



# Vintage Bentley News

vintagebentley.com

Centenary Edition



The best race at Goodwood Revival 2019

## Brooklands at Goodwood

Goodwood paid a fitting tribute to the spirit of Bentley in its 100th year by staging a very special one-off Brooklands Trophy race at the 2019 Revival, held exclusively for vintage Bentleys of the 1920s. The race promised a hair-raising and roof-dropping feast of the best of British motor cars, and it truly delivered.

In the 1920s Le Mans cars started the 24 hour race with their hoods up and this tradition was revived at Goodwood with all the cars starting with their hoods affixed and pitted during the race to lower them, making for Pit Lane pandemonium.

Rich British Racing Green coachwork and velvety exhaust notes then loudly heralded the arrival of 30 vintage Bentleys – the majority prepared by us here in-house at Hill Brow – evoking the time when W.O.'s fine machines ruled the Le Mans 24 Hours race.

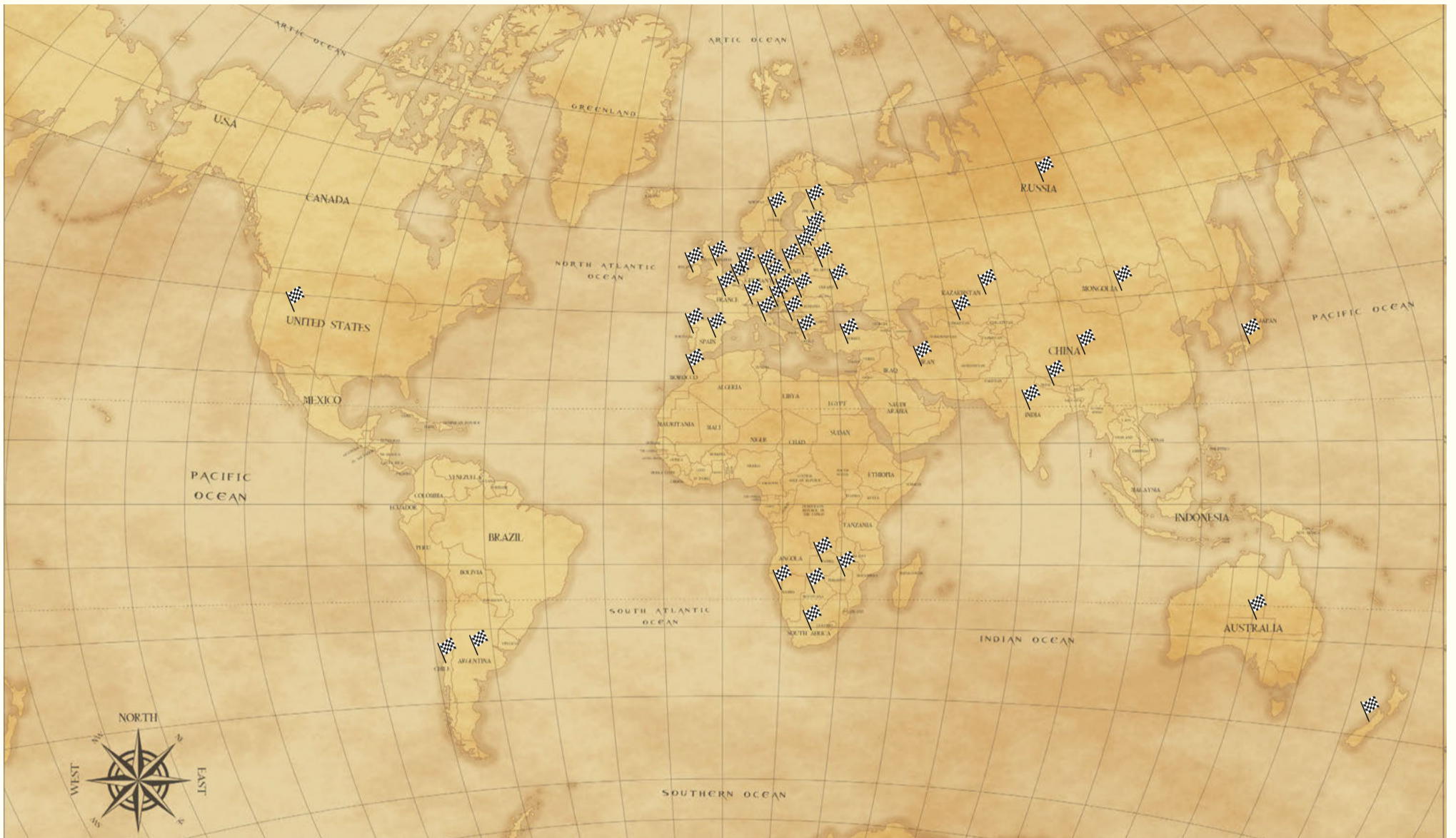
The cars then had come into the Pit Lane for a compulsory lowering of their hoods – if there was no hood to be lowered, the driver had to run around the car four times before making a quick exit much to the delight of the cheering crowds.

Commenting on this unique vintage Bentley Centenary celebration race, William says “It was a real privilege to compete in this experimental car ‘EXP4’ 1922 3 Litre. Starting the race with the hood up, vintage Le Mans-style, was an inspired move, and having to come into the Pits to take the hood down added real pressure, excitement and a great bit of theatre.”

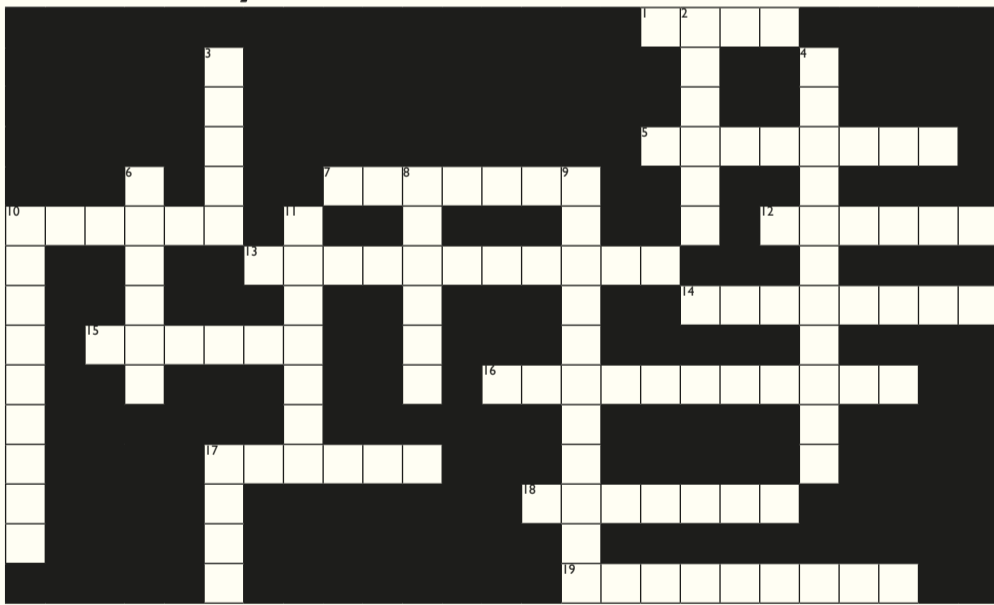


No time to panic

# Vintage Bentleys prepared by us have competed in over 40 countries around the world



## Bentley Crossword



### Down

- 2 Original body covering (6)
- 3 Component that tyre is fitted to (5)
- 4 Turn buckle (6, 5)
- 6 In charge of retardation (6)
- 8 Adjuster for valve clearance
- 9 Connection between clutch and gearbox (6, 5)
- 10 Transmits drive from gearbox to differential (9)
- 11 The big bracket (7)
- 17 If you get in a rage you might mix these up (4)

### Across

- 1 Brake reverser (4)
- 5 Exhaust end (4, 4)
- 7 Vacuum operated petrol supply (7)
- 10  $C_nH_{2n+2}$  (6)
- 12 Fork end (6)
- 13 Mechanism for distributing forces evenly (7, 4)
- 14 For checking your oil (8)
- 15 You can drive all night here (2, 4)
- 16 French engineer born in 19th Century with patents for braking systems (5, 6)
- 17 Keeps fluids on the inside (6)
- 18 Spark generator (7)
- 19 Grease nipple (9)

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# The 'Bitch' is Back – At Last!



The Presentation at Pebble Beach

Historic ex-Le Mans Bentley owner Bob Moggridge recounts his exceptional experiences participating in the 2019 Pebble Beach Concours d'Elegance at its Bentley Centenary celebrations.

In restoration for 22 years, Chassis ML1501 – a.k.a. the Bitch – now has a deadline, an invitation to the 2019 Pebble Beach Concours. This long restoration has been a culmination of research backed up by countless photographs, original race programmes and numerous stories.

This was the last Works-built 3 Litre Bentley Team Car built for the 1927 Le Mans race, nicknamed 'Bitch' by one of the drivers, Sammy Davis, it was one of two cars that crashed in the famous 'White House Crash' – leaving the third Bentley 'Old Number Seven' to win the race. Whilst the crash was a major disappointment to W.O. Bentley at the time, the subsequent win and publicity was a major success for him.

Having raced for many years at Brooklands, VSCC and BDC events, the 3 Litre was remarkably original, due primarily to having one owner for over 50 years, but clearly very tired, so a long restoration was commenced. The deadline to present the car had been set with the worldwide 100 year Bentley celebration at this year's prestigious Pebble Beach Concours.

Chassis ML1501 was the first car to arrive at Pebble Beach to much publicity, which was absolutely glorious and very satisfying given all the logistics involved. The car has been cleaned, checked and prepared, ready for the West Coast Tour on Thursday 15 August. The Tour is designed to show the judges that the cars are not just trailer queens, but they go as well as they look. It is approximately 75 miles on the beautiful coastal road with frequent views of the perfect blue Pacific Ocean with weather to match.

At the halfway point the judges take note that you have completed this section in order to get your green rosette, and then off to lunch in the beautiful village of Carmel. Surrounded by many Bentley friends, the atmosphere was electric and lunch was very welcome, given the early start to the day. Lunch completed and then back 'home' to Pebble Beach to collect the green rosette and discuss the day with like-minded enthusiasts with a drink or two.

Sunday 18 August – the big day – up at 4.30am to collect ML1501 and drive the short distance to the Pebble Beach Golf Course, about one mile away, ready to drive on at around 6.15am. The sun rose slowly and we drove onto the fabulous panoramic golf course following our own designated golf buggy, superbly organised.

We are positioned, with the other Bentley owners, alongside the Pacific Ocean – a quite magical setting in readiness for the judging. This takes place in two stages. Each stage comprises of six judges who rapidly fire questions to test your knowledge and ultimately your passion as a collector, and check everything – whether it is the equipment on the car or the car's history. On completion, there is just time for lunch and a look around the many cars on the field – all so varied and really quite spectacular.

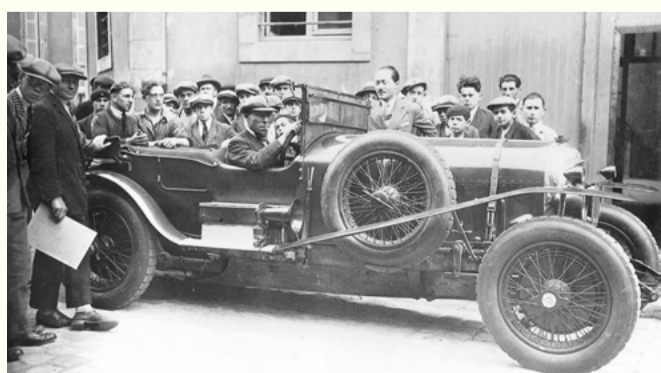
Judging is completed and the wait is over, ML1501 was awarded first in class at this premier Concours d'Elegance – a wonderful achievement and a testament to the many people involved, over 22 years, and the patience in dealing with an obsessive owner who is so passionate about his car.



Pebble Beach Sunday Concours



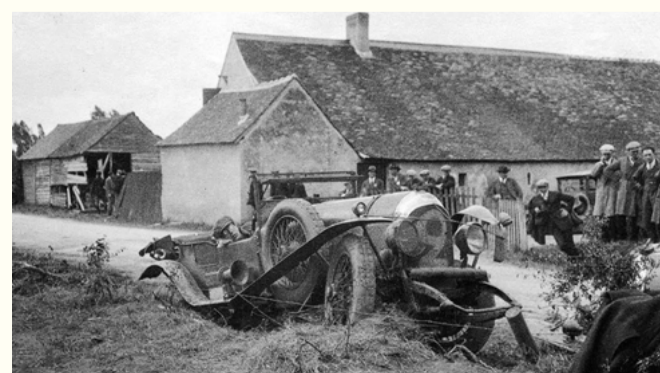
Bumping into some familiar faces



Scrutineering 1927 Le Mans



1927 Le Mans



The White House Crash 1927 Le Mans

# West Coast Tour of the USA



OP4536 before judging at the Quail Lodge Concours



Tackling the famous curves of Laguna Seca and dropping through the corkscrew



Bentleys at the ready for the off



The stunning views have to be seen to be believed and the camaraderie of Bentley owners

1927 Bentley 3 Litre Speed Weymann, the only drop head ever built was prepared and shipped to take part in the official 100 Years of Bentley Tour of the USA, otherwise known as the West Coast Bentley Tour. Being the only official centenary tour for the marque held in the USA and sponsored by Bentley motors it was set to be a star studded event, which didn't disappoint. With air displays from the legendary Tiger Squadron to tackling Laguna Seca, and

enjoying Pebble Beach before pushing on up Napa, the 3 Litre credited itself well amongst like minded Bentley fellows. The 4 1/2s of Joel Laub and Richard Mattei also prepared, ran faultlessly. The event technical support was also provided by ourselves on what was a truly memorable event. A huge thanks to Craig Ekberg and Trevor Johnson of the Luxury Rally Club, from all the participants for their sterling hard work.

## Morgan by Name but Bentley by Nature



Although just a few months in at William Medcalf, Anthony says, "I am very pleasantly surprised by the good nature of the team here, and the fact that everyone pulls together." He adds, "There is always something new and different to learn with cars, and I really enjoy new challenges to help exercise my brain and keep things fresh." Anthony has experience in pre-war cars and since joining the company has been promoted to test driver. His familiarity and ease at driving pre-war cars has set him in good stead and since the summer, has clocked up over 4,000 miles testing vehicles before they leave for their intrepid adventures around the world. Anthony takes responsibility for final set up, fueling and road testing and completing the necessary checks. He knows that William will have the final drive and so as he says "it's a challenging job and I have to keep my focus. A test drive is not simply a smooth run to the pub on a sunny afternoon, but these cars are off on some major adventures and therefore need to be safely put through their paces. It's thoroughly enjoyable, even in the depths of winter."

## In Discussion with RAC Club Chairman Ben Cussons

Reflecting on the past 12 months, Ben has had an exceptionally busy year, both personally and professionally, with the RAC Club running over 80 events in 2019, including 25 alone during early November's London Motor Week, with a huge attendance at the free Regent Street Motor Show (showcasing three centuries of motoring, from the pre-1905 London to Brighton veteran motor cars, through to past and present competition cars, classics and future-focused electric vehicles), as well as the London to Brighton run itself.

Other RAC Club highlights for Ben over the past year have included presenting three-time Speedway World Championship winner Tai Woffinden with the prestigious Royal Automobile Club Torrens Trophy at the Pall Mall clubhouse in March, plus having motor trade and motor racing legend Roger Penske as a fascinating guest speaker for the RAC Club's annual Motoring Dinner. Presenting the young racer Billy Monger with the 'Spirit of Adventure' Segrave Trophy at Pall Mall was also a real privilege.

Ben says that the RAC's core is motoring with the organisation existing to support the motorist with cars here to stay, and electric vehicles a key part of the future of personal



Ben at the wheel of a 1901 Mors 10 HP on the 2019 London to Brighton Veteran Car Run

mobility. He also has an important role in helping to establish the new Motor Sport UK (MSUK) organisation which has been an interesting exercise with plenty of changes and new stuff to manage within a diverse group of people, and all ahead of an office relocation to the Bicester Heritage site. In addition, Ben is a Trustee of the RAC Foundation, with an in-house research team constantly looking into vehicle safety, environmental impacts, future mobility, the needs of older drivers with suitable cars, and so on.

Moving into 2020, the RAC Club will mark the 120th anniversary of the first 1,000-Mile Trial in June for pre-war cars, and remain as a social hub for like-minded motoring

enthusiasts. Ben has competed himself in a trio of earlier 1,000-Mile Trials behind the wheel of one of William's 4 1/2 Litre SWB models, the Trial being completed in under 48 hours with the Bentley never missing a beat.

Ben competes in a number of other historic races, often at the wheel of a vintage Bentley. Recently, by way of contrast, he raced a wild 1988 IMSA Chevrolet Corvette at Laguna Seca which was quite an achievement!

Another recent personal highlight was riding a BMW 1200 GS motorcycle for 300-400 kilometres each day for 29 days from the Pacific to the Atlantic; from Northern Chile, through demanding desert tracks, and on to Ushuaia. He's certainly a busy chap!

# Fun in the Sun on the Stubble



IMAGE COURTESY OF JAYSON FONG

...And almost as quickly as it began, 2019 and the special Bentley centenary year is coming to a close, and it would surely take something quite extraordinary to be firmly etched as a highlight in the yearbook.

Enter the Benjafields Racing Club's 2019 Stubble Racing World Championship. Whereas the Benjafields 100 earlier in the year had captured the spirit of the Bentley Boys' on track antics, it would only be a true celebration of Bentley if the Club also captured the spirit of the Bentley Boys' off-track exploits.

While some owners might drop their jaws in disbelief at the idea of taking anything with the flying B on its bonnet off road, some are willing to step up to the challenge. With a solid line of 37 vintage cars waiting in anticipation for the event start on a stubble field in the middle of Norfolk, it was evident that there were a number of drivers brave enough to venture beyond the usual scenic routes.

As the cars eagerly waited in line, a deep thrum in the distance became louder and louder, finally becoming recognizable as the famous sound of a Spitfire. While our friend Ratz the pilot made a series of low passes, the line was finally set loose with a cloud of crop dust silhouetting them against the horizon.

Highlights included the stubble acre race which saw two cars go head to head in a sprint across fields with lots of close calls and bumpy chassis twisting action.

Leaving side by side, they split with one car taking the high road and one taking the low road before both roads dramatically joined for the final and intense run up the hill. Further along in the route book, a warning for the 'Water Splash' brought many confident smirks - however, they were quickly washed off when they were welcomed by a slurry of mud and water in their cabins.

From maize field mazes that resulted in many lost navigators to autocross style routes between farm buildings and machinery, irregular regularities, dusty off-road dashes across mustard fields and tractor racing to top it off, it was a day that never stopped delivering on surprises and gave countless moments that mixed laughter with disbelief.

As the day drew to a close and the evening was just beginning, a sculpture of W.O. Bentley at the entrance to the dining tent looked on as Benjafields Club members enthusiastically shared tales from day's journey. With pints placed around him and the slightest hint of a smile, it was certain that 2019's Stubble Racing was a very memorable way to celebrate a century of Bentley. An absurd off-road race with vintage Bentleys paired with a party? Surely that would make the original Bentley Boys proud.



IMAGE COURTESY OF JAYSON FONG

*Just how a Bentley should be enjoyed*



IMAGE COURTESY OF JAYSON FONG

*Bentley beats all comers*



IMAGE COURTESY OF JAYSON FONG

*Spitfire overhead*

# SOLD

Just a sample of the cars we have sold



1929 Short Chassis 4 1/2 Litre



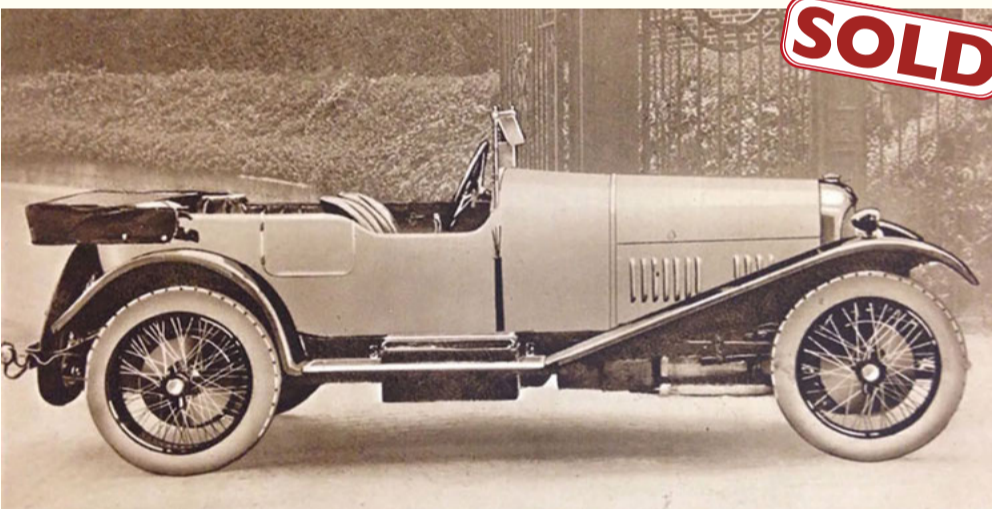
1928 4 1/2 Litre rally car



1928 4 1/2 Litre drop head by Victor Broom



1925 Super Sports Continuation



1924 3 Litre with original coachwork



1924 3 Litre



1928 4 1/2 Litre in concours condition



1928 3/8 Racer

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# FOR SALE

If you're thinking of buying or selling a vintage Bentley call us



1931 4 1/2 Litre Saloon with original coachwork by Maythorn



1926 3 Litre Speed Weymann with original one off coachwork by Freestone & Webb



1923 4 1/2 Litre with huge race/rally history



1923 3 Litre with original coachwork by Gurney Nutting



1928 4 1/2 Litre currently receiving a nut and bolt rebuild by our works



1929 4 1/2 Litre from a long term ownership

## Coming Soon

An incredibly rare find of a late 1930 heavy chassis 4 1/2 Litre Bentley, one family ownership from new



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# Walter Owen Bentley

On 10th July 1919, Walter Owen (W.O.) Bentley founded his eponymous car company – Bentley Motors Ltd. – in Cricklewood, North London, with the aim “To build a fast car, a good car, the best in its class.”

Before the outbreak of the First World War, W.O. (as he was simply known) and his brother Horace Milner Bentley, sold French-made DFP cars from their Cricklewood base. Whilst visiting the DFP factory in 1913, W.O. noticed an aluminium paperweight and thought that this light and durable material might be a suitable replacement for heavy cast iron to fabricate lighter pistons. Thus, the first Bentley-made aluminium pistons were soon fitted to Sopwith Camel aero engines flown during World War I, quickly earning W.O. a fine reputation for quality engineering.

After the hostilities and the founding of Bentley Motors, W.O. displayed his first automobile chassis (with a dummy motor) at the October 1919 London Motor Show at Olympia, with the initial customer cars due for delivery from summer 1920. Early reactions were promising, although the first actual production Bentley chassis' were not delivered to wealthy clients until September 1921.

Bentley's first motor cars quickly established an enviable reputation for being outstandingly

well-engineered and rapid luxury/performance cars, reinforced by Bentley famously taking its first of six victories at the Le Mans 24 Hours race in 1924.

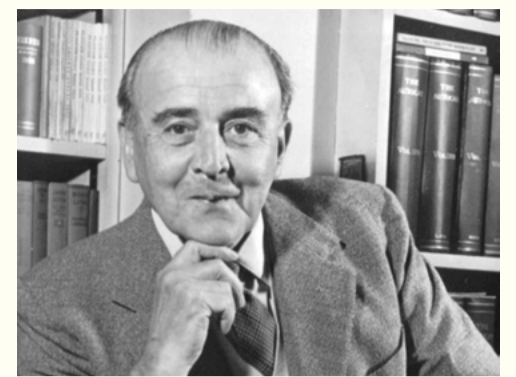
Bentley motor cars quickly became the default choice for a group of young and independently wealthy socialites and motoring enthusiasts, known collectively as the Bentley Boys; this dynamic and high-profile bunch reinforcing the marque's early reputation for creating exquisite high-performance (but expensive) sporting machines.

The imposing, large (and usually British Racing Green) Cricklewood-built 3 Litre, 4 ½ Litre, 'Blower' Bentleys, 6 ½ Litre and Speed Six 'silent sports car' models soon became the stuff of legend, reinforced by their late 1920s dominance of the grueling Le Mans 24 Hours race, which Bentley won each year from 1927 to 1930.

W.O. created a marque which has inspired generations of enthusiasts who honor his name and compete with the cars today with equal vigor to his counterparts of his day, the famous Bentley Boys, and he has certainly created a proud legend which lives on.



The Bentley Boys



W.O. Bentley



W.O. at the wheel of an early 3 Litre

## Goodwood Trophy Race



Pacey Hassan Special slices through the challenging Goodwood chicane



Awaiting the race to start



William puts the Pacey through its paces

The first race for Grand Prix cars at the sunny 2019 Goodwood Revival was held for the 1930s and early post-war era Grand Prix and Voiturette racers that filled the grid for the popular Goodwood Trophy. As ever, a large turn-out of ERAs (English Racing Automobiles) were in attendance, with a total of seven examples in the field against seven Maseratis, the mighty Alfa Romeo 308, a lone Ferrari 340 and the towering 1936 Bentley Pacey Hassan Special, driven by William Medcalf, among others in a hugely diverse grid.

In a field of diminutive 1930-1951 single seater Grand Prix and Voiturette competition cars, the large Pacey Hassan Special (and the sole Bentley on the Goodwood Trophy race) dwarfed the track and its competitors as William threaded this sizeable machine around the challenging Goodwood motor circuit to qualify in 24th position overall out of 30 cars.

Qualifying itself had been dominated by the 2.0-litre Alta of Gareth Burnett, a car that seldom troubled its more illustrious competition before the Second World War. The little Alta shot off the line to assume a lead that would go unchallenged through the 17-lap race, with Burnett's margin of victory measuring just over 39 seconds.

A quartet of ERAs followed the Alta home, of which it was the earliest of them, Nicholas Topliss's A-type from 1935, that prevailed to take second place. William skillfully managed to gain 12 grid places from his starting position in 24th place to take a very credible 12th position in the race overall as the chequered flag dropped on the only Bentley in the Trophy race.



# Y Viva España – Vintage Bentleys Dominate



IMAGE COURTESY OF GERARD BROWN

A trio of touring Bentleys

October's Carrera Iberia, the sell-out debut event staged by new endurance rally specialists Rally the Globe (RTG), was hailed as a great success by those involved with great routes and a very exclusive atmosphere.

The ten-day Carrera Iberia was an memorable voyage from the historical port of Santander in northern Spain to Vilamoura on the southern coast of Portugal – an epic 3,470kms route, packed with many outstanding attractions as well as nine tests and 19 regularity sections. These took in deserted asphalt roads far away from the beaten track. The 32 participating crews drove through wine regions, rolling hills, dramatic canyons, twisting hillclimbs and medieval citadels, as well as lapping the Portuguese motor circuits of Oporto and Estoril. Overnight stops included Paradors, Pousadas and five-star hotels.

The Vintage class of Carrera Iberia was dominated by vintage Bentleys, most prepared by William Medcalf, with half of the top ten Pre-War category finishers being 1920s Bentleys. RTG founders Graham and Marina Goodwin took third-place in class overall in their Medcalf groomed 1927 Bentley Speed.



IMAGE COURTESY OF GERARD BROWN

Wide open Iberian expanses



IMAGE COURTESY OF GERARD BROWN

Arriving at the Finish 3,470 kms later



IMAGE COURTESY OF GERARD BROWN

Bentley tackles the bends



IMAGE COURTESY OF GERARD BROWN

Stunning Spanish scenery



The ultimate Vintage & Classic

## EXPERIENCE

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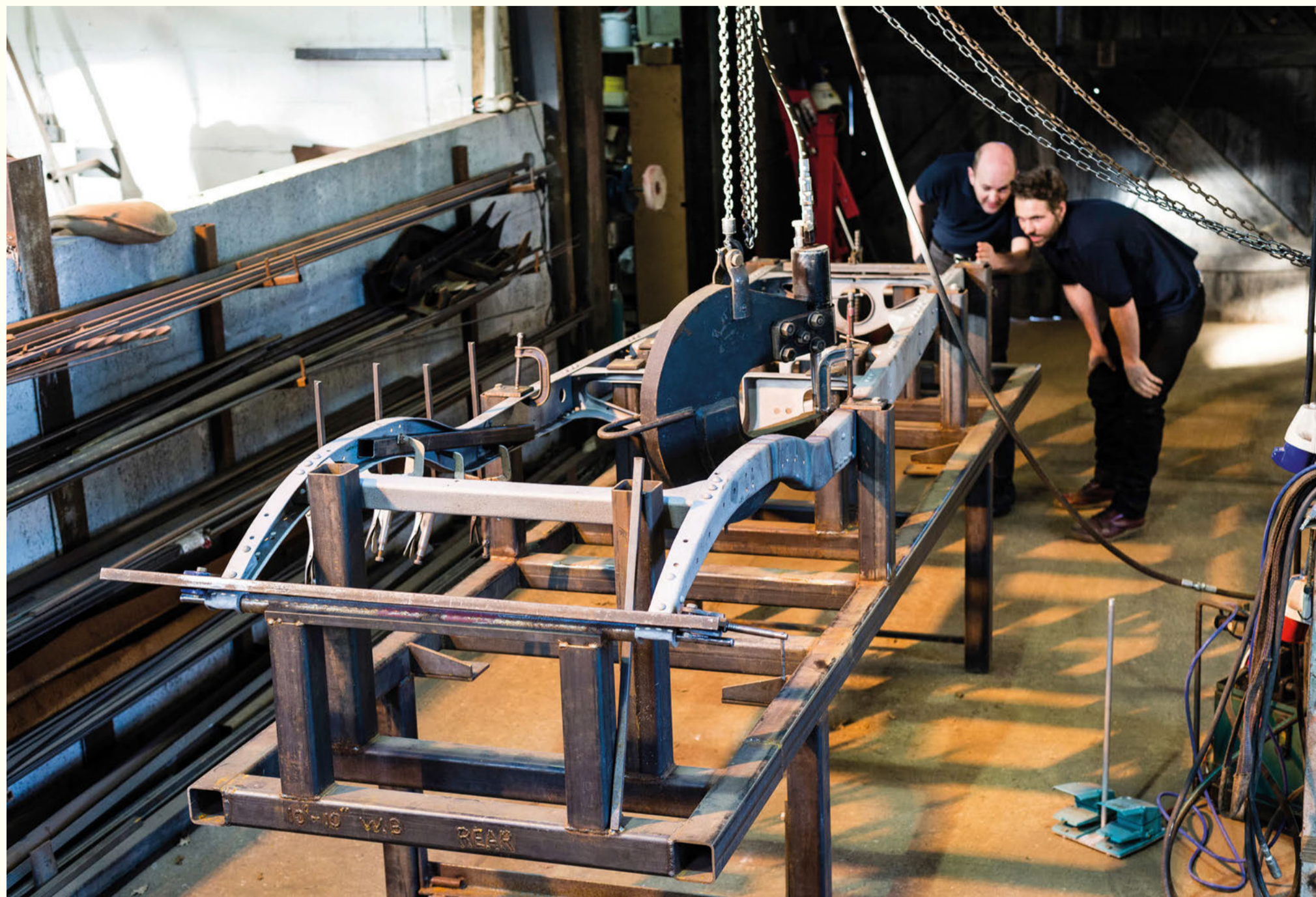
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# There's Rebuilds, and Then There's Rebuilds

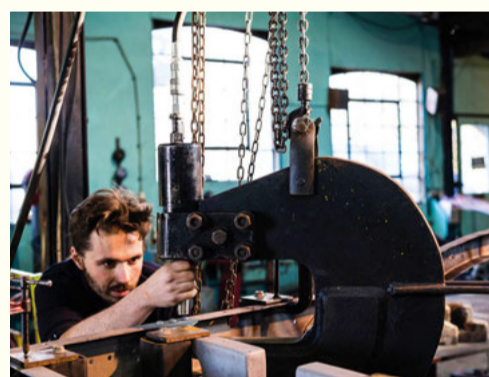
Increasingly we've been asked to carry out some quite major accident repairs and we work closely with most major insurers. Having the correct jigs and fixtures allows us to not only to straighten and align the chassis, frames and front axles etc., but we can also deal with your insurance claim from start to finish.



Keeping your chassis on the straight and narrow



For us work is never a grind



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An eye for detail

Should the worst happen to your pride and joy, William Medcalf Vintage Bentley can get your Bentley back on the road. From small scuffs and scrapes to major repair and realignment, the team in Hill Brow are well placed to get your car up and running again.

We also offer component refurbishment for example rear differential service, oil pump reconditioning and a front axle assembly rebuild. With an unrivalled knowledge of Bentley spares and repair, the usual answer to the question "can you fix it" is "yes we can".



Star billing at Salon Privé

## Records and Rosettes at Salon Privé

Grandparents and grandson Micah Lazarus, plus their Bentley-loving friend Rick, joined a record-breaking 1,000 other Bentley models – both pre-war and post-war – within the breathtaking grounds of Blenheim Palace last September for the special Centenary Salon Privé Masters meeting.

Against some stiff Bentley competition segmented by age, including an exceptional Speed Six, the Lazarus' 1928 Bentley 4 ½ Litre, bought from William Medcalf a few years ago, was highly commended, which came as quite a surprise for the family. A charming rosette was pinned to the grill of the 4 ½ Litre to proudly show the car's winning status, and this despite the Bentley being driven from Essex, via London, across to Blenheim Palace through a number of rain storms en route. Commenting on the special Salon Privé Masters meeting for Bentley's first 100 years, Micah Lazarus says, "We were in very good company with our 4 ½ Litre at this really lovely event which we all thought was top notch!"



Bentleys at Blenheim



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