



BENTLEY

DRIVERS CLUB NSW MAGAZINE

OCTOBER – DECEMBER 2024 EDITION



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Please send copy and images to:
Gregory May: gregmay01@bigpond.com

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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.

On the cover:

Concours d'Elegance line up at Park Proxi Gibraltar Bowral

Photo by MKVIMEDIA



CHAIRMAN'S UPDATE

The year is too quickly drawing to an end. I think that it is fair to say that it had been a good social year for our Club. Most of our events have been well subscribed, which is very pleasing to see, especially considering the work which your Committee has put into making these events happen.

Our focus remains on making this an active social club united by our shared love of Bentley motor cars. Next year we intend to seek out new venues for events, with a focus on driving destinations ending with a shared meal of some sort. We are, after all, a driving club! Any suggestions or offers to help organise such events are always most warmly welcome.

This brings me to the matter of our organisation. Our continuation very much depends upon members giving their time and services to the Club, and I know that we have many skilled, talented and experienced members. However, for many years we have relied upon the same people who have given their time and service to the Club by serving on the Committee. It is unreasonable to expect this to continue indefinitely. Accordingly, I ask you to seriously consider putting yourself forward to serve on the Committee for next year, which will be determined at our Annual General Meeting to be held at the Christmas Dinner at the Royal Automobile Club on Saturday 7 December 2024. Please feel free to contact me in advance should you wish to discuss how you might assist us.

Our membership numbers remain steady at around 110.

A number of members have resigned mainly because they have either sold their cars or passed on. We have had a steady number of new members showing interest and joining our ranks which has kept our numbers steady.

I should also mention the passing this year or two long time members Laurie O'Neil and Barney Allam. Both of these made great contribution to the Club, and particularly Laurie O'Neil who donated the famous trophy in the form of a WO radiator. Tributes to both appear in this edition of our magazine.

On the subject of trophies, we are hoping to have a new larger display cabinet shortly on display at the RACA at 89 Macquarie Street, Sydney. The RACA has recently reaffirmed its commitment to serving and encouraging participation by motoring groups, which is after all, the basis of its original establishment.

Your Committee has also discussed how we might make members of our Club aware of the business skills and activities of other members, and to this end we are considering creating a business card page in the magazine, where members will be able to post their business cards at no cost. The idea of this is simply to create another dynamic to our Club, which will add to the usefulness of our magazine.

Hopefully, I have covered all and close by wishing you all a happy Christmas and bright New Year.

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



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BENTLEY DRIVERS CLUB NSW REGION

UPCOMING EVENTS

MON
20
JAN

COMMITTEE MEETING
Online

8:00 PM

— 2025 EVENTS TO BE CONFIRMED —





General meeting at Bentley Sydney

12 August 2024

Gregory May reports with photographs by Ciaran Jordan





Bentley Sydney opened their doors and hospitality to us on the Monday evening. This has become an annual event which we all look forward to attending. We were warmly welcomed by the Bentley team, which included Michael Crumpler (General Manager), Tom Boston (Brand Manager), Nikki Shaw (Marketing Manager) and Adam Willdig (Concierge).

Thirty-three of our members and guests attended the event, as per the guest list. New members Antonio Meduri, Orlando Grant and Kyle Hill were present, along with Marianne and Duval Johns, who were guests of Alison Treacy

On arrival we were greeted by a French waiter with offers of refreshments and invited to partake of a very lavishly presented grazing table of charcuterie, cheese boards and carvery. It was all delicious.

Members had time to socialise and catch up with each other, before we took our seats for an update from Michael Crumpler on what is happening with Bentley in terms of models, production and sales.

After this, our chairman held a short meeting to deal with the Club





business of the day and provide a rundown on future events.

Ciaran Jordan of Cantbestoppedproductions created a video of the entire evening and still photography which you see here, for which we are most grateful.

All in all, a most enjoyable evening was had by all.

A big thank you to Bentley Sydney for hosting us.

GUEST LIST

Donna Bailey and Billy
Graham Lawrence
Allan Simpson
Paul O'Donnell
Stephen Blundell
Peter Moran
Andrew and Orlando Grant
Ciaran Jordan
Antonio Meduri
Philip Sidebottom
Joe Quattrochi and
Kate MacDonald
Alison Davey and Richard Treacy
Mike Mulvihill
Rita and Sal Barbagallo
Gregory May
Marianne and Duval Johns
Giorgio and Maybelline Gourlas
Tony Strachan
Brian Burgoyne and Poppy
Bill Aslanidis
Alan Wellington
Kyle Hill
Ashley and Athena Will
Garrath Will







WO Birthday Lunch



15 September 2024

Gregory May reports on the event at Bendooley Estate, Berrima

It was a chilly day in the Southern Highlands kicking of the day at around 10 degrees Celsius. Despite this, the sun was shining and it was a perfect day for a drive to Berrima.

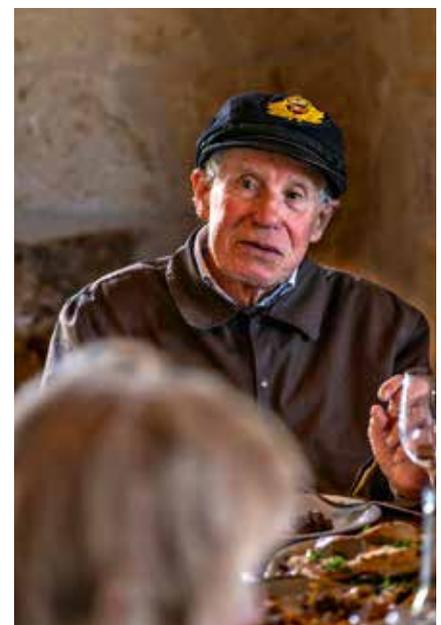
Ashley Will had organised for members to meet at Pheasants Nest for a convoy drive south and whilst I was not part of this, I understand

that a number of our drivers joined in the progress.

We had a nice array of cars parading into to the Bendooley Estate, which Andrew Grant masterminded, so that Ciaran Jordan's photographer could capture the cars arriving at the venue. The photographs appearing here are all courtesy of Ciaran and his team, for

which we are very grateful. They also took drone footage of the cars lined up on display of the front lawn of The Bendooley Estate, which created some interest from the other guests.

Bendooley Estate laid on the hospitality and provided us with ample space and tables for our members to relax and mingle. I have to say that the food, hospitality and





service were exceptional. The meal was served progressively and no one went away unsatisfied. In fact, a number of guests were able to take away some of the excess repast in containers provided by the venue.

We toasted W. O. Bentley's 136th Birthday, having been born in 1888 and passing in 1971. We also toasted the birthdays of our esteemed secretary Athena Will and Joe Quattrochi's guest Kate MacDonald.

It was unfortunate that our event coincided with the All British Day, which left a number of our members with a difficult decision. W. O.'s Birthday is the same date

each year, but the All British Day is subject to change annually! Despite this, we had 37 people in attendance. A number of our members brought along guests, who we made most welcome and who added to the enjoyment of the day. Notably Paul O'Donnell, Charles

Chelliah, Phil Davies and Brian Burgoyne all brought guests to buoy this celebration.

Joe Quattrochi organised a cake for Kate MacDonald's birthday, which we all enjoyed.

Brian Burgoyne came up with the idea that it would be



useful to create an A-Frame board which could be displayed at our gatherings which would explain who we are and encourage interest

and membership of our Club. He personally undertook the design and production of the A-Frame board which he had on display at this

event. It was most impressive and a wonderful initiative for which we are most grateful.

All in all, a very enjoyable day.

GUESTS AND THEIR CARS

Andrew Grant

Rolls Royce 2007 Phantom

Ashley Will

2012 Bentley Continental GT

Athena Will

Travelled with Ashley

Brian Burgoyne with Joanna and Poppy

1953 R-Type Bentley

Charles Chelliah and Kate Wells

1999 Bentley Arnage

Ciaran Jordan

Travelled with Andrew Grant

Garrath Will

1950 Bentley Mark VI Special

Graeme and Toni Ellis

Tesla

Gregory May

1992 Bentley Continental R

Jeff Bertucen plus guest

Bentley Azure

Joe Assi and Juliet Bates

Joe Quattrochi and

Kate Macdonald

2022 Alfa Guilia

John Bowers

VW Passat

Justin Hutchison

VW Passat

Len and Di Cave

2020 Bentley Continental

GTC

Mike Mulvihill

2017 Bentley Continental GT

Nick Illek

Travelled with

Charles Chelliah

Orlando Grant

Travelled with Andrew Grant

Paul O'Donnell plus Jeff and Sean

1974 Bentley T

Phil Davies, Stephen King and Charles Lancaster

2001 Bentley Arnage

Robyn and Mal Henderson

2021 Bentley Continental GT

Stephen Blundell

1988 Bentley Mulsanne

Stuart and Diana McColl

1929 WO 4 1/2 Litre Bentley

A huge loss

VALE BARNEY ALLAM OAM

Reproduced courtesy of *Nepean News*

Penrith was rocked by the news that the very much-loved Barney Allam OAM had passed away.

Mr Allam passed on Sunday 4 August following a brief illness. He is survived by his four children and four grandchildren.

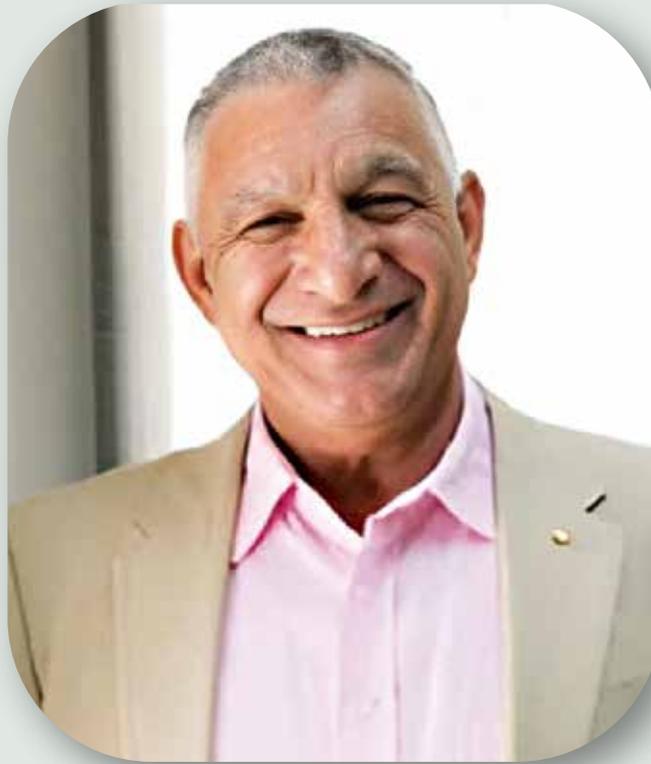
Mr Allam was the driving force behind Allam Property Group, the company he founded in 1991. Within 10 years, Allam Property Group was named one of the Top 5 Builders in Sydney.

Arriving in Australia from Pakistan when he was four years old, Mr Allam spent his younger years in the town of Piliga in regional New South Wales, where his grandfather, Nabob Allam, ran the town's General Store.

Mr Allam's childhood instilled in him a life-long love of the outdoors and the spirit of the outback, which he continued to enjoy throughout his life with frequent visits back to his hometown and to

wider regional and rural NSW.

In 1972 Mr Allam moved with his family to Penrith, where his passion for the Penrith Panthers began



in earnest, a passion that continues to this day through Allam Property Group's sponsorship of the club.

Mr Allam was awarded an Order of Australia Medal (OAM) in

2004, in recognition of his service to the community, in particular through the Wesley Mission, and his contribution to the residential building sector.

Allam Property Group CEO, Mr Paul Sant, paid tribute to Mr Allam: 'Barney was not only a great leader, he was a mentor and friend to many. He was always focused on realising opportunities—whether that be supporting our team to reach their career goals, supporting people to achieve their property dreams, or supporting local communities, in particular in his beloved Western Sydney.

'Barney will be dearly missed by all of us at Allam Property Group, but his legacy will continue to inspire and guide our business

as we build our future. He was a great man, a visionary business leader, and a good friend.

Our condolences go out to Barney's family.'

General Meeting at the Royal Automobile Club of Australia

Monday 14 October 2024

Reported on by **Gregory May**

This was the first event that we have held at the Royal Automobile Club in Macquarie Street, Sydney for some time. The reason for this as many of you may recall, were past disappointments and concern about service and food quality.

27 of our members and guests were in attendance, and I gather from the reaction of those with whom I spoke, that they were all delighted with both the service and meals, and suggested that we should most definitely return!

We met at 6.30 for drinks in the Harbour Room, which is the current top floor dining room. The RACA has set things up so that we had the best Harbour Bridge views available. The format was 3 large circular tables, which although comfortable, made it difficult to engage easily with many others. We discussed this afterwards with the staff, and agreed that next time we shall adopt a large long table layout.

Our Maître'd for the evening was Stephen Craig, who is well known in the hospitality industry from his time at Rockpool, Aria, Four in Hand and other establishments. He was most attentive to our needs and together with his staff, ensured that no one was left waiting.

Dinner was served at 7.00 and all flowed smoothly. As you can see from the attached menu cards, it was a feast for the taste buds.

It was a truly convivial and enjoyable evening. The formalities were kept brief, and many stayed until closing, when we were politely invited to leave.

The photos tell the story.
Another fun and successful event.



GUEST LIST

Alan Wellington
Allan and Beverley Simpson
Antonio Meduri and Jennifer
Ashley Will
Athena Will
Brian Burgoyne.
Graeme and Toni Ellis.
Gregory May
Kyle Hill
Len Cave
Michael Bremner and Petia
Noel McIntosh
Paul O'Donnell
Paul Hynes
Peter Cashman
Phil Sidebottom
Richard Treacy and Alison Davey
Stephen Blundell
Stephen de Bono
Stuart and Diana McColl
Victor Nash





It was a great day for a Concours, perfect weather, with the sun shining on us.

Cars started arriving from 10.00 am and Joe Quattrochi on duty, set up with his table and chairs ready to welcome members and their guests, and to direct the vehicles to the most appropriate parking spot.

Ciaran and Ben were on hand with the cameras and drone to capture the day on film.

It was a good turn out with 56 members and their guests in attendance.

The day started of course with the customary on tarmac socialising, inspecting of cars and sharing stories of their vehicles.

2024 Concours d'Elegance

Sunday 3 November 2024

At the Park Proxi Gibraltar Bowral. **Gregory May** informs us about the outstanding annual event.





We also had some guests from Canberra, Paul James, who had heard about the event and drove up with a friend to join us in his magnificent blue Bentley RL Turbo.

Chris Poulos and his guest Voula made an appearance in a VW Karmann Ghia.

New members, Quin Leven, attended his first event in a very handsome black Bentley

Continental R as well as Paul Virueda in his Continental GT.

The hotel had provided us with a very comfortable and grand function room, which was perfect for our group and a very ample smorgasbord lunch, which appeared to satisfy all tastes. I must say that their service and attention to our needs was outstanding, led by their maître d', Gotham.

The general mood of the day was convivial and the socialising continued to late in the day, which is a sure sign of a successful event.

Of course, special thanks go to Joe Quattrochi and Stephen de Bono for being our Concours judges for the day, along with their new understudy, Orlando Grant.





GUESTS AND THEIR CARS

- Abraham Wahab**—Mark V1
Alan Wellington and Emma Aylett—Turbo R
Andrew Grant plus Renee, Orlando and Ryder—Continental GT Speed Black Edition
Renee Grant—Bentayga
Orlando Grant—Arnage
Antonio Meduri and guest—Flying Spur
Bill and Marie Aslanidis—Continental GT
Brian Burgoyne and 4 guests—R Type
Charles Chelliah—Ferrari 456
Chris Polos and Voula—Karman Ghia
Ciaran Jordan
Coralie Ogle—Lexus Coupe
Garrath Will—Continental GT
Giorgio and Maybelline Gourlas plus 2 children
Gregory May—Continental R
Jeff Bertucen plus 3 guests—Azure
Joe Quattrochi—Alfa Romeo Giulia
Justin Hutchinson and John Bowers—VW Passat
Len and Di Cave—Continental GTC
Michael Bremner and Petia—Flying Spur
Mike Mulvihill—Continental GT
Paul—Continental GT
Peter Cashman—Mark V1
Phil Davies—Arnage
Phil Sidebottom—Mark V1
Quin Leven—Continental R
Richard Treacy and Alison Davey—Citroen
Robyn and Mal Henderson—Continental GT
Stephen Blundell—SZ Mulsanne
Stephen de Bono and Danielle Harland—Continental Convertible 111
Stuart and Diana McColl—WO 41/2
Uwe and Janet Kramer—Bentley T 1973





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MEMBERS CONTRIBUTIONS

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

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PROTOTYPES

Rolls-Royce Bentley collaboration with BMC

Reproduced courtesy of
*AROnline: Best of British
Cars* December 2016 by
Declan Berridge

ROLLS-ROYCE PROJECTS

During the early-to-mid 1960s, Rolls-Royce entered into a collaborative venture with BMC, with a view to jointly producing a range of saloons and coupés.

Rolls-Royce was thinking in terms of downsizing at this time, a reaction to the general down-turn in demand for their traditional coachbuilt models during the post-war years. In due course, this would lead to the production of their first unitary-construction car, the 1965 Silver Shadow, but along the way, a number of intriguing BMC-based Rolls-Royce and Bentley models were considered.

History relates that the only production manifestation of the BMC/Rolls-Royce venture was the FB60-engined Vanden Plas 4-Litre R, but on these pages you can catch a glimpse of some of the cars that might have been...

THE ADO53-BASED BENTLEY JAVA

The short-lived Java project (1961 – 1962) was conceived as a way of developing a new entry-level saloon on a shoestring budget, by basing the car on the bodyshell of BMC's Vanden Plas Princess 3-Litre. Perhaps mindful of the effect such a move might have had on its



reputation, Rolls-Royce only ever contemplated marketing this car as a Bentley model.

A six-cylinder engine, the F-60, was earmarked for the car, having originally been developed from a previous Rolls-Royce engine for use in the aborted Bentley Burma saloon. The first running prototype, designated 71-B, hit the road in March 1962 and was little more than a Vanden Plas Princess 3-Litre fitted with a Rolls-Royce F-60 engine and gearbox, along with various other modifications to its brakes and steering.

This car was used solely for performance-evaluation testing, but would later form a test-bed for the Vanden Plas Princess 4-Litre R, which retained the F-60 engine (designated FB60 in its BMC incarnation) but dispensed with the 71-B prototype's gearbox, brakes and steering.

The pictures above record the styling transition from Princess 3-Litre to Java. A quarter-scale model of the 3-Litre was used as a starting point, and the revised rear wings and bootline were worked up in clay. The front of the car would also be given a makeover.

STYLING EVOLUTIONS

Pictured right is the first full-scale model of the Java, showing its vertically-stacked twin headlights which predicted the frontal appearance of the following year's Alvis TE21 (although the style of both these cars was likely to have been inspired by that of the 1954 Facel Vega FV).

Below is the sole fully-engineered prototype produced for Project Java, and was designated 72-B. By the time it was ready in October 1962, the project had all but been cancelled, and testing of this model lasted barely more than a month. During that period, a number of changes were made to the car's mechanical specification, with the revised version being known as Java 2.

EVOLVING INTO A MINI BENTLEY T-SERIES

In the above image, we see the quarter-scale Java 3 model, which is as far as the car got before the plug was pulled. With substantially revised bodywork, clearly inspired by the contemporary thinking that was shaping the Burma/Silver Shadow, thoughts finally turned to the possibility of marketing the car as a Rolls-Royce.

However, these plans came to nothing and, once Java had been cancelled, the F-60 engine was released to BMC for use in the Vanden Plas 4-Litre R – it is, though, widely thought that the



development of the Silver Shadow benefitted from the experience gained during Project Java.





ADO61-BASED BENTLEY BENGAL/R-R RANGOON

By the time the Vanden Plas 4-Litre R reached the market in 1964, work was already well underway on project ADO61 (the Austin 3-Litre), which would replace the entire big Farina range. As can be seen in the Vanden Plas prototypes gallery, BMC gave serious consideration to producing a Vanden Plas Princess version of the Austin 3-Litre, but less well-known is the fact that this car could also have formed the basis of a brace of even more upmarket saloons.

Pictured above is the Bentley Bengal styling model, in which the doors and quarter lights from the ADO61 (and indeed, ADO17) are clearly identifiable. The car would have used the suspension and six-cylinder engine from the aborted Java 2 proposal, but in fact did not get beyond the quarter-scale model seen here. However, that suspension system did eventually see the light of day—in the Austin 3-Litre.

The Bengal formed the basis for a Rolls-Royce version of the car, the Rangoon. Externally, the two would have differed only in details such as the radiator grille and chromework but, as the above double-sided model reveals, some thought was given to an alternative front wing treatment. As with the Bengal, the ADO17/ADO61 origins are obvious.

Had the Bengal and Rangoon reached production, the main differences between them would have been limited to the quality of the interior trim, with the Bentley being the less lavishly finished of the two.

Before the project was dropped, doubts were evidently creeping in about the instantly-recognisable glasshouse, so this heavily revised

model of the Bengal was produced. However, productionising such a move would, of course, have sent costs spiralling and thus largely undermined the whole point of using ADO61 as its basis. Mercifully, the plug was pulled and Rolls-Royce instead concentrated their efforts on getting the Silver Shadow onto the market.

ADO30-BASED BENTLEY ALPHA

Alongside the Bengal/Rangoon project, Rolls-Royce saw an opportunity to develop a Bentley version of a BMC's proposed ADO30 coupe, which was itself to have been built on ADO17 underpinnings.

ADO30 (also referred to within BMC as XC5212) had its origins in a project to replace the Austin-Healey 3000 with a Pininfarina-designed

coupe, using Hydrolastic suspension and the 4-litre FB60 engine or a twin-OHC version of the Rolls-Royce F-60 engine, dubbed G-60.

Most observers seriously doubt that this engine would have done such a car justice, but it was all to prove academic: in 1966, Jaguar joined forces with BMC and, after briefly thinking about using a Jaguar engine in the car, the project was promptly cancelled.

Although a full-size prototype of the BMC car was produced, the Bentley Alpha only made it as far as the quarter-scale model pictured above.

ADO58: BENTLEY BURMA-BASED COUPE

This was the final joint-project undertaken by BMC and Rolls-Royce, and was intended to produce a coupé based on a shortened version of the aborted Bentley Burma prototype. The car would have been built and sold only by BMC, and would most likely have carried one of their upmarket brands, such as Wolseley or Riley. However, the project was cancelled before any models or prototypes were built, although it is believed that one of the Bentley Burma prototypes was modified as a mock-up.



An Australian motoring legend

Vale Laurie O'Neil at the age of 98

For most of us with a long-standing interest in all things motoring Laurie is perhaps best remembered to followers of motor racing in the 60's and 70's and as the owner of a string of stunning classic and racing cars that today would be the envy of the some of the world's best collectors.

The youngest of eight brothers and a sister Laurence Charles O'Neil was born in Adelaide and despite leaving school before he turned 16 and completing his intermediate certificate, joined the family's quarrying business and would eventually become a highly successful businessman in his own right in a number of industries including Australian Blue Metal, the Australian distributor for Foden and Peterbilt trucks, the Laurex waste disposal company and the first NSW franchises for Porsche, Ferrari and Aston Martin cars, enabling him to fully indulge his interest with an astute eye for exotic cars old and new, both on and off the racetrack.

As a patron of motor sport his spread of race cars were generally campaigned by Frank Matich and Ian 'Pete' Geoghegan to great success. Bentley was a favoured marque having founded the Bentley Driver's Club of N.S.W. in 1972, and his 1931 8-Litre Tourer was one of his favoured collector cars. His personal trophy is proudly held by the Bentley Driver's Club in their showcase on the second floor of the Royal Automobile Club of Australia in Macquarie Street.

Other collector cars over the years, amongst others, here and overseas, included a 1903 Curved dash Oldsmobile, 1912 Hupmobile Roadster, 1912, 1920 and 1925 Rolls-Royce Silver Ghosts, 1912 Panhard Levassor Tourer, 1925 41/2-litre Bentley Tourer, 1929 Bentley Speed Six Tourer, 1930

Type 51 Bugatti Roadster, the first road Ferrari here, a 212 Inter Coupe that Laurie described as 'a terrible car that just looked good.' Also, the first Mercedes-Benz Gullwing Coupe imported to Australia in 1955 in left hand drive, converted



here and driven by Laurie to the 1956 Olympic Games.

Other exotics included a 1957 Jaguar XK-SS Roadster, a Lamborghini Miura SV, the ex-Ecurie Francorchamps 1965 Le Mans LM250 Ferrari, the ex-Dan Gurney 409 Chev Impala Hardtop, a 1957 Bentley Continental S1 Fastback, a 1960 Ferrari 250 GT Pininfarina Coupe and a 1964 ex Shelby American/Ford GT40 supercar, who can forget Laurie flipping this car at Amaroo Park in 1983, and a car that he always regretted selling, his 1964 Aston Martin DB4 GT Zagato Coupe.

On top of that impressive list was a potent Holden HJ Monaro Sports sedan winning its first two races at Calder Raceway in January 1975 and two special Porsches—a 911S which Geoghegan would win the 1976 Australian Sports Car Championship, and the high tech, potent and lightweight Le Mans type 935 Turbo, which after winning by a country mile in first outing proved so fast that racing authorities banned it from racing. Well known at the Warwick Farm circuit in the 60's was Laurie's Lotus 19 open wheeler with Frank Matich at the wheel, later severely damaged it was re-built with a Traco Oldsmobile engine ex-Bruce McLaren, then re-emerging as the 'Traco Olds'.

Laurie's interest also extended to rallying, Citroen had always been a favoured marque and he entered a Citroen CX2400 in the 1979 Repco Reliability Trial driven by Andrew Cowan and Jim Reddix. Laurie followed in a similar CX2400 which was cannibalised for parts when necessary, however the exercise failed to proceed out of Darwin when a drive shaft broke.

Laurie was also instrumental in the creation of Sydney Motorsport Park at Eastern Creek having initially purchased the land to use as a tip but failing to gain approval for its use. He then decided to use the land to build a race circuit and after running it for several years sold it to the Government.

Despite his incredible business success and eye for exotic cars of all ages Laurie always said his first love was his beloved wife Philomena, who predeceased him only last year, and his family of seven daughters, two sons and their extended families.

**David Berthon, Chairman,
RACA Motoring Committee**



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Bentley Motors Focus





MONTEREY MAGIC

Bentleys old and new graced Monterey Car Week in August. Highlights included an immaculately restored 1961 S2 Drophead Coupé by Mulliner, which became the first Bentley Motors-entered car in the prestigious Pebble Beach Concours d'Elegance; the new, fourth-generation Continental GT Speed (Coupé and Convertible), which enjoyed its US public debut at Monterey; and the Speed Six Continuation Series which made its on-road bow.

- The last hand-built, high performance 12-cylinder engine rolled off the production line at Crewe in the summer (*inset*). More than 100,000 W12s have been produced since the engine was introduced in the original Continental GT in 2003.

- Bentley Motors announced its 2024 half-year financial results in July, in which it posted six-monthly operating profits of €261 million (£219m), with the overall revenue reaching €1.388 billion (£1.167bn) and global sales hitting 5,476.

Images: Courtesy of Bentley Motors





76TH BDC SILVERSTONE

BDC SILV

10 AUGUST 2024





76TH BDC SILVERSTONE



SILVERSTONE

Clive Morley and Ben Eastick were victorious in the two main Bentley races at the Club's 76th annual race day, reports **Stuart Newman**.

Images: Courtesy of Nick Edwards, Matt Welch, Peter Mallett, Mick Herring, Peter de Rousset-Hall, Steve Glendinning, Simon Halls and Steve Shelley



Clive Morley (3/4½ Litre) scored a convincing **John Duff Trophy & Frank Clement Cup** victory



76TH BDC SILVERSTONE



Ben Eastick (T Type) registered his fourth consecutive **Times Challenge Trophy** victory in dominant style



Overall race winner Clive Morley receives the special John Duff Trophy from award creator Tim Potts



Bentley scratch race victor Ben Eastick with the Times Challenge Trophy

Clive Morley scored a dominant victory in the special **John Duff Trophy & Frank Clement Cup** race, held to commemorate the centenary of Bentley's first victory in the famous Le Mans 24 Hours and named after the winning drivers.

Clive, driving a 3/4½ Litre, won the 40-minute race for Vintage Bentleys by almost 52 seconds. Having started from pole position, he then gradually increased his lead throughout (bar two laps when he relinquished

the advantage to son James during the mandatory mid-race pit stops).

In the early stages the double BDC Racing Driver of the Year's closet rival had been Oli Llewellyn, who leapt from third on the grid to pass Matt Walton's 3/8 Litre into braking for Brooklands before closing the gap to the leader. It appeared a battle royal for supremacy was on the cards.

However, despite showing race-winning pace and posting what ultimately proved to be the fastest lap, former BDC Racing Driver of

the Year Oli was unfortunately forced into a disappointing retirement with a mechanical issue after just four laps, his 4½ Litre having been heavily pouring smoke since the start.

Thereafter, Matt inherited second place and, despite battling glazed brakes, he spectacularly drifted the eight-litre through several corners – “completely wringing its neck” – to remain ahead of the chasing pack and finish as a comfortable runner-up.

Indeed, such was Clive's supremacy that he managed to lap the entire

76TH BDC SILVERSTONE



Duff Trophy & Clement Cup: A smoking Oli Llewellyn (4½ Litre) leads James Morley and Jock Mackinnon (both 3/4½ Litres) in the early skirmishes

24-car field except for Matt during his 29-lap run to claim the John Duff Trophy for the overall race winner.

Completing the top three was James Morley after a typically solid performance in his 3/4½ Litre. However, James' position had appeared seriously under threat in the closing stages as a flying Jock Mackinnon closed to within 2.5 seconds at the finish.

Indeed, Jock could well have bagged a podium spot but revealed afterwards he had been "careful and running minimum revs" because he was due to take his 3/4½ Litre on holiday the following day! "Still, I'm happy to be fourth," said the ever jovial Scotsman.

Fifth, 12 seconds further back, was another 3/4½ Litre, of owner Richard Hudson sharing with Stuart Morley, the car still being cautiously run in after recently receiving a new engine.

The first 3 Litre home was that of Duncan Wiltshire, partnered by George Elbourn, with Sebastian Welch (3 Litre Speed) – both cars in Class 2 – achieving the biggest rise over grid position, climbing an impressive 16 places to 10th overall.

Delighted newcomer Shaun Harborne enjoyed a memorable outing competing in his maiden race meeting, leaping 12 places to finish 11th; Shaun, as the most deserving 3 Litre competitor in Class 1 (which featured new competitors in cars they had not previously raced), collected the Frank Clement Cup – a new Club trophy to be awarded annually to a 3 Litre in the all-WO race.

Shaun was also involved in the closest finish at the flag, holding off Neil Sandwith (3/4½ Litre) by just 0.163secs. Elsewhere, Vivian Bush



Duff Trophy & Clement Cup: Matt Walton (3/8 Litre) drifts his way to the runners-up spot



Duff Trophy & Clement Cup: James Morley (3/4½ Litre) registered a solid third place finish



Duff Trophy & Clement Cup: Always spectacular, Jock Mackinnon (3/4½ Litre) narrowly missed out on a podium position



76TH BDC SILVERSTONE



Duff Trophy & Clement Cup: Stuart Morley, sharing Richard Hudson's 3/4½ Litre, heads Sebastian Welch (3 Litre) on his way to fifth place



Duff Trophy & Clement Cup: Family rivalry! George Elbourn, sharing Duncan Wiltshire's 3 Litre, holds off the 3/4½ Litre of father Will Snr and Will Jnr – the Elbourns took the bragging rights with a top-six finish



Duff Trophy & Clement Cup: One of the race's most exciting battles was between Andy Buchan, in his Peking to Paris rally-winning 4½ Litre, and Vivian Bush (3 Litre) who scored a fine eighth place

76TH BDC SILVERSTONE



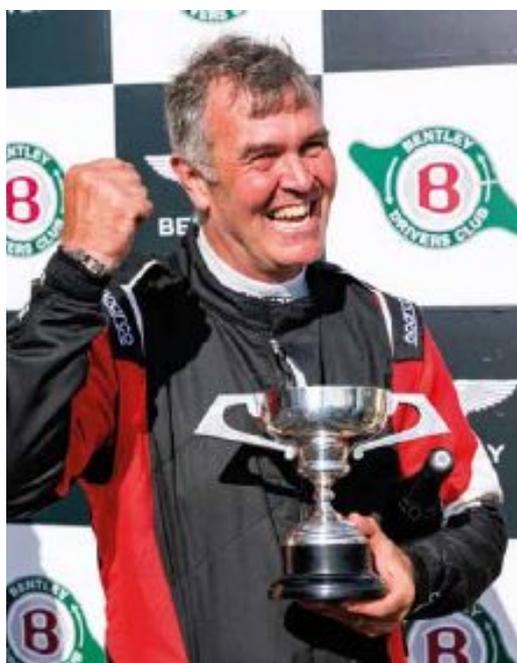
Duff Trophy & Clement Cup: Matthew Moore & Micah Lazarus (3/4½ Litre, foreground) on their way to ninth



finished a creditable eighth, having enjoyed a close battle with debutant Andy Buchan, who unfortunately retired his 4½ Litre (suspected fuel pump issue) – in which he won the recent Peking to Paris Motor Challenge – from a likely top-10 finish in the latter stages.

It was good to see several drivers on the grid making their racing bows on the day: aside from Shaun and Andy, there was Philippa Bailey and stepson Daniel Bailey (4½ Litre Supersports) plus Philippa's nieces Rose and Charlotte de Montmorency (3 Litre).

Fellow 'newbies' Neil McConachie and Simon Parker (4½ Litre) suffered a frustrating start to the race when their car was pushed off the grid due to seat problems but they eventually made it out to complete 11 laps. Neil Davies (4½ Litre), meanwhile, unfortunately retired on the second green-flag lap with a



Duff Trophy & Clement Cup: Just champion! Debutant racer Shaun Harborne is over the moon with winning the Frank Clement Cup

misfire on his car's first outing.

Sadly, it was a frustrating day for the Getley family: Anna and Louisa's 3/4½ Litre (broken driveshaft) – which had qualified a fine fifth – and Ewen's 4½ Supercharged (oil line fault) both failing to make the grid.

Eight Bentleys fielded two drivers, with cars expected to stop during a 20-minute pit window (between 10 and 30 minutes) and turn off their engine; single drivers had to climb out and back in before returning to the fray. Entrants were split into four classes based on qualifying times, with the slower cars allowed a shorter pit-stop than their faster rivals.

In a nod to the regulations for the 1924 Le Mans race, cars undertook two green-flag laps before the start with their hoods in place – a spectacular sight. And the race itself fittingly started with a wave of the French *tricolore*.



Duff Trophy & Clement Cup: A behatted Paul Pochciol (3/4½ Litre) is trailed by Hugh Apthorp (4½ Blower)



Duff Trophy & Clement Cup: Hoods up! The 4½ Litre of Neil McConachie & Simon Parker heads follow racing 'newbies' the de Montmorency sisters (3 Litre)



76TH BDC SILVERSTONE



Duff Trophy & Clement Cup: New racers Philippa Bailey and stepson Daniel (4½ Litre) enjoyed their BDC Silverstone debut



Duff Trophy & Clement Cup: Stalwart Guy Northam (4½ Litre) presses on

After the podium presentation, Sebastian Welch, who organised the race along with Vivian Bush and James Morley, thanked competitors for supporting the event and added: "It's also encouraging that a number of new racers have joined us."

Scott Capital Partners sponsored the champagne for the various class winners and **NDR** the bubbly for the post-race celebration in the paddock. The Club would like to extend its grateful thanks for their support.

Duff Trophy & Clement Cup: Early retiree Neil Davies (4½ Litre, *left*), here in qualifying alongside Neil Sandwith (3¼½ Litre)



RACE WINNERS

Race 1: AMOC St John Horsfall Trophy: Alan Middleton (Aston Martin Speed Red Dragon)

Race 2: BDC Classic Challenge: Roy Chamberlain (Triumph TR 250),

Morgan Techniques Trophy: James Sumner (Morgan 4/4)

Race 3: Bentley Scratch for Times Challenge Trophy:

Ben Eastick (T Type), **Pre-War Challenge:** George Elbourn (Riley 12/4)

TCT class winners: Class 1 (*no time handicap*): 3 Litres – Vivian Bush; Class 2 (*30 seconds deficit*): 3¼½ and 4½ Litres – Lewis Fox; Class 3 (*60 seconds deficit*): Specials – Paul Andrew; Class 4 (*90 seconds deficit*): Post-War cars – Ben Eastick.

Race 4: Morgan Challenge (race 1): Bill Lancashire (Morgan Plus 8)

Race 5: FISCAR: Jonathan Abecassis (Austin Healey 100/4)

Race 6: John Duff Trophy & Frank Clement Cup: Overall: Clive Morley (3¼½ Litre), **3 Litres: Shaun Harborne**

Class winners: Class 1: Shaun Harborne; Class 2: Duncan Wiltshire/George Elbourn; Class 3: Jock Mackinnon; Class 4: Clive Morley

Race 7: Morgan Challenge

(race 2): Bill Lancashire

Race 8: Bentley Open: Robin Ward (T Type Special), **Allcomers:** Steven Dickens (Mallock Mk29)

76TH BDC SILVERSTONE



QUOTE... UNQUOTE

Clive Morley (John Duff Trophy winner): "I'm delighted to win but it wasn't expected. Having won the Le Mans Classic Bentley race last year and now this one it doesn't get much better than that.

"I was worried about Oli [Llewellyn] because his 4½ is really quick and I wouldn't have been able to live with it. And the 8-litre [of Matt Walton] is an unknown – indeed, he matched my times in practice. The oil out there was unbelievable so one hiccup and Matt may have had me. And without the expertise of Ewen Getley and Kingsbury Racing with the engine I wouldn't be here."

Shaun Harborne (Frank Clement Cup winner): "First time out on the track and I'm delighted to have got to the end of the day without any issues. And then to receive the Frank Clement Cup was a real surprise – so that's wonderful."

Ben Eastick (Times Challenge Trophy winner): "I'm pleased to win four in a row. Michael [Higginbotham]'s done it and it would be nice to equal his record [of five wins]. All the great Bentley drivers have won four times so it's nice to sit on that particular pedestal."



Times Trophy: Paul Andrew (Mk VI Special) and Lewis Fox (3/4½ Litre) enjoyed a battle royal for the first half of the race – their positions were reversed at the flag

Bentley Scratch – Times Challenge Trophy

Ben Eastick took his fourth successive victory – equalling Michael Higginbotham's feat from 2017-2020 – at the wheel of his powerful T Type.

Pole position sitter Ben won the P&A Wood-sponsored encounter by a lap, also setting fastest lap, from second placed Lewis Fox who produced

a strong showing in Ewen Getley's 3/4½ Litre.

Paul Andrew, in his Mk VI Special, was 41 seconds adrift in third, he and Lewis having enjoyed a close battle for several laps before Paul suffered a spin after encountering an errant backmarker. Just 12 seconds shy of Paul, after an excellent drive, was Chris Rayment in his Derby 4¼ Special.

"It was a good battle with Lewis – he was faster than me in the complex and I was quicker on the straights," said Paul, who added. "It was a shame Vernon [Moore] didn't make it out as we had a great [Mk VI Specials] battle last year."

Unfortunately, several cars tipped to be strong contenders for honours failed to make the start: Simon



Times Trophy: Paul Carter's stylish Derby 4¼ caught the eye



76TH BDC SILVERSTONE

Worthington's Continental GT (electrical), Stuart Worthington's Turbo R (overheating), Oli Llewellyn's 3/8 Special (engine block bolts) and Vernon's Mk VI Special (carburettor).

The 10-lap race, which incorporated the **Pre-War Challenge** (PWC) for other marques, drew an impressive field of 26 cars, including 12 Bentleys (10 in the scratch race). Club Member George Elbourn (Riley 12/4), fourth overall, took the PWC spoils by half a minute.

In addition to the two Bentley races, plus the Bentley Open/Allcomers encounter, there were events for the AMOC St John Horsfall Trophy, BDC Classic Challenge/Morgan Techniques Trophy, Morgan Challenge (two races) and FISCAR.

Other races

Robin Ward, driving fellow Club Member Harry Johnson's sleek T Type Special, took the spoils in the **Bentley Open** race – setting a new BDC lap record in the process (*see panel*) – behind Allcomers and overall race winner Steven Dickens (Mallock Mk29). Second Bentley in the 15-minute encounter (fourth overall) was Simon Worthington, having repaired the earlier electrical fault in his Continental GT, with Ben Eastick (T Type) third (sixth overall); Stuart Morley (Chevrolet Corvette Stingray) was ninth overall.

The closest finish of the day saw victor Roy Chamberlain (Triumph TR 250) beat Jack Smith (MGA) in the **BDC Sports Car Challenge** by just 0.618secs.

- For a full list of race results please check out the **BDC website: Motorsport / BDC Silverstone 2024**.

NEW LAP RECORD!

Special congratulations to Robin Ward (T1 Special), who shattered the 12-year-old **BDC outright lap record** by almost four seconds.

Robin's new benchmark of 1:03.426mins (93.11mph) bettered the time of 1:07.29mins set by Ric Wood in the very same ex-Mike Haig car during the Times Challenge Trophy race in 2012.



Lovin' it! Newly qualified racers Charlotte de Montmorency (*in car*) and sister Rose battled hard in both the Duff & Clement and Times Challenge Trophy races



Bentley Open: Robin Ward (T Type) – winner and new BDC outright lap record



Pre-War Challenge: Club Member George Elbourn (Riley 12/4) – first place

For video footage and images of the day, check out the **BDC YouTube** channel and the **BDC Facebook/Instagram** pages.



76TH BDC SILVERSTONE



AROUND THE PADDOCK



Drivers' briefing: Race joint organiser Sebastian Welch (right) addresses the Duff & Clement competitors



Display: Hesketh motorcycles from the Hesketh Owners Club



Pirelli F1 simulator: Youngsters tackle the Silverstone track

WOBMF: Tom Dine's 3 Litre complements the Le Mans exhibition (left)



Display: Duff & Clement race cars assemble (centre) with Club Members' similar WOs (background) and the new BDC Continental GT race car (foreground)



76TH BDC SILVERSTONE

MEMBERS' TRACK PARADE



Past Club Chairman Ron Warmington and crew (4½ Blower) pass the BRDC Clubhouse



Charles Teall's 6½ Litre landaulette alongside Bob Thompson's Derby 3½



Paul Minchin corners in his Mk VI 4¼



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Chris Rayment (Derby 4 1/4 Special), who finished a fine fourth in the Times Challenge Trophy race, alongside the Derby 4 1/4 owned by Brian Rivett



Jo & Jon Wycherley's Turbo RL heads a trio of fellow 'moderns'



The Mk VI Special of passenger Sarah Smith rounds the complex



Club Chairman Mike Warner, sporting period leather cap and goggles (3/4 1/2 Litre, left), leads the cavalcade along the pits straight

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2024 • BENTLEY DRIVERS CLUB • REVIEW 29

Bentley Bookshelf

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BENTLEY 3½ LITRE

1933-1936

ENGINE

GENERAL Six cylinders cast in one block. 3¼ × 4½, 3,669 c.c. (25.3 h.p. R.A.C.). Detachable cylinder head. Engine and gearbox in one unit, suspended at four points with torsional flexibility (1935, rubber rear engine mounting—B2DG). Compression ratio 6.5:1. Firing order 142635. Aluminium alloy pistons of split skirt type (1935, Aerolite pistons—B2EF).

VALVES Overhead, operated by pushrods. Tappet clearance cold 0.004 in. inlet, 0.006 in. exhaust.

CRANKCASE Aluminium.

CRANKSHAFT Runs in seven white-metal lined bearings. Friction driven flywheel to damp out crankshaft vibration. Connecting rods have white-metal lined big-end bearings and floating bushes for small ends.

CAMSHAFT Carried in seven plain bearings, driven by helical gears.

LUBRICATION Pressure feed to all crankshaft and connecting rod bearings. Positive supply to hollow valve rocker shaft from which valve rockers, pushrods and tappets are lubricated (1935, extra cylinder lubrication—B189DK). Oil capacity 1¼ gal.

IGNITION Coil and distributor, with automatic and hand control of timing. 50 A.hr. battery. Plug gap 0.020 in.

COOLING SYSTEM Centrifugal pump and belt-driven fan. Thermostatically controlled radiator shutters. 1933, centre point radiator mounting—B33AE.

CARBURETTOR Two S.U.'s. Mixture control at top of steering wheel.

PETROL SYSTEM Dual electric pumps. 18 gal. tank at rear, with 2 gal. reserve controlled by tap on dash-board.

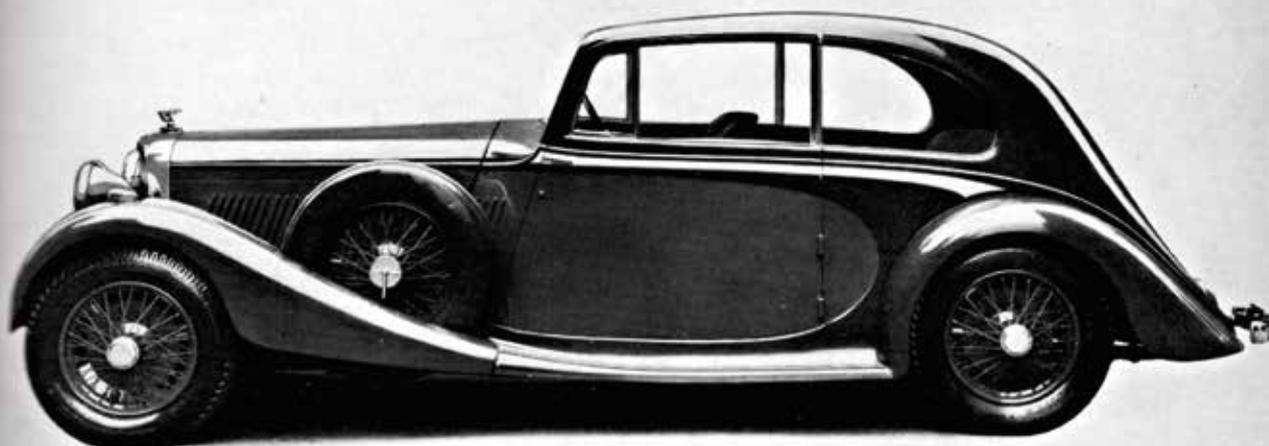
TRANSMISSION

GEARBOX Four forward speeds and reverse, with synchromesh on third and fourth. Right-hand control lever (1935, isolated gear lever—B2FB). Ratios 2.76:1, 1.73:1, 1.24:1, 1:1. Oil capacity 4½ pints.

CLUTCH Single dry-plate type.

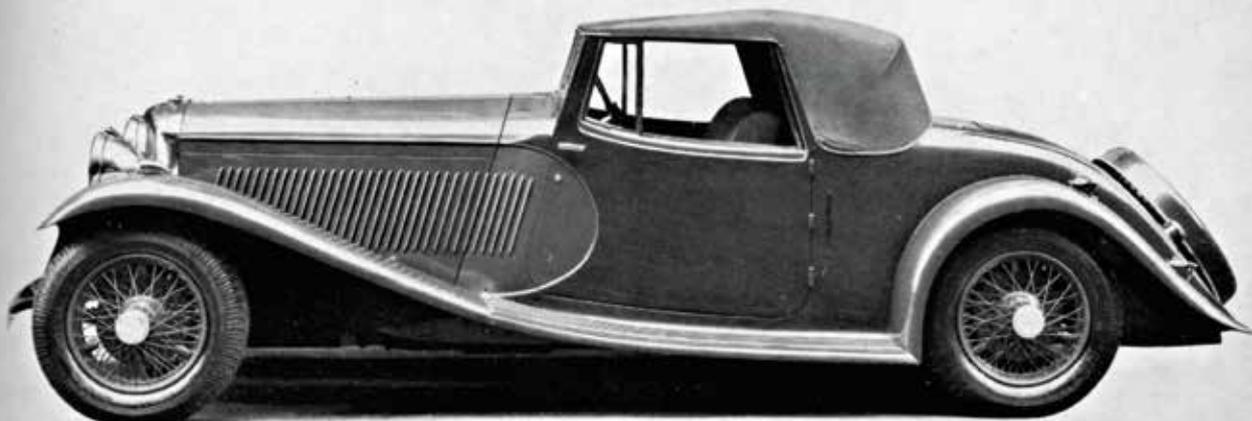


3½ litre: sports saloon by Van den Plas on chassis no. B33EJ, 1935



3½ litre: sports saloon by Barker on chassis no. B133EJ, 1935

3½ litre: foursome coupé cabriolet by Barker on chassis no. B178DG, 1935



BENTLEY 3½ LITRE

PROPELLER SHAFT Open type, with universal joints (1935, propeller shaft damper—B2DG).

FINAL DRIVE Hypoid gears with bevel differential, full-floating type. Rear axle ratio 10:41 or 11:43. Oil capacity 2 pints.

BRAKES

Internal expanding, operated by mechanical servo. Independent handbrake operating on rear shoes.

CHASSIS LUBRICATION

Centralised system supplied by pedal operated pump mounted on dash-board. Oil capacity 2 pints.

SUSPENSION

Semi-elliptic front and rear (1934, hydraulic shock absorbers automatically controlled by governing device which adjusts loading of dampers to most road speeds but can be overridden by lever at bottom of steering wheel—B1CW).

STEERING

Worm and nut.

JACKING SYSTEM

Separate jacks used.

WHEELS

18 in. detachable wire wheels (1935, Dunlop—B2DG; 1935, Rudge-Whitworth—B2EF). Right- and left-hand threaded hub caps.

CHASSIS DETAILS

Wheelbase 126 in.

Track 56 in.

Overall length 174 in.

Overall width 69 in.

Tyres 5.5 × 18

Ground clearance 6 in.

Turning circle, R.H. 42 ft., L.H. 40 ft. 8 in.

Weight: chassis (with tyres, battery, fuel, oil and water but excluding spare wheel, lamps and other accessories) 2,550 lb. approx.



3½ litre: drophead coupé by Barker, 1935

CHASSIS NUMBERS

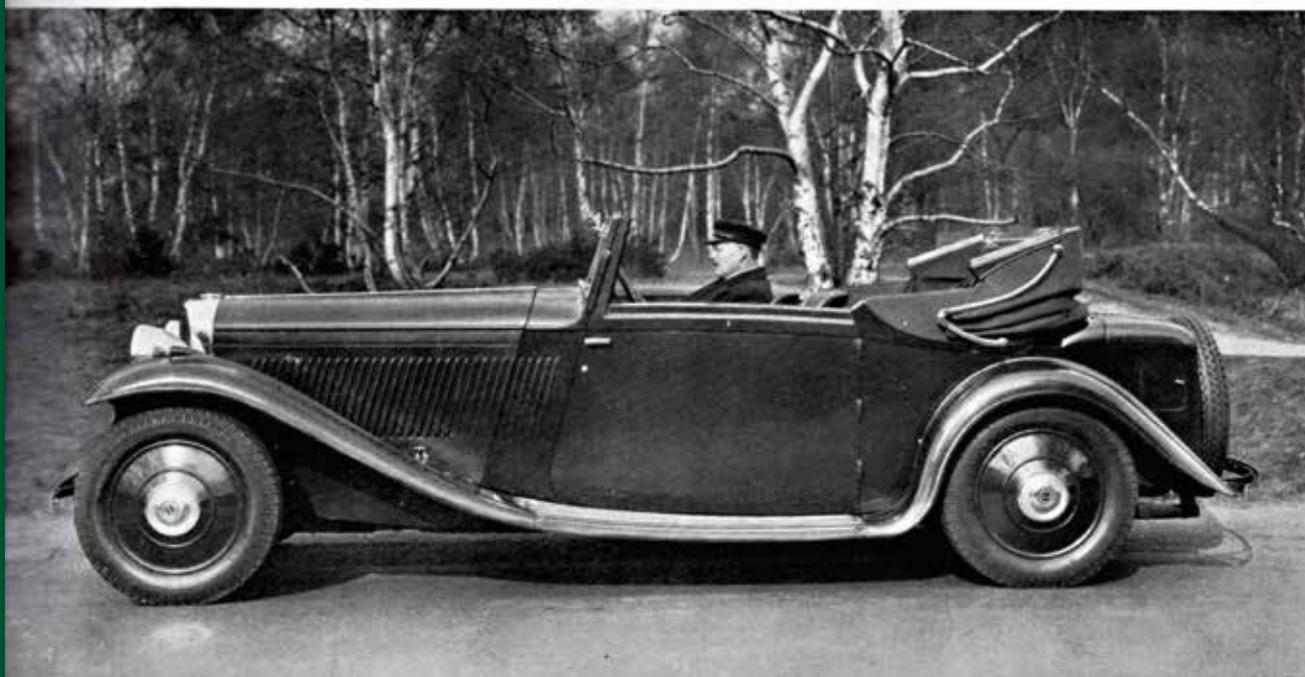
B1AE–B203AE	1933–34
B2AH–B198AH; B1BL–B201BL; B2BN–B99BN; B2CR–B200CR	1934
B1CW–B203CW	1934–35
B2DG–B200DG; B1DK–B199DK; B2EF–B200EF; B1EJ–B203EJ; B2FB– B200FB	1935
B1FC–B161FC, B175FC, B185FC, B187FC, B191FC, B201FC, B205FC, B207FC, B209FC, B211FC, B215FC, B217FC, B219FC	1935–36

Note—AE, BL, CW, DK, EJ and FC were odd numbers and AH, CR, DG, EF and FB were even numbers: BN was numbered consecutively. Number 13 was omitted in all series.

NUMBER PRODUCED

1,191.

3½ litre: foursome cabriolet-de-ville by Barker on chassis no. B119AE, 1933





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