



VINTAGE BENTLEY

• VISCERA ET GLORIA •

vintagebentley.com



Image: Joe Harding

Once in a blue moon, something very special comes along

A Real Peaky Blinder

Every now and then a car turns up that is just delightful - original detail is a real pleasure to behold. So often the little things are removed by hurrying mechanics from years ago with no time, or perhaps patience, to refit them. Better than that though, is something that has never been apart, where the last hands to have touched it were those men at the works. It is incredible that something so old can be so intriguing and gain even a soul. Having covered less than one hundred thousand miles from new, Chassis AD3652 has a remarkable history, being delivered via Jack Olding & Co. to Mr Arthur Grout in 1930.

Arthur was the landlord of The Southampton Arms which was at the centre of the 'horse racing wars' of the 1920's, now made famous by the Netflix series 'Peaky Blinders'. A sports four seater by Vanden Plas with fully valanced wings, finished unusually in green. This heavy chassis 4½ model was built to the latest specification, including self-wrapping brakes, electron engine etc. but was curiously ordered with an aluminium sump and extra-long bonnet. This was a feature usually reserved for the racing Bentleys to allow access to the back of the dashboard. AD3652 has a fully panelled aperture between the body and the bulkhead which negates this (something not previously seen), so the extra-long bonnet is but for aesthetics giving the car an imposing look. It is believed Arthur failed to keep up repayments on the Bentley and so was taken back in by the factory in 1935. This is supported by a note on the chassis card. The mystery starts from humble beginnings - Arthur amassed a fortune very, very quickly, he ran a total of three pubs and on his death left an enormous fortune. Dr. Leslie bought AD3652 from Bentley Motors in 1935. Like many Bentleys, it became part of the family; holidays and the school run saw a much simpler everyday life.



Image: Joe Harding

On display at the Royal Automobile Club, Pall Mall

Having passed from father to son, today AD3652 stands in extremely original condition. She has never been rebuilt, only ever worked on when needed. The only major works being completed by a North London Bentley specialist just after the war. Recently a careful preservation has been completed saving most of the interior leather trim and external body covering. The weather equipment has been replaced ensuring she is both practical and very usable. The car has been returned to its original green and sympathetically mechanically checked and adjusted. She is reliable having just completed 1000 miles on test and with an incredible and possibly unique one family ownership history dating back to the Factory.



1930
4 1/2 LITRE

ONE FAMILY OWNERSHIP SINCE 1935



1923
3 LITRE

GURNEY NUTTING ORIGINAL BODIED SALOON



1927
3 LITRE

ONE OF ONLY 15 SPEED WEYMANN'S EVER BUILT



1928
4 1/2 LITRE

EX-WORKS DEMONSTRATOR



1923
3 LITRE

THE FIRST EVER SUPERCHARGED BENTLEY



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Crossing Every Continent



Every journey starts with one small step (the entry form!)

The Endurance Rally Association (ERA) New Zealand Classic Rally is a rally that every vintage Bentley enthusiast should compete in, at least once in their life. With an average distance of 343km a day for 23 days, the competitors see every terrain the country has to offer. From dusty country tracks, grueling rainforest roads and breathtaking canyon roads. The event relies on three important factors in equal measure; consistent levels of driving skill, a diligent navigator and a car that is up for the challenge. We spoke to husband/wife team Martin and Olivia Hunt, who took part in the rally across New Zealand's beautiful landscape in a Bentley 4½ Litre and father/daughter team Bill and Olivia Holroyd who also took part in their stunning Bentley 4½ Litre.

Rallying is described by many as the best way to travel the world. You receive an incomparable bond between your navigator and your machine while visiting some of the most dramatic and obscure locations such as the Milford Sound in New Zealand, which is aptly named "Fiord land". Martin Hunt claims "I think it's more enjoyable to rally in a vintage Bentley than a modern car like a Porsche 911, you get more of a reception when you stop – a real sense of achievement.



Hairpin bend approaching

Everyone wants to see the Bentley, it attracts such a crowd!". Vintage Bentleys are perfectly suited for the New Zealand Classic rally due to their ability to adapt from tarmac to gravel which you can slide with confidence. Bill Holroyd adds "most of the rally was on gravel and dusty roads. The Bentley is built for gravel and can slide quite controllably, which on hairpin bends with steep drop-offs can provide some excitement... Provided they are properly prepared the Bentley can handle anything that the rally can throw at it".

The harsh roads in New Zealand can be demanding on both the occupants and the machine, whether you're competing in a 1974 Porsche 911 or a 1927 Bentley 4½ Litre. The Bentley 4½ Litre of Martin and Olivia Hunt had many tweaks and adjustments made to handle the conditions in New Zealand as seamlessly as possible.

With over 25 years preparing vintage Bentleys for endurance rallying, the team at Vintage Bentley know how to bring together a competitive Bentley while preserving the car's originality. "Before each rally the car goes to Vintage Bentley for a complete going through. Over the years we have had some extensive rebuilds done on the brakes and the suspension gets worked on after virtually every event. The only modification needed this year were two new magnetos to help add a little reliability as a "just in case" measure. The New Zealand Classic was the best part of nearly 5,000 miles and we had no problems at all, not even a puncture!" says Martin Hunt. Bill Holroyd in the nearly identical Bentley 4½ Litre says "William goes over every single component of the Bentley. He knows what the car will go through during the rally. Most people underestimate what a beating the cars are going to receive, but William knows what to do instinctively. Nothing is left to chance. The great thing about William is he is only at the end of the phone. He shipped a set of tyres out for us from the UK because our old ones were getting pretty bald!".

Over the course of the 23 days and 6,500 kms of endurance rallying through New Zealand, the pair of Bentley 4½ Litres performed flawlessly and proved time and time again that the only way to rally is vintage Bentley style! With approximately 50 years spanning between the competing cars, it is a true testament to the driving and navigation skills of Martin and Olivia Hunt and the preparation of the car by the Vintage Bentley team back in West Sussex.

Horace Millner Bentley

Over the years many people have tried to improve on W.O. Bentley's famous automobile platforms. From Woolf Barnato's Super Sports to the 'Blower' Bentley. Each iteration of Bentley has its advantage, but there is one standout model which is a jack of all trades, the Bentley Short Chassis developed by H. M. Bentley.



Even at rest, the 4 1/2 Litre H.M. Bentley looks imposing

We can all learn a lot from history, and Bentleys are no different. W.O. Bentley's brother, H.M. Bentley, used to run a workshop after the factory closed in 1932. H.M. would purchase older Bentleys which had fallen on hard times. He would give them a new lease of life by sprucing up the engine, re-body them and sometimes shorten the chassis to make them sportier, before selling them for a profit.

Vintage Bentley have taken inspiration from H. M.'s creation and have built several Short Chassis 4 1/2 Litre 'H.M. Bentleys'. The Short Chassis can be described as the best Bentley for four-seater rallying. Pairing a stunning sporting appearance with the benefits of a shorter, more nimble car. The journey starts with an original 4 1/2 Litre Bentley. The car is completely dismantled and the first job on the agenda is to shorten the chassis frame to 9' 6" from the original 10' 10" wheelbase. The engine receives a plethora of upgrades and a fettling to bump the power figures up to a respectable 200bhp. To complete the Short Chassis, the car receives every rally modification you could desire to help the car stop as quickly as it accelerates and run as reliably as possible.

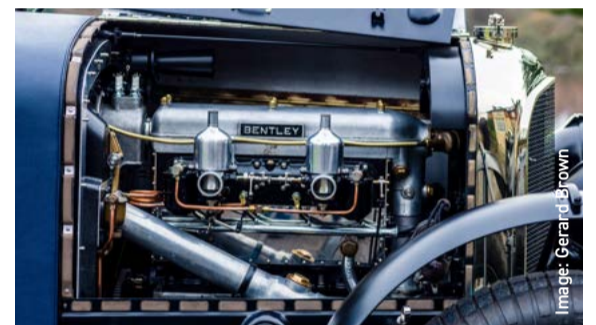
The shortened chassis allows the car to retain its four-seater coachwork, so it is as practical as before but with the added stability and handling which goes hand in hand with a shorter wheelbase. This 9' 6" shortened wheelbase is a real game-changer for rallying in tight environments with hairpins and switchbacks, just like on the Flying Scotsman. The chassis is shortened behind the driver's seat, allowing the driver and front passenger in the vehicle to maintain the usual comfort of a standard 4 1/2 Litre Bentley. H.M.'s original creation featured a vertical cut along the chassis, allowing it to be slipped forward into the front chassis rails. This feature added extra structural rigidity and allowed the car to be returned to original specification if required, with relative ease. Vintage Bentley have inspected many of the original chassis' shortened by H.M. Bentley, and have used this idea as a template for the Short Chassis 4 1/2 Litre H.M. Bentley cars,



Shopping car or world rally car? Both!



Just like riding a bike



Rebuilt to do a job well

to build upon the creations of the mid to late 1930s Short Chassis cars by H.M. himself.

While a 4 1/2 Litre Bentley engine usually produces enough power for most applications, the Short Chassis isn't made to drive like most other Bentleys. With the added handling prowess, the car can handle a much more powerful engine. The 4 1/2 Litre engine receives a new, larger block to boost the horsepower and torque. A new rally differential is added to help transfer the power to the wheels along with a D type gearbox and modern clutch. Every moving part is upgraded to ensure the car will always be up for any challenge. The Short Chassis can reach 100mph with no struggle which proves useful on longer rallies and racing events.



If you see ones of these in your mirrors, it won't be there for long

To accompany the cars newfound power upgrades, the Short Chassis 4 1/2 Litre H.M. Bentley requires stopping power and reliability to the same degree. The car is fitted with aluminium racing brake drums to shed weight and improve the braking distance, which is very much a necessity in a lightened 4 1/2 Litre with more power than usual. Specially made reinforced radiators are equipped to fend off the environment during the most enduring rally adventures, and upgraded fuel tanks enhance reliability and fuel flow to feed the uprated engine with juice. Every detail comes from over a decade of preparing P2P cars, and is handled for maximum dependability when tackling whatever you can throw at the car.

As of present, the Vintage Bentley team have produced two Short Chassis 4 1/2 Litre H.M. Bentleys. The two cars have endured over 40,000 miles of heavy use over 4 years, notable wins include the Benjafield's 100 at Silverstone, competing in the Goodwood Revival Brooklands Trophy, and the 1000 Mile Trial. A testament to Vintage Bentley's creation is a gratifying quote from an owner of one of the two existing Short Chassis 4 1/2 Litre H.M. Bentleys, "This is the only car that has ever been delivered on time, on budget and has worked right out of the box".



Bentley Triumph on a New Adventure

A Bentley's natural habitat

Eastern Africa is renowned for its diverse wildlife and breathtaking surroundings. So why not plan an endurance rally to travel through such a beautiful region? The Southern Cross Safari is a new rally coordinated by Rally the Globe which was set to allow competitors to discover new land, teeming game reserves and experience the best of what Kenya and Tanzania have on offer. The winner of the rally was a vintage class entrant, the Bentley 4½ Litre of Keith and Norah Ashworth.

Keith and Norah have owned their Bentley 4½ Litre for two years and have competed in ten rallies with the car in that period. East Africa didn't make the rally for Keith and Norah Ashworth easy-going, the weather was extremely unstable, switching from dusty tracks to bogs in a heartbeat. When asked about the conditions of the rally, Keith noted that the rally was so enduring that "there were a lot of points on the rally where we thought we would give up". The poor weather wasn't the most challenging part of the rally however, there were numerous slippery switchbacks and tight sections of track with loam that would be sure to unsettle most cars. At the end of each day of strenuous work wrestling the cars to their final destination, the competitors were greeted by the top-notch safari lodges.

The Bentley has been prepped for numerous rallies over the past few years by the Vintage Bentley team to allow Keith and Norah to have the most seamless rallying experience possible. It has received an engine upgrade, a twin fuel pump upgrade, reinforced shock absorbers, uprated springs and a set of new wheels and tyres to help tackle the East African environment, all performed by the Vintage Bentley team. Keith did make many of his own preparations before the rally to aid reliability and keep the team as competitive as possible. Any spare parts were organised in the vehicle, allowing him to perform a swift repair if necessary.

Keith and his Bentley are no neophyte to rallying. He has taken it across the world on rallies and has covered many miles over his years of ownership with the car, and claims that the Bentley "has been extremely reliable, especially considering how hard we push it!". Keith and Norah have ambitious plans for the Bentley too! The duo hopes to participate in the Highland Thistle rally in October and the Ypres to Istanbul Challenge. The Bentley performed flawlessly, along with its pilot and navigator for the course of the Southern Cross Safari. They finished with an overall penalty time of 0:02:46, placing them first in class and first overall. Keith says "I am not surprised at how well the Bentley handled the rally, but I am surprised at how good we were. The

rally was a lot more difficult than we hoped it would be. It was supposed to be a fairly easy event but due to the weather over the previous months the roads were terrible". The team overcame many hurdles and fought every challenge that Kenya and Tanzania had to throw at them, and in the midsts of it, beat numerous modern challengers. When asked how to sum up the team's experience on the Southern Cross Rally, Keith quipped "surprisingly good! We didn't expect to win. We were aiming to come second in class, so to come first overall was unbelievable! The event was tough on the car and the occupants but proved to be a great experience".



The sweet taste of victory, Keith and Norah win the Southern Cross Safari



The Flying Mac

Bentley Super Sports No.4

1st in category in the Peking to Paris 2019,
2nd overall in the Flying Scotsman 2018.



chine

4. Chassis 1114. Top Speed 100mph.

The Toughest Event in the World

Every three years people from all around the world make the pilgrimage to what is considered to be one of the most organic and original motoring events in the world, the Peking to Paris (P2P) rally. The motor challenge is one of the most unique rallying events in the motoring world. The ethos of the rally is largely unchanged from the original rally over 110 years ago, in 1907. The rally consists of many challenging environments, each with their special twists. The idea of driving an old car halfway around the world is to many competitors, the ultimate challenge and one of the most exciting 36-day periods in their lives. We had a catchup with the chairman of the Historic Endurance Rally Organisation (HERO), Tomas de Vargas and the managing director, Patrick Burke, about the next Peking to Paris rally in 2022 and why Bentleys carry the crown of dominance.

Passing through over 10 countries, the competitors get the blessing of witnessing the geographical changes across half of the world along with the differences between each country's cultures. HERO claim the rally is a "life-changing, never to be forgotten, adventure", which is a quote we can be sure any previous participant of the rally will thoroughly agree with. The P2P rally is iconic for many reasons, from the vast historic importance of the original rally in 1907 to the assortment of cars that turn up in Peking to tackle the rally. When asked what makes the P2P rally so prominent in the motorsport world, Tomas de Vargas claims "The history! We have 105 different crews who turn up from all across the world, who then drive across very different countries. What you see is the change in culture, traditions and landscape from East to West. You get to drive it and see different melting points of cultures. It is really quite something. The rally is like a time warp. It is the best geography lesson you will ever have".

The P2P has been continuing on the tradition of the original rally since 1997 when they celebrated the 90th anniversary of the 1907 event. Each time the rally is slightly different, due to the many factors that are involved with planning an event which passes through numerous countries. It is said to still bear the same challenge that the competitors in the 1907 edition experienced. Many claim that the later editions of the P2P have become "too polished". However, the HERO team added that "when we took over the organisation of the event, we made it very clear that we want the legacy of Phillip Young's Peking to Paris rally to remain. We are returning the event closer to its routes. It takes a lot of planning to keep the rally off the roads and on the gravel and tarmac because the infrastructure in the countries we pass through has rapidly expanded so we try our best to use mainly ancient roads and passages laid by locals". When asked which P2P event the majority of people enjoyed the most, Tomas replied very swiftly with "That's like asking a collector which car is their favourite! However, the P2P that went to Iran was fantastic. Unfortunately, Iran is a very different country now. Another event that springs to mind is the first revival of the Peking to Paris after the 1907".

One of the most captivating elements of the rally is the array of landscapes. From valleys to mountains and substrates including gravel and mud. The environment can prove to be wildly entertaining yet dangerously vigorous for the machines in which the competitors trust to carry them to the finish line. Many describe the conditions as if it was made to tear apart cars and their inhabitants. Dust will act as an abrasive and chew through mechanical intricacies on your vehicle and the harsh surroundings can prove to be difficult for many of the competitors. "When you are going from 25° and areas where there's no Ozone and then all of a sudden you are in -5° weather. Your body has to adapt from the very dry land to the very humid and at the same time you have to deal with the constant vibrations through the steering column which rattles through your body. The P2P is to many, the hardest classic car event on the planet" claims Tomas. Anyone who can handle 36 days of the Peking to Paris deserves the most upright of respect, as does their vehicle of choice.



Wouldn't she look great at a Concours!

Bentleys play a huge part in the rally, not only do they swarm the event, but they are also extremely competitive! Last year, Graham and Marina Goodwin placed first in the Vintage category in their glorious Bentley Super Sports which was prepared by the Vintage Bentley team. When asked why the pre-war Bentleys are so common on the rally, Tomas claimed "I think Bentley enthusiasts and owners are still of the mindset that Bentleys are motoring pioneering, so to speak. So what we have found is that in the vintage world, of which Bentley is at the pinnacle of, the crown jewel even, the owners tend to be pretty resilient people who are more enthused by fighting the elements in a Bentley over those who prefer younger cars". Although the pre-war Bentleys may be older and perhaps less advanced than some of the more modern cars on the rally, this does not equate to a lack of performance and reliability. Rallies like the Peking to Paris demonstrate how the Bentleys were designed in a day and age when the roads were rough and the cars had to be relatively simple so that even the most mechanically inept driver can get the car up and running again.

The next P2P outing will be in 2022, which seems like an eternity away but the HERO team are already hard at work with their planning. When asked why it takes a three year period to plan for the next one, Tomas and Patrick say "It takes a long time to organise the event. It is a very sophisticated process considering some of the geopolitical situations we have like crossing from China into Mongolia and through Russia. If for example Mongolia and Russia were in a 'spat' we could be caught in the crosswinds so to say". When considering the amount of mileage the competitors and crews will overcome during the rally, it is to no surprise that an event spanning such a large area would take a sizeable amount of time, manpower and logistics to plan. Like all of the competitors for the 2022 Peking to Paris, Tomas and Patrick are very excited to see what the rally will have in store. "We are ecstatic for the Peking to Paris rally to return in 2 years time! We launched it on the 4th of February in Paris and we have had 847 expressions of interest to compete in the event. We received over 250 applications and it is now fully booked with a waiting list. So clearly we aren't the only ones excited about it". Tomas is currently preparing a 1914 American LaFrance to compete in the 2022 Peking to Paris. The American LaFrance is a veteran car that has no front brakes, belt-driven and used to be a firetruck. The car will be the oldest car at the event and will be sure to attract a lot of attention. Could the 2022 Peking to Paris rally be the most exciting year yet? We will have to see!



Making memories for a lifetime



Graham and Marina Goodwin with their winning Super Sports



We'll miss daffodil season this year!

As many may know, the Goodwood Festival of Speed presented by Mastercard, the 78th Members' Meeting and the Goodwood Revival have been cancelled for 2020, due to the ongoing COVID-19 pandemic. Goodwood events are always a highlight of the motorsport calendar and the events draw enthusiasts from all over the world to the West Sussex countryside. However, all is not lost. Goodwood has announced SpeedWeek, which is set to be a "once-in-a-lifetime event" featuring an array of amazing cars which will take over the Motor Circuit.

Goodwood SpeedWeek is set to bring elements of the Goodwood Festival of Speed presented by Mastercard, the 78th Members' Meeting and the Goodwood Revival to produce an event with a combination of the freshest cars to hit the market to rare historic cars. SpeedWeek is sure to be an event that will please all demographics of motoring enthusiasts! The event will be held behind closed doors, which may sadden many fans, however, it allows Goodwood to bring new cars to the Motor Circuit. This will push the event to a new level, with an added layer of excitement. The illustrious Timed Shootout (usually reserved for the Goodwood Hill at FOS) will debut for the first time at the Goodwood Motor Circuit, where cars from the latest and

greatest supercars to historic monsters will perform timed runs around the Motor Circuit.

Action at SpeedWeek will include all the major races you know and love from the Goodwood Revival, including the RAC TT Celebration for GT cars featuring countless AC Cobras and Jaguar E-Types, the St. Mary's Trophy for 1960 to 1966 touring cars, 1960s F1 action with the Glover Trophy and 1950s F1 madness in the Richmond & Gordon Trophies. The Goodwood Trophy will feature pre-war Grand Prix racing and the Whitsun Trophy, which is always a highlight of any Goodwood Revival, featuring classic Can-Am cars vs GT40s, making up a grid with a combined horsepower of over 10,000! Vintage Bentley fans can expect to be pleased with some exciting happenings from some of W.O.'s best creations.

The event will take place on the 16th to the 18th of October 2020. With three days of scintillating content, SpeedWeek is sure to be an event to please the masses and go down in history. The SpeedWeek action will be viewable from the comfort of your own home through the Goodwood Road & Racing website and Goodwood's social media channels where the event will be live-streamed. The announcement of the Goodwood SpeedWeek comes as a great pleasure to many motorsport fans globally as it allows the masses to experience Goodwood motoring action in 2020. Goodwood claim that the Festival of Speed presented by Mastercard and the Goodwood Revival will come back bigger than ever in 2021.

2020 1 2020
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Join us for a competitive drive through the enchanting Glens, across the moors and along the beautiful lochs of the Scottish Highlands. Starting and finishing in historic St Andrews and consisting of regularities, tests and touring through some of Scotland's most iconic landscapes. Open to cars of pre-1977 specification, with a separate classification for pre-1946 specification cars.

We are confident that this event will be able to go ahead so long as restrictions due to Covid-19 ease as planned. We will continue to assess all relevant regulations and if it becomes impossible to run the event safely in light of Covid restrictions we will reimburse in full any entry fees that have been paid.

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Investing in Our Future

At Vintage Bentley we are passionate about teaching the next generation how to maintain and run pre-war motor cars, such as the much-loved Bentleys that we are so renowned for. We believe it is of the highest importance that up-and-coming engineers learn the ways of the motor cars of the yesteryear, to keep such brilliant creations alive and competing - as they were designed to do - for the foreseeable future. As a result, we have teamed with the Southampton Engineering Training Association (SETA) to train up apprentices and teach them our extensive knowledge of all things vintage Bentleys.

Our apprentices will learn everything that they could desire about pre-war Bentleys, from machining new parts, rebuilding engines and how to fully service a vintage Bentley. Currently, we have three apprentices working with Vintage Bentley, one in the workshop, one in the manufacturing department and one in the engine room. Every three months the apprentices will switch roles, allowing each of them to learn the three core departments of how to maintain and care for a pre-war automobile. Our apprentices all start with differing levels of knowledge and on multiple courses. Our goal is to have imparted key knowledge to our apprentices over the three-year course. At the end of the course, apprentices are often awarded the opportunity to become a valued member of the Vintage Bentley team.

In the machining department, apprentices will learn hand skills - turning and milling, to create parts and modify parts of the Bentleys. In addition, they are taught how to operate our state-of-the-art CNC machines and be involved in our secret world of research and development.

In the engine room, apprentices are taught the fundamentals of a vintage Bentley engine. They are taught how to strip and measure components, and how to assemble engines working to strict

tolerances to ensure efficient operation. They also get involved with road, rally and race engine tuning. In the workshop, each apprentice is taught where each and every part goes on the cars, to make them proficient in vintage Bentleys and efficient at rebuilding them. Moreover, they are coached on how to fully service and repair any vintage Bentley, whether it be here or abroad.

In addition to learning the fundamentals of vintage Bentley preservation, the apprentices are set projects to help move our industry forwards. Currently, our skilled apprentices are working on building a bespoke wiring loom which will be universal for all pre-war Bentleys. This will allow each and every Bentley to work off one wiring loom design, allowing easy modification for auxiliary devices and a cheaper cost due to the lack of preparation and modification needed for each individual car. The one of a kind wiring looms will also be stocked by Vintage Bentley for public sale. The opportunity to work with vintage Bentleys and to learn the ins and outs of such pioneering machines is a very rare circumstance for many people. During the three year apprenticeship modern and classic techniques are instilled into our apprentices, to help keep vintage Bentleys alive for future generations.



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Immersed in the world of vintage Bentleys.

William Medcalf has built one of the largest vintage Bentley parts businesses ‘Benchmark Precision Engineering’, a vintage Bentley sales operation ‘The Medcalf Collection’ which has sold some of the most important Bentleys ever built, as well as developing his workshops which have produced cars that have won every major rally event in the world ‘William Medcalf Limited’. In our 25th year of working professionally on vintage Bentleys, we thought the time was right to consolidate all three businesses, and rebrand to best reflect

our all-encompassing sales, workshop, parts and lifestyle service. Our passion is reflected in the Union flag and the racing Bentley grill with the famous number eight, followed by the Latin, which sums up the very spirit of the company... ‘Guts and Glory’. Even through all the challenges of this recent pandemic, as a company we have powered on with the help and support of our dedicated team, and we are ready to face the challenges ahead with as much verve, vigour and passion as there has ever been. Here’s to the next 25 years!



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