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# Vintage Bentley News

vintagebentley.com



Big guns at the O.K. Corral

IMAGE COURTESY OF CRAIG EKBORG

## A Grand Week in Colorado

Richard Mattei enjoyed the adventure of a lifetime on the Colorado Grand

Having raised over \$6 million for charity throughout the last three decades, the Colorado Grand has cemented itself as one of the great American charitable classic car rallies. This renowned annual charity tour caters for sports and race cars from 1960 and earlier, taking them on a rally across the country, visiting some incredible locations and famous driving roads. The event was founded in 1989 by Englewood automotive enthusiast Bob Sutherland and continues to be one of the most popular customer tours on the continent. Every September, approximately 85 vintage cars are driven in this non-competitive event, covering 1,000 miles through the Rockies over five days.

Although technically non-competitive, the tour tests the endurance of every classic car that takes part, proving the quality of craftsmanship gone in to restoring and maintaining them. Richard Mattei invited William to part-drive his Bentley 4 ½ Litre, that was painstakingly restored by the Medcalf team. The car performed faultlessly throughout the tour and allowed the pair to create some incredible memories along the way.

Richard recalls his experience of the wonderful Pre-Tour they embarked on, saying: "We arrived three days prior to the Colorado Grand to participate in a Pre-Tour organized by our friend Craig Ekberg. Our first stop was lunch in Mar-

ble, Colorado. Marble is famous for its quarry, that produces pure white marble. In fact, it supplied the stone used on many monuments in Washington DC, like to Washington Monument."

"We both thoroughly enjoyed ourselves, even when William was forced to eat some of the local food, including: bison, and rattlesnake nachos!"

Fascinated by his history, Richard enjoyed touring the state in his rebuilt Bentley and learning about the beautiful places they visited along the way. Richard and William decided to take the Bentley up into the quarry to put the car through its paces, drifting it on the twisting dirt roads. Richard noted that even after taking the car up to 12,000ft, "It performed with no issues at all".

"I learned a huge amount from William about the intricacies of the car while we were together", he continues. "He was called upon to give advice to many of the other drivers taking part in the tour, including the 8 other vintage Bentleys, which he was very happy to do."

Richard and William drove the newly-rebuilt 4 ½ litre over 1000km, it performed above and beyond and gave them a trip that they will remember for a lifetime. According to Richard, the car was a pleasure to drive and allowed them to take on the twisting mountain passes and wide stretches of highway at quite a pace!



Stunning scenery

IMAGE COURTESY OF CRAIG EKBORG



# Earning Their Stripes



Committed, focused and on it

Tales of global adventure sound equally daunting and exciting, but we've all browsed the websites and brochures of rally organisers and pondered whether to take on the challenge.

But what's it really like in the world of long-distance rallying, and what advice would be given to someone contemplating taking a vintage Bentley around the world? We spoke with Graham Goodwin, who bought his first vintage Bentley in 2015, participated in his first rally in December 2016 and returned victorious after coming first in the Vintageant Category in the famous Road to Saigon rally in his Medcalf-prepared 1925 Bentley Super Sports.

Medcalf was right, Graham told us, when he said that buying a vintage Bentley was just the beginning. Since that day, the husband and wife team of Graham and Marina Goodwin have taken part in a number of major events - travelling tens of thousands of competitive miles.

Their participation in the Endurance Rally Association Road to Saigon, a 27-day adventure taking in Singapore, Malaysia, Thailand, Cambodia and Vietnam, saw the Goodwin team rack up their first event win - no mean feat for relative newcomers and especially impressive when you glance at the 29 cars entered, many of which were built as recently as the mid-70s, a number driven by some very experienced racers and rallyists.

"The places the route passed through were steeped in history and are full of great people, and there is no better way to see the world than from an open-topped vintage Bentley. Taking part in a rally leads you well off the beaten track so you see, smell and feel things that many other visitors to these countries miss."

While some moments get the adrenaline running for all the wrong reasons, others bring sheer joy. When a rally passes through a town or village, the locals welcome you with open arms. "No matter how small the village, or how remote, the locals always produce a smart-phone to take a photo of the car."

Sometimes the pace can be upped, where the 100+ MPH potential of the Bentley Super-sports can be exploited. The rally organisers ERA had arranged for a number of test stages to be completed on closed roads. It was here the Goodwins could really push the car - and the results spoke for themselves. Many stages saw them positioned in the top three, often beating much faster machinery - testament to the skills of Graham behind the wheel, Marina as navigator and the Bentley Supersports as a formidable machine. The results of the rally saw the Goodwins cross the line a huge 12 minutes clear of the second-placed car.

When asked what the secret of success is, Graham replied immediately and without hesitation: preparation. "These events are a big investment, in both time and money, so it is essential that every element is prepared meticulously," he explained. "First you need to find the best specialist, and the Medcalf team are certainly the best when it comes to vintage Bentleys. Things will go wrong with your car, especially when it is subject to day after day of large mileage and arduous conditions, but to have confidence in knowing your car is in perfect mechanical condition before you set off is invaluable."

Graham recalled a time, ahead of a previous rally, when William advised him the clutch fitted to his car would need upgrading before the event, and if he didn't upgrade then he should at least take a spare with him. Graham chose the latter option and, sure enough, the part failed meaning lost time and an overnight clutch swap.

Preparation is just the start, however, and Graham told me he had little mechanical knowledge when competing in his first rally. Over time, he has become at one with his Bentley and knows what to check at the end of each rally day; more importantly, he knows how to fix it. "Bentleys are straightforward," Graham said. "And while newer cars may be faster, they are nowhere near as reliable, nowhere near as robust. Learning your car is essential, especially the main elements of fuelling, cooling and ignition. When you are at high altitudes, knowing how to tweak your carburettors is crucial and William can teach you all that."

"Rallying gets into your blood, not only for the adventure, the challenge and the opportunity to see the world, it's also because you become part of the rally family," said Graham. He also mentioned that he will know many of the competitors on rallies nowadays and lifelong friendships have been made. Graham and Marina have a full schedule ahead and a spot on the 2019 Peking to Paris, regarded as one of the toughest events in the world!





Map showing various rally routes and events across the world, including: ICELANDIC SAGA, Emerald Isle Classic, TRANS-AMERICA, POPPY, Classic MARATHON, LONDON LISBOA, LIMA TO CAPE HORN, Sahara, CHALLENGE, ALPINE, ADRIATIC, HIMALAYAN, BALTIC CLASSIC, PEKING-PARIS, SAIGON, Pearl of India, ABC RALLY, and NEW ZEALAND Classic.

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# Hold on to Your Hat!

The drive across the USA, from sea to shining sea, is one of the must do trips on many a drivers' bucket list. Whichever roads you choose, this transcontinental odyssey is sure to captivate you as it has for countless other travelers, writers and artists over the years.

Throw in an element of competition and timing, along with an exquisite vintage Bentley motor car and, what you end up with, could be argued to be the journey of a lifetime.

The third edition of the Endurance Rally Associations' classic American road trip was acclaimed by some as the best yet and, along with another 32 crews, Bill and Julie Holroyd, in a Medcalf prepared 1927 Bentley 4 ½, took up the challenge.

Their route to the chequered flag was a typically tough one and it led them from the charming southern city of Charleston, on the hot and humid South Carolina coast, all the way to Seattle in the cold, clear Pacific Northwest.

Covering an impressive 8,000km over 22 days, the rally saw everything that only such an epic road trip could produce. Temperatures in the Deep South approached a fuel boiling 40°C, a tropical storm, Alberta, soaked everything and everybody to the core, the 4302m altitude and thin air of the legendary Pikes Peak, tested the fuel / air mixtures and the brakes and steering in equal measure, whilst a drag strip test in Woodburn was guaranteed to show up any weakness in the transmission.

Bill himself admitted that the rally was very demanding. "One day was 750km long and I felt like I had undergone a full-body workout each day. Thankfully, the car was faultless for the entire trip which is a credit to the preparation.

Credit must also go to my absolute rookie navigator who started the rally telling me to slow down for every corner but by the end of the trip was exhorting me to drive like a mad-man!"

It wasn't all work and no play though, on the way to the finish line there was plenty to do and see away from the road. Four rest days were scheduled including two in the legendary music venues of Nashville and New Orleans, another in the high and dry desert city of Santa Fe in New Mexico and a final one in the beautiful mountain town of Aspen.

In Tupelo, the birthplace of Elvis Presley, Bill recalls a most bizarre incident. Being interviewed by the local TV station and then having pals from Switzerland getting in touch saying



*Thundering On*

IMAGE COURTESY OF GERARD BROWN

"Hey, you're on TV!"

Whatever was thrown at it though, either by mother nature or the rally organisers, Car no. 1, the Cricklewood Cruiser never missed beat and continued to turn heads along the way with its ageless charm and style. Bill had already taken on the tough, five day French Blue Train Challenge in 2017, but this was his and Julie's first long distance event.

Their final placing, third in class didn't quite reflect the facts of their rally, as the crew had to fly back to the UK for a couple of days after New Orleans before rejoining in Santa Fe. A 'relief crew' took charge of the vehicle but the hiatus, albeit a planned one, doubtless affected their rhythm.



# Modern Vintage Rallying



## Legendary rally coordinators HERO announce securing ERA's future

The late Philip Young was known to the classic car world as the founder of modern-day vintage rallying. His work with the Endurance Rally Association (ERA) brought classic rallying into the 21st century, allowing the sport to move away from a reliance on wealthy collectors and their extensive free-time. Now competitive endurance rallying can be approached by a wider market of classic car enthusiasts and racers alike. .

EERA have run almost 60 rallies in over 50 countries around the world, including some of the most famous vintage adventures on Earth. The Flying Scotsman, the Baltic Classic, the Blue Team Challenge, the Road to Saigon and the Peking to Paris Motor Challenge were just a few of the incredible journeys classic car enthusiasts could experience with the ERA.

The Historic Endurance Rally Organisation (HERO) are taking over the ERA's events as part of their continuing expansion to bring rallying to a new generation of young drivers. To uphold and preserve the important work of the ERA, HERO wanted to secure the future of the globally renowned endurance rally specialists and add its ever-more popular events to the HERO calendar.

HERO Chairman Tomas de Vargas Machuca explains the reasons behind the acquisition of the ERA: "Rather than let every bit of the ERA's incredibly hard work crumble after the loss of its founder, we wanted to hang-on to the important motorsport tradition that it has created and continue just as they left off. The industry as a whole recognises the importance of the ERA to the continuation of competitive vintage rallying in the 21st century – so, we wanted to do our part in upholding and continuing their amazing work", he said.

Mr de Vargas Machuca explains: "The classic car industry's commitment to investing in new talent is paramount to the survival of the trade. Bentleys are some of the most popular vehicles to take part in any of our vintage rallies, and the Medcalf team are known as one of the best in the industry at preparing and restoring the cars."

It is clear that the future of vintage rallying lies with the younger generations of classic car enthusiasts – without them there will be no place for the sport in years to come. This generational shift has been introduced by a number of top-tier classic car businesses and HERO is very much on a mission to bring classic car ownership and use into the 21st century.

# Bentley vs Talbot



*Now you see him now you don't!*

## As a keen motoring enthusiast, I've been to see some great historic racing over the years.

I've always followed the exploits of William Medcalf, from the Spa 6 hour to the Benjy 24, and his huge successes in the historic rallying world. At Classic Le Mans this year I was disappointed to check out the pre-war grid, and not to find the Medcalf-Turner duo in the works 3-litre team car, which they so magnificently campaigned last time here. I was, therefore, surprised to bump into William leaving the drivers enclosure with his race kit on, and assumed he must be campaigning his Mini, or something more modern. I checked the entry lists, but surprisingly couldn't find him listed anywhere, which I thought was a little odd. I settled into my grandstand seat for the night practice session and as the pit window opened, the pre-war cars thundered in for their driver changes. It's always marvellous to watch John Rushton's hugely professional approach to his team of Tal-

bots, as slick an outfit as Ron Dennis would ever wish for. Low and behold, who should jump out of one of the Talbots but that dastardly devil MEDCALF! I couldn't believe my eyes, seeing our Bentley hero driving for team Talbot.

If any further confirmation was needed the next day, sure enough, William was on track, sprinting towards a lime green Talbot for the Le Mans start. It was a superb three-piece race, with plenty of action. I tackled John Rushton in the paddock and asked if he'd employed the services of a Bentley boy recently, to which he gave a wry smile. Later that evening around the campfire with my mates we wondered where else Medcalf may have appeared without our knowledge. How many alias' does he have? He has an uncanny resemblance to Seagrave and there's now a rumour that he's been spotted in GT3.

Brexit is one thing, Medcalf driving a Talbot has got us really confused! A round of applause for John Rushton, the master tactician!



*Spotted! Who's that then?*





IMAGES COURTESY OF GERARD BROWN

# River Deep. Mountain High.

*There's only one road out...*

The very first Himalayan Challenge held in the autumn of 2018, was one of the toughest events that the Endurance Rally Association has ever run and, just getting to the finish was quite an achievement in itself.

Three Medcalf prepared vintage Bentleys started from Delhi in October and, naturally, three of them finished in Agra. You'd have expected nothing less though from such a stellar group of cars and crew, who'd already chalked up wins and firsts across the world.

Graham and Marina Goodwin for example, had taken the overall on the Road to Saigon along with Pyman their Super Sports in early 2018. Jonathon Turner, here in the Himalayas with his son Freddie, was one of the trailblazers as a competitor in the 1997 Peking to Paris again aboard his trusty 1929 - Bentley 4½ whilst Bill Cleyndert and Jacqui Norman had already won the inaugural 2017 Baltic Classic in their incredible Super Sports Continuation.

High in the Himalayas, and over the course of 22 tough but rewarding days, this Medcalf trio saw the normal rules of endurance rallying torn up and re-written, whilst the topography of Himachal Pradesh and Northern India was forever changed. Thanks to a week of incessant and heavy rain, the crews saw bridges and roads washed away, tracks and forests swallowed by landslides and rivers turned into black boiling torrents.

Unfortunately, a full five days of competitive driving had to be clipped from the schedule because of this deluge, leaving the rally organisers with a bit of a logistical headache. The iconic Rohtang Pass which was both a literal and actual highlight of the event was snowbound, whilst the lesser mountain roads leading to it had all but disappeared.

*Continued on page 8*



*Washing the dust off with more rain*



*The long and winding roads*



*Keep your eyes on the road!*



*Kicking up some dust*



# A Once in a Lifetime Trip That Reset The Boundaries

Tougher than the Peking to Paris? **Yes**. The most extreme rally you've ever done? **They all said yes!** Did it matter who won? **Absolutely not**. They're all thrilled to have made it unscathed. Would they do it again? **No**. After a night in the bar we asked the same question, and got a rousing **YES!**

WILLIAM VINTAGE  
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**HIMALAYAN**  
Challenge



The Endurance Rally Association  
Rally of the Himalayas

FINISH

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Participants must complete the rally in the shortest time possible. The rally is a test of endurance and navigation. The route is marked by a series of checkpoints. The rally is open to all vehicles. The rally is a test of endurance and navigation. The route is marked by a series of checkpoints. The rally is open to all vehicles.

2018-19 / 2019  
**HIMALAYAN**  
Challenge  
02

**HIMALAYAN**  
Challenge





*Getting to know the locals*



*Reaching their goal*

Like the crews themselves though, the ERA rose to the challenge and, with the help of Competition Director, Guy Woodcock, (enjoying his first long distance event), John Spiller, the Clerk of the Course was able to navigate his way through a fully blown natural disaster and deliver an excellent alternative following a longer than scheduled stopover in Manali.

The dramatic escape from the hills called for a 25 km pre dawn convoy down the very soggy Kulu Valley and along the Beas River, which ultimately brought the rally to the only crossing point left standing. An apparently flimsy and unsteady cable stayed suspension bridge at Raison which was around 200m long. More importantly though, at approximately 2m wide there was just enough room to accommodate a WO Bentley - along with its anxious crew. Deft touches on the steering wheel and sensitive use of the throttle ensured that all of the rally made it to the other side.

The next stop was Shimla, the one time summer Capital of the Raj but the going was still tough. The crews had to contend with the unpredictable local traffic, the weather damaged roads, the constant hairpins and the altitude. Suspension, clutches, brakes and steering were therefore tested almost to the very limit. The rally pressed on over the sacred River Ganges and towards Nepal, where visits to a couple of safari parks in the low lying Terai led to two rest days in Kathmandu.

Once they'd reached the magical and ancient capital of this beautiful mountain kingdom, two of the three Bentleys enjoyed a privileged visit to the Basantapur Palace, a UNESCO World Heritage site. Jonathan Turner's 1997 Peking to Paris car was joined by Bill Cleyndert's Super Sports Continuation and, both were quickly swallowed up by the hordes of tourists keen to get in on the action and to grab quick selfie.

Flights over Everest and a breakfast at Base Camp crowned a memorable visit.

At the finish line in Agra, in the shadow of the Taj Mahal, the three - by now travel stained - Bentley's proudly lined themselves across the road so that their crews could soak up the congratulations of the crowd.

Getting an old car through the youngest yet the highest mountain range in the world is no mean feat but this threesome made it all look so easy.

Back at the William Medcalf Vintage Bentley workshops they've cleared three service bays in anticipation for the Bentleys return.



*Homeward bound*



*Johnathan making memories for life with his son Freddie*





# DRIVING EXPERIENCES AT GOODWOOD



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# Incredible Track Record

Georg Weidmann has travelled far and wide at the wheel of a vintage Bentley.

The proud owner of a 1929 Bentley 4 ½ Litre, Georg has attended six rallies around the world, driving over 9,000 miles in the last twelve months alone. He has used the expertise of the Medcalf team over the last fifteen years to compete at every rally and believes that his car "gets better" every time he drives it.

At the last six events he has attended with his 4 ½ litre Georg finished in the top five in class and came first twice. At the Benjafield's 24-hour race, Georg's Bentley lasted the full race without a single fault – it drove flawlessly thanks to the efforts of our preparation and pit-works teams. Mr Weidmann knows that many of those who drive vintage race cars would often put the success of his car to the conditions and luck of the day. However, he also previously took the car to the south of Spain to compete in the epic Benjafield's 500 mile race. It performed faultlessly and won its class once again.

Georg is a firm believer in owning vintage cars to drive them. He pilots his 4 ½ litre to

every rally he competes in – "why drive at 45 mph down the motorway towing your race car when you can drive it at 80 all the way to the track" he says. "It's a pre-war car, of course there is a chance it's going to break-down, though" he continues, "I had to abandon the first rally I drove to when the overdrive unit failed, but with the help of the Medcalf team I had a new unit fitted within 48 hours and I now know how to do it myself."

On his way to the Zoute Grand Prix in Belgium, half an hour from the German border, both the main and back-up petrol pumps failed simultaneously – "it was very unusual, but it happened" he explains. "Whoever it was at Medcalf HQ that thought to have a third, unplumbed pump installed, it was a brilliant idea! So, I called the team at Medcalf HQ and one of the technicians talked me through how to rewire and plumb in the new pump over the phone – I was back on the road in ten minutes. The level of support is simply mind-blowing". To have a customer who is so passionate about our work is an incredible honour, and is a testament to our talented workshop team.



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TO FIND OUT MORE VISIT

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SEPT 25 TO 29, 2019

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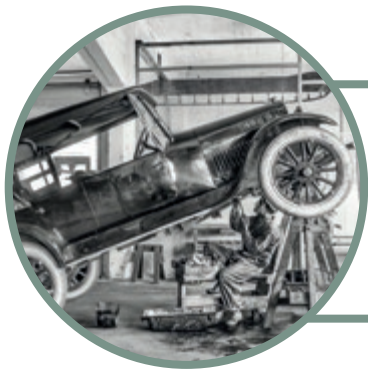
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# Micheal Anich's Top Tip

"If you have fuel and a spark, it must go." Apparently, that applies not only for your bonfire, but your beloved Bentley.

Mick tells us "More cars have failed on rallies through fuel supply issues than just about anything else. We've developed a neat twin fuel pump system with a simple changeover tap and electrical supply so you can swap from a main to a spare fuel pump in less than two seconds. The whole kit is standard issue for all of our rally cars here in the workshop, and it deletes one of the biggest potential failures." He continues "we now supply these on the open market, to help forward the marque and uphold its reputation for reliability."

You can contact the parts department for a twin fuel pump assembly, part number BM100616 at a cost of £395.00 + vat and delivery, by phoning 01730 895511 or emailing [henry@vintagebentley.com](mailto:henry@vintagebentley.com)

If you know anyone who would like to join our team, contact [admin@vintagebentley.com](mailto:admin@vintagebentley.com). We are currently looking for an **Engine Builder**, a **Fabricator** and an **adhoc driver**.

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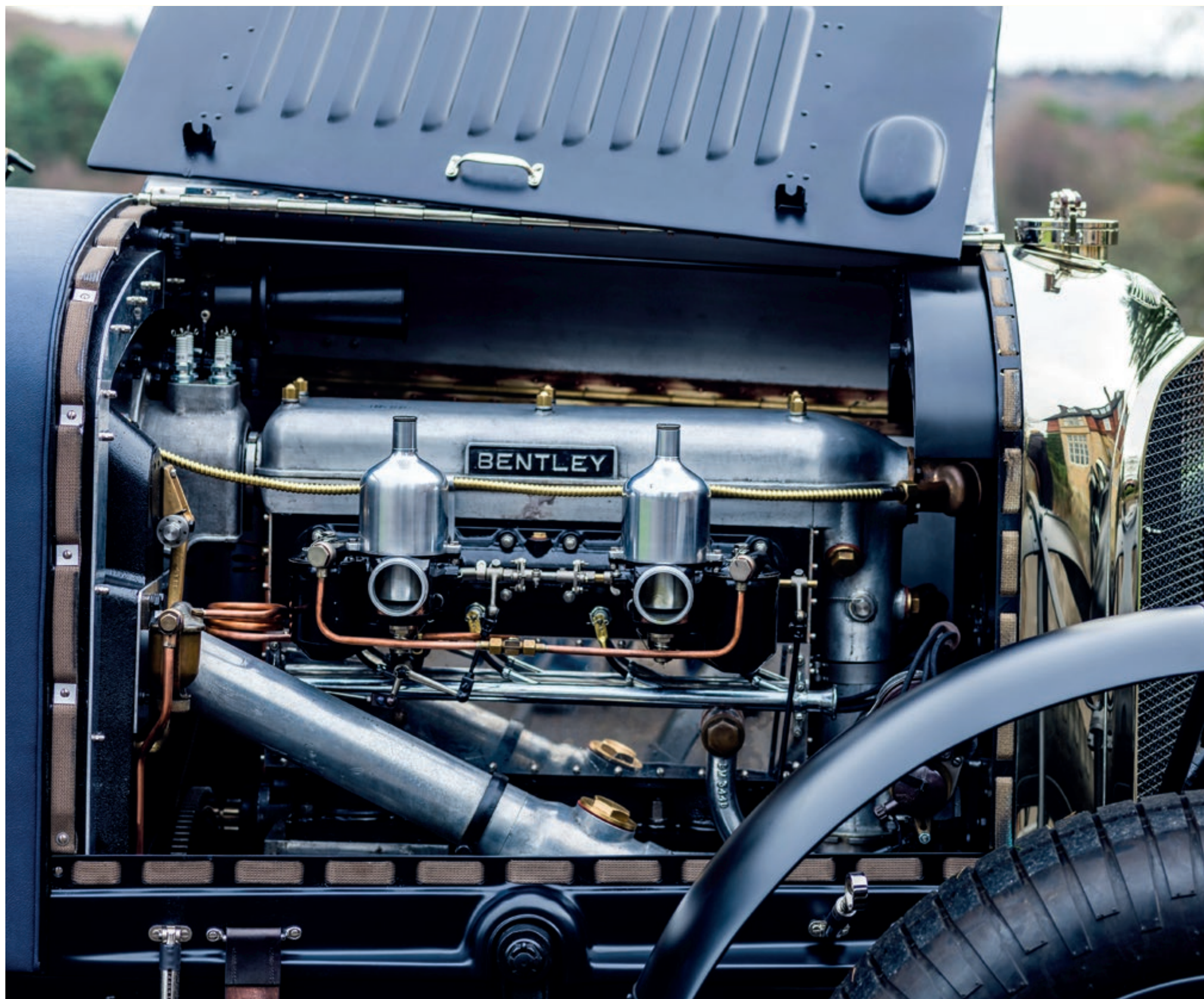
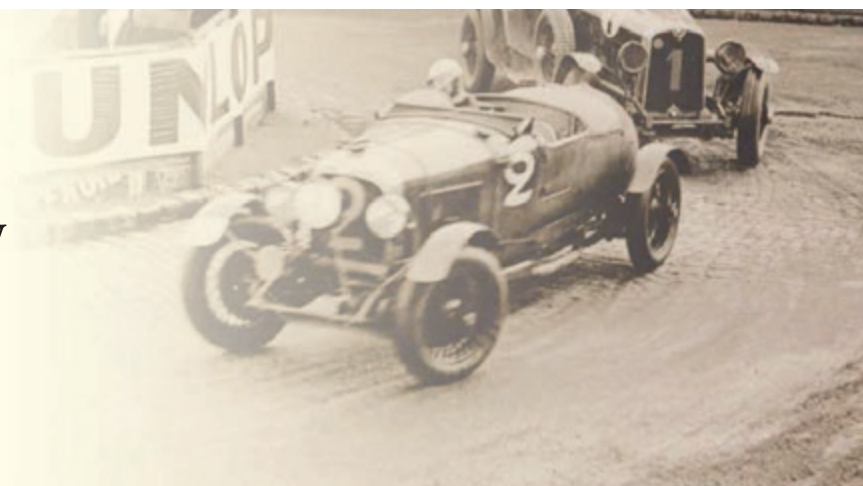
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