



BENTLEY

DRIVERS CLUB NSW MAGAZINE

OCTOBER – DECEMBER 2025 EDITION



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

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Published by Bentley Drivers Club NSW Region © 2025

On the cover:

Winner of 'Best of the Show' from the 2025 Bentley Drivers Club NSW Concours d'Elegance, Barrie Young's 1930 4.5 Litre Blower

CHAIRMAN'S UPDATE

Dear fellow enthusiast, my apologies for the tardiness of this publication, but time does not seem to be on my side. I feel that this is a complaint that many of us can make in the age of the internet. Whilst providing us with amazing access to information and data, enabling the rapid deployment of information and contact with friends and businesses, it demands an enormous amount of time for us to participate in this new era. Having come from a time when people wrote letters, which we considered and responded to in due course, the urgency of today will not afford time for consideration and demands an immediate response. Occasionally one is prompted by a telephone call to the effect of 'did you not get my email which I sent half an hour ago?' Enough of my rant!

The year is drawing to a very rapid end, but I think that we can agree that it has been a good year for our club. We have successfully hosted a broad range of events, all of which have been well patronised.

The highlight of the year was probably the Club Concours in

which over 30 cars were entered, and which was followed by a lunch for over 50 people. This clearly demonstrates that interest in these cars and our club is alive and well.

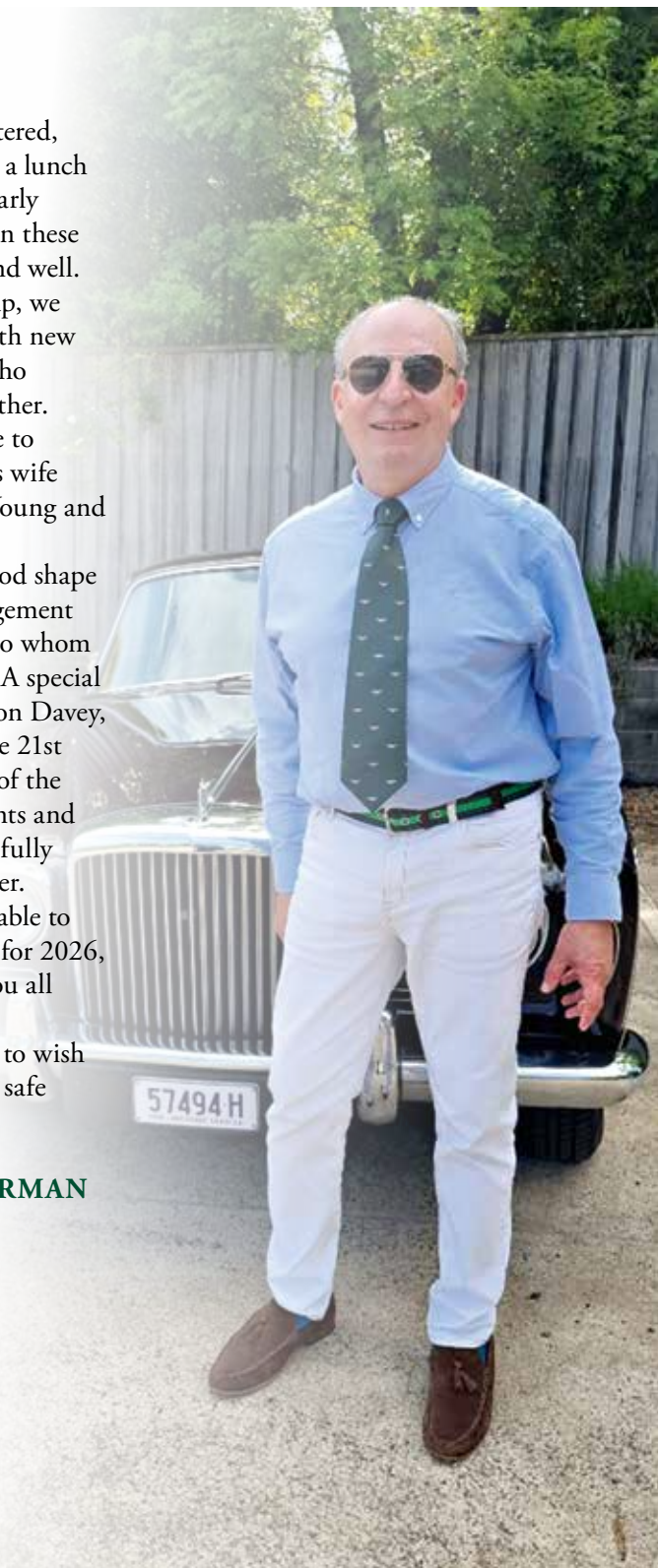
In terms of membership, we remain fairly consistent, with new members replacing those who retire for one reason or another. We extend a warm welcome to Spiro Haralambous and his wife Georgia, as well as Barrie Young and his wife Veronica.

Our finances are in good shape thanks to the expert management skills of Alan Wellington, to whom we are all greatly indebted. A special thanks must go out to Alison Davey, who has dragged us into the 21st century with the adoption of the Trybooking app for payments and reservations. This will hopefully make Alan's job a little easier.

We hope to shortly be able to release a timetable of event for 2026, which we hope will keep you all involved.

It remains for me only to wish you all a happy, joyous and safe Christmas and new year.

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





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BENTLEY DRIVERS CLUB NSW REGION

UPCOMING EVENTS

MON 26 JAN	COMMITTEE MEETING Online or at RACA	8:00 PM
SUN 08 FEB	CANBERRA RUN Oli's Garage followed by lunch at Kingston Hotel \$15 entry fee	TBC
SAT 28 FEB	BLUE MOUNTAINS RUN Overnight stay Victoria & Albert at Mt Victoria with dinner. Contact: Lorna 02 4787 1348	TBC
MON 02 MAR	COMMITTEE MEETING Online	8:00 PM
SUN 12 APR	TRACK DAY Pheasants Wood, Marulan	9:00 AM
SUN 03 MAY	THE LAGGAN RUN Laggan Hotel Contact: Marcia 02 4837 3208	TBC
MON 04 MAY	COMMITTEE MEETING Online	8:00 PM



W.O. Bentley Lunch



Sunday 14 September 2025

Alan Wellington reports from the Club's annual event at Bendooley Estate, Berrima, celebrating the birthday of W.O. Bentley



It was a fine, warm and sunny Spring day when we departed from Blakehurst for the trip to the Southern Highlands. Our route was straight forward, down King Georges Road and on to the M5 at Beverly Hills to Mittagong. It was a comfortable drive down arriving just before midday. By 12.30pm all of our members and guests had arrived in anticipation for an enjoyable lunch.

Len Cave and Di arrived in his Continental GTC, Michael Bremner and son Sholto in his Flying Spur, Stephen Blundell brought Coralie Ogle's Corniche out for the run, John and Margaret Lackey in their S1 and daughter Janet who made the trip from Queanbeyan. Stuart and Diana McColl arrived



in their W.O., Graham Lawrence brought along his Lagonda which had taken part in the Aston Martin event on the previous day in



Bowral and Tony Strachan with his immaculate Derby. Brian Burgoyne and guests travelled down in his Mark 6, Peter Seligman and guests

in his 1993 Brooklands and Rita and Sal Barbagallo in the Lamborghini Gallardo, Anthony Liberiou and his guest completed the list of diners.



My Turbo R made up the lineup of 10 cars displayed on the grass providing a popular attraction for the other patrons at the restaurant.

This date clashed with the All British Day so our numbers were down on previous years with 28 members and guests sitting down to lunch. Our lunch commenced with John Lackey proposing a toast to W.O. Bentley, the text of which is reproduced in the following pages. The food and the service was excellent with all enjoying both the food and the camaraderie.



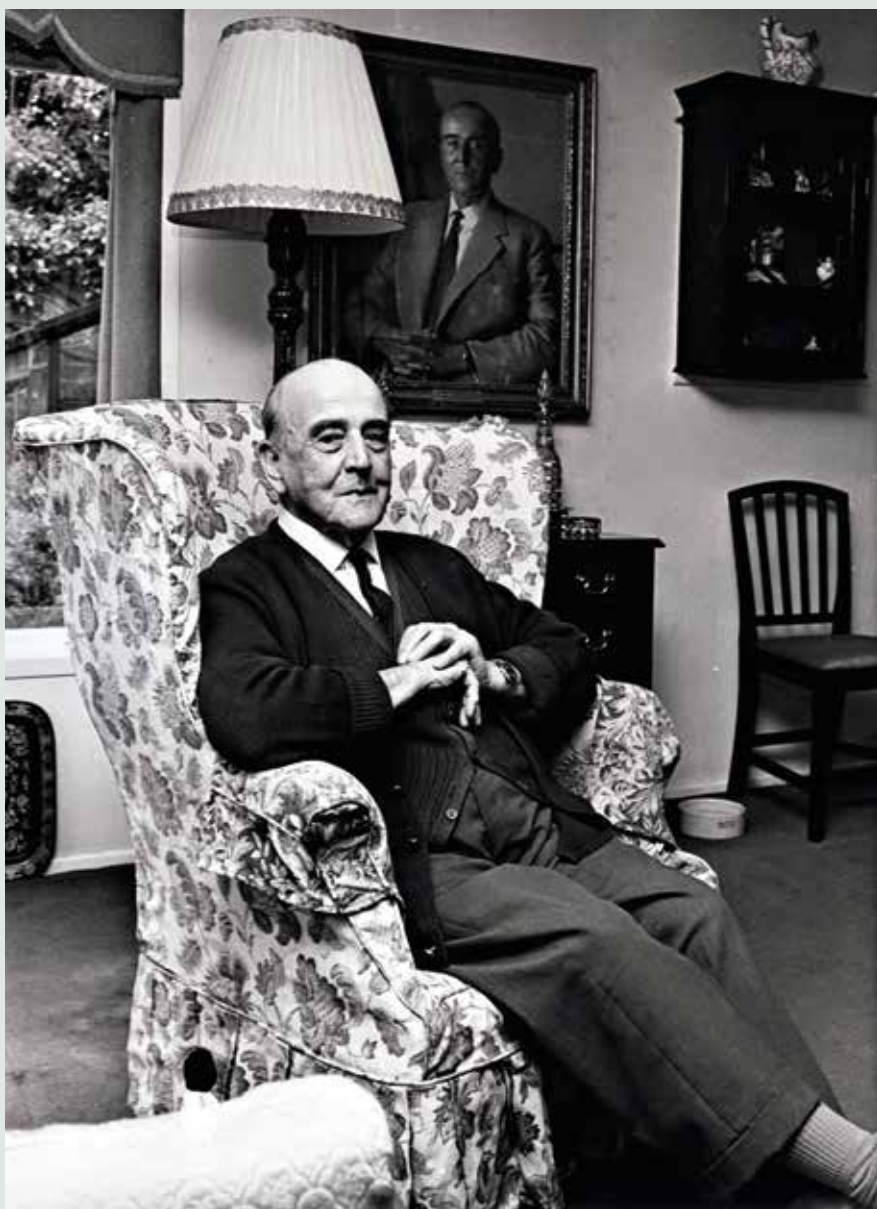


Toast to W.O. Bentley

John Lackey's toast at the annual club lunch celebrating the birthday of W.O Bentley, 14 September 2025

Today is two days short of 137 years ago when W.O. Bentley was born on 16th September 1888. That day was also a Sunday. It appears that WO spent a relatively peaceful childhood and developed a healthy interest in steam locomotives. So much so, that by the time he was eight he was an avid trainspotter and spent many hours watching the Flying Scotsman “getting into its stride as it bellowed out of the blackness” not far from his home. He found the prospect of school “intimidating”. But cricket at Lambrook School at the age of 12 in the first eleven and scoring 79 not out gave him “more satisfaction than anything that happened 30 years later at Le Mans”. WO felt lucky to get to Clifton School as his academic standard, to quote WO, “was abysmal and he didn’t deserve a place” there—but his brothers all went there so the “school felt they couldn’t very well exclude the last Bentley”. He left Clifton at age 16 to become a premium apprentice at the Great Northern Railway at Doncaster to have “his fill of the entrancing great” locomotives. There, the lure of speed and power captivated WO.

WO acquired a motorcycle, a 3hp Quadrant, the first of many, including a Speed Model Rex and raced at Brooklands, the Isle Of Man and won a Gold Medal in



Walter Owen Bentley

Edward Wing, for Camera Press: London: UK
bromide press print, circa 1931

© National Portrait Gallery, London



the Six Days Trial over the Welsh hills. On his Indian at Brooklands in the 1 hour Tourist Trophy he came second. He exchanged the Indian for a 9 hp Riley car. He left Doncaster to join the National Motor Cab Company and became assistant to the second in command and worked on Unic cabs for a couple of years. WO and his brother became involved with a French car concessionaire and bought the firm to become Bentley and Bentley. One of the cars a Doriot, Flandrin et Parent (DFP) 12 – 15 hp with cast iron pistons was to become after considerable effort on WO's part a winning combination—WO driving and tuning. At Aston Hill Climb WO beat all the other 2 litre cars and set a record time for any 2 litre car at that time. It became a clear case of "Win on Sunday, Sell on Monday". WO thought that aluminium might be a solution to the piston failure the DFP was experiencing. He found a foundry that would make up some pistons of 88% aluminium and 12% copper for a trial run. The results were promising and eventually WO increased the compression ratio and the 12 – 40 Speed Model DFP that was sold on Mondays beat all comers in their class. WO won at Brooklands "against formidable opposition". But, the benefit of the tuning lasted only a very short time as World War 1 intervened, and the new car market slumped.

WO thought about how to pass on his invention of the aluminium piston. WO didn't want the specification of the piston to be broadcast to all and sundry. He found a Commander Briggs RN

who was building up an engine department of the Royal Navy Air Service (R.N.A.S.). And so, WO became Lieutenant WO Bentley RN. Immediately he was sent off to Roll-Royce and the result was the first RR aero engine with aluminium pistons, the 200hp RR Eagle. Then the same happened on Sunbeam's aero engines. Next came the Gwynne factory who were making Clerget rotary engines for Sopwith Camels. WO fitted in at Gwynnes, and as these rotary engines were lasting only 15 hours in service and lives were at stake these engines became a major worry for WO. He went on to modify the Clerget engines and developed the Bentley Rotary 1 and the Bentley Rotary 2 engines which allowed the Sopwith Camels to achieve heights of 18,000 feet when all the others could only reach 12,000 feet. WO was promoted to Captain and was demobilised at the end of the war. He was awarded 8,000 pounds for the aluminium piston invention. Now, the cat was out of the bag. Everyone in the engine manufacturing world knew about the aluminium piston.

During downtime during the war WO assembled a team of exceptional people and started to design a car that he hoped he could manufacture. Thus, the 3 Litre Bentley, created by engineers Burgess (from Humbers) and Varley (from Vauxhalls) led by WO, evolved. In 1919 the engine was a cross flow 4 cylinder with 4 valves per cylinder, and aluminium pistons—"at once the 3 inch exhaust was bellowing and the straight cut gears screamed with enough noise to awaken the dead...". The first car Ex 1 was road

tested by The Autocar 367 days after the end of WW1. To quote WO his "aim was "to make a fast car, a good car, the best in its class".

WO was committed to racing his cars—to win the 24 hour race at Le Mans—he achieved 4 times. The cars won other races at Brooklands, the Isle of Man, Montlehry, The Irish Grand Prix, and the list goes on. This aim was to go on to the building of the excellent and wonderful 3 Litre, 6.5 Litre, 4.5 Litre, 8 Litre and 4 litre cars. The Great Depression put Bentley Motors into receivership. Rolls-Royce took over the company and WO in 1931 and they continued the excellence and built the Bentley 3.5 Litre and 4.25 Litre overhead valve cars alongside RR cars before WW2. WO went on to Lagonda where he was instrumental in improving the 4.5 Litre car and producing two excellent models, the excellent V12 Lagonda and the 2.5 Litre Lagonda which became part of the David Brown organisation. After WW2, the 2.5 litre engine was fitted to Aston Martin DB 1 and 2 series cars. RR kept on building excellent Bentleys until Volkswagen bought the company in 1998. VW continued to produce wonderful, exciting and excellent cars, and achieved considerable success racing their Bentleys.

Based on excellence that was instilled into the marque by WO, I commend to you there is no better car available. Therefore, I propose a toast to WO Bentley, engineer extraordinaire.

Please be upstanding and charge your glasses to toast
WO BENTLEY.



The Jamberoo Run

Sunday 12 October 2025

Gregory May reports on a fine day out on the South Coast and hinterland.





What an amazing run we had from Robertson down Jamberoo Mountain Road. Talk about twisty and winding, Macquarie Pass has nothing on this road. The brakes were smoking on arrival in my Continental!

Those who approached the venue from the South, had a much more relaxed and easier run. We decided to go back this way via Albion Park and Macquarie Pass.

It was all worthwhile, as the manager and staff at Lulu's gave us a big welcome and provided us with excellent service throughout the afternoon.

The standard and variety of food was truly outstanding. Everything was so fresh and it was evident that it had come straight from the stove to our table.

We had a much smaller crowd than expected, due to various reasons, all of which I shall not elucidate other than two which are



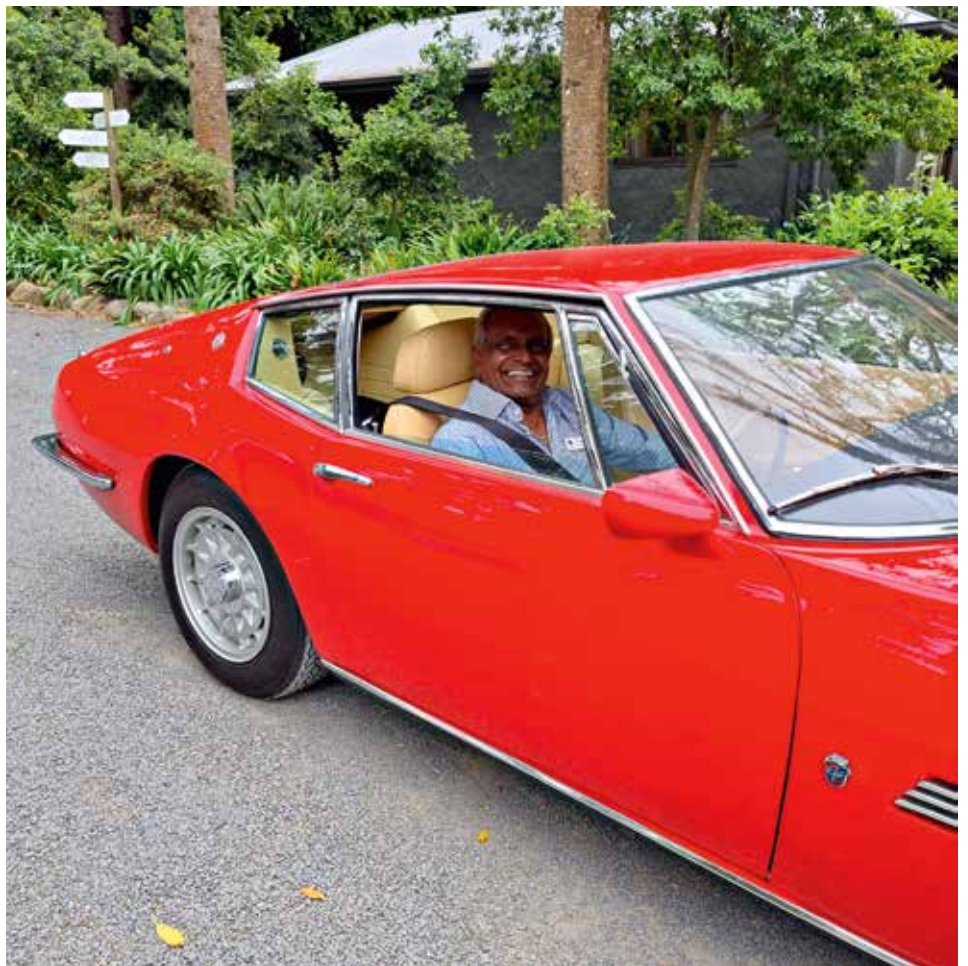
worth mentioning, Brian Burgoyne realised that the historic registration on his R Type had lapsed and he could not drive it. Jeff Burtucen reported that the soft top of his Bentley Azure was stuck firmly in the midway open position and could not be driven!

Nevertheless, a fun time was had by all, and we were especially chuffed to have a new member, Spiro Haralambous join us for the day in his Bentley Flying Spur.

A big thank you to all who made this a fun event.

Guest List

Allan and Beverley Simpson
 Bill and Marie Aslanidis.
 Charles Chelliah
 Gregory May
 Stephen Blundell
 Robyn and Mal Henderson
 Spiro Haralambous



Wedding Day Convoy



Saturday 18 October 2025

Alan Wellington reports on his son's recent wedding celebrations, which naturally included a fleet of fine Bentleys.



from Terrigal to the Bidja Estate in Ourimbah, where the bride and bridesmaids had spent the night before.

With my red Bentley Turbo R already committed, I reached out to two fellow Club members for support. Bryan Sullivan and Antonio Meduri graciously agreed to join the convoy, bringing along Bryan's striking blue Flying Spur and Antonio's elegant white Flying Spur. The trio of cars made for a stunning sight—an impressive blend of style, heritage, and horsepower.

Although the forecast had threatened rain, the morning greeted us with brilliant sunshine as we departed Sydney for the two-hour drive north. We arrived in Terrigal just before 1:00pm, where Antonio and Bryan had already met Christopher and his party. The photographers were in full swing, capturing the moment the groomsmen were introduced to their gleaming rides—images destined for the wedding album.

En route to the venue, we paused for refreshments. Upon returning to the car, a young man in his early twenties approached, clearly captivated by the Bentleys. He shared that he owns and runs three vintage vehicles himself, including a Ford Prefect and an F100. It was heartening to see that the passion for classic motoring lives on in the next generation, beyond the realm of modern Holdens and Fords.

The day was a celebration not only of love and family, but also of camaraderie, craftsmanship, and the enduring allure of fine automobiles.



Saturday the 18th of October marked a truly special occasion—my son Christopher's wedding on

the Central Coast. In the lead-up to the big day, he asked if I could arrange a fleet of Bentleys to transport him and his groomsmen



Bentley Drivers Club of NSW Annual Concours

Sunday 2 November 2025

A fabulous day and an amazing display
of Bentleys from almost all eras,
report by **Gregory May**.





We were blessed with a fine sunny day for our Annual Concours at the Gibraltar Park Proxi at Bowral.

There were over 50 people in attendance together with an amazing array of cars on display.

Three of the shining stars of the day would have to be Barrie Young's 1930 4.5 litre Blower Bentley, Rod MacDonald's 1962 S2 HJM Continental 2 door and Graham Lawrence's S3 1965 Flying Spur

There was a great collection on display with representation of cars





from almost every era other than the Derby period.

WO's, Mark 5 and R Types, S Series, T Series, SZ Series, Modern Continental GT's, Flying Spurs, Arnage and a collection of coach built cars.

Joe Quattrochi, ably assisted by Stephen de Bono and Allan Simpson, managed the registration and judging of the vehicles. The prize winners will be announced at the Christmas dinner.

Fortunately, Ciaran Jordan of MKV1 MEDIA and his team of Matt Everingham, Ben Fan and young William were on hand to







capture the event on film in both still and video footage. The videos have been uploaded to our youtube page and can be seen at <https://www.youtube.com/@BentleyDriversClub-N.S.W>

The Park Proxi provided us with an extensive buffet Southern Highlands BBQ lunch, which left no one hungry. The pavlovas were one of the highlights for me!

Another pleasing aspect of the day was to see members inviting their friends to join in the celebrations whether just to visit the display or to join in the luncheon.

New membership badges were presented to Barrie and Veronica Young and Spiro and Georgia Haralambous, who were warmly welcomed to our club.







Bentley enthusiast, driver and owner—for 75 years

Part two of **John Lackey's** reminiscences on his lifelong love of Bentley motor cars

REALISATION

In the early 1980s I came to the realisation that whilst my career had been progressing steadily, I was never going to earn enough money to acquire a bigger Bentley than my beloved 3 Litre. I had progressed up the Public Service ladder (Department of Defence) to become an engineer. But I had a family with children at private schools, a

large home in Bellevue Hill and 2 racing MGs and an Amilcar CGSs—a life that was exceptionally wonderful. After 25 years my career had reached what I considered to be the epitome—from apprentice to Engineer Grade 4. I could have gone higher to an engineer Grade 5 if I would go to Canberra. My mother was becoming elderly and would be difficult to move so after a couple of years I decided to leave the Public Service and become a contractor to the Department. Even though I was then earning a really good salary I

couldn't see how to afford a bigger WO Bentley. I didn't want a newish Bentley, my passion was for a WO, a 4.5 Litre or Speed 6. I would have to be satisfied with my 3 Litre Bentley. However, the lure of a big Bentley still burned in my heart.

A ROLLS-ROYCE B81 ENGINE

While I was working for the Department of Defence the *Commonwealth Gazette* regularly arrived on my desk. In 1983/4 I glanced through the then current

Engine Type	Inlet Valve	Exhaust Valve	Number of Cylinders	Bore mm	Stroke mm	Capacity Litre	Power BHP	Weight Kg (Approx.)
Rolls-Royce								
B 40	1 Overhead	1 Side	4	88.9	114.3	2.838	80	285
B 60	1 Overhead	1 Side	6	88.9	114.3	4.256	130	374
B 61	1 Overhead	1 Side	6	95.2	114.3	4.887	168	374
B 80	1 Overhead	1 Side	8	88.9	114.3	5.675	165	454
B 81	1 Overhead	1 Side	8	95.2	114.3	6.516	235	459
Bentley								
4 Litre	1 Overhead	1 Side	6	85	140	3.915	120	NK
Speed 6	2 Overhead	2 Overhead	6	100	140	6.597	180	NK

A comparison of the RR B series engines and the Bentley 4 Litre with Ricardo designed head copied by RR for the Standardised range of engines for the UK Military. The use of this so called F Head allows for much bigger valves in lieu of four overhead valves per cylinder. In my opinion that's why RR called them the B Series.

Gazette to find an advertisement for Rolls-Royce B81 Engines ex-army for sale at auction. I took notice of the time and place for the auction and organised leave for that day. One lot was a collection of 10 such engines—they were second hand but had been overhauled just prior

to the auction. The auctioneer expected someone to buy all 10 but failed to raise a bid. He was about to move on when I asked if the 10 could be broken down into single lots. The auctioneer asked if others were interested in a single engine and asked for a show of hands of

those interested in 1 or 2 and based on the hands, he decided that a price would be established for the first one and all the others would be the same. I started the bidding at \$250 but the auctioneer wasn't interested, so, I boosted my bid to \$350 whereupon the auctioneer



The Rolls-Royce B81 as extracted from its hibernation box, but with Mk VI generator fitted.

stated that we were wasting his time. So, I said “what is the price that would secure me one B81 engine? Would \$500 be enough?” Where upon the auctioneer asked the bidders “were they prepared to pay \$500?” Again, a show of hands went up and the auctioneer sold the 10 engines. “Would we get them out of the auction rooms by close of business tomorrow?”

The auction then went on. I paid the money and then started to think ‘How would I get the blessed thing out by tomorrow afternoon?’ The auction house would use a forklift to put the engine into my box trailer—so, I could get it home. But where would I store it? Immediately I thought of the family property at Springwood, *Binyeah*. The next weekend I towed the trailer

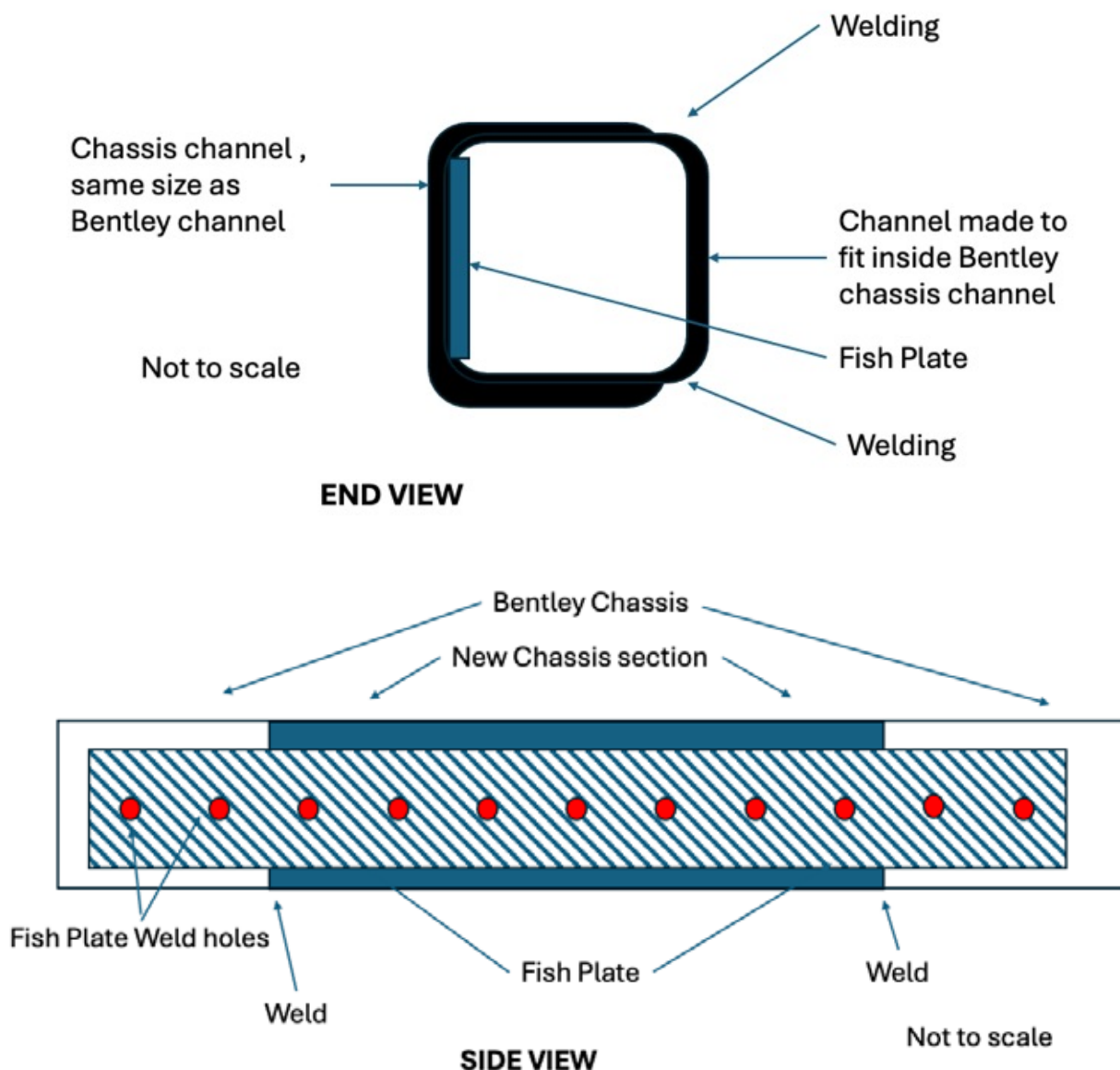
up to *Binyeah* and cleared out all the bits and pieces from the brick garage that used to be home for my great Aunt’s Partner’s Rolls-Royce Phantom 1 (Chassis 75MC) and a string of Packhards, Buicks, Jaguars and lastly a Holden FC Special. I found that a friend Robert Rowe had a gantry that could lift the engine out of the trailer. I borrowed Robert’s trailer and gantry on the next weekend and put the engine in the brick garage up against the rear wall. The engine sat there in its sealed crate until 2007—over 20 years.

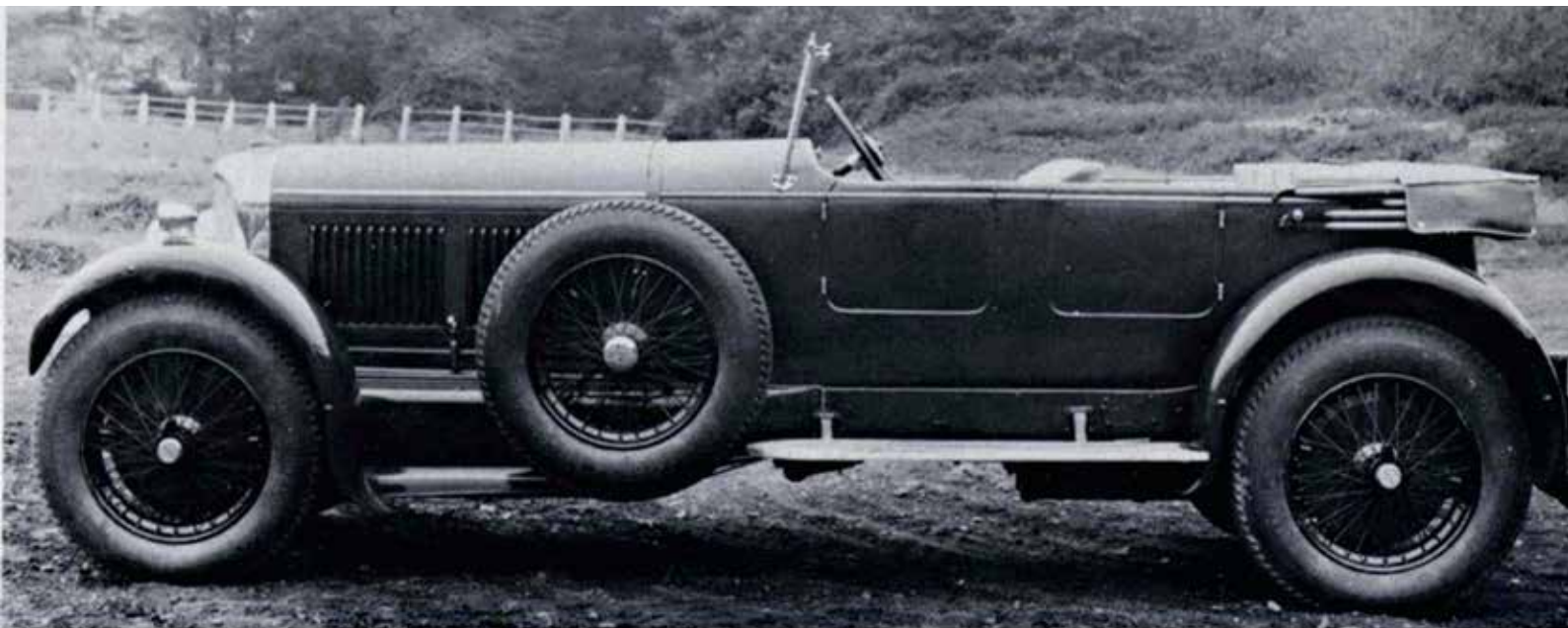
During the 20+ years, from time to time, I wondered what I would do with the RR B81 engine. I acquired a very large Delage vintage chassis, some Hispano Suiza brakes, a Leyland bus pre-selector gearbox, Lucas P100 headlights, a

horn off one of the Sydney Harbour Ferries thinking of a special that I could build. There were so many parts that I didn’t have. I acquired some Chinese deal components thinking that I might be able to swap them for something that might be useful—I still have most of them either for sale or swap.

AN EBAY BARGAIN?

Move the clock forward to 2007—I regularly perused eBay on the internet. Lo and behold one evening I found a 1947 Bentley MkVI for sale. The car started life in the UK then went to Belgium, then Upper Volta in South Africa and finally Melbourne. It seemed obvious that the car was full of rust and that the owner and restorer had come to the conclusion that the restoration process would be far too expensive





The 1929 Olympia Motor Show Bentley Speed 6—Inspiration indeed!

and had decided to part with the car. I decided that I would bid up to \$3,300 as I could possibly wreck the car for more than \$3,300, engine, gearbox and diff being the pricey items. So, in went the bid, and when it closed, I owned a Mk VI Bentley full of rust for \$2,700.

The car was in Melbourne, so I drove my Toyota ute and box trailer to Melbourne. I put all the bits

and pieces into the ute and found that the car would start and run. I organised a transporter and drove the car into the transporter. The car would be in Sydney the following day. I set out for home with seats, carpets, windows, bumper bars and all sorts of paraphernalia in the ute and trailer. Once again, I unloaded the bits and pieces into the brick garage at *Binyeah*. The car duly

arrived in Sydney and when I went to pick it up some miserable person had stolen the battery. I lined up my car trailer and took the battery out of my ute and put it into the Bentley and drove it onto the car trailer. Then I had to put the battery back into my ute.

Robert Rowe came to my assistance once more—I delivered the Bentley to his premises. Robert and I then formulated a plan of attack. Firstly, to take the body off the chassis and assess what remained. A couple of weekends later with the body removed I asked my son Sam to get the chassis steam cleaned. Thanks to the RR one shot lubrication system, there was virtually no rust in the chassis.

A SPECIAL BENTLEY OR BENTLEY SPECIAL

I started wondering “could the B81 engine be mated to the Mk VI gearbox”? I asked Sam as he had completed his apprenticeship with Garrath Will. Sam said he thought it would work. So, we pulled the engine out of the chassis and found that the gearbox and clutch would mate up to the B81 engine. All the bolts lined up and the input gearbox shaft spline fitted.

Syd Reinhardt was consulted—would he let Sam and I measure up his Speed 6? “Of course!” was



8 Cylinder engine installed and connected up—notice the standard Mk VI wheels and the new black 21 inch wheels ready for tyres.

Syd's response. We went over to Syd's and took notebook and tape measure and came home with all the vital measurements. The heights of the radiator and scuttle were most important—it was amazing just how similar the measurements turned out to be. Next requirement was to measure the chassis to fit the extra length of the 8 cylinder engine into the chassis. The 8 cylinder

engine is longer than the 6 cylinder engine by the 2 extra cylinders and an enormous military harmonic balancer. The Mk VI wheelbase is 10ft 10inches or 130 inches. The Speed 6 chassis is 12 ft 8.5 inches or 152.5 inches a difference of 22.5 inches. Robert and I measured the 8 cylinder engine, and we found that if the chassis was extended by 22.5 inches the engine would

fit. The chassis was cut just behind the front suspension ball joint and 22.5 inches of chassis rail, and 40 inches of fish plate were inserted. The outer channel same size as Bentley channel was welded in first, then the holes were drilled for the fish plate and welded on to the Bentley channel—see diagram—and finally the inside channel was welded in. Graham Smith, welder extraordinaire, achieved the welding. The steel engine mounts were taken from the engine crate and bolted and welded to the chassis.

All the welding had to be x-rayed and certified to meet the standards set by the Road Transport bureaucracy. Then the engine was installed with about one inch to spare. As well as extending the chassis, the steering drag link, the brake lines and the electrical wiring for the horns, lights, and fan had to be extended. Not long after a jury rig was set up and the engine burst into life! I shouted the group some beers and had a small party to celebrate the major step forward.

INSPIRATION

Now to think about the bodywork. I looked through all my books about Speed 6 Bentleys and finally found a body style that I liked best.

PERSPIRATION

I contacted Richards Bros. Wire Wheels in Wales for the conversion hubs to take new wheels—they arrived within a fortnight of the order being made, but two of the hubs had to be returned as they were all offside units! After another fortnight I had enough to set the car up. A company, Vintage Rims in Queensland, made the new rims and the rims and hubs were spoked by Neway Wheel repairs in Heidelberg West, Melbourne. New tyres were acquired, 600 x 21 Michels obviously. Using some 6 mm steel rods (old commercial ceiling hangers that I found on the roadside) I built up the shape of the Olympia Speed 6 with clamps and vice grips. I bought some green (leftcartridge



Notice use of the MK VI firewall and scuttle shape.



On its new wheels and tyres.



sheets that children use for school projects and stuck them to the ceiling hangers so that I could see what the car would look like. It started to look like a real car—the wheels and tyres made an incredible difference. Now I could start to line up the horns, lights, petrol tank, spare wheel and all those other little bits and pieces necessary to make up a car. And no, I didn't care for the white steering wheel. So, I had to source a black one.

Graham Smith the welder came to the fore again helping to weld the tubing and welding the tubes together. Still a long way to go.

More to come—the final part in the next edition of this magazine!



(top left) Second hand Toyota car seats were fitted temporarily to get a feel for the layout. We noticed that the doors true to the Olympia inspiration seemed too short and so came the first modification to the shape. Also notice the Bentley step plates, given to me by Miles Felsted.

(middle left) Doors extended and modified MK VI seat backs and skinning the body commenced. Also, notice one of the ceiling hangers still in use.

(bottom left) Now the body was skinned and mounted on the chassis almost ready for paint.



(below) Body trolley so that body could be worked on while other work could be carried out on the chassis.





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77TH BDC SILVERSTONE

BDC SILV

9 AUGUST 2025



Winner Lewis Fox leads runner-up Clive Morley's fellow 3/4 1/2 Litre through the Brooklands complex in the **Pre-War Bentley** encounter

77TH BDC SILVERSTONE



SILVERSTONE

Four Bentley races were the highlight of the programme at the Club's 77th annual race day, with Lewis Fox claiming the spoils in the blue-riband Pre-War encounter, reports **Stuart Newman**.

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





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Shaun Harborne (3/4½ Litre Speed Red Label) claimed a popular victory in the **Bentley Handicap** race



Pre-War Bentleys podium (from left): third placed Richard Hudson & Stuart Morley, victor Lewis Fox and second placed Clive Morley



Bentley Handicap podium (from left): third placed Soma Boyd-Gibbins, delighted winner Shaun Harborne and runner-up Stuart Worthington

Lewis Fox scored a convincing victory in the Bentley High Wycombe-sponsored **Pre-War Bentley** race, earning the John Duff Trophy, at the 77th BDC Silverstone meeting.

Lewis, driving a 3/4½ Litre, won the 30-minute race by just over 15 seconds, having started from second place on the grid. After briefly trading the lead in a thrilling tussle with Clive Morley (3/4½ Litre), last year's Duff & Clement race winner, around the halfway mark, Lewis eventually grabbed a decisive advantage on the 15th of the eventual 23 laps and gradually pulled clear of Clive to triumph.

Clive confessed to an error,

running wide at Becketts, and thereafter was unable to remount his challenge to Lewis. And despite adjusting his brakes in the assembly area just before the race, they began to fade as the race wore on.

Third was Clive's son Stuart, sharing Richard Hudson's 3/4½ Litre, the only other car in the 25-strong field not lapped by the winner – after the latter had handed over the WO during the mandatory pit-stops in a solid sixth position. “My brother, James, was out there too and we soon dispatched him quite quickly which was nice!” joked Stuart.

James came home fourth, ahead of Paul Pochciol's fellow 3/4½ Litre, with Chris Rayment (4¼ Special) –

the best placed Derby – rounding out the top six; David Ayre's 4/8 Litre was seventh.

There was also reason to celebrate for Ewen Getley – eighth in his 4½ Litre Blower – whose Kingsbury Racing Shop-prepared engines filled all the podium places, including that of work colleague Lewis. He also enjoyed a “really good” dice with Jock Mackinnon's lesser powered 3 Litre, being quicker on the straights but ceding the advantage in the corners. At the flag the pair was separated by just 0.492secs.

Jock was the best placed of the 3s in ninth spot, earning the doughty Scotsman the Frank Clement Cup for a ‘combination of endeavour and

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Pre-War Bentleys: Oli Llewellyn (4½ Litre, *right*) leads Lewis Fox and a hidden Clive Morley (both 3¼½ Litres) in the early laps

skilful driving'. Jock had only just finished an engine rebuild in time for the meeting before test-driving the car on the road all the way down from Edinburgh.

Rounding out the top 10 was the Derby 4¼ 'Eddie Hall' of Paul Carter/Nick Swift, narrowly securing their position by only 0.609secs from Neil Sandwith (3 4½ Litre).

Enjoying the honour of the biggest climb up the order from grid position – some seven places – was the Simon Parker/Alex Hearden pairing (3¼½ Litre) which was classified 19th after starting 26th. Well done, too, to Freddie Wiltshire, who shared father Duncan's 3 Litre for the first time and drove spiritedly to finish 13th.

Winner of the sealed handicap element of the race was Sebastian Welch (3 Litre) who had battled closely with the similar model of Anna Getley (sharing with sister Louisa) in the early stages. "It was lots of fun – and hopefully Sebastian enjoyed it too," said Anna.

Enjoying his first taste of BDC



Pre-War Bentleys: Richard Hudson, who finished third with Stuart Morley, keeps fellow 3¼½ Litre pilot James Morley, who came fourth, at bay

Silverstone action was Laurent Philippe, founder of the Club's French Region, who competed in his 4½ Litre.

Unfortunately, for the second successive year, there was frustration for Oliver Llewellyn (4½ Litre) who was forced to retire having once again set the fastest lap. After leading

from pole position and eking out a potentially race-winning four-second gap to nearest challenger Lewis, Oliver pitted to hand over to father Tim after seven laps but the duo realised an oil pressure problem – which had reared its head in practice – would not allow them to continue.



Pre-War Bentleys: Paul Pochciol (3¼½ Litre) finished a fine fifth



Pre-War Bentleys: Chris Rayment (4¼ Special) was the leading Derby runner in sixth position



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Pre-War Bentleys: David Ayre (4/8 Litre) enjoyed a solid run to seventh place



Pre-War Bentleys: Frank Clement Cup winner Jock Mackinnon (3 Litre) needs just one hand to take on Ewen Getley (4 1/2 Litre Blower)! The duo was separated by less than half a second at the flag



Pre-War Bentleys: Paul Carter/Nick Swift (Derby 4 1/4 'Eddie Hall') with Matthew Moore/Rob Pike (3/4 1/2 Litre Blade Wing) in hot pursuit



Pre-War Bentleys: Simon Parker/Alex Hearden (3/4 1/2 Litre) rose seven places up the order – the best climb of the race



Pre-War Bentleys: Neil Sandwith (3/4 1/2 Litre) heads Mark Manton (Speed Six Continuation Series)

Similar mechanical misfortune befell the unlucky Vivian Bush whose 3 Litre was rendered *hors de combat* after practice due to a destroyed piston. "That's racing," he stated philosophically.

Bentley Scratch

Paul Andrew (Mk VI Special) claimed his maiden Times Challenge Trophy (TCT) victory after being first across the line, and the winner on handicap, of the 10-lap Hanwells of London-backed race. The TCT was awarded to the handicap victor.

Paul's closest challenger was Robert Gate (Mk VI Special Roadster) who finished nine seconds behind on the road, extended to almost 40 seconds

Pre-War Bentleys: 3 Litre warfare! Freddie Wiltshire, on his Vintage debut (sharing with father Duncan), is harried by Jock Mackinnon



RACE WINNERS

Race 1: AMOC St John Horsfall

Trophy: Overall – David Freeman (Aston Martin 2 Litre Speed Model – The Spa Special), Handicap – Richard Lake (Aston Martin Speed Model)

Race 2: Sportscar Challenge:

Roy Chamberlain (Triumph TR 250); **Morgan Techniques Trophy:** John Milbank (Morgan 4/4)

Race 3: Pre-War Bentleys:

Overall (John Duff Trophy) – Lewis Fox (3/4½ Litre), Derbys – Chris Rayment (4¼ Special), 3 Litres (Frank Clement Cup) – Jock Mackinnon, Sealed handicap – Sebastian Welch (3 Litre)

Race 4: Morgan Challenge

(race 1): Oliver Bryant (Plus 8)

Race 5: Bentley Scratch: Overall and handicap (Times Challenge Trophy) – Paul Andrew (Mk VI Special); **Pre-War Challenge:** Patrick Blakeney-Edwards (Frazer Nash Super Sports)

Race 6: FISCAR: Richard Woolmer (Elva Courier Mk1)

Race 7: Bentley Handicap:

Shaun Harborne (3/4½ Litre Speed Red Label)

Race 8: Morgan Challenge

(race 2): Elliot Paterson (Plus 8)

Race 9: Bentley Open: Ben Eastick (T Type); **Allcomers:** Steve Chaplin (Phantom P79)

• For full results, including qualifying and grids, of all nine races, please visit the Motorsport section of the BDC website and click on BDC Silverstone 2025

once the post-race handicap times had been applied. Robert, however, enjoyed the consolation of beating Paul to record the fastest Bentley lap... by just 0.3secs.

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Pre-War Bentleys: The Mihai Negrescu/Gillian Carr WO is caught by Stuart Morley's fellow 3/4½ Litre



Pre-War Bentleys: Laurent Philippe (4½ Litre) journeyed from France to make his BDC Silverstone debut



Pre-War Bentleys: BDC Silverstone stalwart Guy Northam (4½ Litre) motors on

Pre-War Bentleys: Anna Getley (centre, sharing with sister Louisa) battles with Sebastian Welch's similar 3 Litre while Steve Ward (who shared his 3/4½ Litre Speed with son Josh) holds a watching brief

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Bentley Scratch & Pre-War Challenge podium (from left): third placed Paul Andrew, victor Patrick Blakeney-Edwards and second placed Eddie Williams

Running alongside the Bentleys was the **Pre-War Challenge** race for various marques, with Paul wresting an overall podium spot from Sue Darbyshire (Morgan Super Aero) on the penultimate lap. Robert was classified fifth overall in the 18-car field.

Tom Commander – in his final race meeting – gave his Mk VI Special its maiden race outing but unfortunately retired with overheating after four laps.

Bentley Handicap

The RH Insurance-supported event made a welcome return after a year's absence, Shaun Harborne (3/4½ Litre Speed Red Label) – who started with a 50-second penalty – grabbing the lead on the penultimate of the eight laps.

There was anguish for Robert Gate (Mk VI Special Roadster) – who had stormed through the 14-car field following a 2:10mins disadvantage to sit second – when he suffered an

engine cut-out at the final corner, forcing him to limp over the finish line in an eventual 11th place.

Narrowly missing out on the top step of the podium by just 2.7secs was Stuart Worthington in one of the two new BDC Continental GT race cars. Starting with a 2:50mins (almost two laps) handicap, Stuart showed impressive pace thanks to post-practice set-up changes to the shock absorbers and driving mode which negated the car's skittishness and improved its overall balance. Stuart slashed the gap to the leaders by around 20 seconds a lap; having climbed from ninth place with two laps left, one more would undoubtedly have seen him victorious.

Special mention to BDC Silverstone debutant Soma Boyd-Gibbins (Derby 4¼ Special) who was flagged off first in the pit-lane start and maintained his lead for six laps before eventually settling for a creditable third place, just eight seconds behind Shaun. "We've had a really great day!" he smiled.

Closest finish was between Simon Worthington (BDC Continental GT race car) and Ben Eastick (T Type), with the pair just 0.257secs apart at the flag after a thrilling battle.

Fastest lap was set, as expected, by Robin Ward (T Type) with 1:06.247mins, Robin starting last with a 4:20mins penalty (equating to about two-and-a-half laps).



Bentley Scratch & Pre-War Challenge: The scrap between Paul Andrew (Mk VI Special) and Sue Darbyshire (Morgan Super Aero) was a race highlight

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Bentley Scratch & Pre-War Challenge: Robert Gate (MK VI Special Roadster) was the second Bentley home

QUOTE... UNQUOTE

Lewis Fox (Pre-War Bentleys winner): "It was a difficult little race to be fair, with lots of traffic – most of my racing has been in the Formula Ford environment so I kind of knew how to deal with that. But I have a good car so I can't really moan!"

"It was a good, fun battle with Clive and I had to work hard to get the better of him – he definitely knows how to drive these cars. There were a few laps when I pushed extra hard and managed to break the tow [to Clive] a bit. However, I think it would have been a different game if Oli had not retired."

"It was also great for Kingsbury's engines with all three on the podium – so a perfect race."

Clive Morley (Pre-War Bentleys runner-up): "It was wonderful, a good bit of close racing, but one of the hardest races I have been in. After I ran wide at Becketts I couldn't seem to make up the time. Lewis was so far ahead and his car was quicker than mine so I thought that rather than bust the engine trying to catch up I would just hold position."

Oliver Llewellyn (Pre-War Bentleys retiree): "We unsuccessfully tried to trouble-shoot the problem after practice and were tempted to scratch the car [before the race] but we thought we'd see how it went. In the race the car was flying, absolutely running mint. I think we definitely could have had a podium, and if I had been able to build up more of a gap we maybe could have kept Lewis behind."

"But then the oil pressure started to drop off and

a bit of oil was expelled outside the car, so rather than ruining everyone else's race we decided to retire. It's annoying – it's been two years in a row. But we'll be back next year."

Paul Andrew (Bentley Scratch winner): "I'm absolutely delighted with third place [overall in the combined Scratch/Pre-War Challenge]. I had a great race with Sue (Darbyshire) for a long time then just managed to nip ahead – it was good, very fair, and I thoroughly enjoyed it."

Shaun Harborne (Bentley Handicap winner): "I'm delighted with the result but I am as surprised to win as I was last year [winning the Frank Clement Cup]. That's setting high standards now, of course – I've got to come back next year and defend it!"

"I knew that in the WOs game I was looking pretty well sorted and I was pleased to eventually take Soma in front of me who I had been trying to catch – so the race just went perfect."

"I have a very capable car, we have worked hard to get it to where it is now, and I enjoy coming here and racing. In fact, I drive the car here and then drive it home – so it's a proper all-rounder. WO Bentleys: they're amazing cars!"

Stuart Worthington (Bentley Handicap runner-up): "The car was a bit of a handful in practice but the set-up changes seemed to balance the car better so I was pleased."



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Bentley Open & Allcomers

Ben Eastick (T Type) claimed the Bentley spoils, finishing fifth overall in a race won by Steve Chaplin (Phantom P79). Ben enjoyed a close battle with fourth placed Soma Boyd-Gibbins (Caterham 310R), finishing just 1.5secs adrift.

One of the biggest cheers of the day was reserved for the BDC's own popular Tom Commander (Phantom P86) who rounded off his long and successful racing career, spanning almost 40 years, in fine style with an overall podium spot (*see panel*).

Elsewhere, Tim Llewellyn (Allard J2) had headed a four-way scrap between Ben, Soma and Stuart Worthington before dropping back into the clutches of the latter. Unfortunately, both BDC Continental GTs failed to finish due to overheating issues, Simon retiring after the opening lap (brakes) and Stuart in the later stages while lying seventh (gearbox) having climbed up the field strongly from 16th on the grid.

Supporting races

There were events for the **AMOC St John Horsfall Trophy, Sportscar Challenge/Morgan Techniques Trophy, Morgan Challenge** (two races) and **FISCAR**.

One remarkable aspect of the day was the incredible closeness of the racing, particularly at the head of the field in most of the races. AMOC saw the tightest finish, with just 0.353secs between the first two, and 1.822secs covering the top three. Other close gaps between the winner and runner up were: FISCAR – 0.718secs; Morgan Challenge race one – 0.822secs; Allcomers – 1.051secs; Sportscar Challenge & Morgan Techniques Trophy – 2.700secs, top three: 3.370secs.



Bentley Handicap: Runner-up Stuart Worthington (BDC Continental GT) showed great pace to come within three seconds of victory



Bentley Handicap: BDC Silverstone debutant Soma Boyd-Gibbins (Derby 4¼ Special) led for most of the race before finishing a creditable third



Bentley Handicap: No new BDC lap record this time for current holder Robin Ward (T Type)



Bentley Handicap: The very different cars of Simon Worthington (BDC Continental GT) and Ben Eastick (T Type) were separated by less than half a second at the flag

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Bentley Open & Allcomers: Tom Commander (Phantom P86), leading Patrick Blakeney-Edwards (BMW CSL), scored a memorable podium finish on his final ever race outing

TOM'S FAREWELL

The ever popular Tom Commander brought down the curtain on his racing career at BDC Silverstone. Despite earlier retiring his Mk VI Special in the Bentley Scratch race, he enjoyed a podium place (in his Phantom P86) in the Allcomers encounter.

"I'm delighted with third place – it's a good way to finish, isn't it?" said Tom, who felt the car was good enough for victory.

So, despite still being competitive, why is he calling it a day?

"I'm 80 in November and I've been doing it a long time," Tom mused candidly, "and you become a danger

to yourself and everyone else if you're not careful."

Tom felt it was fitting to finish at BDC Silverstone. "This is the best club meeting I have ever been to. You get such a fantastic variety of motor cars and it's very friendly. It's a fabulous, fabulous meeting. And I had a win here some years ago which was brilliant."

Tom started competing in a Clubman's in 1988 "when I was young and fit!" He has also driven – aside from Bentleys – Caterhams and raced at Laguna Seca in the US. "That was fantastic. We also did four seasons of Citroen 2CV racing with [gold medal-winning Olympic athlete] Daley Thompson which was lots of fun."



AMOC St John Horsfall Trophy: Lights out and away we go...



Morgan Challenge: Race one winner Oli Bryant is chased by race two victor Elliot Paterson (both Plus 8s)

Bentley Open & Allcomers: Early battle between Tim Llewellyn (Allard J2), Ben Eastick (T Type), Soma Boyd-Gibbins (Caterham 310R) and Stuart Worthington (BDC Continental GT)



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TRACK PARADES



Charles Teall's 6 1/2 Litre landaulette heads round Luffield



The Nelson family's distinctive Mulsanne Turbo shooting brake



The Derby 4 1/4 coupé of John Churchill



Nick Gilmore's 3 Litre leads the Mk VI 4 1/4 of Tim Dunne



A packed grid ready for the Morgan Challenge 40th anniversary run



The Flying Spur Speed course car kindly supplied by Bentley Motors

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AROUND THE PADDOCK

Team cars: Trio of Pre-War Bentley racers from the Kingsbury Racing stable

OFF-TRACK ATTRACTIONS

The day also featured two track parades: the traditional procession of Club Members' Bentleys preceded by one to celebrate the Morgan Challenge's 40-year association with BDC Silverstone.

Paddock displays included the new BDC Continental GT race and road cars (brought along by the cars' builder Phantom Motor Cars); WOs owned by Club Members; Bentley High Wycombe; Morgan Cars; and motorcycles courtesy of the Hesketh Owners Club.

The Club Shop, as ever, did a roaring trade, and the WOBMF area attracted scores of spectators to its themed exhibition commemorating the 60th anniversary of the T Series. Two hi-tech Pirelli F1 playseats and Bentley artist Dawn Bosley added to the day's spectacle.



Display: Motorcycles courtesy of the Hesketh Owners Club



Display: Race sponsor Bentley High Wycombe



Pirelli F1 playseats: Would-be racers tackle the Silverstone track



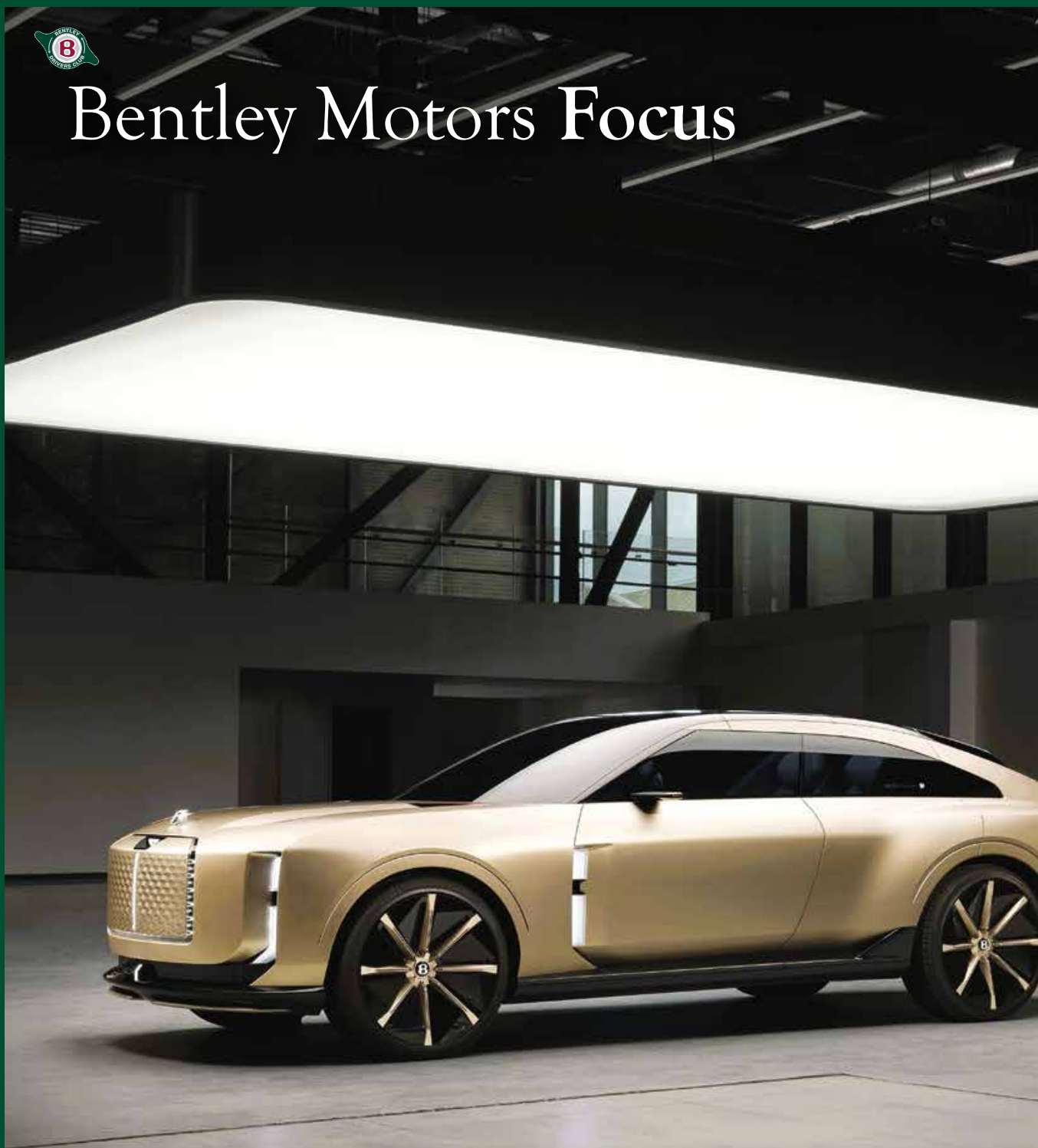
WOBMF: The Foundation presented a themed display on the T Series

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Bentley Motors Focus





NEW CONCEPT APES BLUE TRAIN

Bentley Motors has unveiled its latest luxury vision concept inside its brand-new design studio which officially opened its doors for the first time during the summer. EXP 15 represents Bentley's design vision for the future, by taking inspiration from its early 20th century Grand Tourer heritage and reimagining it in a 21st century fashion – inspiration for the concept car was drawn from the legendary 1930 three-seater 'Blue Train' Speed Six (*main image*). While not intended for production, or indeed sale, EXP 15 – which made its public debut at the prestigious Pebble Beach Concours in August – offers hints to the design of future models including the marque's first fully electric car due to be revealed next year.

- The first of the Batur Convertibles has been created by Mulliner, Bentley's in-house bespoke and special projects division (*inset below left*). Notably, the car's interior features a unique 'one plus one' design whereby the driver's cockpit and passenger accommodation are finished in contrasting but complementary colours (*inset*).
- The latest Bentayga Speed set a new record at the Goodwood Festival of Speed in July (*inset below*). Bentley's Andy Marson completed the famous hill run in 55.8secs – making the Bentayga the fastest ICE (Internal Combustion Engine)-powered production SUV ever to tackle the course. The four-litre, V8-engine, twin-turbo Speed achieved a peak speed of 130mph during the run.

Images: Courtesy of Bentley Motors





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