



## Driving Across the World

Page 6



## Centenary Celebrations

Page 7 & 8



## Driving on Top of the World

Page 9



# Vintage Bentley News

vintagebentley.com



Hurting towards history... the first Le Mans start in almost 60 years

IMAGE COURTESY OF JAYSON FONG

## Benjafield's Make History at the 100

It's one hundred years since W.O. Bentley set out to make 'a fast car, a good car, the best in its class' and to this day those very cars are still going strong.

To celebrate the marque's big birthday and the achievements of W.O., a vast collection of vintage Bentleys, of which a quarter of the field were prepared by the William Medcalf team, arrived at Silverstone in April for the Benjafields 100. Organised in conjunction with the VSCC, this unique and innovative event featured a 50-minute race and the first Le Mans start carried out in the UK since 1962. The stage was set for cars to stretch their legs in a race with the largest number of vintage Bentleys ever assembled.

With a haze emitting from the tarmac, drivers bracing along the pit wall and the sight of a capacity grid of 40 vintage Bentleys stretching beyond the horizon - the opening scene of the Benjafields 100 was one of pure suspense and surrealism as all eagerly awaited. With a siren bringing everyone to attention, the suspense peaked as the Union flag was dropped, signalling the race start.

All at once, 40 drivers sprinted across the 15m wide track and jumped into their cars.

A bellowing crescendo of revving Bentley engines soon followed as the entire grid approached Copse corner using the full width of the circuit. The sight of a capacity grid of 40 vintage Bentleys on full throttle was truly magical and

an incredible way to experience the variety of designs and character that make Bentleys from the pre-war era so special.

Among the cars that were being reunited for the first time in decades were some of the marque's most historically significant, prepared by the West Sussex team.

These included EXP4 - one of W.O.'s first experimental cars, and No.10 - the first works entry to race at Le Mans. Sharing some close but friendly wheel-to-wheel action, the Benjafields 100 was as dynamic as family reunions get.

But it wasn't just on the track that visitors were treated, residing in Benjafield's paddock was a special group of historic cars - the Pacey Hassan and Barnato Hassan specials which were reunited for the first time since before the war in their original form, together with a 1927 Works 3 Litre Team Car, Tim Birkin's 1929 Blower and the 1930 Speed Six Team Car, Old No. 3. More Bentley fever was seen surrounding the paddock outside too as Bentley owners brought their cars for a day out.

During the 50-minutes the 40 cars battled it out, sometimes sideways, and at other times three abreast along the Wellington straight, the '100' showcased the raw and physical involvement of racing pre-war cars. From being 'all arms and elbows' while at the wheel to dramatic driver changes which saw competitors test out their athleticism as they leapt from the cars in a race against the stopwatch. Medcalf and Turner were up to their usual tricks, swapping cars and overalls,



One giant leap

IMAGE COURTESY OF JAYSON FONG

keeping the handicappers amused - it was a superb spectacle of vintage racing at its finest.

When the chequered flag was eventually waved, the event was won by Benjy members Jim Clarke and his son Jamie. It was all about the Bentley legacy as Martin Overington's Blower Bentley took lead of the post-race procession closely followed by a cohort 40 strong. With the Union flag flying above it was a special moment that proved that although one hundred years has passed since W.O. began building his cars, the work of specialists in maintaining his work will ensure that some of the greatest legacies will never be forgotten!





SERIES IIA  
88 AND 109



# OFF-ROAD

AT GOODWOOD

## FEEL EVERY BUMP...

...in our fleet of classic Land Rovers at  
Goodwood Motor Circuit.

**£220** PER VEHICLE, FOR UP TO FOUR PEOPLE

TO BOOK, VISIT [GOODWOOD.COM](http://GOODWOOD.COM)





# Dancing on Ice

The ICE St. Moritz is a new and intriguing event in the historic motoring calendar, created to enjoy driving, displaying and watching some of the world's most exciting motor cars performing on the unlikely environment of a frozen lake.



*The new winter sport of vintage Bentley skiing!*

We caught up with Alex Boller, who took to the ice in his 4 1/2 Litre vintage Bentley...

Q) Was this your first experience of driving on ice, and how did you find the car in these challenging surroundings?

A) A friend of mine told me that they are thinking about organising an event on the frozen Lake of St. Moritz. I was looking forward to participating with my 4 1/2 Litre vintage Bentley. My biggest worries were regarding the cold temperatures in the beginning of March - my anti-freeze liquid would be tested to its limit. Nonetheless. The car ran superbly and had a lot of grip with its big wheels, in contrary to the other participating modern super cars. The driving experience was indescribable as we were sliding smoothly around the corners in the middle of the beautiful lake.

Q) What were your personal highlights of the St. Moritz ICE event?

A) Our performance towing a skier on period wooden skies capturing the spirit of motoring. Furthermore, we appreciated the positive feedback from all over the world. I feel W.O. would be proud that a century after founding his legacy of Bentley Motors, his cars are still powering adventures. This was a great way to start the celebration of one hundred years of Bentley Motors.

Q) Do you plan to participate and make this a regular event for yourself and your Bentley?

A) Simple Answer: Yes - it's a must!

Fittingly, Alex Boller's 4 1/2 Litre won the first 'Spirit of St. Moritz' ICE driving event, with members of the Bentley equipe skiing behind the 4 1/2 Litre on tow ropes, this unusual sight underlining the link with 'those madmen and their vintage Bentleys.' All very fitting, given that 2019 is Bentley's centenary year since the exclusive sporting luxury British car maker was founded on 10 July 1919.

## Vintage Bentley Trio Star at Race Retro

We were invited to organise a display of three important Bentleys for the first time at Race Retro.

Heralded as Europe's leading historic motor racing show, held each year at Stoneleigh Park, near Coventry, late February's Race Retro helped to kick start the 2019 historic racing season.

We were invited to supply three magnificent vintage Bentleys with competition history for a special static display by the Race Retro organisers; the cars generating strong interest throughout the three-day indoor show, with the Bentleys placed in pole position next to the main live interview stage.

Race Retro always brings together the good turnout of racing drivers, preparers, traders and enthusiasts, with the annual indoor show covering every historic motor sport discipline, ranging from formula and circuit racing, through to rallying, hill climbs, touring cars, single marque series, motorcycling, sports and GT cars, with historic endurance rallying to the fore. A real must for the diary!



*George Burton's infamous 3 4 1/2 Litre*



*Stunning 1928 4 1/2 Litre Le Mans Rep*



*Bentley Motors first Works entry of Le Mans*

## Going Green



*Matt ready to take on a new challenge*

Our newly-appointed Operations Manager – Matt Green – returns 'home' to West Sussex to renew his passion for vintage Bentleys.

Recently appointed as overall Operations Manager at William Medcalf Ltd, looking after the day-to-day running of the business, Matt is no stranger to the vintage Bentley world, having previously worked for William as both a Foreman and Workshop Manager, before briefly leaving the West Sussex premises to establish his own specialist motorcycle operation; Matt being a keen biker and ex-superbike racer.

Matt is delighted to be returning to the 'family', being around the cars, the people, the interesting projects and the challenges of the business. "It's a dream come true, and I am very excited to be returning to the workshops and working closely with the old team" says Matt. He adds that "I'll now be arriving at work with a briefcase rather than a tool kit, and a crisp white business shirt in place of my overalls!"

With a strong technical background and in-depth W.O. Bentley-era knowledge, Matt's appointment will help to free up more of William's busy time to enable him to concentrate on the wider aspects of the vintage Bentley business. Matt's prime objective is to be the first point of contact to clients as business grows. Matt aims to add more structure to the business, with enhanced decision making and a directional overview of each and every project that the team undertakes.

Matt's return to the fold will see the completion of the management restructure that William has been putting in place. Matt says, "As some of the Bentleys we look after approach their first century, it is great - and very rewarding - to be able to help keep these fabulous motor cars alive and successfully undertaking demanding and outstanding adventures around the world." Responding to the question of choosing his favourite vintage Bentley, after much thought, Matt replies, "That's a tough one, but I love the Bentley 'Pacey Hassan Special' for all of its rawness and racing heritage."

Reflecting on some of his previous highlights and achievements at the works, Matt recalls the Flying Scotsman rally with a smile on his face, setting up clients' cars for this challenging event and seeing them bring home the silverware. "There's nothing more rewarding than seeing a client succeed - their wins are our wins."

With Matt's return to the knowledgeable and experienced Medcalf team, he and his colleagues can certainly look forward to creating many more outstanding memories for the future with and in vintage Bentleys.





*Sprinting through spring*

# Hottest Celebration of Bentley's Centenary

On the evening of the hottest ever recorded day in Britain, we chose to celebrate not only the centenary of W.O. Bentley founding his eponymous car company, but also the recent triumphs of a trio of West Sussex prepared vintage Bentleys, with the three cars displayed in our showroom.

## Marvellous Members' Meeting

“Give me Goodwood on a summer's day and you can forget the rest of the world.” Said Roy Salvadori.

And although that was far from the case in 2018 when snow gripped the circuit, a full month's date change made sure that conditions were far more favourable in April for the 77th Goodwood Members' Meeting. For the team at WML HQ, it meant that it was perfect weather for their field of three vintage Bentleys who were up against old pre-war foes in the John Duff Trophy.

Following on with the continued popularity of the vintage racing at Goodwood race meetings, the John Duff Trophy saw Bentleys, Bugattis, Talbots, Vauxhalls and Frazer Nash cars square up to one another once again at one of the world's most nostalgic circuits - now lined by stunning springtime daffodils. With a cross section of the era gathered together in the paddock, the Bentleys emitted their distinctive low thrum in anticipation.

On the track, the dramatic race start saw wheel spin and exhaust fumes aplenty and the grid at full throttle and wheel to wheel. With drivers who were just as enthusiastic as their cars to get going, they changed through the gears with a carefully engineered dance of hands and feet. Meanwhile from trackside, the sight of the tall vintage Bentleys among smaller cars and in between flashes of yellow flowers and the period pit complex took spectators on a trip back in time to a more rustic and romantic era of motor racing.

As different in sound as they are in size to their more lightweight Bugatti competition, the Bentleys bellowed out of the chicane lap after lap, their skinny tyres searching for grip in determination to build up momentum towards the finish line. At the wave of the chequered flag after ten laps, the timing boards saw a sterling effort by Nick Jarvis in the 3 4 ½ Litre XU2472 despite having never driven the car before practice earlier that day, while William Medcalf in the 3 Litre Team Car MH7580 and Katarina Kyvalova in a 4 ½ litre XV3207 followed in close succession.

Although not quite Roy Salvadori's summer day, the circuit was as picturesque as ever in the Spring sunshine and with all three Medcalf cars making it to the finish and being a part of a crowd favourite race - for those ten laps at least, it can be assured that the rest of the world had indeed forgotten.

On the opposite end of the spectrum, the Goodwood Members' Meeting had a new race dubbed the Betty Richmond Trophy featuring no less than two capacity grids of classic Mini Coopers. With both grids acting as heats for the final sprint - in a race that saw pro-drivers and amateurs alike sharing the tarmac, William Medcalf took his Swiftune prepared 1965 Cooper S to the final race in a busy bout against 30 other cars.

Over 250 clients, friends and family came along to our premises for a BBQ party and a chance to bear witness to over 30 fabulous vintage Bentleys on-site. William said a few words of welcome and spoke passionately about securing W.O.'s legacy for the future, before raising a glass to his memory. The teams of the three unwashed Bentleys displayed in the showroom all spoke of their recent adventures. Graham and Marina Goodwin returning from their first in category, along with Keith and Norah Ashworth third in category in the fearsome Peking to Paris rally. Also David and Julia Little who climbed the world's highest road at 5,236m on the epic Trans-Himalayan Adventure. A hot evening with a cool vibe saw guests enjoy great music and a sumptuous BBQ.



*Raising a glass to W.O.*



*The vintage Bentley world comes together at the RAC Club*

## Industry Lunch

This year's annual Industry Lunch was held at the RAC Club, Pall Mall, where a wide selection of the vintage Bentley community enjoyed catching up over lunch.

As well as promoting the growth of the vintage Bentley community, topical conversations around the table included succession planning and the need for apprentices—it is fortunately very clear that the industry is very busy and has a bright future. Technical experience was exchanged, and it's great to see so many people investing in the marque.

Our thanks to all those that attended—it was a privilege to host the greatest experts of the vintage Bentley community whom otherwise rarely meet due to their busy schedules.

To show the level of commitment within the vintage Bentley community, some left the Long Bar well after dinner time... you'll be pleased to hear that no one was driving home!





IMAGE COURTESY OF GERARD BROWN

# Podiums from Peking to Paris

A pair of Medcalf-prepared vintage Bentleys finished an impressive first and third in category in this year's demanding 8,500 mile Peking to Paris rally, with couples Graham and Marina Goodwin, Keith and Norah Ashworth proudly taking their places on the podium at the Paris finish 36 days after they'd set-off from Peking. We caught up with them back at the works...



IMAGE COURTESY OF GERARD BROWN

*"To finish and win our P2P category in a Bentley in the company's centenary year made our victory even more special as Bentleys are our main love. We were filthy most of the time on the rally, so the chance to get back home, clean and relax has been great"*



IMAGE COURTESY OF GERARD BROWN

*"Experience has shown me that first class pre-event preparation of the car is vital if you are going to complete and succeed in the P2P"*

*"We made the right choice, although it was a dilemma which vintage Bentley to choose for this challenge; a 4 1/2 litre being tougher and more practical with more space and a larger fuel tank - but the model also being heavier and arguably less agile than the shorter-chassis Bentley we used."*

*"To do well in a gruelling event like the P2P, you have to be 90-95 per cent on it all of the time. You have to be willing to work hard and be braver than the others."*

*"There is an old P2P saying that the car that leads after Mongolia never wins, but with goodwill and hard work, it can be achieved."*

*"Knowing that you have the support and back-up of the vintage Bentley team on the end of the 'phone wherever we are in the world, is a huge comfort."*

*"The rain was of biblical proportions from Russia to Afghanistan, and horrid liquid mud like I've never seen before took its toll on the cars"*





# W.O. Bentley Centenary Party

What's the best way for a Bentley preparer to celebrate the centenary? For their clients, Graham and Marina Goodwin to take 1st in category, Keith and Norah Ashworth to take 3rd in category on the epic 8,500 mile Peking to Paris. What else could they do? Prepare the only vintage Bentley for the Trans-Himalayan Adventure which covered 5,427km and climbed to 5,236m across the highest road in the world. How do you celebrate W.O.'s success? Welcome over 250 people for a BBQ, and to meet the stars and their cars as they just arrive back.

WILLIAM MEDCALF | VINTAGE BENTLEY  
[www.vintagebentley.com](http://www.vintagebentley.com)

IMAGE COURTESY OF JAYSON FONG









# On Top of the World

Claimed by its organisers - Rally Round - to be its most challenging event to-date, Spring's Trans-Himalayan Adventure was an unforgettable high-altitude 26-day expedition through China, Tibet and Nepal, taking on the highest roads in the world.



*Bentley Super Sports resting among stunning scenery*

Having been prepared by the Medcalf team specifically for this grueling adventure, David and Julia Little's Bentley Super Sports was the first of 18 participating cars flagged away by Rally Round Event Director Liz Wenman in a damp Chengdu on 20 April.

With 420 kilometres ahead of them on the very first day of the adventure alone, the route headed into the stunning Sichuan region of China, where the roads were flanked by fields growing green tea and kiwi fruit, ahead of passing through the Tianquan district with a gentle ascent, where around 2,000 pandas live in the wild.

The second day immediately kicked-off straight into a long climb leading to the Janza Pass, reaching a high point of 4,436m above sea level. A whopping 18 hair pins later, the Little's reached their second pass of the day – the stunning Kazila Pass, with the prospect of breaching the 5,000m mark the following day, with altitude sickness tablets at the ready, and the delights of Tibet awaiting them.

For the following days and weeks, these challenging roads, regardless of age, took the Little's Bentley through wide valleys and then up to the highest pass, the Jakhyung La, sitting at a dizzy 5,236m, this being the highest road in the world. At the top, a colourful display of prayer flags as a final climbing hurrah greeted the Little's, followed by a very swift decent that would see them drop 3,000m in just 30 minutes or so.

Speaking very fondly of their trusty Bentley travelling companion, David says, "The car was brilliant, especially considering its 94-year age, with probably the best overall performance of any of the competing vehicles. The Bentley elicited a fantastic reaction wherever we went on this epic trip." He continues, "We soon discovered that our Bentley loved sprinting up the challenging hills."

Julia adds with a grin, "The scenery and geography were simply amazing, with frequent high plateaus and long ribbons of rolling hills, much of it situated at over 5,000m. Snow was often plentiful and deep, causing some passes to be closed, but the locals were immune to the tough conditions, being a hardy bunch that took the extreme surroundings for granted. Hotels at these levels are few and far between, and some of ours had no heating, with open doors and windows, and hot water in limited supply much before 6pm! We managed though, and can now look back very fondly on the experience."

David did the Peking to Paris rally in 2010 in a Bentley 4 ½ Litre, also prepared by the

works, with their exacting levels of preparation proving that anything is possible in a vintage Bentley, inspiring David and Julia to tackle the Trans-Himalayan Adventure challenge. David says, "William brings you into the family, and him and his team's expertise are perfect, making the cars robust and reliable enough to cope with the roughy-toughty of extreme roads and conditions." He continues, "The Trans-Himalayan Adventure was a once-in-a-lifetime experience and for our next adventure, whatever that might be, we will definitely do it in another vintage Bentley."

*Rally Round are running a second outing of this event for April/May 2020 and those interested should contact them at [info@rallyround.co.uk](mailto:info@rallyround.co.uk).*



*There's nothing quite like blue skies, white mountains... and green Bentleys!*





Venturing through vineyards is more challenging than you think...

## Liss to London to Lisboa

HERO's 2019 London-Lisboa rally got off to a flying start as our showroom played host to the event participants with tea and tours of the extensive vintage Bentley workshops.

Our showroom was the first coffee stop for HERO'S London-Lisboa rally, where 50 cars flashed in and out in order whilst frantically drinking coffee and stamping time cards. We then tracked the rally as it made progress through Europe, and we were pleased to see the 4 ½ litre Bentley of Simon Arscott triumphantly charge towards the finish line, joined by 48 of the other 50 cars that began the Rally at Brooklands; an Austin-Healey 3000 taking the overall victory, having driven through France, Spain and on to the Lisbon chequered flag.

## Bentleys Fly on the Scotsman

The 11th edition of the Flying Scotsman rally, a motoring adventure held exclusively for pre-war motor cars and organised by the Endurance Rally Association, started on 5th April from the shores of Lake Windermere, heading north across the borders to Slaley Hall, Turnberry, and ultimately finishing at Gleneagles on 7th April, via Glasgow.

Vintage Bentleys took the hat-trick in Class 4 for 1920-1930 vintage cars over 2,500cc, with Andrew and Philippa Bailey taking the Class win in their Bentley 4 ½ Litre, with second taken by Jonathan Procter and Jason Dearden in a Bentley 3 4 ½, and Graham Goodwin and Vincent Fairclough taking third place in a Bentley 4 ½.



Steaming through forests

IMAGE COURTESY OF GERARD BROWN

# 100 Years of Bentley at FOS

Contributing to Goodwood's extensive celebration of Bentley's first 100 years with a strong presence at the 2019 Festival of Speed.

The team at West Sussex prepared five vintage Bentleys to tackle the challenging Goodwood Hillclimb and lend support to the special anniversary static display on the Goodwood Cricket Pitch. We fielded not only the first works entry at Le Mans, the 1925 Bentley 3 Litre, but also the low-slung, tyre-smoking 1936 'Pacey Hassan Special' which was reunited with the 'Barnato Hassan Special' in its original form at Goodwood for the first time since 1939.



Taking on the hill in 10...

IMAGE COURTESY OF JASON FONG



Pacing down the hill

IMAGE COURTESY OF JASON FONG



Causing chaos comes naturally for some

IMAGE COURTESY OF FROZENSPEED (JOCHEN VAN CAUWENBERG)



# Rally the Globe Set for Great Adventures

Rally the Globe (RTG) might be a new name in vintage and classic car rallying, but the team behind this new company - founded in late 2018 by seven endurance rally fanatics - are old and experienced hands, having clocked up many thousands of miles between them, rallying around the world.

The RTG team includes knowledgeable professionals that have built careers in motor sports, with a shared passion for endurance rallies.

This passion has led to the foundation of RTG as a commercial but not-for-profit members' club that returns the 100+ members who have been invited to join and sign-up so far to the original spirit

of the sport. Key RTG founder and pre-war category winner of the 2019 Peking to Paris, and keen vintage Bentley enthusiast, Graham Goodwin, says "We set-up RTG so that we and our friends – our rally 'family' that share the right attributes, with a sense of adventure, common memories and an interesting car – can have fun. He continues, "We like to go to new places with a minimum three-to-five-year gap between routes, and not repeat the same events and directions every year. "

Graham adds, "For 2020, for example, RTG will be staging the first Round the World endurance rally for 20 years or more, covering 80 days and 35,000 kilometres (21,500 miles), and split into three parts with a two month gap between each stage to enable participants to catch-up with their 'real world' lives. The rally will start and finish at the Greenwich Royal Naval College on the Greenwich Meridian, with stage 1 running from London to Casablanca and covering 5,000 kilometres.

Stage 2 will cover 10,000 kms, commencing in Boston, USA and finishing in Vancouver, Canada, with the cars then shipped to Russia. The third and final leg will kick off in Vladivostok and finish in London 20,000 kms later, with the event open to pre-1976 cars, and pre-war vehicles, with a personal bias towards W.O.-era Bentleys. It will be the world's greatest adventure ever on four wheels." Concludes Graham.

IMAGE COURTESY OF GERARD BROWN

**A**n exclusive event for pre-war cars, showcasing the best that the British Isles has to offer.

A competitive route jam-packed with test sections to challenge your driver and regularities to entertain your navigator. Breathtaking scenery, top-class venues and spectacular roads, all within a demanding yet highly sociable setting.

For more information and to register your interest visit [www.rallytheglobe.com](http://www.rallytheglobe.com) +44 113 360 8961  
f t w clair.clarke@rallytheglobe.com

Sponsored by:

**Bonhams**

2020 1 2020  
**CELTIC**  
CHALLENGE

21 - 26 April 2020



**Rally the Globe**  
VINTAGE AND CLASSIC CAR CLUB







# OVER 1000 VINTAGE BENTLEY MODEL LINES NOW IN STOCK

Benchmark Precision Engineering  
are expanding their range  
to achieve their goal of supplying  
absolutely anything and everything  
for all four cylinder Vintage Bentleys.

**BENCHMARK**   
PRECISION ENGINEERING

Call +44 (0)1730 895533 or visit  
[www.benchmarkprecisionengineering.com](http://www.benchmarkprecisionengineering.com) today  
and register yourself (or a friend) to receive our all new parts catalogue and newsletters.





Celebrating 100 years of W.O. Bentley  
*British Engineering at its Best...*



Some of the most historic vintage Bentleys at rest during our annual track day. All were driven with gusto!

Hill Brow, Liss, West Sussex GU33 7NX

[WILLIAM@VINTAGEBENTLEY.COM](mailto:WILLIAM@VINTAGEBENTLEY.COM)

TELEPHONE +44 (0)1730 895 511



**WILLIAM** | **VINTAGE**  
**MEDCALF** | **BENTLEY**

[WWW.VINTAGEBENTLEY.COM](http://WWW.VINTAGEBENTLEY.COM)