoining the breakfast area.

Note: Your Rally Entry includes the first Nights Accommodation see FAQ's on Page 4.

Hahndorf is the perfect hub for day trips through the scenic Adelaide Hills, Fleurieu Peninsula and the Barossa Valley avoiding the City.

MEALS

See Meals Table on the next page for a listing of meals included in your Rally Entry.

RALLY OPTIONS

1. We have a Special Dinner Invitation for the Tuesday Evening, Details to follow.

2. On the Thursday Evening the BDC of A may organise a Dinner catch up for Vintage Bentleys.

Also the Derby group may organise a catch up Dinner to (belatedly) Celebrate the Derby Bentley's 90th Anniversary. Details to follow.

3. On Friday you will have the choice of Garden Visits, Lunch and a visit to renowned Artist Hans Heysen's home and studio 'The Cedars'.

Or a great drive via Kanmantoo to The Bend Race-track for Lunch with Optional (gentle) Track Drive.

Final Details and Costs to follow in Newsletter #2.

Drinks

At Venues, your drinks can be ordered and paid for at the Bar.

But are provided at the Sundowner Drinks.

Taxi

Des' Mt Barker Cabs can be booked on 13 33 77 choose option 2 for transport to and from Hahndorf Restaurants on your Free Nights.



MEALS TABLE

	BREAKFAST	LUNCH	DINNER
Monday 18th	NA	NA	At Hahndorf Resort Included in Rally Cost
Tuesday 19th	At Resort, Included in Room Rate	Kingsford House Included in Rally	Dinner Option Special Dinner TBA
Wednesday 20th	At Resort, Included in Room Rate	Serafino (McLaren Vale) Included in Rally	Free Evening see Trip Advisor
Thursday 21st	At Resort, Included in Room Rate	SALT (Port Elliott) Included in Rally	Option Vintage Bentley & Derby Bentley Dinners TBA Or Free Dinner
Friday 22nd	At Resort, Included in Room Rate	Option Day a la carte, separate accounts	At Hahndorf Resort Included in Rally
Saturday 23rd	Brunch a la carte, separate accounts	Free Lunch see Trip Advisor	Canape's followed by Mount Lofty Summit Restaurant Included in Rally Cost

In addition, Sundowner Drinks will be provided at the Resort each Evening (except Saturday), with your Rally Entry.

———— November 18th - 23rd 2024 ————



[Enter the Australian National Bentley Rally 2024](#)

[\(Click\)](#)



Book Accommodation Now at

[Hahndorf Resort](#)

Call The Hahndorf Resort on **1300 763 836** or **8388 7921**



IMPORTANT: For the Rally Rate inc Breakfast mention **'Bentley Rally'** when calling.

———— November 18th - 23rd 2024 ————



FREQUENTLY ASKED QUESTIONS #1	ANSWERS
Must I stay at the Hahndorf Resort?	No, but the first nights accommodation included in your Entry is not-refundable. The daily Sundowner Drinks are a great opportunity to meet and chat with other Rally participants. Staying elsewhere negates this.
Will my Dietary Requirements be	Yes. There is a field (per person) to include Dietary Requirements in the
Will I be able to wash my Bentley at the	Yes. Bring your preferred cleaning products and water will be provided.
After the Entrant and Co-Drivers Fee is there anything else to pay?	<ul style="list-style-type: none"> Your accommodation (less first night) needs to be paid \$260/ couple/night inc Breakfast. Order and pay for your own Drinks (share a bottle with others?). Your 'Options Day' Choices and a la carte Lunch. Vintage Bentley & Derby Bentley Dinners may be available at your cost. A Very Special (Optional) Dinner is at additional cost, details to follow.
Where can I re-fill my Bentley?	Hahndorf township has a Petrol Station but limited hours. Tottness (through Hahndorf) is 7km/10mins and open 5am—Midnight.
How can I get into Hahndorf to	Parking is available or call Des Taxi 133377 (15 mins away in Mt Barker)
I have a Derby or Vintage Bentley, is there a special Dinner available?	Derby and Vintage Bentley groups have been approached about organising a special get together on the Thursday Free Evening. TBA
My Bentley (or its crew..?) is too old to drive to Adelaide. Can I ship it over?	Yes. We have organised Secure Storage to hold your Bentley, just 8km from the Hahndorf Resort. Email bentleyrally@bdcsa.net for details.

———— November 18th - 23rd 2024 ————

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



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.

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