



BENTLEY

DRIVERS CLUB NSW MAGAZINE

JULY – SEPTEMBER 2024 EDITION



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Autosalon d'Elegance

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BENTLEY DRIVERS CLUB NSW REGION

CONTACTS

BENTLEY DRIVERS CLUB NSW REGION INC.

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

EXECUTIVE

Chairman

Gregory May

T 0411 723 470
E gregmay01@bigpond.com

Vice Chairman

Bill Aslanidis

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

Secretary

Athena Will

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

Treasurer and Membership Registrar

Alan Wellington

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

Historic Plate Registrar

Garrath Will

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

CMCA Delegate

Stephen Blundell

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

Charity Fundraising

Sal and Rita Barbagallo

T 0418 699 177
E salbarbagallo@hotmail.com

COMMITTEE

Rita Barbagallo

Salvo Barbagallo

Stephen Blundell

Alison Davey

Elisha Gupta

Richard Treacy

MEETINGS

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

MAGAZINE PRODUCTION

Gregory May

Managing Editor
T 0411 723 470
E gregmay01@bigpond.com

Noel Wendtman

Design, Copy Editing and Production
T 0409 501 626
E noelwendtman@me.com

Printed by

BMS Group
7 Wenban Place
Wetherill Park NSW 2164
M 0414 970 040
T 02 9729 1900
E sales@bmsgroup.net.au

COPY DEADLINE FOR NEXT ISSUE (OCTOBER 2024) FRIDAY 20 SEPTEMBER 2024

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Copy: Please send as a Word document

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

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

Published by Bentley Drivers Club NSW Region © 2024

On the cover:

A lineup of cars from the La Palette, Mt Ashby Drive and Dine in the Southern Highlands. Read more on page 12.

Photo by Ciaran Jordan

CHAIRMAN'S CHATTER

Dear fellow Bentley enthusiasts,
I trust that all are well and enjoying this real winter season. This year, we did not have our usual Christmas in July gathering, although this would have been most apt given the weather. Maybe next year!

Our membership numbers remain stable if not growing slightly, with the retirement of members and new people coming on board, and currently stands at 106 members. We take this opportunity to extend a warm welcome Kyle Hill, Antonio Meduri and Quin Ledden who have joined over the last few months.

Our finances, under the expert management of Alan Wellington are in good shape, despite the increased expenses. We are currently running at a small deficit of \$1,848 for the year to date, due to unpaid advertising expenses. Whilst we are a not for profit organisation, we seek to make a small profit to fund our annual donation to the Children's Hospital at Westmead. In the past, fundraising at our end of year events, managed by Rita Barbagallo has generated enough funds to ensure a generous donation, and hopefully, we can do the same this year.

Both the Mount Ashby and Canberra run events were great successes, and well attended by our members. The articles in this magazine speak for themselves.

The next event is the General Meeting at Bentley Sydney in their O'Riordan Street showroom at Alexandria, which I hope that many of you will attend. It is most generous of Bentley Sydney to support us in this annual event.

I would also like to remind you that the National Rally, which will be held at Hahndorf in South Australia in November 2024, is rapidly approaching. Apparently, the event is over 65% committed. This will be a great opportunity to stretch your cars and to meet our fellow club members from around Australia. Please support this event and make sure that you have booked. The second newsletter has already been emailed to you and is reprinted in this magazine.

I wish to you all safe and happy motoring.

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



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BENTLEY DRIVERS CLUB NSW REGION

UPCOMING EVENTS

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
SAT 12 OCT	CONCOURS PREPARATION 7 Rawson St, Auburn	10:00 AM
MON 14 OCT	GENERAL MEETING Venue to be advised	8:00 PM
SUN 03 NOV	CONCOURS Park Proxi, Gibraltar Hotel, Bowral	12:30 PM
MON 18 NOV	AUSTRALIAN NATIONAL BENTLEY RALLY 18 – 23 November 2024 Hahndorf, SA	
SAT 07 DEC	CHRISTMAS DINNER AND AGM Event details to be advised	



The Bird in Hand

SUNDAY 26 May 2024



Gregory May reports on a most enjoyable day at Pitt Town on the Hawkesbury.

A small group of Club diehards decided that ‘a bird in hand was worth two in the bush’ and headed for a fun run to Pitt Town for a Sunday lunch.

Whilst I had never ventured there previously, I was fortunate to be guided by my expert co-pilot, Garrath Will, who accompanied me from the Southern Highlands.

It was certainly interesting to travel through these areas and see first hand the enormous scale of development in new communities such as Marsden Park.

The hotel itself was a picturesque stone building with an





unfortunate modernised interior.

Nevertheless, the welcome and hospitality did not disappoint, in fact we were somewhat overwhelmed by the size and quality of the meals, not to mention a very tasty and reasonably priced bottle of red wine.

The troupe of the day included Brian Burgoyne with guests Poppy and Joanna, Alan Wellington, Stephen Blundell, Garrath Will, Ashley and Maria Will together with a very young baby Vera, and Athena Will.





Members' Training Seminar

ICJAG – (International Chief Judges Advisory Group) is a group of experienced chief judges who support serious class judging focused on originality and authenticity.

The purpose of ICJAG is to offer voluntary advice and assistance to concours chairs, chief judges, and organisers who have an interest in promoting proper preservation and correct restoration through serious class judging.

Ed Gilbertson, Chief Judge of Pebble Beach, when coming to his retirement felt that he wanted to leave something to the Concours community. He initiated ICJAG to obtain a global standard.

For example, if you participated in an event in England and scored 95 points you can be sure that you would receive a comparable score in Italy, US, or even Australia. He gathered 20 Chief Judges from around the world, and discussed all points of judging a vehicle. Focusing on the **preservation of vehicles for future generations**, while maintaining the fact that **vehicles are meant to be driven**.

The **preservation of vehicles for future generations** is achieved in two ways—**proper preservation and correct restoration**.

The focus on the statement, **'vehicles are meant to be driven'**, is important. If the vehicle is

driven, overall, it usually receives maintenance. It won't get lost. It won't sit, perish and deteriorate. Also, with this statement in mind, the weight of deductible points allocated. Thus, if a vehicle's imperfection is a result of it being used, then very minor points are deducted. For example, stone chips, (1/2 – 1) pointy deduction in total for all chips. If a vehicle's fault could or would stop it from the ability to be used, greater points are deducted. Example, a vehicle will not start, (5) point deduction.

**Joe Quattrocchi, Chief Judge
of Bentley Drivers Club**



Members Training Seminar

Pebble Beach Judges

Joe Quattrocchi attending as Shadow Judge



left to right: Joe Quattrocchi, Fred Simeone, Francis Melcion, Mark Gessler

Dear Members, the club is being invited to an information and training day for Concours judging this October. The event is run by International Chief Judge, Sam Movizio, who is a chartered member of ICJAG (International Chief Judges Advisory Group) and also the only Australian to judge at the Pebble Beach Concours d'Elegance.

Sam has been involved with cars since his early childhood and started judging more than 35 years ago. Since becoming a chartered members of ICJAG, he has judged in some of the world's most prestigious events, in countries like Switzerland, UK, India, America, Gibraltar and many more.

In recent years, Sam created the Chief Judges Group of Australia, with the aim of spreading his knowledge and expertise in judging, helping local car clubs have fairer and more consistent Concours events. He also started a National Judge Training Program to teach Australian judges about the judging systems and guidelines that are used in other events around the world.

Sam invited me to the Pebble Beach Concours d'Elegance as a 'shadow judge' to assist him and learn about the ways judging is done at the world's biggest Concours. I myself have been judging more than 30 years, in various car clubs around Australia.



Sam Movizio
ICJAG Chartered Member



Joe Quattrocchi
Chief Judge of
Bentley Drivers Club

Together with Sam, we would like to introduce members of the club to the ICJAG judging systems and guidelines. We invite all members to join us at Sam's Auto Salon workshop for a training seminar.

Event Details

Saturday 12 October 2024

7 Rawson Street, Auburn 2144

10:00 am – 1:00 pm

If you are interested in attending, please contact me for further details.

Joe Quattrocchi, Chief Judge Bentley Drivers Club

Mobile: 0416 304 027

Concours Events Worldwide that use ICJAG Judging Guidelines and Format

La Jolla Concours d'Elegance

Cobble Beach Concours d'Elegance

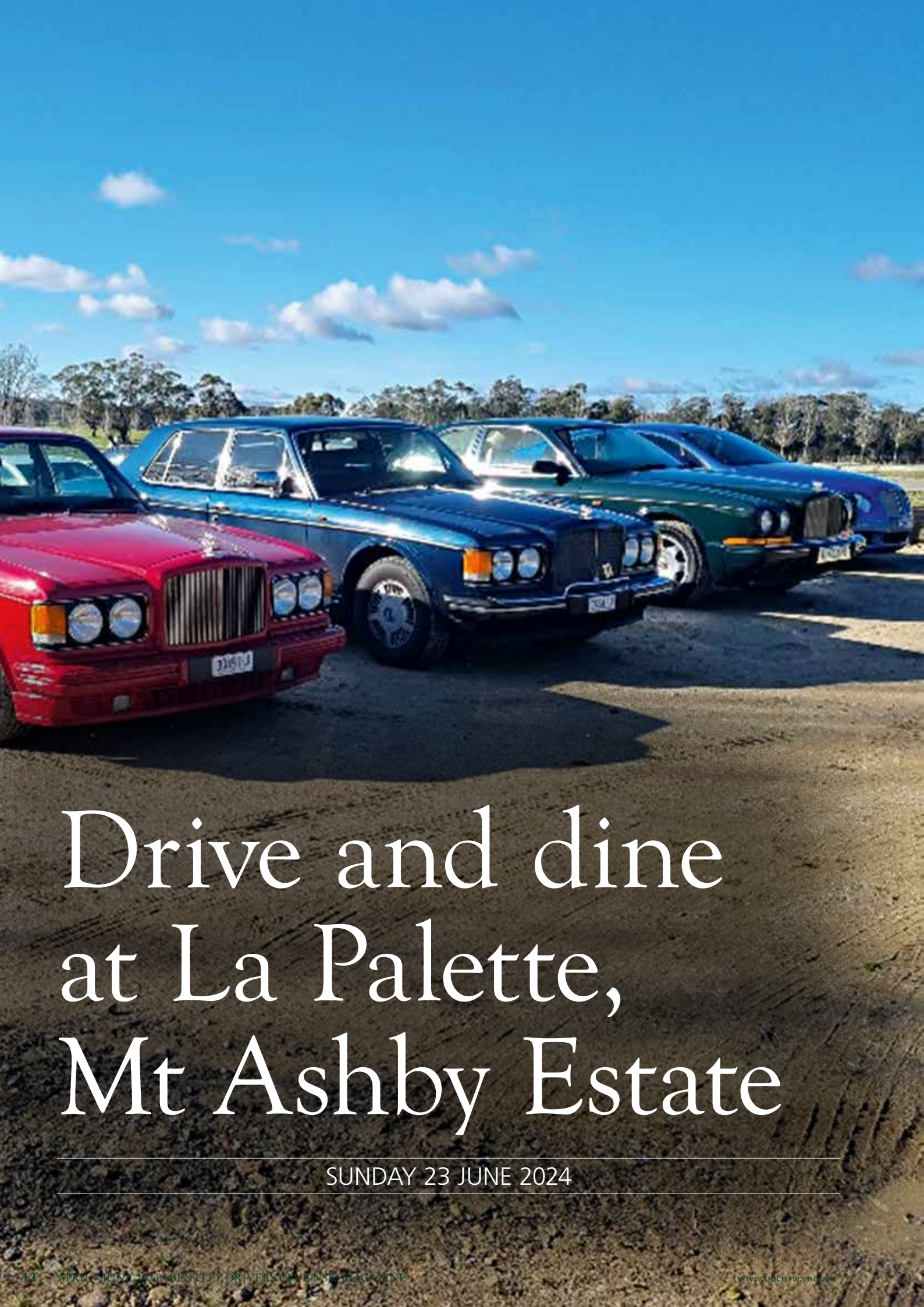
Salon Prive

21 Gun Salute

Las Vegas Concours

Greenwich Concours d'Elegance

Crescent Beach Concours d'Elegance



Drive and dine at La Palette, Mt Ashby Estate

SUNDAY 23 JUNE 2024



Despite the terribly wet weather that was being experienced in Sydney and the prediction of cold and rain for the Southern Highlands, we were blessed with a dry sunny day for this event.

34 of our members and friends filled the old Produce Store, which

had previously been moved from Banyette Street in Bowral and re-assembled piece by piece at the Mt Ashby Estate. The room was beautifully heated to the extent that some members were feeling a little over warm!

Our hostesses for the day were the charming Sally Beresford

and the lovely Celine. They were ably assisted by a bevvvy of French and local staff, who ensured a well delivered event in all respects. The order of the day was shared antipasto platters followed by a main meal of the individual's choosing. Of course, there was the full selection of Mt Ashby wines available, which







were delicious according to all reports!

A full listing of the attendees appears below, but it is worth mentioning that Andrew and Renee Grant brought along a party of six, whilst Brian Burgoyne put together a party of five to enliven our day.

I was delighted to see John and Margaret Lackey who had travelled from Springwood in their black S1, and John and Susie Sheehey who had travelled from Canberra in their lovely Arnage.

Andrew and Renee Grant brought along two stunning cars, a special limited release Black Speed Special GT and a black Flying Spur to add to the display of cars, which





was quite spectacular and was attracting a good deal of interest from the other visitors to the Estate.

Needless to say, there was much talk, laughter and bonhomie. Our shared interest continues to bring us together to enjoy these lovely events.

GUEST LIST

Mal and Robyn Henderson
 Joe Quattrochi and guest Kate
 John and Susie Sheehy
 Stephen Blundell
 John and Margaret Lackey
 Alan Wellington.
 Gary and Maryanne Turner
 Dennis Warner
 Michael Kennedy
 Garrath Will and Athena Will
 Andrew, Renee, Orlando and Ryder Grant
 with guests Kieran and Monique
 Paul and Michael O'Donnell
 Brian Burgoyne with Poppy, Joanna,
 Alison and Francis
 Sal and Rita Barbagallo
 Bill and Marie Aslanidis



Canberra run and visit to Ollie's Garage

SUNDAY 21 JULY 2024

Gregory May reports from the nation's capital



The weather man had promised a chilly day for this event, which indeed it was, although sunny and without rain.

Some 27 of us polished our cars and headed out for a really enjoyable drive to Canberra. It was a good medium distance run for most of

the crew and a good opportunity to blow out the cobwebs of city driving.

Our first stop was Ollie's Garage in Fyshwick, where we were warmly welcomed by Ian and Tina Oliver to view their impressive collection of cars and memorabilia. A scrumptious morning tea was laid on for us by

the Olivers' and Ian Oliver gave us an informative talk about the car collection and the significance of the various exhibits.

Following this, we headed to Royal Canberra Golf Club, where a private room had been organised for us courtesy of Alan Wellington's brother-in-law. They provided







GUEST LIST

Joe Quattrochi
 Tony Strachan
 Brian Inder and Liz Cuming
 Graham Lawrence
 Alan and Sue Wellington and
 Sue's sister.
 Gregory May
 Stephen Blundell
 Robyn and Mal Henderson
 Stuart and Diana McColl with
 guests Tim and Marg Lewis
 Antonio Meduri
 Andrew Grant with Orlando
 and Ciaran
 Richard Treacy and Alison Davey
 Kyle Hill
 Uwe and Janet Kramer
 Ian and Tina Oliver

us with great service and a most enjoyable lunch. We also received a warm welcome from many of the golfers, who were interested to know why all these Bentleys had

descended upon their club!

Another great day, thanks to the Olivers and our members.

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MEMBERS CONTRIBUTIONS

**YOUR FELLOW MEMBERS
WANT TO HEAR FROM YOU**

We would love to hear about your experiences with your cars, as Dave Norton and Alan Wellington have done in recent issues.

Please send all copy and pictures to
gregmay01@bigpond.com



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LE MANS 1924 – BENTLEY'S FIRST WIN

Summer...

Bentley gloriously scored its maiden triumph in the Le Mans 24 Hours classic exactly 100 years ago... even though 'dark forces' almost denied WO's team in the final moments. **Stuart Newman** recalls a dramatic occasion. Images: Courtesy of WOBFM archives

John Duff at the wheel of the victorious 3 Litre Sport

4

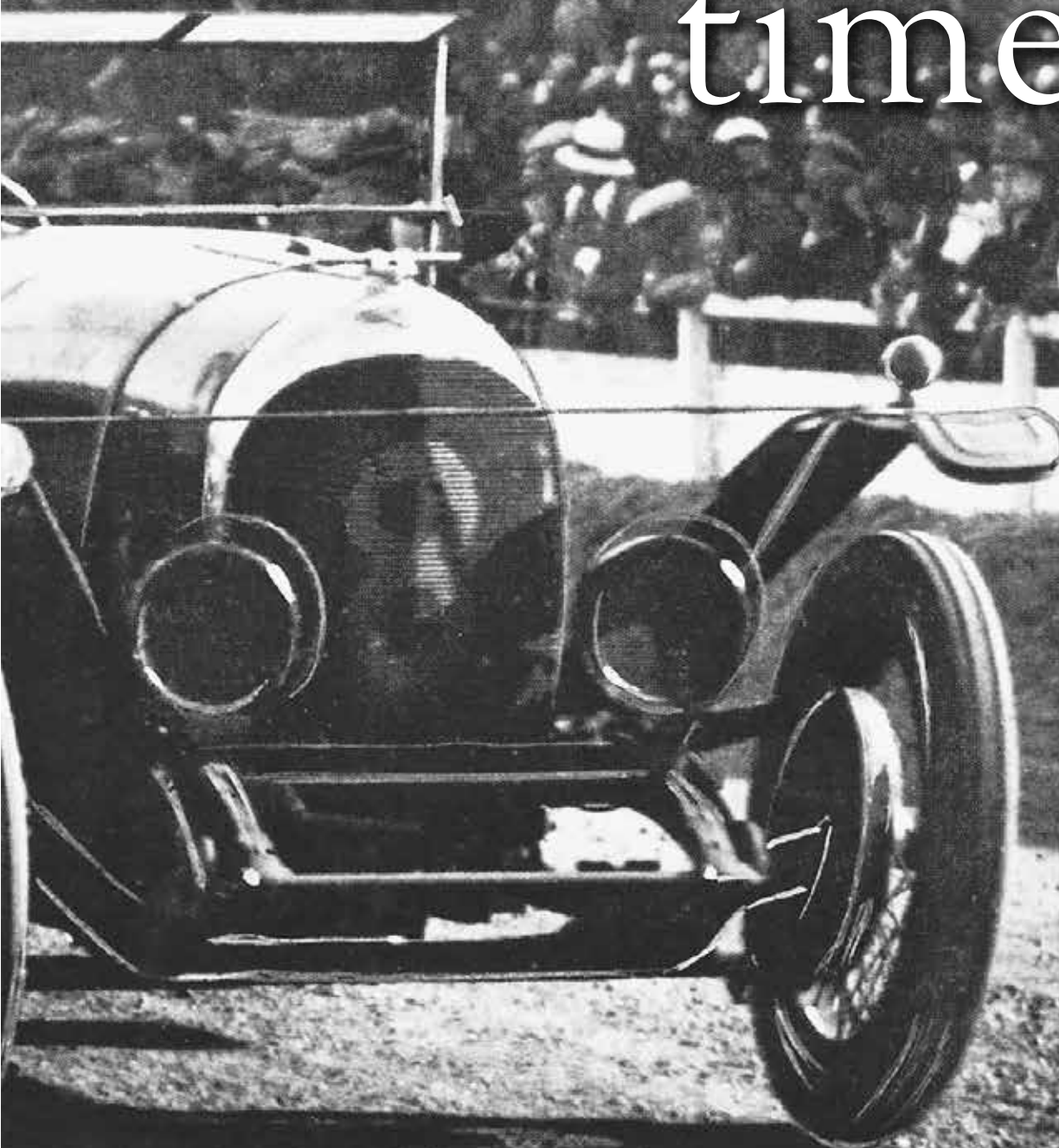
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LE MANS 1924 – BENTLEY'S FIRST WIN



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LE MANS 1924 – BENTLEY'S FIRST WIN



The legend started right here... in 1924. Mention the name Bentley to any motorsports fan and, by word association, most will instinctively think of Le Mans. For, when it comes to victories, this is the one race that the marque is intrinsically linked to. And not just once, but SIX times. In the 1920s Bentley ruled The World's Greatest Race.

Between 1927 and 1929 WO's cars were unbeaten in the 24 Hours classic, adding another victory for good measure in 1930 before quitting the event. Later, however, the marque – by now under the ownership of the Volkswagen Group – added a sixth success to its impressive roster in 2003.

Bentley and Le Mans. Of the 25 manufacturers which have triumphed at La Sarthe since the inaugural race in 1923, more than half have only won once – and just four (the heavyweights of Porsche, Audi, Ferrari and Jaguar) have enjoyed more victories than Bentley.

However many times you win something, that maiden success – the breakthrough – is often viewed as the sweetest of all. For Bentley that triumph occurred exactly 100 years ago, in mid-June 1924.

“WO had been so impressed with the duo's effort [in 1923] that he offered works support”

Fourth the previous year, Captain John Duff entered a new 3 Litre Sport, once more with Bentley's top-notch pro driver Frank Clement – who had set the fastest race lap in 1923 – as his team-mate.

Indeed, WO had been so impressed with the duo's effort – he was now a fully paid-up Le Mans convert having initially been sceptical about a 24-hour event and regarded the 1924 edition as “a most important race for us” – that he offered works support this time around, entering the car under the Bentley Motors banner. Highly rated young mechanic Leslie Pennal, assisted by the legendary Nobby Clarke, was given the task of preparing the car.

And his faith was duly rewarded. Once again the sole Bentley on the grid – indeed this time the ONLY car of the 41 which started that wasn't French – Duff and Clement determinedly took the race to the local boys in style, striking a major blow for Blighty.

With each car once again tasked with exceeding a pre-set distance to be classified in the final results, there were just 14 official finishers, with Bentley achieving the highest number of laps.

Although it actually managed 125 laps, 10 ahead of its 115 target, under the latest regulations set by race organiser the ACO (Automobile Club de l'Ouest) only 120 counted; under the new regulations, the 3 Litre's extra five laps (which included a long pit-stop) would be discounted because their average speed was below that specified to reach the car's target distance of 115 laps.

Still, it was sufficient to give a jubilant Bentley team the spoils by one lap, or 10 miles, from the pair of chasing Lorraine-Dietrich B3-6 Sports, which completed 119 laps. To add to the glory, Duff and Clement also won the unofficial 2-3 Litre class.

The duo covered 1,290.80 miles from their 120 classified laps, at an average speed of 53.79mph, over the 24 hours – just 82 miles shy of that covered by the winning crew from 128 laps in 1923.

However, to make the final victory even more impressive, the winning margin was, in reality, some 60 miles – if you take into account the 3 Litre actually clocked up 125 laps.

After an impressive show in the debut Le Mans, the champagne must have tasted extremely sweet for WO and his crew.

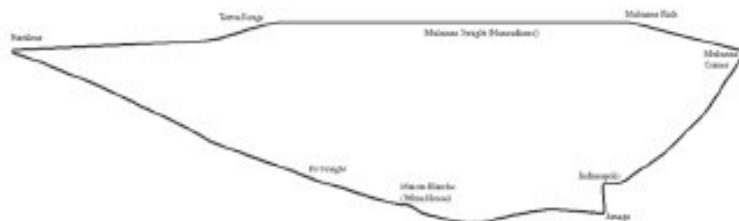
Unlike in 1923, the '24 race was held in almost tropical conditions (having been moved from May to benefit from extended daylight hours), this year's hazard for the drivers being not rain but dust emanating from the 10.73-mile track's mixed surface of gravel, dirt and tar.

Having learned lessons from its debut when inefficient brakes and flying stones were an issue, Duff's car was this time fitted with four-wheel braking, with the headlights and fuel tank protected by wire mesh and matting, respectively. To ensure the team had all bases covered, a spare fuel tank (passed off as a tool-box) was strapped to the side of the car. The durable Rapson tyres were once again fitted, the 3 Litre being the only car in the field to run them.

To further enhance the team's chances of success, changes were made to the Bentley to enable quicker mechanical repairs, while the drivers practised putting up and taking down the hood. Some team members were also stationed halfway round the circuit, at Mulsanne Corner, with a telephone linked to the main pits to inform the mechanics should the driver have signalled his intention to pit.

Incidentally, to ensure he was well fuelled personally during the 24 hours, Canadian Duff planned to exist on a bizarre diet of eggs (eaten raw), lettuce and a jar of honey.

Among the regulations in place for the 1924 race, which would begin at 4pm, convertibles (such as the 3 Litre) had to pit after five laps to erect the hood and then run for at least two laps in that mode. In addition, cars had to complete a minimum of 20 laps before fluids (fuel, oil and water) could be replenished and drivers had to wear protective headgear.



The 10.73-mile track featured a mixed surface of gravel, dirt and tar

LE MANS 1924 – BENTLEY'S FIRST WIN



Charged with completing 115 laps, an increase over the 1923 target of 79, in the 3000cc large-sized engines category, Duff (attired in natty plus-fours) fought back from a tardy start on the second row to sit seventh after the opening three hours.

At the early pit-stops, Duff's hood practice paid dividends as he effected the grid's quickest turnaround in just 40 seconds. However, he offset this when he wasted precious time by being forced to set off on a further lap after stopping for fluids; the timekeepers had wrongly counted the Bentley as having done only 19, rather than the statutory 20, laps – after a heated debate between ACO and Bentley, a likely disqualification was averted.

Once the Chenard-Walcker of 1923 winners and '24 pole sitters Leonard/Lagache retired from the lead following a fire at 8pm, the 24 Hours settled into a thrilling battle between the Lorraine-Dietrich of Bloch/Stalter and the Bentley Boys. (Lagache did enjoy the consolation of setting the fastest race lap, bettering Clement's 1923 lap record of 9:39 mins by 20 seconds).

At night, after six hours (33 laps), the race had developed into one

BUILDING THE ATMOSPHERE...

These days the myriad entertainment areas and campsites surrounding, and within, the circuit create as much a part of the Le Mans ambience as the race itself.

The ACO had acknowledged the popularity and success of the fledgling catering and entertainments 'village' for the inaugural race the year before and duly expanded it to feature a boxing ring, dance hall, and music in the form of a jazz band and a troupe of horn players. A wooden chapel for Sunday morning worshippers was even erected.

And to cater for the large number of spectators, the first campsites were established in 1924.

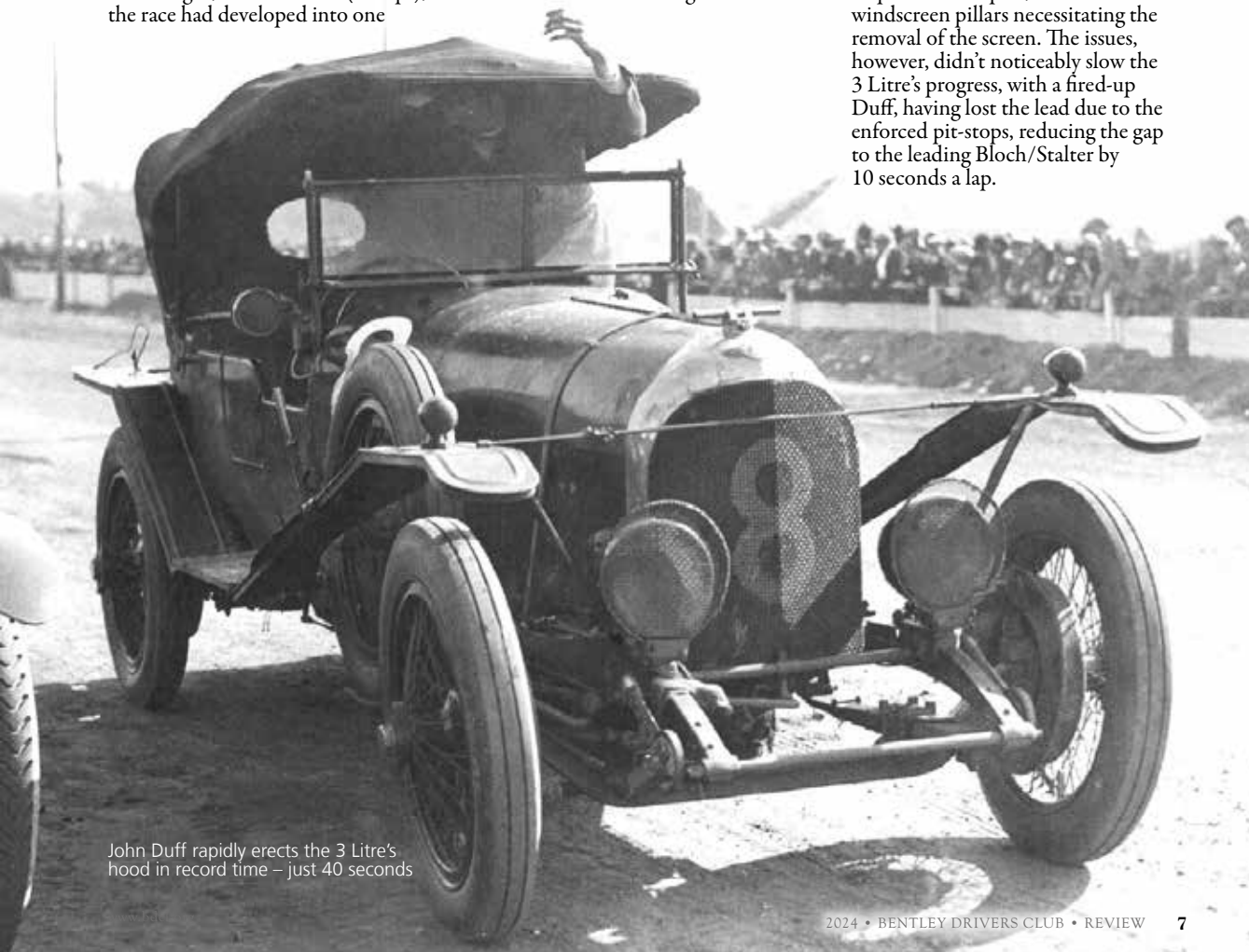
of attrition, with just 25 cars left running. The 3 Litre was not without its own problems, however: Duff, coping throughout with vibrating mudguards at high speed, had to free a sticking pinion when the car failed to restart after a driver change and later endured a half-hour stop to clear a gearbox blockage caused by an errant electrical wires staple.

However, four hours later, at 2am, the Bentley had elevated itself into third position behind two of the Lorraine-Dietrichs, of de Courcelles/Rossignol and Bloch/Stalter – and was catching up fast. Just after the halfway point, with de Courcelles having slid off the road necessitating a two-hour

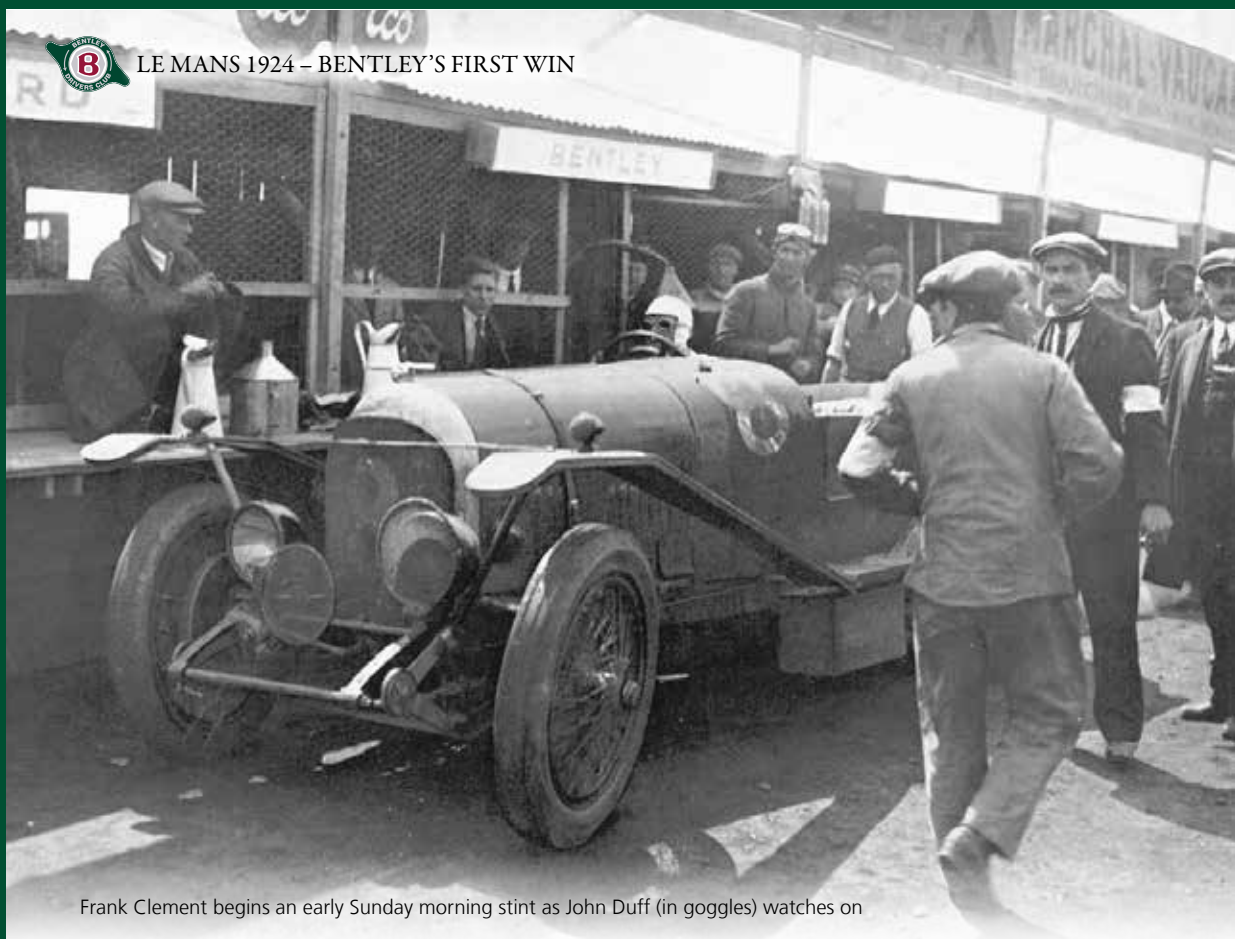
pit-stop for suspension repairs, the now second-placed Clement, smelling victory in his nostrils, turned the screw by lapping 18 seconds faster than race leader Bloch.

When the Lorraine-Dietrich driver pitted, with a charging Clement just 21 seconds behind, the 3 Litre thundered past to finally head the field (until its next pit-stop). On foreign soil it was an ecstatic moment for WO, and all spectating Brits who cheered loudly.

Duff and Clement, given the tough nature of the race, were also challenged by handling problems, caused by partially detached suspension dampers, and broken windscreen pillars necessitating the removal of the screen. The issues, however, didn't noticeably slow the 3 Litre's progress, with a fired-up Duff, having lost the lead due to the enforced pit-stops, reducing the gap to the leading Bloch/Stalter by 10 seconds a lap.



John Duff rapidly erects the 3 Litre's hood in record time – just 40 seconds



Frank Clement begins an early Sunday morning stint as John Duff (in goggles) watches on

“*Suspensions abounded that the wheel hub had been sabotaged...*”



WO watches on anxiously in the pits

As darkness gave way to breakfast time around 9am, Duff took advantage of a puncture afflicting Bloch/Stalter to eke out a solid lead, and by the three-quarter stage (10am) had completed 97 laps; it now headed the Lorraine-Dietrich by one lap (two minutes), with the best placed Bignan now third, a further three laps back.

As befitting his deserved reputation as one of the most formidable racers on the grid, Clement reeled off a series of fast laps to further increase Bentley's lead... and literally break the opposition. The chasing (and lapped) Bloch/Stalter struggled to keep up, eventually retiring with engine issues (after 21 hours), and the Bignans' pace slowed.

With the race entering its final two hours, Duff/Clement appeared unassailable although the Lorraine-Dietrich squad was determined to take the fight to the flag, its two remaining entries battling back into the top three after their earlier problems. There was, however, to be a sting in the tail...

With just 90 minutes left, and having completed 120 laps (five ahead of target), the 3 Litre pitted for a precautionary change of rear wheels – but what should have been a routine stop turned into a half-hour panic as WO's team struggled to remove one wheel. Suspensions abounded that

LE MANS 1924 – BENTLEY'S FIRST WIN



WO's POST-RACE BLUES

While the ecstatic Bentley camp joyously toasted their maiden Le Mans triumph at a celebration dinner, the famously reserved WO cut a strangely troubled figure, the thought that a saboteur had attacked his car overriding the rapture of victory.

The always extrovert Bertie Kensington Moir attempted to lighten WO's mood by, in true Bentley Boy style, ordering a bottle of the finest champagne. However, WO eventually cut his socialising short and sternly announced his intention to drive home.

That said, WO was subsequently buoyed by increased sales which resulted from the positive media publicity surrounding the triumph.

Meanwhile, in a bizarre postscript to the race, Leslie Pennal was tasked with driving the 3 Litre back to Cricklewood – and to run the car through filthy dirty puddles en route. Pennal also smeared more mud along its flanks for good measure.

Why so? Rather than present his winning Bentley to an admiring world in pristine condition, Duff felt his car had crossed the finish line in too clean a condition and didn't look as if it had overcome the hurdles of a 24-hour marathon!



The 3 Litre flashes past Bentley's signalling pits at Mulsanne Corner

the wheel hub had been sabotaged... Were the spoils of victory about to be cruelly snatched away in the dying moments?

Crisis averted, the 3 Litre returned to the fray with just one hour left. Sensing an unexpected shot at victory, the chasing Lorraine-Dietriches pushed hard but ultimately fell one lap short, Stoffel/Brisson finishing half a lap ahead of team-mates de Courcelles/Rossignol; they were eight and 10 laps clear of the fourth and fifth placed Chenard-Walckers.

With just a third of the grid finishing the race, the high lap speeds and warm weather had taken a toll of the larger-engined cars which only just achieved their target laps.


To add a further twist to the incredible tale, after the race Bentley mechanic Arthur Saunders discovered a shocking truth: the broken end of a reamer had been hammered into the

splines of the car's problematic wheel hub.

WO's attempts to win Le Mans had indeed been sabotaged by an unknown perpetrator.

It was a race of attrition in which Bentley finally came out on top... despite the various mechanical issues and the attempted sabotage.

Among the media, *The Motor* celebrated the Brits overcoming the French on their own ground: *'The only car entered from this side of the Channel, with JF Duff and FC Clement as drivers takes the laurels.'*

While basking in the warm glow of victory, a typically reticent WO (see *panel*) reportedly offered the curious belief that it "would have been better for our souls if we had not been so successful so early." However, it was the start of what would become a wonderful decade at Le Mans for the Bentley Boys. 



All smiles! Happy victors John Duff (left) and Frank Clement after the race

www.bdel.org

2024 • BENTLEY DRIVERS CLUB • REVIEW 9



Bentley Motors Focus





MULLINER'S HAT-TRICK

This is the Batur Convertible (*pictured*), the third Mulliner coach-built Grand Tourer of the modern era to be unveiled at Crewe. Production of the two-door, two-seater car is limited to just 16 examples and is among the last-ever Bentleys to be powered by the marque's iconic six-litre W12, twin-turbocharged engine (which ceases production this summer). The open-top Batur is the latest member of this highly exclusive, bespoke-crafted family following in the wheeltracks of the two-door Bacalar barchetta and Batur coupé, launched in 2020 and 2022, respectively.

- Bentley Motors enjoyed its second-best financial performance on record in 2023, delivering 13,560 cars equating to an overall revenue figure of £2.51 billion (€2.94 billion), with the Bentayga SUV retaining its coveted spot as the marque's number-one selling model (44 per cent of sales).
- A new state-of-the-art Paint Shop (*inset*) is being built at Crewe, due to be completed in 2025, through which Bentley will offer an expanded choice of almost 100 colours.

Images: Courtesy of Bentley Motors



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 SHADOW AND BENTLEY T 1965—Present

ENGINE

GENERAL Eight cylinders forming 90° V, 4.1 × 3.6, 6,230 c.c. (1970, 4.1 × 3.9, 6,750 c.c. —SRH 8742). Compression ratio 9:1 (or 8:1 if 100 octane fuel not available). 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 liners 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 14½ pints.

IGNITION 12V system, 64 A.hr. battery. Negative earth. Generator with current/ voltage compensated control. Vacuum and centrifugal advance and retard mechanism. Sparking plug gap 0.023 in.—0.028 in. Contact breaker gap 0.014 in.—0.016 in.

COOLING SYSTEM Centrifugal pump mounted in tandem with fan and driven by V-belt. System pressurised at 7 lb./in.². Water capacity 28 pints.

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

STARTER Pre-engagement solenoid fitted.

PETROL SYSTEM Twin independent electric pumps. Petrol capacity 24 gal.

TRANSMISSION

GEARBOX Four speeds and reverse, automatic transmission: ratios 3.82:1, 2.63:1, 1.45:1, 1:1 (reverse 4.3:1). (1968, 3-speed gearbox and torque converter transmission). Fluid capacity, 24 pints.

PROPELLER SHAFT Single piece, with ball and trunnion constant velocity universal joint and needle roller universal joint.

FINAL DRIVE Hypoid bevel. Ratio 3.08:1. Oil capacity 4 pints.

BRAKES

Hydraulically operated disc brakes at front and rear with power assistance. Handbrake operating on rear heels.



*Silver Shadow
saloon, 1969*



*Silver Shadow:
drophead coupe by
H. J. Mulliner,
Park Ward, 1969*



T: saloon, 1969

SILVER SHADOW AND BENTLEY T

CHASSIS LUBRICATION

Steering and height control ball joints to be greased every 12,000 miles.

SUSPENSION

Independent front, double triangle lever coil spring with hydraulic dampers and automatic height control, located by Panhard rod. Independent rear, coil spring and single trailing arm with hydraulic dampers and automatic height control, located by torque arm link.

STEERING

Recirculating ball, with power assistance (1968, higher geared steering).

WHEELS

Steel disc wheels on five studs.

CHASSIS DETAILS

Overall length 203½ in.

Overall width 71 in.

Wheelbase 119½ in. (1969, 123½ in.).

Track 57½ in.

Height 59¾ in.

Tyres 8.45 × 15. Recommended pressures, front 23 lb./in.², rear 25 lb./in.².

Turning circle 38 ft.

Ground clearance 6½ in.

Weight, without passengers 4,558 lb.

CHASSIS SERIES

Chassis numbers started at SBH 1001. Numbers run in sequence, while letter prefixes are as follows: SRH, home Shadow; SRX, export Shadow; SBH, home T; SBX, export T; CRH (CBH), 2-door Shadow (T); DRH (DBH), drophead Shadow (T). From January 1968, export models complied with U.S. Federal safety standards, and from May 1969 all models so complied. The long wheelbase model with division (which incidentally has a dual air conditioning system) was one of the first production cars with division that complied with U.S. Federal safety regulations.

FOR SALE 2009 Bentley Continental GTC 3W



Surely there's no better way to enjoy the spring weather than from the drivers seat of a **Bentley Continental GT convertible**. This beautiful Porcelain GTC has diamond quilted Portland seats, burr walnut veneers and Nautic (blue) as the secondary hide. It also has a brand new blue canvas roof. In addition to the **Mulliner Drivers Pack**, it is optioned with **contrast stitching**, **lambswool rugs** (front), **massage seats**, **reversing camera**, **veneer door** and **rear quarter inserts** and **20" multispoke alloys**. Supplied with the **original owners handbooks** and **two keys**. Offered with a comprehensive **12 month warranty**. **100,355 kms**. **\$105,000**

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AUSTRALIAN NATIONAL BENTLEY RALLY



RALLY NEWS #2

Australian National Bentley Rally 2024.

Welcome to the second Rally Newsletter.

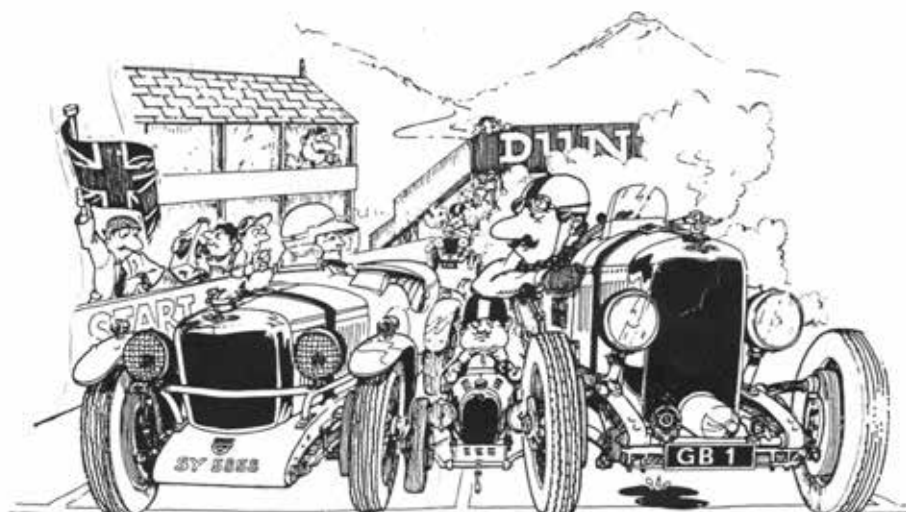
The Rally is 50% Full and we have a number of great Rally Sponsors.

Remember, 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.

See also the Frequently Asked Questions (FAQ) section in Newsletter #1 which will answer many questions.

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'I say Rivers, apparently some bounder in a FRENCH car has done awfully well in practice!'

Peacop B2



Rally Friday— 2 Options, and couples are able to follow their own interest.

Option 1—GARDEN & HEYSEN VISITS

Australian Winemakers have great Taste, not only in wine but also Bentleys.

Bentley Drivers Club member, Andrew (Ox) Hardy and his wife Georgina have kindly arranged for us to visit their beautiful Hills' [Hardy Garden](#), featured in 'Open Gardens South Australia'. Learn about Andrew 'Ox' Hardy's wines [HERE](#).

Club Member, Nigel Steel Scott has a number of very classic cars, also a classic garden, [Cooinda](#). His late wife Chris, with Nigel's help realised the garden of her dreams.

Featured in Open Gardens South Australia, Nigel has kindly invited us to visit and enjoy this beautiful property.

LUNCH

After building an appetite visiting wonderful gardens its time for lunch at the Green Valley Strawberry Farm nearby.

THE CEDARS

Hans Heyesen OBE, was one of Australia's

greatest landscape painters. He became a household name during his lifetime for his watercolours and oil paintings of the Australian bush. Nora, his daughter was the first woman to win the Archibald Prize.

His gracious home [The Cedars](#) is just out of Hahndorf where we can also view his wonderful light, and airy Studio. Hans' and Nora's personal Art Collections are also on display.

TRAVEL

By Bus

Option 2—SPORTING DRIVERS

The second Option for the Rally's Friday is one for Sporting Drivers.

It starts with a great run on long, open roads to the picturesque Port of Mannum on the Murray River.

After a short Pit Stop, we will cross the River and head to South Australia's unique, Award Winning Motorsport Facility ['The Bend'](#) for a great lunch.

TRAVEL

By Bentley (Car Sharing)



RALLY FINAL DINNER

Mount Lofty's Summit Restaurant, normally ONLY opens for lunch. But, we have organised for our Rally-End dinner there to enjoy the best Sunset in the State and the Summit's `superb meals and service. It is such a special Experience it has dictated our Rally Numbers, limited to 100 only.

PRE DINNER DRINKS

Late BDC member George Lucy, built an eclectic collection of Cars from DeLorean to Great Gatsby-styled RR Phantom and Bentley Arnage. His son Adam has kindly offered to host our Pre-Dinner Drinks at George and Sandra's historic Carminow House overlooking scenic Piccadilly Valley.

EARLYBIRD ENTRY

With the financial help of our Rally Sponsors the Committee has agreed to extend the Earlybird Entry.

DON'T WAIT

Rally Entries are filling fast and while we had 145 Entrants at Mt Gambier, for 2024 we are limited to 100 due to the Rally-End Dinner.

Terms & Conditions

Currently no Cancellation Charges Apply (Credit Card Fee not refunded by TryBooking). Earlybird and Cancellation Deadlines to be advised in Newsletter #3.

RALLY ENTRY

[**Enter Now**](#)

Hahndorf Resort

Ask for Bentley Rally

08 8388 7921



While you're in SA

The Annual [Bay to Birdwood](#) is one of the world's great historic motoring events and the largest continually-held motoring event for veteran, vintage and classic vehicles in the world.

All Bentleys over 30 Years of age are welcome, but bookings close *Soon*.

The Bay to Birdwood is exactly a month prior to our National Bentley Rally so there is time to see more of SA while you are here.

PORT LINCOLN Australia's Seafood Capital

In fact enough time to fit in an easy drive across to [Port Lincoln](#) via the Clare Valley.

And with the [Spencer Gulf Ferry](#) you can sail between Eyre Peninsula and Yorke Peninsula cutting the drive in half.

KANGAROO ISLAND

Or, perhaps take the [SeaLink Ferry](#) to visit SA's world-renowned Kangaroo Island.

FLINDERS RANGES

If outback is your speed there is plenty of time to head for the Flinders Ranges to stay with Ross and Jane Fargher at the Prairie Hotel, Parachilna.

FOSSILS

While there, head up the road to Nilpena and the World-Renowned Ediacaran Fossil fields. The New Visitors Centre is a must, with its remarkable sound and light show.

BAY TO BIRDWOOD AND RETURN

Alternatively head over for the Bay to Birdwood then put your Bentley into Secure Storage before flying home. And pick up your car on you return flight for the Rally.

————— November 18th - 23rd 2024 —————



Rally Program November 18th –23rd 2024

Monday 18th November

Check In. Collect Rally Bags, Rally Book etc

Casual Welcome Dinner at [Hahndorf Resort](#)

Tuesday 19th November

[Barossa Valley Run](#) & Lunch at [Kingsford House](#) ('McLeod's Daughters' Homestead)
Bentleys & Participants Photograph in front of Kingsford House

Free Afternoon

Explore [Seppeltsfield](#), [Barossa Valley Chocolate Company](#), [Barossa Barons' Barossa Cellars](#) etc

Evening *Special* Dinner (Optional)

Wednesday 20th November

Visit Adelaide Biplanes, Aldinga Airfield then McLaren Vale's [d'Arenberg 'Cube'](#) & Salvador Dali Exhibition

Serafino Luncheon

Free Evening

Thursday 21st November

Victor Harbor, New Horse Tram Stables Experience & Horse Tram Ride

Display Bentleys on Soldiers Memorial Gardens Reserve (secure)

Historic Cockle Train to Port Elliot for Lunch at SALT restaurant

Return Cockle Train to Victor Harbor

Free Afternoon to visit Pt Elliot, Middleton & Historic Goolwa

Evening Free. Or Vintage Bentley and Derby Bentley Dinners

Over...





Friday 22nd November

Options Day:

Travel by bus to visit 2 beautiful SA BDC members (Open Garden Scheme) Gardens
Lunch, a la carte at Green Valley Strawberry Farm

Visit to Hans Heysen's 'Cedars'

OR

A brisk run in Bentleys through the hills and on open roads to Murray Bridge.
Lunch, a la carte at the Apex Restaurant, overlooking International Award-Winning 'The Bend'
Motorsport Circuit.

Friday Evening, Bentley Display and Peoples Choice.

Dinner @ Resort

Saturday 23rd November

Adelaide Hill's Brunch Run to Beerenberg, then Free Day

Drinks and Canape's at Historic '[Carminow House](#)' overlooking Piccadilly Valley

Presentation Dinner at 'Mt Lofty Summit' Restaurant, overlooking Adelaide & the Gulf
Rally Concludes

Sunday 24th November

Departure



For Sale

(Due to Illness)



1948 BENTLEY MK 6

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\$55,000 ono

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Chassis No B24CF

Engine No B12C

NSW Rego DLN26E

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



BENTLEY



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