



BENTLEY

DRIVERS CLUB NSW MAGAZINE

APRIL – JUNE 2026 EDITION



Proudly associated with The Council of Motor Clubs and The Association of British Car Clubs

NEW



Shannons Roadside Assist



Flat Battery*



Emergency
Fuel



Flat Tyres



24/7
Unlimited
Call Outs



Lost or
Locked-in
Keys



Towing



Passenger
Transport



Accommodation
and/or Hire Car



Caravan
and Trailer
Assistance

When you're out on the road a flat tyre, flat battery or any type of breakdown can happen when you least expect it. Shannons Roadside Assist is a dedicated 24/7 roadside assistance service, available Australia-wide for your car or bike when you need it most.

Shannons offer two levels of Roadside Assist for Shannons Motor Insurance Policy Holders - **Enthusiast** & **Ultimate**.

Enthusiast provides Roadside Assist for **one specified vehicle** where this optional cover is selected.

Ultimate provides Roadside Assist for **up to eight vehicles** under your Shannons Motor Insurance policy.

Different benefit limits may apply between the two. For full details visit shannons.com.au/roadside-assist

To add Shannons Roadside Assist to your existing or new Shannons Motor Insurance policy
call Shannons on 13 46 46.



Scan to find out more

INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU

*Does not include the cost of a replacement battery. Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, AFSL No. 230859, the product issuer. Please read the Shannons Roadside Assist Terms and Conditions for the terms, including the coverage, limitations and exclusions that apply to this optional cover. Shannons Roadside Assist is an optional cover only available in conjunction with Shannons Motor Insurance.

CONTENTS

- | | | | | | |
|----|---|----|---|----|--|
| 2 | CLUB CONTACTS | 16 | THE LAGGAN RUN
Gregory May | 28 | THE TRUTH ABOUT OLD
NUMBER ONE
Clare Hay |
| 3 | CHAIRMAN'S UPDATE
Gregory May | 20 | THE UNANDERRA RUN
Gregory May | 38 | LONG ISLAND ARNAGE |
| 5 | UPCOMING EVENTS | 22 | A CAR ENTHUSIAST'S
DELIGHT
Paul O'Donnell | 41 | AUSTRALIAN NATIONAL
BENTLEY RALLY |
| 6 | ROOFTOP BBQ AT THE
RACA
Gregory May | 24 | THE FIRST BDC RACES | | |
| 10 | THE <i>TITANIC</i>
EXPERIENCE
Gregory May | | | | |





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 and Technical Officer

Garrath Will

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

CMCA Delegate and All British Day Delegate

Stephen Blundell

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

Fundraising Secretary

Rita Barbagallo

T 0418 699 177 E salbarbagallo@hotmail.com

Librarian

Brian Burgoyne

Trophy Master

Alison Davey

Chief Judge

Joe Quattrochi

Assistant Judge

Stephen De Bono

COMMITTEE

Donna Bailey

Salvo Barbagallo

Charles Chelliah

Ciaran Jordan

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

Photography/video

MKVIMEDIA

T 0405 263 016

W mkvimedia.com.au

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 (JULY – SEPTEMBER 2026) FRIDAY 31 JULY 2026

Please send copy and images to:

Gregory May: gregmay01@bigpond.com

Copy: Please send as a Word document

Images: Please save all images as **high resolution JPG**.

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 © 2026

On the cover:

Some of the cars that participated in the Club run to Bulli and the Nan Tien Temple in Unanderra recently.



CHAIRMAN'S UPDATE

Dear fellow members,
We are almost at the end of the financial year and at the midpoint of 2026, which is hard for me to accept. I think that it is possibly a consequence of being just too busy!

Maintaining and driving those Bentleys is a demanding task, but oh so much fun when they do as they are told!

We have managed to hold an event each month, which I believe is more than we have ever done before, at least in my time with the club. These events tend to attract the stalwarts of the BDC as well as varying members depending on the appeal of the individual event. Your committee has attempted to make the events varied and different from the previous year.

Christmas in July will be in Bundanoon this year as opposed to Blackheath.

The August event will be hosted by Bentley Sydney at Alexandria.

In September we return to the Bendooley Estate for the WO Birthday lunch.

In October we shall hold our Concours at the Peppers Manor House in Sutton Forest.

November we shall be in Toowoomba for the National Rally

hosted by our Queensland brothers and sisters.

In December we return to the RACA for our Christmas dinner and Trophy Night.

So, as you can see, there is something for everyone. We are also hoping to squeeze in a night at the RACA in the coming months.

Our membership remains consistent and strong, with very few retirees along with regular new membership applications.

Alan Wellington is diligently steering our finances to keep our balance sheet healthy.

We are seeing more advertising both in the magazine and on our website, which I am told by our website manager, is driving viewers to our webpage.

The ethos of the club, which is essentially fostering social contact, brought together by our shared love of Bentley Motor Cars, remains strong & vibrant.

I wish you happy & safe motoring and look forward to seeing you all soon.

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





*Rolls-Royce, Bentley, Bugatti,
Hispano Suiza, Lagonda
and other fine vintage & classic cars*

Repair & Restoration Services Pty Ltd

Proprietor: Garth Selig

Mb: 0411 496 660

Em: repairrestoration@yahoo.com.au

Units 4 & 5, 186 Power Street, Glendenning



*Major mechanical rebuilds,
engine, gearbox, drivetrain etc
Mechanical parts fabricated
in-house*



*Concours preparation
Engine detailing*



*Routine servicing
General maintenance*

*Electrical rewiring
Carburettors repaired*



*Over 130 years combined experience amongst the team
Competitive pricing & a quality result*



BENTLEY DRIVERS CLUB NSW REGION

UPCOMING EVENTS

SAT 04 JUL	CHRISTMAS IN JULY Bundanoon Hotel 6 – 18 Erith St, Bundanoon	6:00 PM
SUN 05 JUL	COFFEE & CARS AT BUNDANOON 280 Penrose Road, Bundanoon (Miles Felstead)	10:00 AM
MON 06 JUL	COMMITTEE MEETING Online	8:00 PM
MON 03 AUG	BENTLEY SYDNEY SHOWROOM Contact: Nikki Shaw	REFER TO WEBSITE
SUN 06 SEPT	WO BIRTHDAY LUNCH Bendooley Estate 3020 Old Hume Highway, Berrima Contact Rahul: 4868 8788	12:30 PM
SUN 13 SEPT	ALL BRITISH DAY Hawkesbury Showground	10:00 AM – 3:00 PM
SUN 11 OCT	CONCOURS DÉLEGANCE Peppers Manor House Kater Rd, Sutton Forest	FROM 10:00 AM
SUN 1-8 NOV	BDC NATIONAL RALLY Toowoomba, Queensland https://bdcq.com.au	REFER TO WEBSITE



Rooftop BBQ

at the
RACA

Monday 16 March 2026





Gregory May reports on a pleasant sojourn atop the heritage building of the RACA

We were exceptionally fortunate to have perfect weather for this event.

Thirty-five members and their guests attended and made the evening a resounding success, which we plan to repeat in the future.

The Royal Automobile Club of Australia turned on a splendid meal which was well received by all.

There was ample seating and we had the pleasure of enjoying the great views which the rooftop affords, including the Harbour Bridge and an international liner docked at the International Terminal.

It was marvellous to see new members and older members who we have not seen for a while, including Michael and Katrina Kennedy and Chris Grey and his guests. Charles Chelliah brought along three guests, as did Joe Quattrochi.

So, all in all, another enjoyable Bentley Drivers Club event.









The *Titanic* Experience

V & A Guest House, Mt Victoria

Saturday 11 April 2026

Gregory May reports on an entertaining evening 'aboard' RMS *Titanic*



What a fantastic experience this was! We stepped back in time and were welcomed aboard a recreation of the last night on the RMS *Titanic*. Greeted by the Captain in full naval attire on arrival and served champagne along with the other guests, most of who were in period costume befitting the glamorous journey on the maiden voyage of the *Titanic* on 14 April 1912.

Before the iceberg, before the lifeboats, before the sinking, there was the dinner.

On the evening of April 14, 1912, the first-class passengers aboard the *Titanic* sat down for a sumptuous 8-course meal.

To commemorate the 114th anniversary of the disaster, Victoria & Albert Guesthouse hosted the lavish dinner to re-create the opulence and gastronomic delights of that evening.

There were some 60 guests in all, of which ten were members or guests of the Bentley Drivers Club. Our group included Phil and Dianne Sidebottom, Brian Burgoyne and his guest Joanna, Jeff Bertucen



together with his wife Katrina and son Russell, myself and guests Stephen Hathway and Felix Sudarto. Hathway, Sidebottom and myself were all sporting tartan attire in its various forms, Hathway in a kilt and Phil and myself in the Tartan Trews!

The meal was truly outstanding, starting with the oysters with caviar





and the Pate de Fois gras. It was well and promptly served, and I have to say that the hosts Shane and Michael, and the Maître d' Nicholas, were all charming and attentive.

There was a collection of memorabilia on display, much of which was provided by Brian Burgoyne.

We were entertained by a trio who provided musical accompaniment appropriate to the period.

Throughout the evening, the Captain gave some commentary of the events on board the *Titanic* and an explanation as to what caused and contributed to her fateful sinking.

There was a large screen with a slide show of the pictures of the various areas of the *Titanic* including the interiors of state rooms, and all levels of accommodation.

All in all, it was a most enjoyable and memorable experience.









The Laggan Run

Sunday 17 May 2026



Autumn leaves photo by Marion Botella on Unsplash



Contrary to weather predictions it was a lovely sunny day for this run.

We met, as planned, at Sallys Corner Road at Exeter at 10:30am, and after a coffee, set off for the hour and a half drive to Laggan, via Goulburn and Crookwell.

As we drove in convoy all the way, we certainly created some interest from other motorists, many of whom could be seen busily snapping their phone cameras!

The convoy comprised of Mal Henderson at the wheel of the Bentley Continental GT, Spiro Haralambous in the Flying Spur, Bill Aslanidis in his Continental GT, Charles Chelliah in an impressive 1990 Corniche fixed head coupe, and your humble servant in my Bentley Eight.

We had a terrific run down south and stopped at an observation point before Crookwell to observe



the landscape and the towering wind farms.

Everyone said how much they enjoyed the opportunity to open up the cars on those long sweeping curves.

On arrival at Laggan, the wood fires were burning and the table ready to receive us. There was also a car club from Young with 12 or more members and a delightful group of older ladies who joined in the fun. I recall that one of their group was a spritely 97 years old!

The Laggan Hotel did not disappoint and provided us with substantial tasty meals at what I thought was a reasonable price. No one left hungry. The pub staff were welcoming and friendly, which made for an enjoyable time for all.

All in all, another great day!



Attendees

Spiro Haralambous
Stephen Blundell
Gregory May
Mal and Robyn Henderson
Bill Aslanidis
Charles Chelliah
Nick Illek
Lilly Wu



BENTLEY

ANNUAL BENTLEY
DRIVERS CLUB
N.S.W

CONCOURS D'ELEGANCE

Sunday, October 11th, 2026

Peppers Manor House

Kater Road, Sutton Forest NSW 2577

— Hosted at the historic Peppers Manor House, Southern Highlands —

- Please arrive by 10:00 AM for vehicle exhibition and judging.
- This year's Annual Concours has been brought forward to October due to the Bentley National Rally being held in Queensland during November.
- There will be ample parking and display space available for exhibitors.
- Members of the general public may also attend the event.
- A shared table lunch will be provided by Peppers Manor House at \$90 per person.
- Accommodation with full hotel services is available for members wishing to make a weekend of the event.
- Booking details and lunch menu information will be provided shortly.



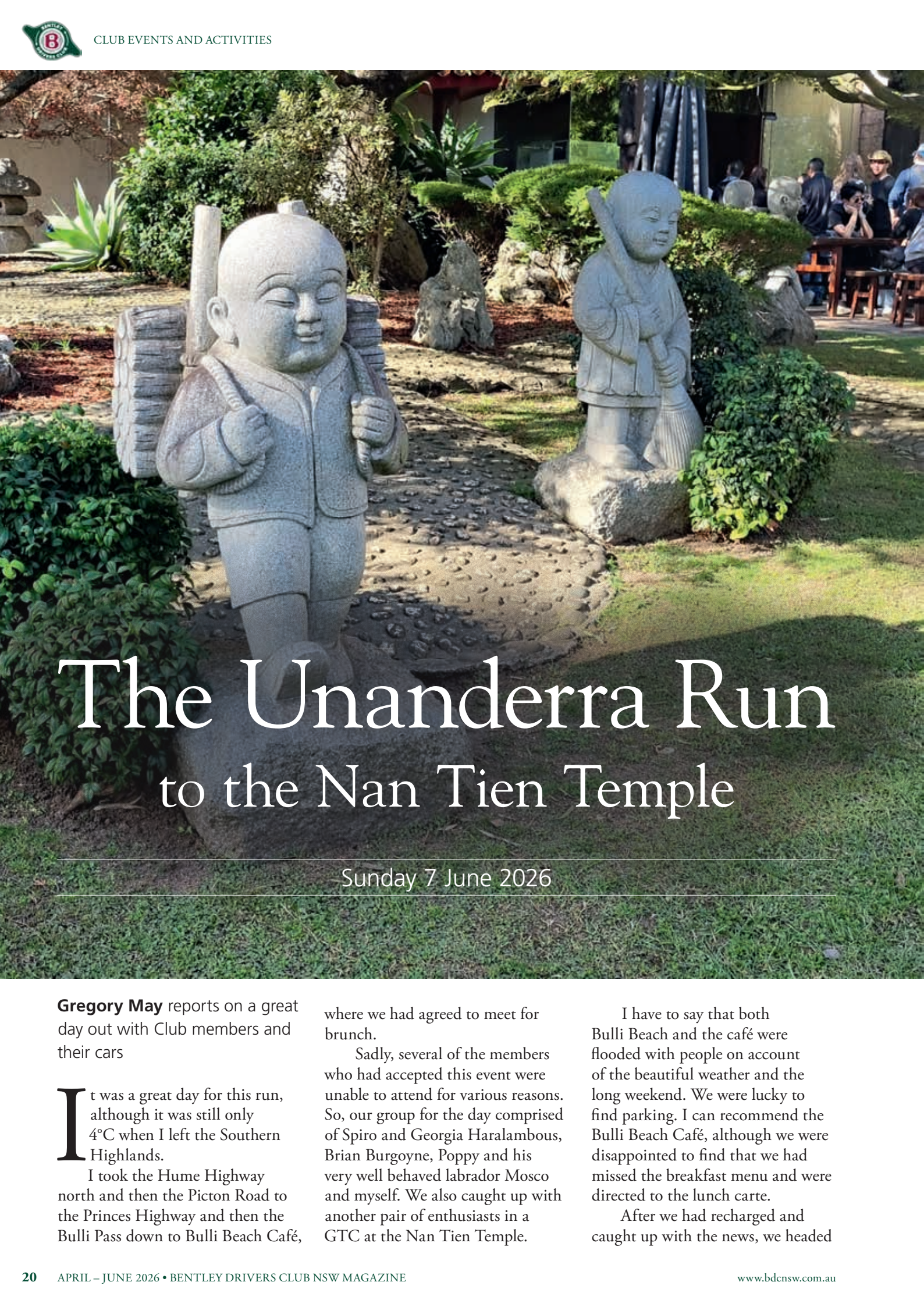
For enquiries, please contact Joe

✉ Email: quattroj@dodo.com.au

☎ Phone: 0416 304 027

🍴 Lunch served at 12:00 PM





The Unanderra Run to the Nan Tien Temple

Sunday 7 June 2026

Gregory May reports on a great day out with Club members and their cars

It was a great day for this run, although it was still only 4°C when I left the Southern Highlands.

I took the Hume Highway north and then the Picton Road to the Princes Highway and then the Bulli Pass down to Bulli Beach Café,

where we had agreed to meet for brunch.

Sadly, several of the members who had accepted this event were unable to attend for various reasons. So, our group for the day comprised of Spiro and Georgia Haralambous, Brian Burgoyne, Poppy and his very well behaved labrador Mosco and myself. We also caught up with another pair of enthusiasts in a GTC at the Nan Tien Temple.

I have to say that both Bulli Beach and the café were flooded with people on account of the beautiful weather and the long weekend. We were lucky to find parking. I can recommend the Bulli Beach Café, although we were disappointed to find that we had missed the breakfast menu and were directed to the lunch carte.

After we had recharged and caught up with the news, we headed



south to the Nan Tien Temple which was an easy half-hour drive from Bulli. Again, this venue was mobbed by people for the same reasons undoubtedly. All of us said that it was a landmark which we had driven past on many occasions but never visited. So, this was a bucket list item ticked off.

The Temple, various shrines and the gardens are impressive. It was interesting to learn a little more about Buddhism. The scale of the main temple is huge, although there was no formal prayer session happening whilst we were there. They also have two cafes, one on either side of the Princes Highway, connected by a walk bridge. As noted previously, the crowds were substantial, so we crossed the highway to the less busy café for refreshments, which was very satisfactory.

After a further stroll in the very pleasant gardens, it was time to head home, which was a comfortable trip for me, although I noted that there were more police than usual watching us!

Another great day out and thank you to those who made it fun.

A Car Enthusiast's Delight



Paul O'Donnell visits a treasure trove for travelling Rolls Royce and Bentley enthusiasts.

During a road trip in May 2025 from London to Edinburgh, I had the pleasure of stopping at P & A Wood. This treasure trove is situated at a village crossroads, along peaceful country lanes at The Endway, Great Easton, Dunmow CM6 2HD, close to Stansted Airport. Visiting in person offers a wonderful experience. If that's not possible, exploring their well-designed website is an enjoyable way to pass the time (www.pa-wood.co.uk).

The firm P & A Wood specialises in the restoration, painting, servicing, car sales and spare parts sales for Rolls Royce and Bentley cars from the early twentieth century to the present day. Their premises occupy several well-presented and spacious buildings close to each other. It is visitor friendly, intriguing, and as meticulously ordered and spotless as



a medical surgery. After a brief sign-in, chat and affixing a visitor-tag, you are free to wander, appreciate and photograph to your heart's content in the various premises.

Also incorporated is a neat museum space which additionally displays various new and used items for sale, including for instance,

handbooks from various models. I understand that there are several days each year where morning tea is available for group visitations and the website also features news, events and further connections. For the Rolls and Bentley enthusiast it's well worth a holiday deviation or a distracting website delve.

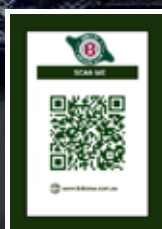


BENTLEY DRIVERS CLUB – N.S.W

CHECK OUT OUR
NEW YOUTUBE CHANNEL!



Head Judge
Joe Quattrochi



 **SUBSCRIBE @BentleyDriversClub-N.S.W**

Drive in and subscribe to see the latest club videos, events,
cruises, interviews & behind-the-scenes content!

DON'T MISS OUT – JOIN OUR BENTLEY FAMILY ON YOUTUBE!

Article reproduced with kind permission from the **Bentley Drivers Club Review** (UK)



THE FIRST BDC RACES

Within months of the Club having been formed, members of the BDC were racing at Brooklands, writes The Editor, but then the war got in the way

1936 – 2026



*An aerial view of Brooklands in period, site of the first BDC race
(www.austinharris.co.uk/LAT Photo)*



*The ex-Forrest Lycett
8-litre today*

On Saturday 15 August, members of the Bentley Drivers Club will assemble on a grid at Silverstone for the club's 78th race meeting on the Club (National) circuit. The first meeting at Silverstone organised by the BDC was in 1949, and featured four hours of sprints – cars going one by one and being timed against the clock, there was some concern it might be a bit boring for spectators – as well as several races. But the very first race ever to feature BDC members in fact took place before the war at Brooklands in October 1936, only a few months after Keston Pelmore invited fellow Bentley owners to join him in setting up a club at his flat off Sloane Square.

One of the first documents drawn up by those early officers, dated 6 May 1936, states in Rule Two that 'the objects of the Club are to promote the sport and pastime of motoring, touring, racing, hill climbs, competitions, time trials and all matters incidental thereto, as they apply to driver of old (3, 4-, 4½, 6½, and 8-litre capacity) Bentleys.' But with only 54 members in its first months of existence, getting a viable competition off the ground was not easy. An event scheduled for 9 August 1936 at Brooklands comprising a Half Mile Speed event and a rally had to be cancelled due to lack of entries, as did a Route Finding Competition arranged for 27 September. But perhaps it was the nature of those proposed events that failed to excite the early members, as only three weeks later on 17 October, the BDC was able to produce 14 Bentleys in its first dedicated grid, a two-lap race on the outer circuit at Brooklands held as part of the British Automobile Racing Club's closing meet of the 1936 season.



Forrest Lycett's 8-litre Bentley at Brooklands



Sammy Davis, club steward of the BDC's first meet at Silverstone in 1949 (www.austinharris.co.uk/LAT Photo)

W.O. Bentley himself was present for the race, and was said to be delighted to see so many of his cars being used competitively so many years after the company he founded had gone bankrupt and been sold. The race was the second in the programme. There were four 3-litres, a 3/4½, six 4½s, a 'blower' 4½, and a 6½. According to the late motoring historian David Venables, the 'blower' was the team car No.4 driven by Peter Robertson-Rodger and was on scratch, giving Baker-Carr in his 3/4½ 'Smokey' six seconds. Baker-Carr asked that he should be put back to start from the scratch mark. At the end of the first lap, Lewis McKenzie, who had established a reputation as a Bentley tuner, led in a 4½, while Ortweiler, who had been going quickly, retired as his 4½ drophead coupé had burst its silencer, a major sin at Brooklands. Baker-Carr had pulled well ahead of the 'blower' and came through to take the flag with a flying lap at 104.19mph. The 4½s of Hugh Pelmore and Marcus Chambers took second and third places. The winner received £10 and the runners-up £4 and £2 respectively and the three received engraved BARC ashtrays.

Harry Bowler had not entered the Bentley race, but had kept his 3-litre for the first Mountain Handicap.

Starting from the 24-seconds mark, he came through the field to win. After the exertions of the '500' neither the Barnato-Hassan nor the Pacey-Hassan appeared. Bill Pacey's successes on the track, aided by the progressive removal of the compression plates, secured him the BRDC 1936 Track Racing Gold Star.

Brooklands was of course where Pelmore had first placed those infamous cards in the windscreens of spectating Bentleys in March 1936, and it was at the time the most important circuit in Britain. It was not, however, universally popular. An item in the 'Rumbblings' section of *Motor Sport* of October/November 1936 admits that 'Brooklands racing may be comparatively dull' and that 'people say that driving round the wide concrete course is too dull', but goes on to admit that it was invaluable for the motor industry of the time, who used it as a testing ground, 'as well as representing a vastly intriguing spot to all real enthusiasts'. Writing of its use by the trade, the unbylined writer reveals: 'An experimental engineer to a very famous and old-established London motor works told me that tests had usually been made on the North Arterial road but now that the police had politely intervened, the directors have decided that Brooklands is the only possible place.'

1936 – 2026

And yet, as we all know, the outbreak of war was the death knell for Brooklands, the final race being held there on 7 August 1939, and the site sold to Vickers-Armstrongs in 1946 for the production of aircraft. So when the BDC resumed activity after the war, a new venue had to be found, which was not easy given that most existing circuits had been requisitioned as airfields. It was the other way round with Silverstone, which was first opened as an RAF Bomber Station in 1943 and then turned into a circuit after the war. The first ad hoc race there was in September 1947, in the course of which local enthusiast Malcolm Geoghegan accidentally killed a sheep, writing off his car. Inevitably perhaps, that event became known as The Mutton Grand Prix. The Royal Automobile Club took a lease on the site the following year, and held two races, both using the main runway with long straights separated by tight hairpin corners, the track demarcated by hay bales. It was only the following year, in 1949, that the perimeter track was first used, making the BDC event one of the earliest incarnations of racing at Silverstone as we now know it. The RAC's venue hire fee was £50. Incidentally, the Club's first, possibly two, meetings were held on a Club circuit no longer in use: it went from Copse to Maggotts, down to Chapel, around a hairpin at Stowe and back to Copse along a runway. This explains Leslie Johnson's f.t.d. (in Lycett's 8-litre), which would have disgraced a long chassis 3-litre if the meeting had been run on the shortened all perimeter Club circuit used from the early fifties.

BDC membership blossomed after the war, reaching 385 by the end of 1946 and 679 by March 1948. This meant there was an excellent entry of more than 60 Bentleys at the BDC's first Silverstone race meet on 23 July 1949, and another 20 high quality cars of different marques also competing in 'team races': 3-litres v. twin-cam Sunbeams and 4½s v. 30-98s, which resulted in wins for the opposition, which was slightly chastening for the Club. At least the Lycett 8-litre saw off some 36/220 and 38/250 Mercedes in the 'Heavy Metal race',

even if it wasn't a fair contest. A piece in *The Motor* magazine afterwards noted that it was 'a happy thought to include old playmates and rivals'.

The entry fee for competitors was two guineas which included one race and one sprint, plus a buffet lunch featuring plenty of liquid refreshment and a boar's head. Darell Berthon was the first Secretary of the Meeting, while Stanley Sedgwick was Clerk of the Course. Sammy Davis and Captain R.P. Minchin were Club Stewards, while Bentley Motors supplied a new Mk VI as the course car. Members who were at those early BDC meetings at Silverstone recalled spectators being very close to the action, separated by only a few hay bales, while helmets were optional for drivers and often not worn, with most racing in whatever clothes they had come in. *The Autocar* described the day as 'the ideal of what a club show could be... a purely friendly and very personal affair reminiscent of the best days of old Brooklands'.

Over the years both Silverstone and the BDC's annual fixture there have grown and changed, especially in recent years with the building of hotels, business headquarters, a museum and other attractions. But the essential idea remains the same, and the atmosphere of the BDC's Silverstone race meetings remains one of friendship and conviviality with some exciting racing thrown. I well remember being taken to my first BDC Silverstone as a teenager back in the 1990s, the sound and sight of so many Bentleys on the track at once being quite intoxicating. This year's event will no doubt be another memorable one, even if we're unlikely to see any hay bales, dead sheep or wild boar on the buffet. 🐷



A Bentley at Silverstone at an early BDC meet: 'the ideal of what a club show could be'

*Old Number One airborne during the 1932 '500' at Brooklands.
Probably doing about 130 mph and absolutely terrifying*

THE TRUTH ABOUT OLD NUMBER ONE

*It was the notorious case of the £12 million Bentley that ran in the High Court for 12 days in July 1990. As chief witness for the defence, Bentley historian **CLARE HAY** spent three days in the witness stand. Here, she reveals for the first time her involvement in the case*

There's interesting stuff in Brian Rivett's article in the last *Review* but, as he says, by the time he started in 2014, as the second Brian, his job was very much to bolt the stable doors after the horse had legged it. So in case it's of interest, perhaps I can fill in a bit of the earlier background.

To begin with an apology, I will have to make some use of the vertical pronoun. I was always taught to deprecate use of the personal pronoun because whatever one is writing, it shouldn't be about oneself. This is why I tend to avoid writing up restorations, because they're always the same. They start 'I did this, I did that', and then 'I did something else, or we did this, we did that, and then we did something else'. Such narratives are rarely compelling for anyone beyond a very narrow circle.

In all my writings about Bentleys, as far as possible, I efface myself from the proceedings, beyond a few more or less cryptic comments in prefaces and introductions. I did write a largely impersonal account of the Old Number One case years ago in the *Review*, but this time, the story is about my involvement. So if The Editor decides he wants to print my ruminations on this subject, I'm afraid I'm going to have to be in the frame. I am also writing from memory, for reasons that will be explained later, so I crave advance indulgence for any lapses.

The story begins in about 1987, on two fronts. To begin with Old Number One, as a callow 24-year-old, I was asked by Malcolm Barber at Sotheby's to go and look at the car at Heathrow. It was a wet miserable day, with this grubby old car parked on the

THE OLD NUMBER ONE CASE



Woolf Barnato with friend in the south of France in 1931, Old Number One as was. This shows the 1930 Le Mans pit signal letter X to the door. The No.2 car has the letter O; I have yet to find an image showing the symbol to the No.3 car

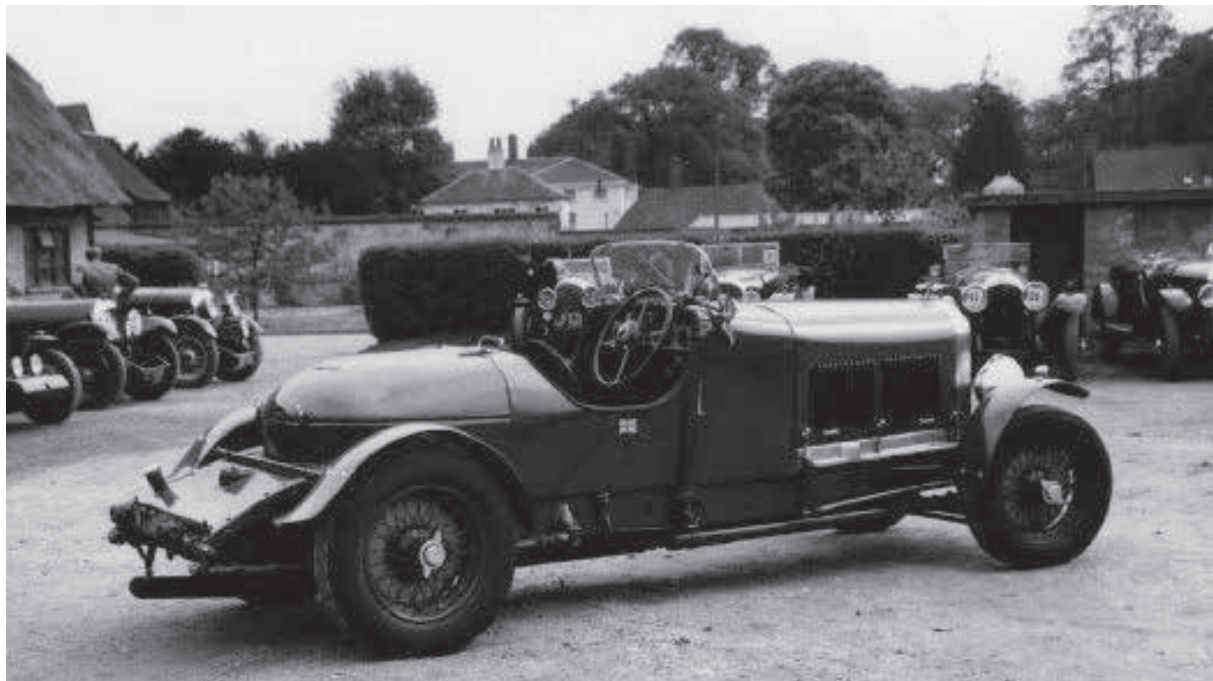
apron, still in bonded store. So I put on my overalls and got on my back underneath the car, noting to Malcolm it's got its original 6½ Litre pattern diff, it's got its D box, and so on, while a posse of customs officers eyeballed me and followed my every move. I asked Malcolm afterwards what they were up to, and he said they were trying to work out how I was going to get the drugs out.

At this point Old Number One still belonged to David Tunick and was due to be consigned to Sotheby's for sale. I only met David Tunick once, at Stanley Mann's. Aficionados of the Fruit Farm will remember Stanley's drinks machine. You pressed a button, and it spat out a plastic cup containing a powdered chemical compound. You pressed a second button, and your cup was filled up with hot water, resulting in either soup, hot chocolate, tea, or coffee. Stanley clearly regarded the drinks machine as a rite of passage. If you couldn't stomach what you were given, then clearly you weren't the right stuff. The soup and the hot chocolate were just about palatable in a gloopy

sort of way, but the tea was truly vile. I don't know about the coffee, because I don't drink the stuff, but David Tunick took one sip out of his cup, and pretty much spat it straight back and said 'Geez, don't you guys have any whisky?' This was at about two o'clock in the afternoon. Michael McCormick kept a kettle in the back office for his own personal use.

Not long afterwards, Old Number One was sold by Sotheby's for a bit shy of half a million to Ed Hubbard but via, if I remember rightly, Stanley, who fronted the deal. Hubbard was quite a character. When Stanley moved his business from the old Nissen hut round the back of the family butchery business in Edgware, to the Fruit Farm round the back of Radlett, it was in tandem with Hubbard. The way they got round the restrictions on green belt building was by designating one of the buildings as a private museum, and the other one as a workshop. Ed Hubbard moved into the museum, and when I was there not long afterwards, there were about thirty vintage Bentleys under its roof. Stanley asked me if I

THE OLD NUMBER ONE CASE



Old Number One photographed at a BDC meeting in the early 1960s, with the two-seater body built by Alan Padgett and, if I remember rightly, Aubrey Stafford. Other photographs show that this was panelled over a simple tubular steel frame. This is how I first saw it, at Heathrow, but a lot less clean and shiny than this

was impressed, and I rather churlishly answered ‘no more so than if you put £5 million in used notes in a pile in the middle of the floor’.

The thing with Hubbard was that it was all smoke and mirrors. You never knew what was real. He had that Trumpian tendency of simply saying how he thought things should be and just assuming that that’s how they were. His money was supposed to have come

from the sale of Waxoyl, but I never knew the details. At about the time of the court case I was contacted by the crime reporter at the *Sunday People*, looking for the inside story on Hubbard. There wasn’t anything I could tell him. Hubbard was, I gather, wanted for gun-running in some African country and was known to the police there under a number of different aliases. He was a remarkably unattractive man; that barrel body on skinny, pasty knotted legs, in shorts, with a spatula in hand at a barbecue at the Fruit Farm is a vision I’d rather forget. He had a much younger female companion, a tall, taciturn, Polynesian-looking woman who Hubbard had allegedly acquired during a trip to the South Seas. It was all a bit like Dallas landing in the Home Counties.

At one point Stanley did a deal to sell a Speed Six that belonged to Hubbard, for £900,000. In the late 1980s that was an enormous amount of money. Stanley gleefully went to Hubbard and was crestfallen when he refused to sell. When Stanley asked why, it turned out that Hubbard had already mortgaged the car with the bank. For £1.2 million. One guy, who had been well and truly screwed over by Hubbard, stormed into the upstairs office in the Fruit Farm and started remonstrating until he was cut short by Hubbard’s remark, ‘Your problem is that you behave like an English gentleman, and I don’t’. Collapse of stout party.



Old Number One round the back of the pub near Reading, being divested of its H.J. Mulliner coupe body. The back view is, I think, of Mike Quinney

THE OLD NUMBER ONE CASE

By the time Hubbard bought Old Number One, he had moved his business to premises in Watford, Stanley taking over the whole of the Fruit Farm. Hubbard had some great plan to build the world's fastest Bentley, faster even than the 158.2 mph clocked by Jumbo Goddard at Ghent in the 3/8 twin turbo. Among all the other cars that Hubbard had bought was the ex-Gordon Russell single-seater 4/8 special. The idea was to amalgamate parts from these cars and do various other development work. This was the era of 3/8 special building, when Spencer Flack was building some extremely light and very fast Bentleys, engineered by John Guppy. While this was going on, though, Hubbard had also cooked up some scheme to build amphibious cars. He decided that people would line up to buy something that you could drive in and out of the Thames so you could commute to work on the river rather than having to grind through central London traffic. To this end he got involved with Middlebridge Scimitar, the newly constituted continuation manufacturers of the Scimitar sports car.

This ended up in a meeting between Hubbard, his assistant Judith Coatsworth, Dennis Nursey, the CEO of Middlebridge Scimitar, and William McCormack, their finance director. In coming to a deal Hubbard was asked which cars he had. He listed off various cars, and then said, Bentley Old Number One. Nursey asked him which car that was, and Hubbard said it was the car that won Le Mans in 1929 and 1930, competed at Brooklands, in the 500, and crashed at Brooklands in 1932. Nursey asked him how much he wanted for the car. Hubbard stuck a finger in the air, and said, £10 million. Nursey said done, and that's how it happened.

Amazingly, Nursey and McCormack thought they could pick up this car, still in pieces in Watford, from Hubbard's workshop, and then do a deal to sell it to a Japanese guy (Kohji Nakauchi, I think, the money behind Middlebridge Scimitar), for £12 million. Middlebridge would bank the profits and everyone's a winner. All of this, taking delivery, doing the deal with their Japanese punter, who didn't know he was going to buy the car, the raising of the £12 million, and then the disbursement of £10 million to Ed Hubbard, was supposed to happen within a thirty-day envelope. I always thought this was extraordinary, and I did wonder, given what happened later, whether the whole thing was a stitch-up. I hinted as much later to one of the guys from the big four accountancy firms involved in repossessing Hubbard's cars, and his face was a picture. However a few years ago I met



As Brian notes, breaking up went on into the 1960s. This is the only image I've seen of Speed Six UL8141, chassis LB2334, photographed by Tom Berthon at Silverstone circa 1960. The engine and other parts are extant but as far as I'm aware the car is gone

a woman who worked at Middlebridge Scimitar, and she told me that no, the deal really was done, on the basis that it would all happen. It ended up destroying Middlebridge Scimitar, and she and all her fellow employees lost their jobs.

Nursey and McCormack soon realised that what they had bought was not a big green four-seater Speed Six Bentley Le Mans car with bonnet straps, stoneguards, dinner-plate instruments, an aquarium-sized petrol tank and all the rest of it. They reached for their lawyers and started suing on the basis that what they had bought was a bunch of parts, constituting a 1932 Brooklands racing special of little historical interest, worth a very great deal less than the £10 million they'd agreed to pay. And at this point I got the call from Ed Hubbard to start researching the car and preparing the case.

Brian quite rightly notes that Mr Justice Otton's judgement refers to the writings of Denis Jenkinson and Hugh Young, but in fact, the judgement was largely based on principles set out by me. The reason I don't get mentioned in the same way is because this wasn't primarily on the basis of things I'd written, rather it was on the basis of evidence presented during the trial. The Old Number One case was in the High Court for twelve whole days, and I was there for every single one of them. I spent just over three of them in the witness stand. I was heavily involved in every stage of the preparation, and I knew that the judgement would establish a precedent for how cars would be evaluated.



Old Number One as rebodied for Ed Hubbard, improbably finished in red. The body is wrong, because it was made from an offside photograph only so they made the cutaway the same on both sides; the 1932 photograph above shows that the cutaways were asymmetric. The radiator is also wrong. This is something I often see with restoration work. All too often things are 95% right and 100% wrong. The finish in 1932 was grey. The pick-up truck with the 'C' coronet was Hubbard's after some fandango he'd set up to drive the then Prince Charles at Brands Hatch in 1988 in a fund-raiser

This was a few years after the first edition of *Vintage Years*, and I'd already worked out with vintage Bentleys that the only criterion that works, at least in the vast majority of cases, is continuous history. And where it doesn't work, as any lawyer will tell you, hard cases make bad law. Bentley's Service Department had a standard policy of changing chassis frames in the event of accident repair work; I was told years ago by somebody who worked there that if the dumb irons were behind the front cross member, it was time for a new chassis frame. If they were in front of the front cross member, then they got straightened out. How true that is, I don't know. If the chassis frame was changed, then another frame was pulled out of stores, put on the floor next to the car, and everything simply transferred over. The old damaged chassis frames along with bent front axles and other parts were then clearly rounded up, and every now and then sent off to be straightened and repaired, and put into the stores. Fortunately for the historian, Bentleys didn't renumber components, so by following the numbers it's quite often possible to follow accident repair work through a series of changes to different cars. Numbers always tell a story.

Brian does mention continuous history, but he doesn't mention the other principle, which is the one in/one out principle. If you're going to maintain continuity, then it matters that one car goes into a workshop, and one car comes back out again. If a car is broken up for parts, then it becomes an altogether more complex matter. It also matters that there is at least some effort to maintain identity or continuity, if only by default: that is, by not building parts into other cars. If parts are built into other cars, and then taken back out again, then what you have is a discarded spare part, and not a basis for the maintenance of identity. I am a little amused by Brian's remark that philosophical tergiversations about the concept of identity is 'theorising ... of academic interest only'. Perhaps I may be permitted to refer to a remark by that well-known philosopher John Maynard Keynes, who also, I gather, dabbled in economics on the side, that 'Practical men who believe themselves to be quite exempt from any intellectual influence, are usually the slaves of some defunct economist. Mad men in authority, who hear voices in the air, are distilling their frenzy from some academic scribbler of a few years back.' Well, in this case, I'm the academic scribbler.

THE OLD NUMBER ONE CASE



The ton-up Speed Six chassis LR2789 at Milbrook with Vaughan Davis at the wheel and Stanley with his back to the camera. The attentive reader will note the sloping casing of a 'C' type gearbox

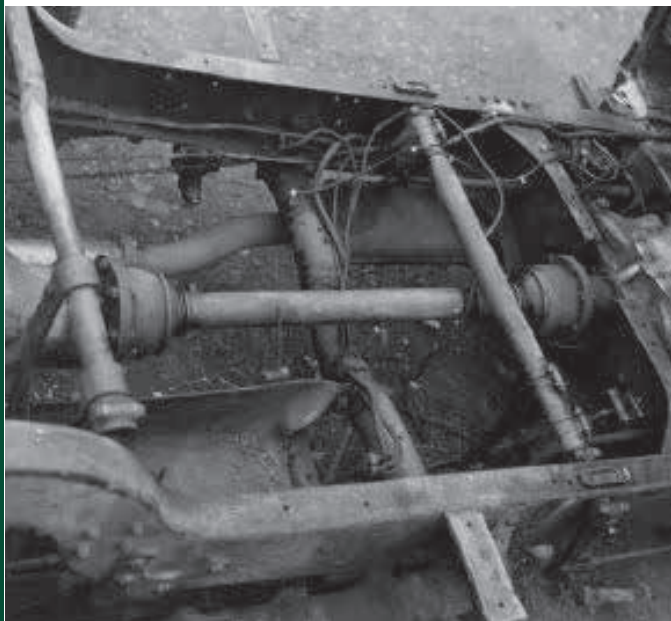
My second front, or, the back story, which Brian also alludes to, concerns the Eligibility Sub-Committee, which in the distant past of the late 1980s, was set up under Brian Fenn's chairmanship, with myself and Charles Teall. I didn't last very long, because it became very clear to me very quickly that things were going to be accepted that I wasn't prepared to countenance. My own approach in all my writings on Bentleys is that anything I say has to be defensible in court. Brian Fenn adopted a mantra from Gordon Macdonald, that any Bentley put back on the road was a good thing. Now this of course was a worthy sentiment in the 1950s and the early 1960s, when the cars weren't worth very much and it cost more to keep them on the road and put them back together if they didn't work than they were worth. At that time, particularly after the newly introduced MOT test, quite a few cars were broken up, as Brian notes. However it was a very different situation by the late 1980s, by which point it had become a highly profitable exercise to scrape together a bunch of old bits and build another car, particularly if one could suitably launder its identity to make it look like a real one.

So when it came to the Old Number One case, my principal role, irrespective of Ed Hubbard or, for that matter, Old Number One itself, was to get the

principle of continuous history established in law. I got a lot of flack from this, from various people, because all too often they seemed unable to separate out the fact that Ed Hubbard was a crook, and that Old Number One was a car with a chequered history, from the establishing of the legal precedent. The point all the way along was to keep decisions within the car world, and to try and not turn the whole business of describing, cataloguing, buying and selling of old cars, into a total legal minefield. The basis that I've always worked on is that you set out the whole history of a car, warts and all, in full detail, and all you're then arguing over is what you want to pay for it. And outside of the context of buying and selling, it's just a matter of people ventilating their opinion in a VSCC car park.

If, however, Ed Hubbard had lost his case, the consequences didn't really bear thinking about. Because the view being pressed by the enemy as, I have to admit, I thought of the Middlebridge Scimitar guys and their lawyers, was that a certain degree of rebuilding constituted a new car. The level of rebuilding that would constitute a new car then becomes a matter of argument and discussion. At one point during the court case there was some

THE OLD NUMBER ONE CASE



Yes, you can fit Speed Six pattern gearbox crossmembers to 4 Litre/8 Litre siderails. The 'D' box is numbered R1 7232, one of three new racing 'D' boxes made up for the 1930 racing season. The gearbox in No.2 is stamped R2 7233, that in No.3, R3 7234

talk of a parts count, that one would simply add up the number of parts on a car and decide how many had to be original and how many could be changed. When it was then pointed out that a light bulb weighs a lot less than a chassis frame, the criterion moved on to, perhaps, an exercise in weighing, that one would take apart a car, put the real original bits on one side and the replacement bits on another side, weigh them, and then decide what percentage of original mass you had to have in order to have an original car. It doesn't take much imagination to appreciate the possible complexities and ramifications, that one could sell a car in good faith, and then get sued on the basis that some restoration work carried out in the distant past meant that effectively it wasn't a Bentley at all, but some special built by a guy in a shed. The critical point was to keep everything within the ambit of car people, and try, as far as possible, to keep the legal profession at a proper Shakespearean distance (*Henry IV Pt.II*, but Google is your friend).

My first task was The Great Logbook Hunt. It was known that Mike Quinney, who had Old Number One in the 1950s and who stripped off the old H.J. Mulliner coupé body and, together with Alan Padgett, fitted a rather crude open two-seater, the body that was still fitted when I first saw the car at Heathrow, had operated out of a patch of waste ground round

the back of a pub near Reading. According to legend, the framed logbooks were still hanging on the wall in the pub. My job was to track them down. Except that I was, as always, skint, and didn't have a working car. So I phoned Watford and was told yes, we've got a car you can borrow, come and pick it up. When I got to Watford, by train and Shanks' pony, I was handed the keys to a left-hand drive 4½ litre 450 SLC Mercedes coupé in a beautiful shade of eau de nil, with tan leather interior. Everybody hated me that week. On my way out on the M4, for the first and only time with me driving a car, I saw a speedo touch the 100 miles an hour mark - probably about 90, allowing for the usual over-reading. The only other time I've seen 100 miles an hour in a car in the UK was in the ex-Milbrook record-breaking Speed Six, with Stanley Mann driving, on the A5 on the way to Silverstone. Stanley pointed to a blob of Tippex on the rim of the rev counter at about the 3,000 mark and said, when we hit that, we're in the money. The Speed Six accelerated with turbine-like smoothness all the way to the (genuine) 100 mile an hour mark. But I digress. The thing about the Mercedes was that the speedo and the petrol gauge were umbilically connected, the one going up as fast as the other one went down. When I went to fill up at the local garage I got a very snotty response. They were much nicer two weeks later, when I turned up in an unfinished 3 Litre Bentley on its maiden voyage.

When I finally found the pub at Reading, I got a bemused reaction. The logbooks of course had long gone; David Llewellyn had long since had it away with the offending items. He was at the time building a copy of Old Number One, which was going to be registered using that car's original registration number, MT3464. When it returned from the States MT3464 was reallocated to Old Number One so the Llewellyn car appeared with registration number RX3612, with the chassis number given as FA2510.

For the preparation of the case, I worked together with Judith, with John Guppy as the other expert witness. John and I talked things over and then I wrote up his evidence. As it got nearer to the case, we worked things through with Hubbard's two barristers, but given that we wanted to prove continuity, it was clear that having the logbooks would be a Good Thing. So Hubbard did a deal with David Llewellyn, whereby Hubbard deposited £100,000 with David Llewellyn's bank, the logbooks duly turning up at the High Court by courier. Judith and I hot-footed it to a copy shop in Chancery Lane and made high-quality laser

THE OLD NUMBER ONE CASE

copies. In his judgement Mr Justice Otton remarks, 'In somewhat strange circumstances, the original logbook was produced in court'. Well, Your Honour, now you know.

After Ed Hubbard had done his bit in the dock, I was up in front of the beak, on the first Friday of the case. Because I was still sworn in over the weekend I wasn't allowed to talk to anybody, but as we walked out of the court Hubbard's lead barrister walked quickly past me and hissed 'Don't be too argumentative'. I thought that was my job. I had a very uncomfortable moment in court one day in the minutes between everybody being assembled and the judge appearing, when the barristers were discussing between themselves whether it would be possible to mount proceedings on the basis of Sotheby's description. Because I'd written quite a lot of that as well.

Part of my evidence consisted in showing that as many, if not more, parts had been changed when Old Number One was rebuilt by Bentley's Racing Shop over the winter of 1929/1930 than were changed when Wally Hassan rebuilt the car in 1932, changing the chassis frame. Or at least most of it. The upshot was that the enemy changed their pleading from there being two cars, to there being three cars, with in each case the degree of rebuilding and change of parts constituting a new car. One can see why this approach was to be resisted. One of the things that I noted was that when Wally Hassan rebuilt Old Number One in 4/8 racing form in 1932, he kept the original Speed Six gearbox crossmembers in order to fit the D box into the chassis frame. David Llewellyn claimed that I was wrong about this, because you can't fit Speed Six crossmembers to 8 Litre side rails. In fact you can, because the centre sections of the Speed Six and the 8 Litre chassis siderails are made off the same dies, and the chassis are the same width, which is why you can swap the four-wheel brake compensating shaft between all models of vintage Bentley chassis. I appreciate that there is something rather unattractive about settling scores long after the other person is dead and gone, but I was a spotty youth then and mostly beneath the notice of the BDC hierarchy.

My last day on the stand, under cross-examination, began with a court official handing up a typed-out list of vintage Bentleys bought new by Barnato. Some minion had been delegated to wade through my book, or Sedgwick & Young's *All the Pre-War Bentleys*, to come up with this list. Without thinking about it I looked at it and said, 'Well, you've missed



The ocular proof, the 'D' box in Old Number One

out 1106, his first racing 3 Litre, and the Blue Train Speed Six chassis HM2855' – before I knew better, that HM2855 isn't the Blue Train car – 'and you've missed off his high-sided two-door Blower MS3933'; and looked up from my ruminations to realise that, in the deathless phrasing of *Private Eye*, a muffled titter was running round the court room. I still don't know how this line of argument was supposed to develop, but the enemy barrister grinned ever so slightly and deftly changed the subject. My memory for numbers was very good back then. Nowadays I'm a bit more cautious, as it's not as good as it used to be.

My lack of enthusiasm for some, at least, of the BDC hierarchy was exacerbated by certain people within the Club who were writing to the enemy and suggesting that what they should be arguing is that the real continuous history descendant of Old Number One is the Barnato-Hassan special, because this got the Speed Six racing engine out of Old Number One and also, most likely, the front and back axles, and various other parts. For me this was one of those double face-palm moments when you find yourself thinking, if I stop smacking my head against this brick wall it'll feel better because it'll stop hurting so much. All that pursuing that line of argument was likely to do was to lead to interminable legal problems over the buying and selling of almost any vintage Bentley, and any other old car, unless it had been put in a box from new and kept in climate-controlled storage conditions ever since.

THE OLD NUMBER ONE CASE

I was also contacted at about this time by a journalist from *The Times* who wanted to explore, shall we say, some of the dubious goings-on in the old car world. I decided to keep shtum, to her manifest disappointment.

Hubbard duly won the case, putting the £10 million figure out there in the public domain. Nursey and McCormack only turned up for the last two or three days, for their appearances in the dock, which rather surprised me given how much hung on the case. My impression is that they were over-confident, assuming that the car was obviously a bag of bits and the case would go their way. They didn't even bother to commission any expert opinion. Like many other people I've talked to about this over the years, I guess they didn't appreciate that what really mattered was the principle, and not the people or the car itself.

I was invited to put in my invoice, made out to a firm called Jam Ltd., with an address in Bermuda. I can remember thinking, if that doesn't get paid there isn't much I can do about it, but in due course a modest amount of money bounced into my bank account which helped pay for my 3 Litre. I got in touch with the solicitors and pointed out that there were still photographs of mine in the files. I was invited to go along to their offices and was shown into a back room full of paperwork and files and miscellaneous stuff, with several boxes of papers from the court case. It was very clear that nobody was interested and it was probably all going to end up in the skip, so I helped myself to one of the trial bundles, including one of the laser copies of the logbook. Some years later I sold this to the present owner, hence the lack of notes to refer to now.

Old Number One, by this point rebuilt with a not very accurate copy of the 1932 racing body, and finished, for some reason, in red, stayed in Watford. But that wasn't the end of the story. My next involvement with Old Number One was when I was contacted by one of the big four accountancy firms, who were in the process of repossessing all of Ed Hubbard's cars. What Hubbard had done was mortgage all his cars with a major UK bank, and then bunk the country, taking his Polynesian companion and the money. Stanley, I gather, had some very difficult interviews with the Serious Fraud Squad, who couldn't, or wouldn't, believe that he knew absolutely nothing about what had been going on, or about Hubbard's whereabouts. When I went with the accountancy people to confirm that the cars they were repossessing were indeed the cars on the list, I got sight of the sums of money that

Hubbard had mortgaged his cars for. All I can say is that they were pretty eye-watering. Hubbard I gather was last sighted in Sebring, before explaining himself to St Peter.

Old Number One was handed over to a firm of liquidators, whose job was to get back as much money as they could for the bank. It took the thick end of a decade to sell the car, for somewhat less than had been lent against it. I gather the bank manager who made the loan was moved sideways. Selling the car wasn't easy, but I did get to put into practice the principle of setting out the history in full and then arguing over the price. The bank's representatives agreed to my suggestion to put together a book on the car, and that's what got me into the publishing business; it's also the reason why the publishing imprint I set up is called Number One Press, in recognition of the sterling role Old Number One has played in a number of different aspects of my life. The bank advanced me £1,000, which I blew on QuarkXPress software and a second-hand computer, without knowing whether I'd be able to make it all work. Sometimes you just have to take a risk. Ten lucky, or maybe not so lucky, people out there have copies of the Old Number One book with a tyre track down the opening page. The reason is that the guys who were looking after the car decided that it should do some signing, so ten copies of the book were laid out in a line open to the front page, and the car duly rolled over them. No doubt it seemed like a good idea at the time.

The new owner of Old Number One commissioned Dick and Graham Moss to do the rebuild, with me as the consultant. This proved to be very interesting, as we found all sorts of detail in the process and were able to retrace a lot of Wally Hassan's thinking. In particular we found a deep gouge along the bottom of one of the chassis side rails which I think has to be an artefact of the 1932 crash, probably from the edge of the banking. I had an eerie moment stepping into the workshop one day after the car had come back from the paint shop, when for the first time I saw Old Number One as it was at Brooklands in 1932.

As far as I'm aware, the precedent of continuous history for evaluating an old car has stood up pretty well, and it seems to be fairly widely accepted. Some years later Stanley was in court, in a case again involving a Speed Six. I didn't follow all the ins and outs of that one, because I wasn't involved for either party, but my understanding is that the issues were



THE OLD NUMBER ONE CASE

My old 3 Litre with Michael MacCormick on what should have been the first drive in late June 1990. Except I'd been palmed off with the rare CAV starter motor for a two-stroke Commer, which goes backwards. Michael said mine was the only Bentley he'd worked on where the carburettors blew air backwards towards him. Michael was the Stanley whisperer, so if I ever wanted something I'd ask Michael first, to gauge the mood of the Mann

never in fact fully resolved, and that when it went to appeal the appeal court judges said that the issues needed to be retried, which of course they never were. What I did take away from that case is that the principle of caveat emptor applies, and that if you're buying an old car you should make sure you know what you're getting. Clearly when Stanley sold that car he made the mistake of describing it rather too fully, because as older readers may recall, Stanley's usual wording in his adverts for Bentleys in *Motor Sport* and the other magazines in the 1980s went something along the lines of 'The dog's dangly bits...', or, 'The most fun you can have with your clothes on'. Suing for misrepresentation on either basis would make for an interesting case.

If, of course, you take as gospel information gathered from the internet, then the chances are that the value of the information you get is directly proportional to the amount you paid for it. In the case of books,

under laws going back to Henry VIII, authors and publishers have to deposit copies with the Copyright Licensing Agency, and these copies are then held in the six main copyright libraries in the UK. So if you publish something in a book, you don't get to disown or disavow it. The tightening up of procedures for registering old cars is, I think, generally welcome.

Some years ago now I found myself on my back on the floor under a 4½, again, next to a city banker who'd just exchanged his bonus for this particular automotive gem. I pointed out that the oil level was low, to which he replied that the oil level was determined by the crack in the sump casting. He then said that the company he'd bought it from were such charming people operating out of lovely premises, just like an old-fashioned antique dealer, and they'd assured him it was ok. My God, I thought, doesn't everybody know about Coys of Kensington? Caveat emptor, dear boy, caveat emptor. 🐾

The artist at the wheel



LONG ISLAND ARNAGE

The British artist Hugo Guinness divides his time between Brooklyn, New York, and a house on Long Island where he keeps his recently acquired Bentley Arnage.

He just wishes he had bought one sooner, he tells The Editor

BDC REVIEW

JUNE 2026 No. 365 25

HUGO GUINNESS



Hugo Guinness's recently acquired 2002 Arnage at home in Long Island

Hugo Guinness has lived in the US since 1996 when, aged 37, he gave up making pots on his family farm in Hampshire and started a new life in New York. Since then, he has got married (to another artist, Elliott Puckette) and had two daughters, and recently took on the lease of a flat just off Piccadilly, in the beating heart of London, which he likes as it is close to so many attractions, from the Royal Academy of Arts to Fortnum & Mason.

Guinness likes comfort – he is not the sort of artist you find spattered in paint in a freezing studio. He spends the week in his townhouse in Brooklyn, where he has a studio, and on the weekends he heads to their home on Long Island, where neighbours include friends such as Anna Wintour, the Editor of *Vogue*. His work is simple, clever, funny and immediate, beloved of everyone from Lady Bamford who uses his designs in her Daylesford empire, to Wes Anderson, the filmmaker, with whom Guinness collaborated in writing *The Grand Budapest Hotel*, for which they were jointly nominated for an Oscar for Best Original Screenplay.

But what has all this to do with Bentleys, I hear you ask. Well, in 2024, Guinness fulfilled a long-held ambition to own one, acquiring a low mileage 2002 Arnage from a British diplomat based in Washington D.C. 'I wish I had bought one earlier,' he tells me. It has been, he says, one of his best purchases, a car that makes him feel quite different to any other car he has owned. For years he ran a dark blue 1970 Rover 3.5 V8, which he kept in England. 'They were the cars ministers used to have in the 1960s,' he says. 'They were like a big fat cigar-shaped thing with really lovely upholstery.' But when his mother died and the family farm was sold, he had nowhere to keep it, so he decided to sell it. 'I put it in an auction because I couldn't bring it to America really, there wouldn't be any spares here. And that's when I thought I'd really like to get myself a Bentley Arnage.'



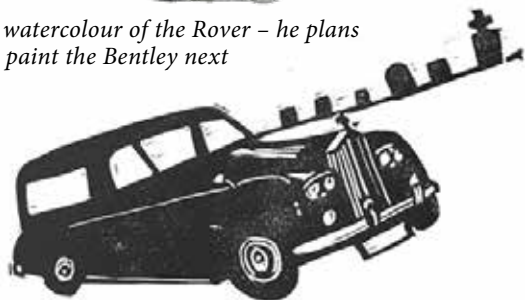
The 1970 Rover 3.5 that Guinness sold to buy the Bentley

He commissioned his friend Ben Murphy to find the perfect car, knowing that he would 'buy the first one I saw, being incapable of being steady and slow and doing proper research,' he says with typical self-effacement. Murphy spent months combing America for the right car, finally settling on the one Guinness bought, which had only done 20,000 miles since new. Part of what attracted Guinness to it was its colour, which is a metallic dark blue which he says looks different depending on the light, but also the eccentricity of its owner, who had some involvement with the US government. 'He was a total conspiracy theorist, who would say things like 'You know, Hugo, they're coming to get us'. He kept a golf club in the car in case he got attacked.'

A deal was struck, and Guinness had the car delivered to Long Island. 'I remember when it arrived on the trailer thinking 'Oh my God, what have I done?'. It was enormous. And you need quite a lot of self-confidence to drive a car like that'. But he has grown to love it, and has already covered 10,000 miles in it.



A watercolour of the Rover – he plans to paint the Bentley next



A typical Hugo Guinness print, here of a Rolls-Royce Wraith

He was struck by the attention it immediately brought him. 'We hadn't even got it off the trailer when a man screeched to a halt and got out of his car to tell me all about his Bentleys, and I thought 'Oh great, I've made a new friend'. But despite swapping numbers, the man never got in touch again.

'The thing about it is that it has two effects really,' says Guinness. 'One is that, as soon as you get in it, you think you are special and different, which can cheer you up. It's really nice, you just think 'Oh my God, this is the most amazing car'. And then there are days when I just want to drive my 20-year old VW Passat and be a man of the people, to be looked down upon with my old dented ruined car. For me, it's all psychological, is what I am trying to say.'

Guinness keeps the Arnage in a garage by his house and only really uses it on Long Island. 'I don't take it to New York. I found a good mechanic and I keep it very well maintained. That's the secret to a car like



Driving round London in the Rover

this. Never let anything slip. So I'm always having everything checked. And it works a treat.' What does his wife, who is a very successful abstract painter, make of it? 'She doesn't really approve,' he says. 'She won't drive it. She doesn't mind sitting in it, but she can't really understand the point of it.' Guinness loves the fact it was hand-built at Crewe, but says he gets a mixed response when he drives it. 'Most people don't know what it is, it's fairly anonymous, but then some car people will smile and wave. They're very positive about conspicuous wealth here. They like it.'

The only point against the Arnage, says Guinness, is that 'it's a gas guzzler', which is especially noticeable given the current high price of fuel at the moment. The other thing is that he can't find a correct Blaupunkt radio for it, as the original one was taken out by the vendor. Guinness asks if anyone in the BDC can help him to source one to please get in touch via The Editor. In the meantime, he is dreaming of buying another one for his new London life. 'I would love to have one in Piccadilly,' he says. 'There is one there, it belongs to a Mr Moss, I found out his name. It's black and it purrs outside. They are just the most wonderful things.'



The Arnage – 'you need a lot of self-confidence to drive a car like that'

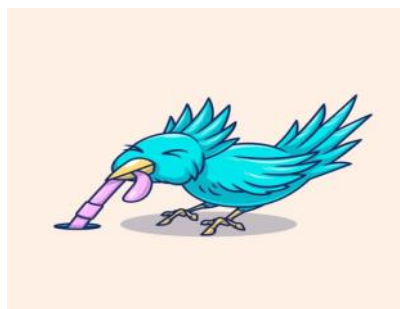


NATIONAL BENTLEY RALLY,
TOOWOOMBA, OLD NOVEMBER 2026



**As the sun sets on the month of June
time is running out to grab our extended Early Bird Offer
for entries for the National Bentley Rally in Toowoomba this
November. Return your rally entry form and payment ASAP.**

Please do not hesitate to contact us if you have any questions
via admin@BDCQ.com.au or ring Julie, our Chairperson, for a
chat on
0419 788 871.





Bentley Drivers Club Qld Region (Inc)

2026 National Rally Registration Form.

Early Bird Registration

\$2,150.00 per person

\$500 deposit per person accepted until the end of June with the balance payable by June 30th

After 30th June, 2026

Registration: \$2,400.00 per person

Please email your completed form to the Bentley Drivers Club, Qld Region (Inc) to admin@bdcq.com.au or post to BDCQ, P.O Box 7027, Hemmant Qld, 4174
And send your payment to ...

ACCOUNT NAME: Bentley Drivers Club Qld Region Inc.
BSB: 633 000
ACCOUNT No.: 240076356 (Bendigo Bank) –
SWIFT code: BENDAU3B

Please use your initials and last name as a reference



**AUSTRALIAN NATIONAL BENTLEY DRIVERS CLUB RALLY 2026 REGISTRATION FORM****Please enter your details below.**

Name _____

Partner _____

Address _____

Mobile Contact Number _____

Email address _____

Participating Car details:

Model _____

Year _____

Chassis Number _____

Registration/Number Plate _____

Dietary requirements /allergies _____
_____



AUSTRALIAWIDE VALUATIONS

No matter what your property, Australiawide Valuations are ready to help and provide our expert advice. Discover our range of specialist Property Consultancy and Valuation services available to you.

Residential, Commercial, Industrial, Rural
Specialist Properties: Child Care centres,
Service Stations

Land Acquisitions Just Terms
Expert Witness, Family Law, Easements

Bill Aslanidis API AVI CPV CPP

**Over 40 years of experience
in the property industry**

Contact: 0418 294 058

bill@australiawidevaluations.com.au
australiawidevaluations.com.au



DESIGN & UPHOLSTERY

EST. 1991

CRAFTED FOR THOSE WHO EXPECT PERFECTION

SPECIALISTS IN LUXURY AUTOMOTIVE, CAR, BOAT & FURNITURE UPHOLSTERY.



CAR UPHOLSTERY

ELEVATED BY DETAIL.



BOAT UPHOLSTERY

BUILT FOR LUXURY.
DESIGNED FOR LIFE.



FURNITURE UPHOLSTERY

TIMELESS COMFORT.
LASTING BEAUTY.



BESPOKE DESIGN
Tailored solutions to
suit your lifestyle
and vision.



PREMIUM MATERIALS
We use only the finest
leathers, textiles and
marine-grade materials.



EXPERT CRAFTSMANSHIP
Skilled artisans delivering
flawless results with
uncompromising attention
to detail.



TIMELESS QUALITY
Crafted to elevate your
experience and stand
the test of time.

CREATED BY MASTERS
RESPONSE • LUXURY • TIMELESS



47 WELLINGTON ST, ROZELLE NSW 2039



PH 02 9555 1700



MOB 0438 551 700



aaqt@aaqtdesignandupholstery.com.au



www.aaqtdesignandupholstery.com.au

BENCHMARK

LEGAL GROUP

02 9344 8383

**DIVORCE & FAMILY LAW
CONVEYANCING &
MORTGAGES
LITIGATION & DISPUTE
WILLS & PROBATES
POWERS OF ATTORNEY
COMPENSATION**

LEGAL GROUP HQ
L2 SUITE 203, 806-812 ANZAC PARADE
MAROUBRA NSW 2035
WWW.BENCHMARKLAWYERS.COM.AU



www.SpurParts.com.au
A.B.N. 52 161 984 24

sales@spurparts.com.au
0452 558112

**We stock Bentley and Rolls Royce parts here
in Sydney. For cars from 1946 onwards.**

**Overnight delivery of stock items
to most regions in Australia**

Contact Richard or Alison

Partnering with IntroCar

The right part. The right price. No compromise.

2-year warranty on new spares— all ex-Sydney

Bilstein - Castrol RR363 - Genuine - 100% Replica
for Discontinued Parts - No Substitutes



Rolls-Royce/Bentley

Garrath Will

+ 61 2 4869 5009



- Complete power steering repairs & reconditioned units
- Manual steering boxes for pre-war vehicles
- Post War steering boxes
- Reconditioned exchange STEERING RACKS for SY, SZ and SL models (Shadow, Spirit and Arnage)

All units are bench tested and test run after reconditioning for a minimum 30 minutes to ensure reliability and quality.

Blue/Pink Slip Inspections
e: tkmotors@tkmotors.com.au

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



May Estates
REAL ESTATE AGENTS & ADVISORS

Providing experienced advice and guidance in all aspects of retail, commercial and industrial property.

- Leasing, selling and acquisition services
- Highest and best use evaluations of your assets
- Leasing and sale appraisals and marketing advice

For assistance please contact:

Gregory May 0411 723 470
greg@mayestates.com.au

www.mayestates.com.au

PARADISE GARAGE

EST. 1990



**PROFESSIONAL SERVICE, MAINTENANCE AND REPAIRS FOR ALL MODELS.
FACTORY TRAINED TECHNICIANS.
CONSISTENTLY PREPARING MULTIPLE CONCOURS WINNING CARS.**

**WE CAN HELP PROTECT YOUR INVESTMENT
IN BENTLEY MOTOR CARS.**



An Association devoted to the conservation of Rolls-Royce and Bentley Motorcars

PH | 61 2 9313 7866 EMAIL | sales@paradisegarage.com.au WEB | www.paradisegarage.com.au

DL13746



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.

BENTLEY SYDNEY: 67 O'Riordan Street, Alexandria NSW 2015
(02) 7202 6311 - Sydney.Bentleymotors.com MD049112