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• VISCERA ET GLORIA •

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Image: Joseph Harding

Passion comes in many forms

The Rolling Bones Goodwood Tour

For the first time in history, Vintage Bentley were proud to welcome The Rolling Bones to the UK for an exclusive week of Britishness in our very own West Sussex.

The Rolling Bones is a New York State based Hot Rod shop that exemplifies the art and craftsmanship of the Hot Rod scene. Ken Schmidt and Keith Cornell, creators of the Rolling Bones, see Hot Rods as a blank canvas to apply their art, whether it be patinated paintwork or polished suspension joints, every one of their creations are vastly different from each other. In total, the Rolling Bones Tour presented twelve Hot Rods, including William's Ford Model A which packs a 400bhp punch!

The Boners (as they are known) were quick to nestle into their very own 'home away from home' at Cowdray House. Cowdray provided an excellent base for the week with the perfect backdrop offering great freedom to relax, stroll around in dressing gowns or perch en masse on camping chairs by the front door surrounded by Hot Rods. Having travelled far and wide, it was great to see old friends reunited on our doorstep; "As the members of our group are spread right across North America, it was also a pleasure to get to know each other better" Larry Hursh.

After being spoilt on the first evening with a locally sourced meal at Cowdray, Tuesday commenced with a scenic drive to the seaside for fish and chips on the beach in the rain (obviously because this is England!) As expected, the locals were startled when they witnessed a convoy of Hot Rods and salt flat racers of varying styles rumble through their quiet village.

The week continued to be filled with local British cuisine, dining at a 17th Century Inn. The Americans had their heads blown off with the amount of history surrounding them... in addition to our small roads. A perfect time to reflect on Larry's experiences from the right-hand side; "Aside from the blind corners, narrow lanes with overhanging shrubbery and occasional potholes (secondary roads), the cars handled well."

We also spoke to Dick DeLuna, another Rolling Bones member and owner of a '34 Ford Five-Window Coupe known as the 'Salinas Special' to ascertain what it is like to bring a Hot Rod to the UK and take it to the streets. "Seeing my Hot Rod on the roads in the UK was a real treat, especially the country roads which are fabulous! There are high hedges and narrow lanes which made driving a lot of fun. Getting on and off the freeways was a bit of a challenge and in my case you really had to plan ahead. In general, my Hot Rod was great on English roads. Quite frankly English roads are much better than what I drive on in California. The freeway traffic seems more organised and in the city drivers were very polite!" exclaimed Dick.

Brooklands Museum kindly gave access for all the cars to drive up and on the banking—quite the experience and honour. We were also privileged to witness a fascinating talk by Allan Winn, providing great insight into the British motoring history and Brooklands. Lesson of the day – you need at least two days at the museum!

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Continued from page 1

Dick remarked, “the reception by the general public was fantastic! When we were in little towns they would look at us and our cars as if we were from days gone by. There is a great culture of Hot Rods in the UK so car people weren’t surprised, but the average bystander was. They were massively surprised that we would ship our cars over from California”. For those without a Hot Rod, vintage Bentleys were on hand to transport guests around in style... BEST Uber ever!

The week progressed into celebrations for the seventieth anniversary of the National Hot Rod Association at Goodwood Revival. The noise alone most certainly woke up the sleepy West Sussex countryside, with the definitive roar of flathead V8s and 305 Chevy small-blocks! Every morning the event would awake with a parade of 70 hot rods and gassers including the cars from the Rolling Bones, taking to the track for an exhilarating blast before returning to the ‘Earl’s Raceway’.

To conclude the week, the Boners were joined by fellow enthusiasts in a celebratory evening in the transformed Vintage Bentley HQ, which we have called home for the last 10 years.

“It was an absolute delight to host the Rolling Bones for a week, with much fun had by all. It was a first for Cowdray to experience eccentric early morning wake up calls, from a



Goodwood House looking splendid

steel band drum to an opera singer! It was our pleasure to offer guests anything from local fuel to a quintessentially British afternoon with tea and croquet” Neil Georges, Director of Events, Cowdray Estate.

The Rolling Bones Tour was a wonderful experience, leaving us proud to have shared our incredible local setting with friends from afar. With the week filled by a unique blend of hot rodding culture and the best of British, it made truly remarkable memories. Many laughs and conversations were had, tyre treads were burnt and gallons of petrol consumed by the Rolling Bones crew’s thirsty V8s!

When asked about the week-long event, DeLuna replied “William Medcalf and his team had everything taken care of for us. They went out of their way to make sure that we were having a great time and took care of all our needs. I can’t say enough about William and what a wonderful time we had. Being in the UK with fellow Rolling Bones hot rodders made it even more special. We’re all very close and good friends and this allowed us to do the extraordinary together as a group which was outstanding.”

This event was the first of many yet to come from Vintage Bentley, following the ambitious footsteps from the works, to deliver exceptional experiences to friends around the world.

“Thanks to William and Kate Medcalf and their family and friends, as well as the entire staff of Vintage Bentley, the Rolling Bones group had a wonderful time in West Sussex.” Larry Hursh, Rolling Bones.



Dawn patrol around the Goodwood Motor Circuit

THE HIP FLASK

A brown leather flask with a silver cap, lying on a textured surface. The flask features the Vintage Bentley logo, which includes a Union Jack and the number 8, and the text "VINTAGE BENTLEY" and "• VISCERA ET GLORIA •".

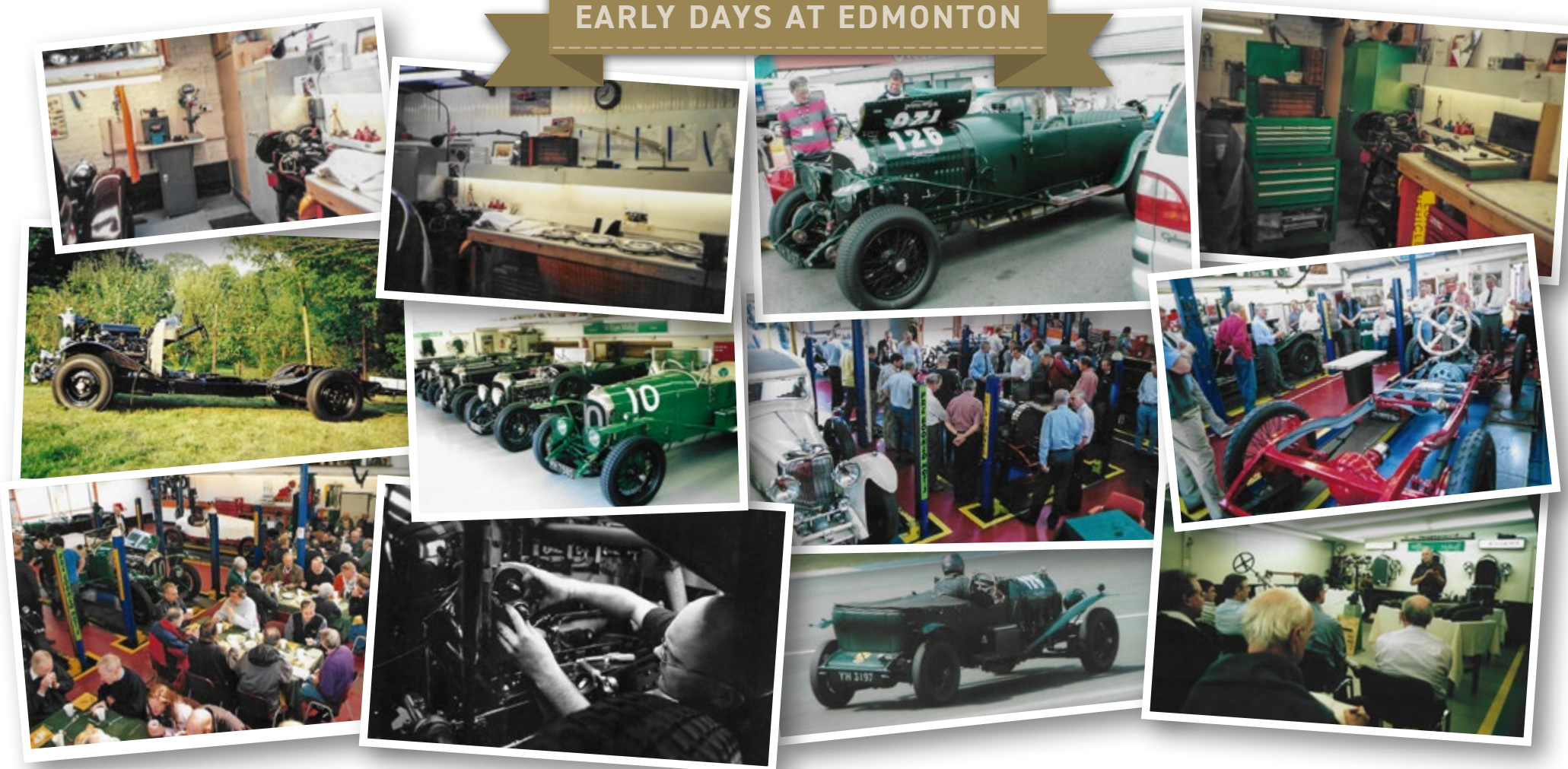
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THE PARTS CATALOGUE

A stack of three white books titled "VINTAGE BENTLEY" and "PARTS CATALOGUE". The cover features the Vintage Bentley logo, which includes a Union Jack and the number 8, and the text "• VISCERA ET GLORIA •". The books are stacked on a light gray surface.

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EARLY DAYS AT EDMONTON



10 Years at West Sussex

Having run his business for 16 years and built a team in Edmonton, North London, William Medcalf's move to West Sussex was a bold one. Leaving behind all his staff he had to rebuild his business from scratch. Faced with a workshop full of iconic Bentleys and no manpower was a challenge. 2021 is a time for celebration as it marks a decade of progress and successful tenth anniversary of the workshop move to West Sussex. Today, we are proud to have a dedicated team of 30 well-oiled employees spread across the various sectors of the business: Sales, Workshop, Parts and Lifestyle.

The showroom has seen substantial growth, with sales reaching every corner of the world. We have handled sales of blue-chip vintage Bentleys such as "Little Red", the first ever supercharged Bentley and the only 'blown' 3 Litre ever built. And the one owner 'Peaky Blinders' 1930 Bentley 4 ½ Litre. During the last decade at our West Sussex showroom we have traded over £30m worth of vintage Bentleys, proud to have built connections whilst sourcing the best examples in history.

The increase in space at Hill Brow has allowed us to take on more restoration and rally preparation work at any one time, with twelve bays continuously in use to restore and preserve some of the best Bentleys in the world, delivering over 16,000 restoration hours per year. Over the past decade the team have overseen some incredible projects such as Works Le Mans Team cars, discovering major historical race components, Brooklands outer circuit cars, some incredible SuperSports, Speed Six Sports Saloons, even a Bentley found in pieces in a house. Every form of restoration from mechanical overhauls and sympathetic 'oily rag', all the way to concours- winning rebuilds.

Rally preparation has seen more than 150 Bentleys prepared for competition and it has been a triumphant decade. Some of our cars have driven through India, the Himalayas, Tibet, Mongolia, China, Japan, Bhutan to name a few, taken the highest road in the world and been victorious in some of the toughest events from the Flying Scotsman, the demanding Benjafield's Double Twelve and the Peking to Paris bringing home multiple wins. We are known for flying members of our team to cars mid-way through a rally across the world on a moment's notice if necessary because we understand what it means to make it across the finish line. Our company is built on leading from the front and bringing home the silverware, because that's what we do best hence our moto viscera et gloria.

Last year the team released its first parts catalogue which has set a new standard in the market with over 2,000 parts. Designed and engineered by our skilled toolmakers and engineers using both traditional toolmaking skills and the latest technology available. What makes our parts unique in the vintage car industry is our use of CNC mills, lathes and CAD design along with in house CMM (coordinate-measuring machine) inspection and quality control. Then if that wasn't enough, we fit and use all the parts in our workshops so our mechanics test fit everything and feed back to the engineering team. All the data from our competition cars is recorded and logged so we can predict part service life and weakness are fed round the engineering loop for improvement. This all ensures the best possible proven parts for clients who require the most from their vintage Bentleys.

The organic growth of the business has lead to contributing on events, the Benjafield's 24 hour race was a major milestone. More recently hosting a group of 27 from the US at Cowdray House for a week taking in Goodwood Revival.

To mark the occasion, we had a wonderful evening of celebrations and were privileged enough to have many of our friends and family, new and old, to join us. We would like to thank everyone for their generous support over the years, (we wouldn't change a thing) and can't wait to continue sharing our journey with you.

Looking ahead we plan to fill the next decade with ambition and the desire to dream. First off is the launch of our new website followed by a lifestyle range coming soon amongst a workshop full of projects. We have entered many events for 2022 already and look forward to seeing you there.

PRESENT DAY IN WEST SUSSEX





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Generations Track Day

In July we hosted a Track Day at Goodwood motor racing circuit with the aim of involving current non-Bentley drivers, and the next generation of youngsters in getting to know the joy of driving these motor cars. As we are all acutely aware, if we don't capture the youngsters' interest in driving these cars, then who will become the custodians in future years? A dusty museum perhaps?

Our Vintage Bentley Generations Track Day was designed to do just that. Spark the interest and hope that the desire to drive these cars will follow on down the line. How? By providing a safe, fun environment for them to get the feel of a Bentley without the distractions found on public roads.

William welcomed a dozen 'new' drivers, explaining the ease of gear changes with the appropriate visual aids. The rules of the day came in the form of a drivers' briefing. To the car park first, with an experienced vintage driver, to learn how to go 'up' the gearbox. As soon as that was achieved it was onto the circuit with a clear mandate of top speeds, no racing and have as much fun as possible.

Martin Overington brought along his daughter and son in the hope of infusing them with his long-held passion for Bentley motoring. "It's the future!" he explained "without the next generation, if we are selfish enough to deny them the experience of driving these cars, they will never have aspirations to own one, and the cars will become worthless over time."

The day turned out to be a big success for team Overington. "Neither my son and daughter have shown any interest in old cars and initially didn't want to come on the track day. They came to keep dad company, but having both driven the Bentley, by the end of the day they were keen to do it again – soon!"

Apparently they now understand why dad is so passionate about driving and racing his Bentley – and for Martin, he said "seeing your children driving your Bentley is magical".

The Generations Track Day will become a very important component of Vintage Bentley, as we believe it is increasingly important to engage the next generation in vintage cars, and what better way to experience a Bentley for the first time than on track in safe hands? Martin claims that the track day has helped his son and daughter understand vintage cars, "eginning of the day they struggled to get on with the car, but by the end of the day they had the hang of it. I was surprised with their progress, they'd even managed to learn the lines to follow around Goodwood." Every key aspect of driving a vintage car was made clear and easy to understand for the participants, from how to handle the steering wheel and shifting gears, all the way to the fastest lines to follow around Goodwood.

After a long day of driving around the historic Goodwood Motor Circuit, there was no better way to unwind than a BBQ back at the works. Overall, the Vintage Bentley Generations Track Day inspired a number of the next generation, whilst providing pleasure for the old-boys to witness.

It was a pleasure to host the track day and encourage the future generation. We are looking forward to hosting a second Generations Track Day in 2022. Do get in touch if you would like to be involved.



Flag signals at the ready



All stop for a well-earned lunch



"It's the first time I drove a Bentley and it's fantastic"

2021 Salon Privé Bentleys and Boners meet Blenheim



Mrs Medcalf class winner with her 1904 Cadillac

Arriving at the spectacular grounds of Blenheim Palace in early September, to take part in the 16th anniversary of the glorious Salon Privé Concours, was a real treat.

Blenheim Palace is one of the largest houses in England and the only non-episcopal country house to hold the title of a Palace. It has been the seat of the Dukes of Marlborough for over 300 years, with the current 12th Duke of Marlborough still residing there. The palace is believed to be named after the 1704 Battle of Blenheim and been gifted to John Churchill, 1st Duke of Marlborough. In 1705, Sir John Vanbrugh was the appointed architect for the restoration, with the Duke receiving a financial backing from Queen Anne.

This year, Blenheim Palace was home again to Salon Privé which is widely known as one of the most prestigious concours events. Salon Privé welcomes various historically important cars atop perfectly manicured lawns in the back garden of one of Britain's most beautiful palaces... a true petrolhead's dream.

In attendance was the famous ex-Woolf Barnato 1929 Bentley 4½- Litre 'Le Mans', travelling over 5,000 miles from Las Vegas to Oxfordshire. This fully restored vintage Bentley made an appearance amongst our own Bentley SuperSports and 1904 Cadillac 8 1/4hp Model B, all seated on the lawns alongside cars such as the iconic Ferrari 250 GT0.

Also from across the pond were the Rolling Bones, with a selection of The Boners providing four exceptional Hot Rods to the party, quite literally. Whilst Drew Garban won 'Best in Class' with his 1932 Ford 3-Window Coupe and Larry Hursh won 'Runners Up' with his 1932 Ford Model B – Roadster, one Hot Rod stole the show by making it center stage on the dance floor at the Roaring 20s Gala evening on Wednesday night. These were the only American Hot Rods on the lawn (and dance floor), drawing great attention from spectators with the bark of their raw V8 engines; Not your normal concours.

Competition is always fierce at Concours events with stand-out cars and prestigious judges such as motor-racing legend Derek Bell and championship winner motorcyclist Steve Parrish having an eagle-eye over every detail of the field. Our team returned to West Sussex successful with a trophy in hand, after the exemplary Cadillac was awarded a class win as part of the 'Early Pioneers' group. The Best of Show Trophy was awarded to the ultra-rare 1938 Mercedes-Benz 540 K Cabriolet A Sindelfingen.

On the event's penultimate day, all the cars departed Blenheim and brought Woodstock to a standstill as they treated the village to a car show like no other, thundering up the streets surrounded by half the town's folk was great fun for all.

Salon Privé is a great opportunity to bring some of the best pre-war Bentleys to center stage and admire the ability to bring these fantastic cars back to their prime, while maintaining their special history. All in all, the 16th edition of Salon Privé was a delight to be a part of and catch up with so many friends.



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Prominent Bentleys shine at Goodwood



EXP 4 up the hill for the first time

The Goodwood Festival of Speed is an event like no other, often described as “the world’s largest motoring garden party”. A motoring extravaganza that attracts people of all ages and walks of life, in the love of cars of all shapes and sizes. This year many incredible cars attended and charged up the hill, including two of our vintage Bentleys.

We campaigned the 1922 Bentley 3-Litre ‘EXP 4’ which served as a testbed for the Bentley factory. ‘EXP 4’ happens to be the first-ever Bentley to utilise four-wheel braking, a feature that was ground-breaking in 1922. Four-wheel braking was uncommon in 1922, due to the ill-effects of weight transfer under braking and the fear of front-wheel skids. Bentley used ‘EXP 4’ to champion the then advanced braking system by utilising perrot shafts and enclosed whiffle-trees in the braking system, ensuring future Bentleys could utilise the clever four-wheel braking system with zero ill-effects, but with improved stopping power.

Miles Brown was entrusted with this piece of British motoring history for the weekend. Lesser known are his roles in TV and film as a masked tamed racing driver, making sure cars are properly presented within their working limits. This is an important part of what we offer our clients. As expected, ‘EXP 4’ performed flawlessly on each of its six glorious runs up the illustrious Goodwood hill and proved to be a fan favourite in the ‘Pre-War Power’ class.

The Goodwood Festival of Speed provides a unique opportunity, allowing both young and old to get up close to see every unique detail around the cars and hear them rumble up the hill climb. The ability to entice the younger generations to such ground-breaking cars that were produced nearly a hundred years ago such as the ‘EXP 4’, is rather special. For these historic automobiles to exist for future generations, it is very important to engage younger audiences, so there will be future custodians to carry on their legacy.

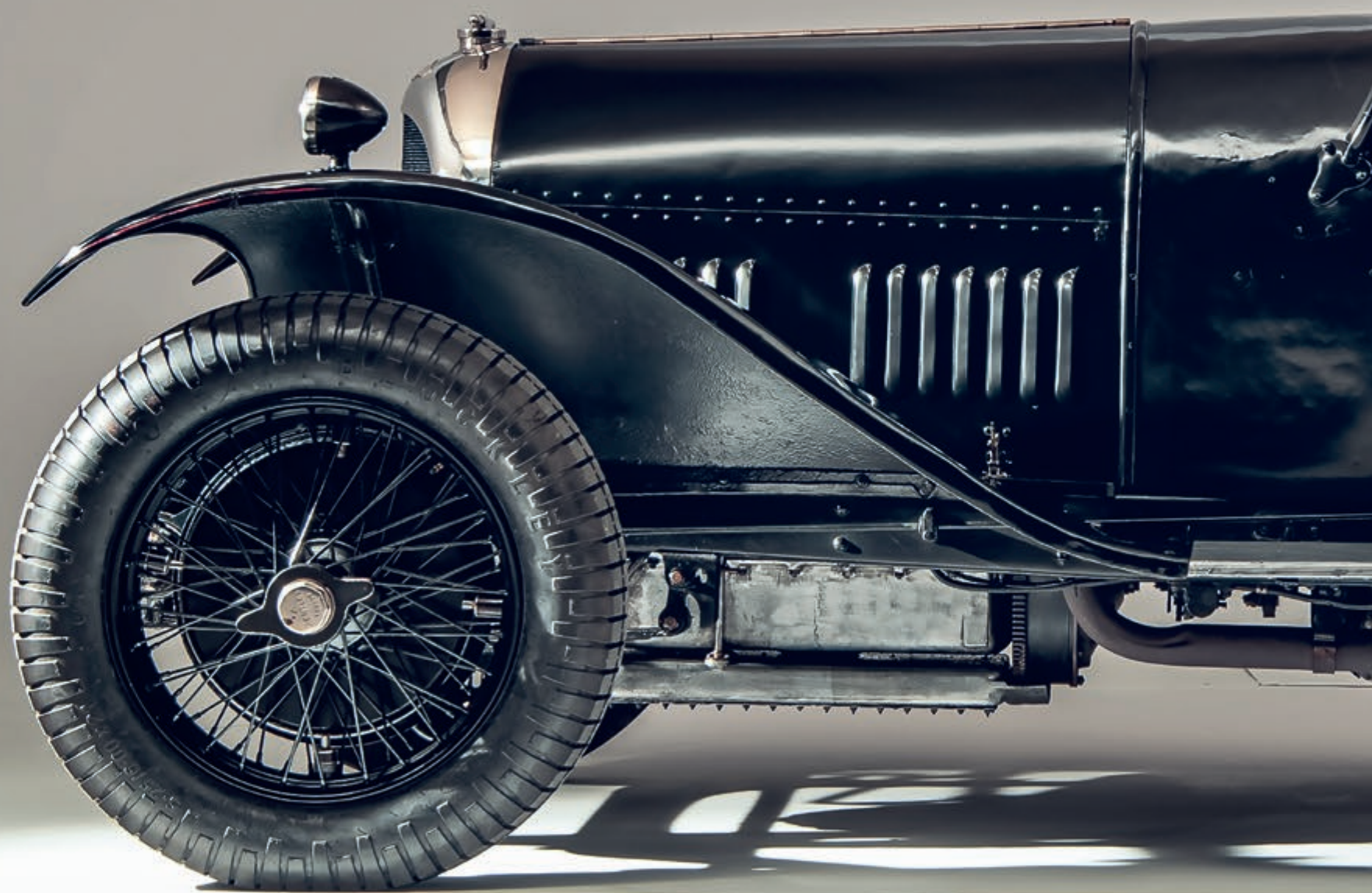
All in all, the 2021 Goodwood Festival of Speed was a pleasure to be a part of - celebrating historic and modern automobiles whilst the event proved to be a lovely step back to life amongst friends post lockdowns.



Perfect conditions today – wait until tomorrow!



A touch of opposite lock and drive it to the edge



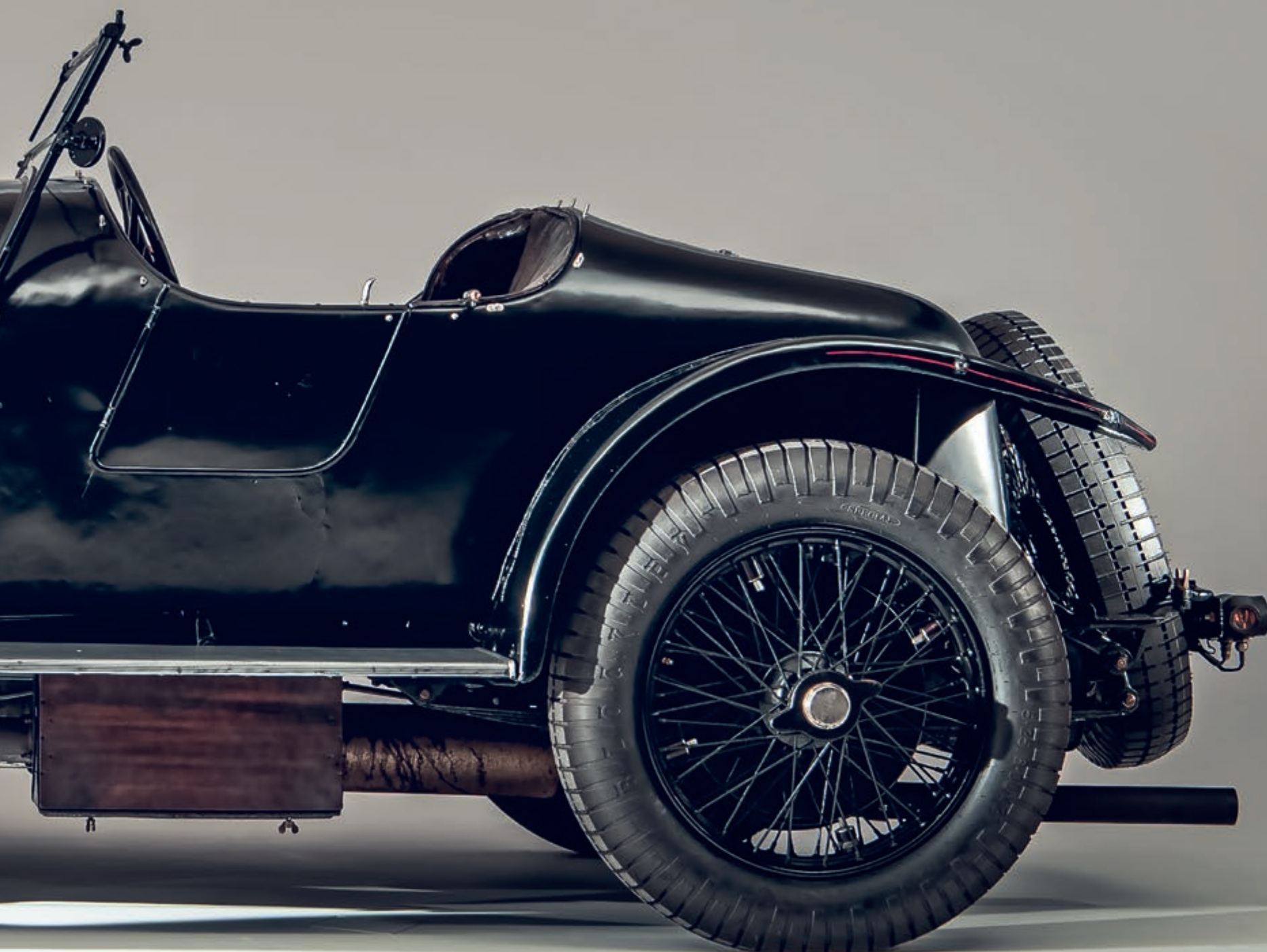
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Hood flapping, tail wagging, it's all go!

Drifting in the wet at Revival

September saw the much-anticipated return of the Goodwood Revival, one of the most extravagant historic racing events of the year. As always, the weekend was filled with vintage fashion and the sound of pre-war and classic cars in all shapes and sizes. A real overload of the senses for any petrolhead.

In the heat of much competition, the Brooklands Trophy welcomes sportscars from the 1920s & 1930s to go head-to-head around the circuit. The race embodies the spirit of vintage motor racing with Aston Martins, Maseratis, Frazer Nashes, Bentleys and Alfa Romeos. Our team included a 1929 Bentley 4½ Litre 'heavy chassis' with William Medcalf behind the wheel, alongside Martin Overington and his 1929 Bentley 4 ½ Litre 'Blower'.

The British weather decided to complicate the race with the heaviest shower of the weekend, limiting grip and creating a deluge of spray. The race wouldn't have been complete without a proper pair of vintage Bentleys and were a huge hit among the fans. The two Bentleys proved very potent along the Lavant straight, easily overpowering the more petite cars. But cornering two tons of heavy metal in the wet is a different kettle

of fish, where the lighter Talbots and Aston Martins thrived. Medcalf's 1929 Bentley 4 ½ Litre finished 15th after starting 16th, with a fastest lap of 2 minutes and 10 seconds. The 'Blower' specification Bentley of Overington followed in 20th position, after overtaking 6 cars across the swift 12 laps around the rapid Goodwood Motor Circuit. Duncan Pittaway and Grant Williams finished first with their Frazer Nash TT. All the drivers spent most of their time sideways around the circuit, some even on the straights.

Additionally, William competed his 1965 Swiftune powered Austin Mini Cooper S in the John Whitmore Trophy, where thirty angry Minis and sixty drivers swarm the circuit for forty-five minutes of nail-biting racing. The cars may be small, but the action is big, with lots of three-wheel action around the corners and swapping of places at every chance they could get. Fässler and Medcalf ran in the top ten before another car spued oil from St Marys to the chicane, the ensuing carnage saw many cars off line and off track, erring on the side of caution they completed the race with a finishing position of 15th out of the 30 Minis.

The Goodwood Revival is always a glorious reminder of the golden ages of motorsport and fashion, with everyone dressed in period attire and a variety of cars from the '20s through to the '60s, the event really does feel like you are stepping back in time.



Big car little car battles

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21.08.2021

Members’ Meeting — back with a bang

18 months of waiting finally came to an end as Goodwood opened their gates to the legendary motor circuit for two days of motoring madness at the 78th Members’ Meeting.



Bentley lead the restart



Head down and power on

Members’ Meeting is described by many as the perfect motoring event, with all the charm of the hugely popular Goodwood Revival, mixed with the vibe of a relaxed club race meet. Thus, allowing spectators to get closer to the action and spectacular cars than ever before. The event draws cars from every genre of racing car, ranging from ground-breaking hypercars, cars of the golden years of rallying through to the aircraft-engined Edwardian monsters of the S.F. Edge Trophy. If you are into pure motorsport, Members’ Meeting is an event you must attend!

Racing in the Earl Howe Trophy was our 1929 4 ½ Litre Bentley ‘UV3957’ and Martin Overington’s 1929 Bentley 4 ½ Litre ‘Blower’. Both cars had only just returned to the Vintage Bentley workshop six weeks prior, after competing in the Brooklands Trophy at the Goodwood Revival.

The Earl Howe Trophy is an 18-minute race, allowing two-seater Grand Prix and Voiturette cars that raced before 1932 to face-off at the historic Goodwood Motor Circuit. Fittingly, the race is named after Earl Howe, a British naval officer, Member of Parliament, and racing driver. Earle Howe competed in the 1929 24 Hours of Le Mans with the Bentley factory team, before switching to racing Alfa Romeos in the ‘30s. As a result, the race features a plethora of burly Bentleys, gorgeous Alfa Romeo 8Cs, Bugatti Type 35s and even two dinky Morgan Super Aeros!

Our two Bentleys proved competitive and reliable in the Earl Howe race, both finishing in highly respectable positions. The Bentleys made sure to put on a show for the crowd,

exiting the chicane sideways and roaring along the Lavant straight like freight trains. While the smaller cars may have had the advantage around the corners, the Bentleys 4 ½ Litres were formidable on every straight.

It’s not very often a motor race ends with a winning margin of just 0.327 of a second, but it is always a great sign the race was intense. The Bugatti Type 35B of Lukas Halusa finished in first place, followed by the Alfa Romeo 8C 2600 Monza of Gary Pearson. Such immense driver skill and incredible cars attracted the attention of a large crowd, even four-time IndyCar Series champion and three-time winner of the Indianapolis 500, Dario Franchitti stood trackside in awe.

The racing was non-stop across the weekend and throughout each grid. Once again, the Goodwood team demonstrated why they put on the most enthralling historic motorsport events in the world. Luckily for us all, we will only have to wait another six months for the next Members’ Meeting event in early April next year...Roll on Spring 2022!


If you are tempted to start your journey into the world of vintage Bentley, or if you are looking to add to your existing collection, ‘GP8242’, a highly competitive and charming 1929 Bentley 4 ½ Litre ‘Blower’ which is currently available for viewing in the Vintage Bentley showroom, awaiting a new custodian. Ready for rallying the world or racing around the finest Motor Circuits. Make sure to reach out to us for more information and your chance to own this motoring icon.



Slipstreaming Bentley style



Almost time for a cuppa



SOLD

1923

3 LITRE

THE FIRST EVER SUPERCHARGED BENTLEY



SOLD

1930

4½ LITRE

ONE FAMILY OWNERSHIP SINCE 1935



SOLD

1931

4/8 LITRE

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1928

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SOLD

1928

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1925

3 LITRE

LIGHT TOURER



1929

4½ LITRE

BLOWER



1928

4½ LITRE

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1929

4½ LITRE

HEAVY CHASSIS LATE SPECIFICATION



1923

3 LITRE

GURNEY NUTTING ORIGINAL BODIED SALOON



1929

4½ LITRE

WELL PROVEN LATE SPECIFICATION



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