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Goodwood SpeedWeek



Image: Joseph Harding

Leading the pack, SpeedWeek gets under way

The motorsport calendar has been impeded largely by the ongoing pandemic, with almost every event being cancelled or postponed until next year. Goodwood, along with many other organisers had to make the difficult decision to postpone the 78th Members' Meeting, Festival of Speed and the Revival. But all was not lost, as the West Sussex estate came alive with the sound of roaring engines again for Goodwood SpeedWeek, an event combining every discipline of motorsport for a three-day extravaganza!



Image: Jayson Fong

Pit stop and go!

Much to everybody's disappointment, the event was closed to the public but was streamed live, which was a worthwhile sacrifice instead of having no motoring events at Goodwood during 2020. The live streams hosted many exciting happenings, presented by Dermot O'Leary, Mark Webber, Rory Reid and Siân Welby along with guests such as Keanu Reeves and Jay Leno to make SpeedWeek more than "just a live-streamed event"! Throughout the three-day festival, the Goodwood Motor Circuit hosted racing cars from pre-1923 monsters of the S.F. Edge Trophy to Group B rally cars in the SpeedWeek Super Special rally stage. The event featured many fan favourite races from the Goodwood Revival such as the RAC TT Celebration and the Gerry Marshall Trophy along with many thrilling supercar debuts. Goodwood introduced the first Stirling Moss Memorial Trophy race at SpeedWeek, previously the Kinrara Trophy featuring pre-1963 GT cars. As always,

the race was a highlight of the festival, with some of the most beautiful and eye-wateringly expensive cars battling around the rapid circuit in memory of the late, great Sir Stirling Moss who died in April 2020.

The Vintage Bentley team attended Goodwood SpeedWeek with the 1936 Bentley Pacey-Hassan Special to tear up the tarmac in the Goodwood Trophy. The raucous Bentley raced alongside the 1934 Bentley Barnato-Hassan Special, Bugatti Type 51s, numerous ERAs and a glamorous Alfa Romeo 308c. The Pacey-Hassan Special put on a great show of power during the race, clipping both of the chicane walls and thundering around the circuit to bring home the car's best lap time of 1 minute 43 seconds, which is highly respectable for a car made to tackle the Brooklands banked racing circuit!

A first for Goodwood was The Shootout; a rare opportunity to see unbelievably rapid race cars storm around the circuit as fast as they can, vying to break the outright circuit record of Nick Padmore in a Lola T70 Spyder set in 2015. Typically contemporary F1 and LMP-style machinery are limited to demonstration laps due to the limited run-off space at the largely original Goodwood Motor Circuit. However, due to the nature of the live-streamed event, Goodwood was awakened with F1 cars such as a Lotus-Cosworth 91 and the Arrows-Ford A11 racing at full pelt. Nick Padmore managed to improve on his previous record, with a new outright circuit record of

1 minute and 9 seconds. A record that will most definitely stand for some time!

Goodwood SpeedWeek provided a much needed few days of booming engine notes and squealing tyres to claim back what would've been a year of limited motorsport. The impossible was pulled off, an event that was carefully planned to stick to the strict government guidelines yet giving fans their fix of Goodwood racing. While the event didn't provide the lively and vibrant atmosphere that the Festival of Speed and Revival are known for, Speed Week will go down in history as a significant and unforgettable event in a momentous year.



Image: Joseph Harding

A mixture of velvet and thunder



1931
4/8

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1927
3 LITRE

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As at Brooklands, the Union flag falls and the clock starts



A well earned rest for Matthias and the cars he managed

Zoom to Benjafield's Double 12

While the ongoing pandemic may have pushed many motoring enthusiasts away from each other due to the social distancing rules and a lack of motorsport events, Dr Malcolm Cox, North West BDC Chairman busied himself shining light through the dark times and bringing people together. Weekly Zoom calls could see 40 Bentley enthusiasts chewing the cud, and one great example would be the story of German based Matthias Heming.

"My father told me when I was a small boy about Bentley's victories at Le Mans" says Matthias. "When I worked with the Bentley team in 2002 at Le Mans, all the clients arrived with their vintage Bentleys, supporting the team in the British racing green coloured EXP 8. From that moment on I knew what my father was talking about." Joining Bentley Motors as Head of Engines he was responsible for the V8 and W12 in all Bentley models. "It was a very special honour having in mind that the founder of the company W.O. Bentley was an engine guy."

"When William told us on Zoom that the Benjafield's Double Twelve would run at the famous Motor Circuit, Goodwood, I was immediately set on fire. For me it is simple, there is no better place in the world than Goodwood, being surrounded by motorsport history and vintage Bentleys, but when he challenged me to 'just get yourself there' I knew I had to". Packing his car for the 2000 Kilometer round trip, Matthias left his family and drove overnight through locked down France to arrive at the circuit ready for an adventure...

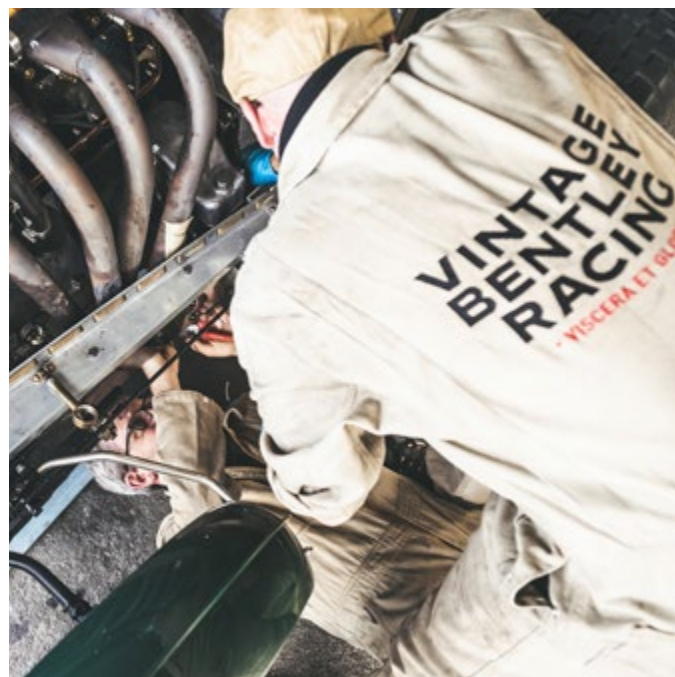
The Benjafield's Double Twelve was an event born of the original Brooklands Double Twelve meetings of 1920-1930's, a race that came about due to noise restrictions in period, meaning the cars would be put to the test for 12 hours each day and locked up overnight, prohibiting any repairs after the flag was waved at the end of the day. The original race was described as 'motoring's greatest racing test', with the 53 competitors (referred to as 'Speed Kings') tackling the banked circuit at speeds of

up to 140mph. 30 cars finished the 24 hours of gruelling action, with many cars having mechanical failures. Bentleys played a large part in the original event, with Bentley Speed Sixes claiming first and second place.

The Benjafield's Racing Club's Double Twelve endurance race at Goodwood had to be held behind closed doors, and was purely for Bentleys produced between 1922-1932. It saw 23 vintage Bentleys storm around the circuit for 16 hours over two days, testing both the driver and the car's consistency and reliability. It featured the mighty Speed Sixes, barking Blowers, nimble 3 Litres, powerful Super Sports and thumping 4 ½ Litres. The competition was fierce, with nearly every car holding controlled slides through St. Mary's and Lavant. While most of the cars were storming around the circuit, there was always action to be found in the paddocks with mechanics and strategists jostling to keep the cars running.

The Vintage Bentley team prepared 11 cars for the event, with the team members proving themselves numerous times throughout the tense race. Matthias assisted two German teams as a race engineer. The two teams were campaigning in a Bentley 1927 3 4 ½ Litre and a Super Sports. He supported the Vintage Bentley team with everything, from the organisation of mechanics, to making sure the drivers had everything they needed. In particular, Matthias had the arduous task of managing fuel consumption, tyres, brakes, driver changes and mechanical concerns. He especially had to be aware that on Saturday the cars would be brought in to the paddocks and left overnight, with mechanics not allowed to touch the cars. When asked if the event was a success for him, he promptly replied "It was a stunning event that was perfectly organised and therefore the best way to celebrate the spirit of the original Brooklands Double Twelve races. The camaraderie of the 53 drivers, enthusiasts and all the action on the track, in the paddock and during the evening events was extraordinary. Simply the opportunity to meet and to share passion, knowledge and experiences with cars that created racing history was amazing."

The 1927 Bentley 4 ½ Litre Le Mans of Simon Arscott and Graham Dodridge finished in first place on handicap, a well-earned victory! The 1925 Supersports of William



Every second counts

Medcalf and Nick Swift completed the most laps of the circuit at 446 laps, making 1070 miles - an impressive accomplishment for the oldest car to enter the event.

In total, over 8,131 laps (19,514 miles) were completed, with the competitors covering an average of 353 laps. Many modern cars would struggle to complete nearly 400 laps of such a fast and sweeping circuit, however, the Bentleys proved that old is gold with 19 of the cars passing the chequered flag in the final hour.

After the action each day, the drivers were treated to a socially-distanced dinner to refuel ahead of the long day of racing that awaited them. On the final day, the cars flew past the famous pit lane and through the chequered flag at 5pm before driving to Goodwood House for a prize-giving ceremony hosted by none other than Benjyman, the Duke of Richmond. The ceremony overlooked the trusty Bentleys that had endured 16 gruelling hours of tarmac-tearing racing.

The event proved to be a welcome break from the madness of the pandemic. a fitting way to get back a sense of normality after months of hibernation. It's not every day that you see 23 Bentleys thrashing around the West Sussex countryside, and to see these behemoths in proper use at such a historic circuit will always be a sight to behold, and a race that will be sure to stick in everyone's memory. Matthias described the experience as "the best thing that has happened to me for a long time. It was just great to feel that everyone in the team shared the same passion for vintage Bentleys. The team spirit was just fantastic!"

"Sometimes I just take a look at the pictures that I took during the event and it always makes me smile". Matthias' sentiment towards vintage Bentleys is infectious and his attitude towards older cars will help to keep them on the road for many years to come. Such enthusiasm towards seeing vintage Bentleys in action will allow all of us to witness them used as they should be, on the limit at historic motor circuits all around the world.

Thank you Malcolm and we salute you Matthias.



If it's stationary, check something!



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Upcoming rally programme

2021

26 to 28 March: **Generations Rally** FULL - RESERVE LIST OPEN
26 to 29 April: **Yorkshire Cloverleaf** FULL - RESERVE LIST OPEN
21 to 24 May: **West Highland Cloverleaf** FULL - RESERVE LIST OPEN
11 to 14 June 2021: **Yorkshire Cloverleaf REPRISE** OPEN TO ENTRIES
22 to 25 June 2021: **West Highland Cloverleaf REPRISE** OPEN TO ENTRIES
2 to 7 September: **Highland Thistle Rally** OPEN TO ENTRIES
2 to 12 October: **Carrera Italia** OPEN TO ENTRIES

2022

25 to 27 March: **2nd Generations Rally** PRE-REGISTER
24 April to 5 May: **Carrera España** PRE-REGISTER
13 June to 3 July: RESCHEDULED Ypres to Istanbul Challenge OPEN TO ENTRIES
25 Sept to 1 Oct: **Vintage Dolomites** PRE-REGISTER

2023

28 Jan to 24 Feb: RESCHEDULED Road to Hanoi Marathon OPEN TO ENTRIES
...with more to follow

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Thought of the Day

Brexit - there was nothing else on the agenda for 2020, and nothing could cast a shadow on this fork in the road for our country, but then COVID 19 hits the reset button and reminds us all we are only human, and what really matters in life.

In unprecedented times, uncertainty is everywhere. Navigating any business is a combination of teamwork, judgment and good old-fashioned luck, but sometimes that's not even enough. Solid businesses floundered through no fault of their own, with others being swept away. The knock-on effect for staff and their families is immense. No one is unaffected by the pandemic; it feels only now that the wave of change has passed full height, but the effects will be felt for a generation, and we will never forget those we have lost. With the vaccine in circulation we can start to bring people back together, and focus on rebuilding our economy and our country.

Whatever your view is on Brexit, we are where we are, and we must rebuild. The historic motorsport world is fortunate, the passion for classic and vintage cars is huge, and throughout all of this it hasn't wavered an inch. Our industry has largely been uninterrupted, with many working right through the pandemic. Some say the contribution we make to the economy could be as much as £9 billion a year, but whatever the number, it's big. So it's time for us to do our bit...

Thank you to all our clients for standing by us throughout the year, and having the trust in us to continue with their projects. Thank you also those that have purchased vintage Bentleys and have started new projects with us. You have helped shape and secure the business' future, including the 30 skilled employees of ours, and the hundreds more in our supply chain. We will be rallying again soon with our steadfast long-term clients.

Well done to the bold event organisers who have taken huge risks to get events up and running from nothing. Thank you to my resilient team who have worked hard through challenging times... let's get Britain back on track!





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If you want to cover some ground fast,
this is the ultimate missile.

Reliable, fast and proven. From
touring to racing, this 1931 4/8 Litre
Bentley will do it all with ease.





Image: Joseph Harding

Driven Like a True Bentley Boy

For many people, the thought of buying a vintage Bentley one day and then putting it through its paces for sixteen hours the same weekend is unthinkable. However, vintage Bentleys are robust machines that can take a lot of abuse, so two eight-hour days of racing around the historic Goodwood Motor Circuit is merely classed as 'running-in' for Joel Laub's freshly restored 1929 Bentley 4½ Litre Le Mans!

The specific Bentley 4½ Litre in question is a very special car, with a formidable of provenance. GU1927 was originally owned by Woolf Barnato, who is well known as the greatest of the Bentley Boys. A gent who won on each of his three Le Mans starts (the only man to win his first three Le Mans 24 Hour races) and is known as one of motorsport's greats. Cars like this don't come around often, so Joel promptly purchased the car and started planning how the car's future would shape up.

We caught up with Joel after his visit from America to West Sussex to pick up GU1927 from Vintage Bentley after its restoration. Joel started his journey into the world of pre-war cars over twenty years ago after a friend

introduced him to his Bugatti Type 35C, which prompted him to research which car was best for touring and which marque had the best owners' clubs. Immediately Joel's sight was set on purchasing a vintage Bentley. He acquired a 4½ Litre Le Mans, which he still owns and uses for many tours. Twenty years down the line Woolf Barnato's GU1927 arrived at auction, so Joel snapped the car up and kept it in the UK ready for Vintage Bentley to start the restoration, and have it finished just in time for the Benjafield's Double Twelve event at Goodwood. This would be the first time GU1927 had been used since the Vintage Bentley team had restored the car and Joel's first time in the driver's seat. What a way to awaken the 4½ Litre Le Mans from its slumber!



The proper way to christen a Bentley



Image: Joseph Harding

If you're testing a car, drive straight to the track for 16 hours!

As many would imagine, the process of having your immensely important car restored while you are half-way around the globe is daunting. However, Joel claims that "it was a really simple process. William kept in touch with me all the way through the restoration. The car turned out better than I could've ever imagined!". GU1927 received a sympathetic restoration, with a few personal touches that Joel requested, which included a Union Flag, racing roundel, and a plethora of other details with a level of patina that would suit the car's fresh appearance. "I was impressed with the execution and the work that went into the details. I didn't want the car to look like it was fresh out of the Bentley factory!" says Joel Laub.

Key changes were made to the Bentley 4 1/2 Litre to make Joel's experience as enjoyable as possible. One-inch-extended Brooklands windcreens were fitted to stop the driver and passenger from battling with the wind, as Joel prefers to drive with the main windscreen down. In addition, Joel improved his luggage space by having the rear seats removed and fitted with trays, which house a custom made six-piece luggage set, made out of matching leather to the car and stitched with his and hers initials. Extra pockets were installed to house maps and other loose items, and a power system was discreetly fitted to allow the use of a mobile phone/GPS during rallies. These upgrades will prove handy during the many endurance rallies that GU1927 will tackle under its new ownership.

GU1927 received the finishing touches and was fired up and taken out of the workshop for the first time since its restoration in mid-September ready for the Benjafield's Double Twelve, a sixteen-hour endurance race around the Goodwood Motor Circuit. The event would prove to be a real test for the gleaming 4 1/2 Litre Bentley. Joel claims the experience of racing his new car was "a little daunting. Every pre-war Bentley drives different, they all shift and move differently, so it took me a little time to get used to the



Image: Joseph Harding

Day 2... an inch perfect start is important to Miles Brown

car as I had never driven it. But after a few laps, you quit thinking about the process of driving and get to racing!". The car handled the task at hand perfectly, finishing in third place ably assisted by the talented Miles Brown with one of the highest numbers of completed laps out of the grid and no mechanical issues. Joel claims the experience of travelling to the United Kingdom, picking up his gleaming Bentley 4 1/2 Litre, and thrashing it around Goodwood was "the most fun time" he's ever had! When asked if there were any improvements that Joel would have added to the car after the race, he quickly replied "not really. The car was flawless, it had absolutely no problems whatsoever. It couldn't have run better and it was happy with all of the abuse we threw at it! If there were longer straights at Goodwood we may have managed to overtake some more people due to the longer gearing in the car, but I think the gearing will be more practical for touring, so we will keep it that way".

Not only did Joel collect his 1929 Bentley 4 1/2 Litre Le Mans from the workshop, but he also picked up his 1929 Bentley Speed Six which had been rebuilt by Vintage Bentley. When asked which of his amazing cars has his heart, he explained "It depends on where I am driving the cars. If I am in the Western United States on a tour, the Speed Six is ideal for the expansive open roads and wide national park tracks. But if I am in Europe, I would certainly prefer the 4 1/2 Litre just by virtue of the shorter wheelbase which helps to get the car around the corners quickly". The two cars will have plenty of use over the coming years of Joel's ownership, with plans to ship them back to the United States for a few months of enjoyment ahead of many tours in the future. The 4 1/2 Litre will make the trip back to the continent where Joel will compete in the Monaco Historic Grand Prix tour in April and then the car will take part in the Barnato Run. Joel assures us that the cars will be put to good use, as Barnato intended!



Image: Joseph Harding

Joel making his way through the field



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1928
4 1/2 LITRE



1928
4 1/2 LITRE



1928
4 1/2 LITRE



1929
4 1/2 LITRE



1928
4 1/2 LITRE



1928
3 LITRE



1924
3 LITRE



1925
3 4 LITRE



1927
3 LITRE



1925
SPORTS CONTINUATION



1926
WEYMAN SPECIAL



1927
3 LITRE



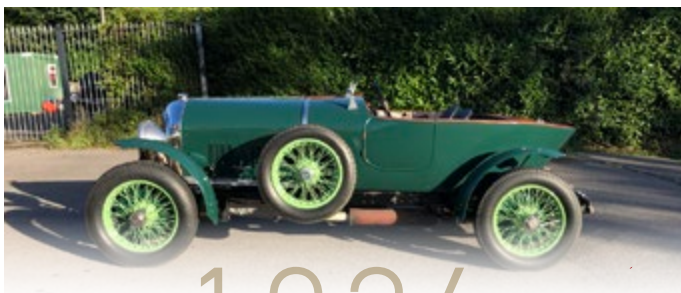
1926
SUPER SPORTS



1929
4 1/2 LITRE



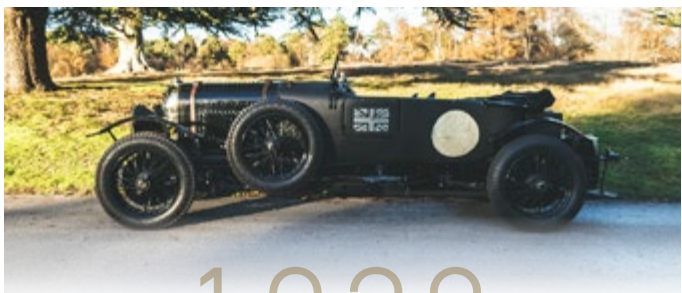
1923
SUPERCHARGED



1926
SUPER SPORTS



1929
4 1/2 LITRE



1928
4 1/2 LITRE



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image: Jayson Fong

Immersed in the world of vintage Bentleys.

William Medcalf has established 'Benchmark Precision Engineering' - one of the largest vintage Bentley parts businesses, 'The Medcalf Collection' - a vintage Bentley sales operation which has sold some of the most important Bentleys ever built, and developed his workshops which have produced cars that have won every major rally event in the world. In his 25th year of working professionally on vintage Bentleys, William 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 grille 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 loyal clients, 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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