



### Coming to America

Endurance Rally Association's  
2015 Trans-America

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### Benjafield's Racing Club Sprint Event

45 historic racing cars took to  
Goodwood Racing Circuit!

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# VINTAGE BENTLEY

## NEWS

vintagebentley.com

## A thousand miles; so near but so far



The Royal Automobile Club's 1,000 Mile Trial took place over six days and visited some of the most prestigious country homes in the British Isles, such as Blenheim Palace, Chatsworth House and Wilton House.

Famous motorsport venues such as Shelsley Walsh and the Curborough Sprint Course also featured on the itinerary, providing a formidable challenge for the competitors.

This year the Medcalf team entry consisted of William and navigator Dan Harrison, aboard a 1929 4½ litre nicknamed 'Sexy'.

All was going well as the Bentley held a narrow lead over last year's winners, John Abel and Martyn Taylor in a 1937 Lagonda LG45, when disaster struck.

Towards the end of day two, as the crews left the lunch stop, the Medcalf/ Harrison 4½ litre Bentley was snared by an ancient piece of rallying legislation suddenly brought into play by the organisers. The rule states that if a stage begins on private land, then the usual two mile gap between timing points doesn't apply. And so it was in this case, as the big Bentley fell foul of the sudden appearance of a manned

checkpoint, and a marshal was seen laughing at the crew's expense!

William is philosophical about it all, however: "That error cost us one minute and six seconds, and took us from first place to outside the top 10. It's a rule that dates back to the 1600s! But we didn't give up and go home, we got stuck in and were only 20 seconds down at the end. This is the first time that we have competed in the 1,000 Mile Trial and it was a fantastic event, with lots of clever tests and rules that keep you firmly on your toes. Given the circumstances second overall was a very good result, we won't be making that mistake again. 'Fair play' to the organisers, but we'll be back..."

### From the editor

It's been 12 months since I last visited the West Sussex premises of William Medcalf Vintage Bentley, The Medcalf Collection and, (as I will discover), the burgeoning Benchmark Precision Engineering offshoot. As ever, much has changed, to the point where I wonder if William ever manages to stop even for a cup of tea: maybe he doesn't like the stuff.

The most obvious difference appears when I walk into the main workshop. It's awash with vintage Bentleys of course, but something seems different. The ceiling is lower, and there's a lifting platform to move the cars upstairs, along with spare parts and anything else. This latest development will ease the pressure – for a while at least – on the Medcalf premises. The 28-odd Bentleys on site are as impressive as ever, a SuperSports 'Continuation' is being re-engineered

in the workshop and an 8-litre racer sits in the showroom. It's been a very successful year for William Medcalf Vintage Bentley, and 2016 looks like being busier still as the firm plans further advances. I look forward to coming back next year to report further, but meanwhile I hope you enjoy what I've discovered so far.



# Peak Performance

Crisp Alpine air, dramatic mountains and wonderful views greeted the competitors of the Endurance Rally Association's 2015 Alpine Trial, based in the picturesque south eastern French town of Annecy.

The event featured regularity and speed trials as well as testing Alpine sections. Each day the Rally drove out in a different direction from its lakeside base. The fact that the crews only received their roadbook 30 minutes before the daily restart added to the challenge. In that final half hour before the day's driving commenced there was a blur of activity, as the navigators got to grips with the challenge ahead, and the drivers made last minute checks to their chariots.

The event was split into five different classes, and it was a happy hunting ground for the Medcalf-supported Bentleys: Mike Thompson and Julian Riley finished a disappointing 3rd overall in their Bentley SuperSports after holding the lead when, in sight of the finish they took a wrong turn – agrrr! David and Julia Little took a commendable 3rd in class. For an event in only its second year, the Alpine Rally already feels like a staple of the rallying calendar.



David and Julia Little get stuck into a shady corner on the final day of the Alpine Trial.



The Col de l'Arpetta. Broad sunlit uplands!

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*A fine day out enjoying a common agricultural policy. Driving hard, driving fast and having fun.*

Stubble racing? No, it's nothing to do with who can grow the quickest beard, but rather an ingenious series of challenges dreamt up by Matt Abrey and William Medcalf for the Benjafield's Racing Club.

# Down on the Farm

Held at the Abrey Farm in Norfolk, a broad selection of member's cars including Bentleys, Rileys, Triumphs and Lagondas contested a series of regularity tests around tractor sheds and barns, on a gravel surface; speed trials across open fields; auto tests on grass tracks, off-roading and even a challenge to escape a freshly cut maze, in a 38 acre field of maize!

"We wanted to end the year with an event that was the complete opposite of our Goodwood Sprint but equally as entertaining," said Benjafield's Competitions Captain William Medcalf. "The idea of Stubble racing came from one of our oldest members. He described how they used to steal a car, drive it across a farmer's field and tear the place up until they either ran out of petrol or got shot at. Then they would all retire to the local pub and drink themselves merry. Sounded good enough to me!"



*The field was truly wide open on this memorable day. Everyone came away as a winner.*



*Playing by Norfolk Rules. Farmer Medcalf gives a pre race pep talk.*

# The Road to Mandalay

A new event by the Endurance Rally Association this year, The Road to Mandalay saw 66 crews making a historic trip across the border from Thailand to Burma, a crossing opened up especially for the occasion. Starting at the iconic Raffles Hotel in Singapore, the event lasted for 25 days, with the Rally crossing rivers, mountain passes and jungles to reach the final destination of Rangoon.

Marco Rollinger and Marianne Hengsch took on the event in their 1927 Bentley 4½ litre, prepared by William Medcalf Vintage Bentley. After 8,000 tortuous miles that took them past such landmarks such as the Hellfire Pass Museum and the Bridge over the River Kwai, the crew was delighted to finish second in class.

Although entries were eligible for cars made up until 1975, with even Porsche 911s taking part, the rugged construction and high ground clearance of the Vintage Bentleys made them, as ever, ideal for the challenge.



*Palm reading. Marco Rollinger and Marianne Hengsch enjoying life on the plantation.*



# The Flying Samaritan

William Medcalf once again took victory in arguably the toughest 'short' pre-war rally in the world.



William and Tony Brooks took an early and, as it would prove, an unassailable lead in the Flying Scotsman.

With navigator Tony Brooks alongside, the pair took the win in their 1925 Bentley SuperSports after 750 miles of challenging but beautiful terrain. A 110-strong field had taken the start in Leeds, and of that number no less than 22 of them emanated originally from Cricklewood – a testament to the speed and stamina of a Vintage Bentley.

The Medcalf-Brooks Bentley SuperSports had been locked in a duel for the lead with the 1928 Ford Model A of Bill Cleynert and Dan Harrison when, as they approached the finish in Gleneagles, disaster struck.

William takes up the story: "I'd been battling with Bill Cleynert all weekend and then suddenly turned a corner to find him on the side of the road; the back of his Model A jacked up and his head in his hands". Many competitors would surely have surged on ahead, delighted

with their rival's misfortune. But that's not the spirit of endurance rallying, nor the way William approaches these events. Instead, ignoring Bill's pleas to carry on, the Medcalf Bentley drew to a halt. "The Model A had broken a woodruff key, leaving Bill's rally in tatters despite being 2nd overall. Between us we quickly managed to effect a makeshift repair, aided by the Clerk of the Course Kim Bannister's tool kit, who had arrived on the scene. We were only about 60 miles to the finish and Bills lucky rabbit's foot was needed for the repair to last the distance. Don't ask what we did, it wasn't pretty!"

The repair did hold however, and the Ford finished second, with the 1936 Talbot 105 Alpine of David Thomson and Alan Smith in third place. Fourth went to the all-female crew of Sue Shoosmith and Trina Harley in another Bentley. But the event belonged to the Medcalf SuperSports, which had led from day one. A testament, to not just the skill of the crew but also the whole team in preparing the car for one of the toughest tests in British motoring.



William and Tony led the pack home into the Gleneagles Hotel. William has done this before .....

## Specialist of the Year

In November 2015, William Medcalf Vintage Bentley was shortlisted for the EFG Octane International Historic Motoring Awards in the Specialist of the Year category. The nomination was in recognition of the tremendous hard work and success that the company has enjoyed this year. The company considers it an honour to be nominated and feels that it adds to an already glittering year which has seen them racing, rallying and restoring Bentley's across the world.

William himself won the Flying Scotsman Rally and came second in the 1,000 Mile Trial whilst his clients also took wins and placings and thoroughly enjoyed themselves in the process both on and off the race track.

Away from competition, the Liss workshops have also been busy carrying out extensive preservation work on some of the most important vintage Bentley's in the world: the 1932 Brooklands Double /12 4½ litre team car. Developing the Brooklands single seater 'the Pacey Hassan' Bentley. Restoring the 1925 3 litre Le Mans team car. And, the overhaul and reassembly of the 1928 4½ litre drop head, found inside a house in Kew, London after 52 years. EXP 4, one of the original experimental cars, is also now in the workshop along with the Barnato Hassan Brooklands 8 litre Bentley.





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A P A S S I O N R E A L I S E D





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Keith and Norah Ashworth are very experience long distance rally competitors. Their 1927 Bentley Le Mans makes light of whatever they throw at it.

# Just Deserts for Bentley Couple

The challenge of the mighty Sahara is one never to be underestimated.

The disorientating dunes that disappear in every direction as far as the eye can see would be hard enough on their own, but when combined with the blistering heat, the sheer impregnability of the terrain and the remoteness of the region it makes for a very tough ordeal. Now imagine doing it in a vintage Bentley. Moreover, picture not the brightly coloured mechanics' trucks, large support crews and advanced communications technology of a modern-day rally raid team, and instead, imagine a 1927 4½ litre Bentley 'Le Mans' sat in the William Medcalf Vintage Bentley workshop, expertly prepared for the event, and Keith and Nora Ashworth walking in through the front door.

Why? Because that's where their extraordinary adventure began, in leafy West Sussex. The couple drove their Bentley down through Europe to the start line in Toldeo. From there, the rally took them to the hills of Andalucia, crossing the Mediterranean at Tangier, and then through the mountains and canyons of the Atlas, Todra Gorge, the Erg Chebbi Dunes and onto the finish in the Jaama el-Fnaa square of Marrakesh.

Third in class was their reward, but rather than take a cushy flight home and reflect on their achievement, the plucky pair then drove all the way back to Liss, parking in the same spot in the workshop some five weeks and 11,000kms later. Good effort!

"Anyone using this as a shakedown for next year's Peking to Paris event will have taken away some valuable lessons regarding car preparation, navigation and the rally way of life," enthused Rally Director Fred Gallagher. "There's been a wonderful spirit among the crews from the moment the flag dropped in Toledo right until the very end in Marrakesh."



A long way from Le Mans maybe, but the Bentley took the Saharan dunes in its stride.

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A P A S S I O N R E A L I S E D

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# Coming to America

The supreme test of the Trans-America Challenge saw 45 crews make their way from Halifax, Nova Scotia to San Francisco, California over 22 days of hard driving.

The route took competitors through 15 states during 9,500 km featuring numerous trials and tests along the way.

This only makes the class win of Martin and Olivia Hunt all the more creditable. They survived blistering heat and freezing cold temperatures in their 1927 Bentley 4½ litre Le Mans, prepared by William Medcalf Vintage Bentley in their Liss workshop.

The Hunts have completed four major vintage rallies in their Bentley in the past five years, but this event, using many roads off the beaten track and with spectacular views, was as tough as any. Along the way, the crews enjoyed passing such legendary American landmarks such as the site of the Battle of Little Bighorn, and Mount Rushmore.

"The regularity tests on this event were often on rough

and sometimes steep tracks", notes Martin, "which definitely were tough for our car – more so than those in the classics division. There were also a number of speed tests on closed private circuits, which we attempted as best we could, but again the newer cars were always going to be quicker on those! For me, the extremes of heat that we experienced towards the end of the event were the hardest part: it was 40°C in the Nevada desert at the peak, but although the car ran a bit warmer, it didn't seem to mind at all. For my wife, it was the opposite – the cold days in the early part of the Rally in Canada, made worse by torrential rain, were the most difficult days for her."

"This is another great win for the Hunts and the car," commented William. "It's a beautiful car to work on and I'm thrilled it ran so well for them." Not content with crossing the USA however, Martin and Olivia flew home to do some laundry but returned almost immediately to California with their two children for a drive down the length of the West Coast in the very same car.



*Martin kicks up a bit of dust on the way to Sheridan. Timing to the minute kept Olivia busy with the stopwatch.*

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*Pulling out of Bismarck along some truly outstanding roads.*

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*Martin and Olivia Hunt are never far from the top of the leaderboard. Here they won their class.*

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ARTIST: JACQUES L. 2011

## Achieving the right look

All the painting work required by the Medcalf team is carried out on the same site, by Will Baker's White Rose Automotive company. This is another business in growth, the 14 strong workforce is set to expand with two more lined up for next year to further boost the paint and body shop through-put. "We do a mixture of cars here," says Will, from pre-war to the present day. Goodwood events always mean a busy period as we support a lot of the race teams. When it comes to Vintage Bentleys, we can do 'Pebble Beach,' but we're doing more of the patina look nowadays. The idea is to make it look like it's been painted – say, 40 years ago. To achieve that we've experimented with different materials: we use a lot of cellulose paints and old two pack paints; we have been working hard with William to develop some pretty amazing results from some incredible start points. It's challenging work, but it seems to be very popular!"





The big beast pulls into another checkpoint bang on time.

# Man the battlements

It was Bentley to the fore on this year's Three Castles event, with the 1929 4½ litre Tourer of Andrew Bailey and Philippa Spiller scooping not just the outright victory, but the Steering Wheel Trophy for Andrew, awarded for best overall performance in the driving tests and the Timekeepers' Trophy for Philippa for best performance on the regularities.

Their Bentley was the only example of the marque in the heritage section.

The event returned to the historic seaside town of Llandudno each evening, but in the daytime explored the roads of Anglesey, Gwynedd and Clywd, clocking up 450-500 miles in total.

The Bailey/Spiller car was prepared for the event by William Medcalf Vintage Bentley, having been purchased directly from The Medcalf Collection showroom. "The car performed brilliantly and responded really well to everything that was asked of it" remarked Andrew. "In fact it would be great to see more Bentleys in the competition next year so we can look to compete for the team prize".



Andrew and Philippa were both rewarded for their efforts in the Three Castles.

## Club of the year: *Benjafield's Racing Club*



Proudly the smallest racing club in the UK, Benjafield's Racing Club preserves the historic spirit and sportsmanship of British motor sport through the many events it participates in and hosts. A club who's members past and present have both broken and set endurance records, British records and world records under the watchful eye of their patron, HRH Prince Michael of Kent who also takes also takes an active interest in the club.

Their roots are firmly planted in the tradition of the fa-

mous 'Bentley Boys', a group of British drivers known both for their roaring party lifestyles and their spectacular wins on the track at Le Mans and Brooklands where they cemented Bentley as the most successful marque of its time.

People don't so much as 'join,' as merely 'arrive' normally having done something extremely good or better still something very bad! A love of Mr Bentleys engineering is a prerequisite usually in the form of ownership of a fast well driven W.O. Bentley and a 'ready to party' anywhere attitude.

This year, to mark the Club's 25th anniversary, a series of pioneering and flamboyant events was organised across Europe. From exquisite dining under the wings of a Sunderland Seaplane, and a banquet at Leeds Castle to one of the most demanding and daring motoring events ever to be attempted in recent times; The Benjafield's 24 a recreation of the 1924 Le Mans race. The Benjafield's Goodwood Sprint continued the glitz and glamour with a stunt plane wheeling about in the sky above. The resurrection of Stubble Racing saw no fewer than 25 pre-war lined up on the (cattle) grid. Further afield, Benjafield's members have competed in both North and South America, as far North as the Arctic Circle and covered collectively well over 100,000 miles on events such as the Trans Am, Flying Scotsman, 1000 Mile Trial, and The Alpine Rally.

The club is in rude financial health with sound leadership and an active and strong committee with vision and the right skills to deliver. The waiting list for new membership is probably best counted in years.



# Slaying the dragon



*Chris and Niki Lunn in Bhutan, where there's a landslide around every corner and a JCB digger to move them out of the way.*

Billed as 'An amazing, three-week tour of the Himalayan Kingdom of Bhutan', the Thunder Dragon Rally indulged the competing crews in some of the most spectacular and un-spoilt scenery in the world.

A non-competitive event, the cars left Calcutta and the start-line on November 1st, finishing at Guwahati on November 23rd. The 1929 Bentley 4½ litre Le Mans of Chris and Niki Lunn was prepared by William Medcalf Vintage Bentley, and made a fine sight tackling the mountains



*Niki, well wrapped up against the high altitude cold but the views were well worth it.*

## Concours d' Elegance

William Medcalf Vintage Bentley has been busy on the Concours circuit in 2015, with an impressive stand at the Bentley Driver's Club annual concourse. Displaying cars at the Concours d' Elegance, in Holyrood, Scotland and again at the Classic Days Schloss Dyke in Germany.



*Beautiful cars and lovely people made this a weekend to savour.*



*Something for everyone to see but lots more for the discerning eye to appreciate.*



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# Flat out and timed to perfection

May saw the first Benjafield's Racing Club sprint event for seven years, when 45 historic racing cars of note took to the hallowed tarmac of Goodwood Racing Circuit.

Club members flew in especially from as far afield as Singapore and New York, and notable cars included a very rare 1907 Itala, a Lister 'Knobbly' Jaguar with Le Mans race history and the Pacey Hassan Special Brooklands Bentley. Fastest times of the day were set by the modern supercar contingent: a Ferrari F12 and a Mercedes SLS.

Spectators were rewarded with an enthralling day of competition and a lunchtime parade of all 23 vintage Bentleys taking part, before the cars lined up on the grid for everyone to get a closer look. Air displays and the presence of the Goodwood Grid Girls added to the experience, particularly since the day was free for spectators. Competitors enjoyed a lavish dinner at the Goodwood Hotel where the various class winners were acknowledged and the great grandson of Dr Benjafield was present, showing his support for the club. The next sprint is due to take place on the 21st May 2016.







*Always make sure there's something of interest in the foreground*



*Up, down, round and around looping the loop and .....*



*Beautiful bodywork and lovely lines, mostly obscured by William*



*At ease with itself. Benjafield's Racing Club members*



*The Pacey Hassan stretching its legs once again*





Fred Gallagher took over this year as Rally Director at the Endurance Rally Association (ERA) following the tragic passing of founder Phillip Young. After a career in rallying, for many years at the highest professional level, he's more than well equipped to take on the role.

# Interview: Fred Gallagher



"We've organised five events this year, that's the most we've ever done and all went well," says Fred with pride: "Our events are fully subscribed within a matter of weeks".

Any organisation is only as good as its people, or so the saying goes, and the ERA has certainly been tested this year: "We have a very strong team in place and we have new people coming on board too. The Flying Scotsman was the first rally following Phillip's death, and the team pulled together so well."

"The Alpine Rally is into its second year and showing signs of becoming a real success, and we ran the Road to Mandalay event too, very significant because of the route into Burma, but then the ERA is known for breaking down barriers. Our events have a real variety – I suppose there's the Trans America at one end of the spectrum, and the gruelling Sahara Challenge at the other end of the scale. Next year is the Peking to Paris, which has 115 cars entered, and the Rally of the Incas too – another event that's oversubscribed – on smooth gravel roads, many that haven't been rallied on before. It's going to be epic."

Fred also has a message for William Medcalf's clients: "I can say that the ERA will be giving more and more emphasis to pre war and vintage cars. We really love them and the competitors that enter with them and we will be tailoring events to suit them more in the future."

Nevertheless, we can't end our chat without a word about Phillip: "Phillip was a friend of mine for 25 years or more," says Fred fondly. "I was involved in some of the early rallies he did, and we kept in touch. He was a wonderful 'ideas' man, who wouldn't take 'no' for an answer, after all, who else could have resurrected the Peking to Paris? Our tribute to him has to be to continue not only to run the rallies he has set up, but also to innovate so we offer people the fun of great new rallies."

Fred Gallagher busy stamping timecards during this years Trans America Challenge



The Endurance Rally Association  
Home of the Peking to Paris Rally



Designed for pre-war vintage cars, the Endurance Rally Association's Alpine Trial is mountain motoring at its best. Exciting to drive, it's set against a backdrop of spectacular scenery.

Exploring new territory in September 2016, the rally starts in the French spa town of Divonne-les-Bains. The 900km route, designed by Keith Baud of Monte Carlo Challenge fame, seeks out the little known roads of the Jura Mountains for its competitive sections, before moving south into the familiar Alpine Trial Cols of the Savoie Alps. The first two days are based at the Domaine de Divonne Hotel, set in 60 hectares of private parkland and facing Mont Blanc, it's art-deco interior harks back to the heyday of the original Coupe des Alpes. We return to the Hotel l'Imperial Palace, Annecy, for the finish and gala prize-giving, after three days driving the finest of Alpine roads.



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# The Medcalf Collection:



“It’s been a good year for sales,” reflects William. “We’ve been advising collectors and helping clients’ source cars. More than ever, sales tend to happen before we can even get the cars online. We actually have a waiting list of clients who want good, reliable cars. Our own rallying clientele is growing, and the average age is coming down, so it’s supply that’s the challenge. We continue to look for those good cars.

What about the – sometimes literally – million-dollar question: what is going to happen to prices? “Prices will be on the march next year,” says William with confidence. Recent auctions have proved that “Bentleys have been undervalued for some time, but now good cars will make good money. Original bodied cars are particularly sought after, and matching numbers are always in fashion. What we’ve seen is that original, untouched cars are very much en vogue: unrestored cars, which you have to think twice before getting in there and restoring , and barn finds are getting rarer.”

William has to respect his client’s confidentiality but says, with a grin that “advising and finding cars for them is a perk of the job. It’s a privilege to go out and be a Bentley hunter from time to time”.

What about the latest arrivals on the showroom floor? “We’ve just taken in an 8-litre Bentley which was raced at Ghent in the 1960s and clocked 133mph. It’s a giant killer – a beast of a car”. Interested parties, you know who to call, then...

There are also two 4½ litre Bentleys returning from long-term ownership which are well worth a look.

We held two track days in 2015 at Goodwood and, we continue to enjoy an excellent relationship with the circuit.

Clients are regularly invited to come along and try out their machinery at this most prestigious venue. Testing cars and shaking down is what we love doing and we have mechanical assistance and advice on hand to ensure that both driver and car perform to their very best. Track tuition is also available to enable you to hone your driving skills in a vintage vehicle.

At The International Historic Motoring Awards in November, the Benjafield’s Racing Club was voted Club of the Year. William, the Competitions Captain said that this was “a fantastic achievement for such a small club, beating the likes of the Porsche Club of Great Britain and the Veteran Motor Car Club of the USA. Thank you to all those who helped organise and those who participated in the events we held this year which clearly caught the imagination of the Judging Panel”.



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A P A S S I O N R E A L I S E D



# Katarina

Katarina Kyvalova has carved out something of a racing reputation for herself over the last couple of years. Hailing from Slovakia but based in Hamburg, Katarina has, it's fair to say, got petrol running through her veins. With an avowed love of pre war cars her affair with motoring however started out with something much more mundane namely a cardboard car made by her brother.

Last year though, a fully grown Katarina and her partner Knud Sassmannshausen came to William Medcalf Vintage Bentley with a fine motor car, a Bentley 41/2 VDP Tourer to be precise. They wanted to do more with it but were worried about its reliability, in fact until they came down to Liss their vehicle hadn't actually finished an event.

William and his mechanics took a long look at the car and identified some areas for improvement and set to righting all that was wrong with it.

Once out of the workshop, one of the first events that Katarina did with this newly rejuvenated car was the 2014 Benjafield's 24 event along with her 'fellow' Bentley Belles. The team, which included Gillian Carr, Georgina Riley and Georgie Brewster, met for the first time the day before the

event in the Portimao paddock and by the time they'd finished had entered the record books as the only all-female team to campaign a Bentley in a 24hr endurance event. Naturally the car performed faultlessly, as did all of the Medcalf prepared Bentleys for all of the 24 hours.

Off the track however, Katarina, and the Bentley have certainly had a busy 2015. As part of a wider racing programme they've taken in the tough 3 day Flying Scotsman Rally (which was won by William incidentally), they got stuck into the 1,000 mile Trial, they sped through the renowned Mille Miglia along with the Bentley Belles and they looked magnificent charging through the Alps in the Kitzbuheler Alpenralleye and the Silvretta Classic.

William Medcalf Vintage Bentley prepared the car for



Caption to run here...

each of these events some of which were back to back and provided on event support when it was required. We're pleased to say that Katarina and her Bentley finished every one of these events.

You'd expect that after such a busy season Katarina would be glad to put the car away for a few months and let it have a well earned rest before getting around to sorting it out for the next season. But that's not her style and William was given a deadline to get the car ship shape and Bristol fashion ready to be displayed at the NEC Classic motor show as part of the She's a Beauty exhibit featuring prominent women in motorsport.



Caption to run here...



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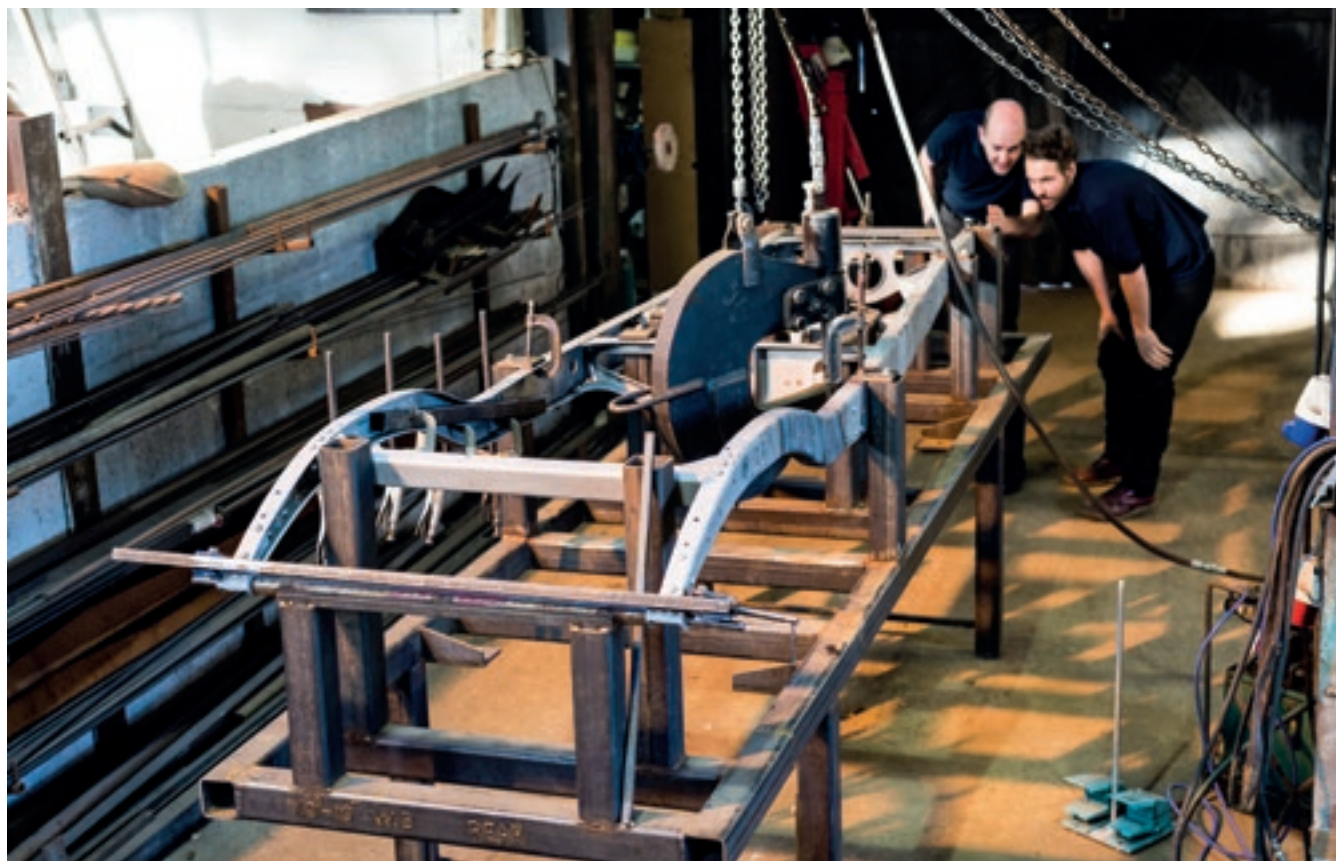


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# You bend ‘em we mend ‘em

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.



*Stripped to its bones. This Bentley chassis during rebuild.*

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

Benchmark 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”.



*Joining metal to metal with hot rivets is a skilled operation*



*It might not be cutting edge CNC machining but the results are strong and reliable.*



*William casts an experienced eye over the job.*

## Proper preparation for Driving the Impossible

The 2016 Peking to Paris starts from the Great Wall outside Beijing on June 12th.

For all the participants due to be on that starting line, the clock is already ticking to be ready for the greatest challenge in endurance rallying – the jewel in the crown of the sport. Between that date and the drive into Paris for the finish at the Place Vendome on July 17th, the crews will face the most extraordinary roads and terrain in motoring, pushing their skills, experience, and the reliability of their cars to the absolute limit.

It’s three years since the last running of the retrospective Peking to Paris, and the event is set to build on the route used last time, even taking in time trials in Russia as well as the most adventurous country of Mongolia.

William Medcalf Vintage Bentley is proud to be preparing four Bentleys for the event in their Liss workshop; two of which are being meticulously prepared down to the last nut and bolt, with nothing left to chance. Bring on the competition!



# Joining the Team

Four new members of staff have, or will be shortly joining the Medcalf businesses in the New Year. The new recruits including the engine developer and builder, Roger Valler from the McLaren concern. Further evidence that the business is growing and the investment that's being ploughed back in is having a real effect.



# Braking Glass

Whilst we try hard to get it right first time every time, you will be reassured to know that we are all human down at William Medcalf Vintage Bentley and, as such we're not always perfect.

Following a succesfull test drive, one unnamed member of staff was detailed to reverse the vehicle back into the showroom as the darkness of the wet and windy Friday evening crept ever closer. So far so good, handbrake on reverse gear selected and the rest of the crew in the rear view mirror ready with helpful hand signals to guide the car into it's rightful place. There was one small oversight however; the recently cleaned and therefore almost invisible 8'x6' plate glass sliding door hadn't been opened. With an almost comic inevitability then the big beast chugged and throbbed up the low ramp and straight through the still glazed aperture.

Red faces all round for sure but we're happy to report that neither car or pilot were damaged and his pride was salvaged by a heroic dash to the builders merchants for a large sheet of plywood to see it through the weekend.



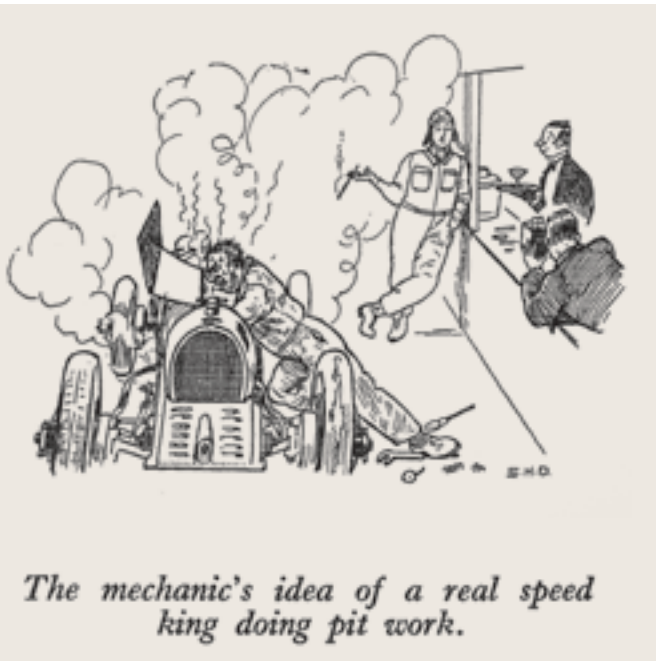
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## RNLI Raffle Winner

12<sup>th</sup> June 2015

Dear Ric

So a short note to let you know how we got on with : THE BENTLEY EXPERIENCE.

We'll firstly we were lucky with the perfect Summers evening.

We Arrived at William Medcalf Vintage Bentley Works at 6.00pm sharp. William was in the offices to welcome us, to the world of Bentley.

This is a works packed with the engineering of WO Bentley. Some 3500 cars were produced between 1922 and 1932. William and his team have a thriving business preserving the name and the fabulous cars of that era. Very simple cars by today's standards but engineering of the highest level. As William said WO got it right on all points so although you and I might expect 10 years and perhaps 150,000 miles from a good car today, these cars are on the way to doing perhaps a...million miles.

So we toured the shed, similar 6 litre cars one with Le Mans provenance one without £650k to £6.5M. the value was astounding. The engineering amazing. Here is a workshop fitted to maintaining 90 year old Bentleys with parts on the shelves and an unrivalled knowledge of how to fix it and more to the point race support.

New ash frames for bodies, old bodies pulled from garages that have not been opened for 50 year. Nothing cannot be repaired.

So to the car a 6 litre tourer, William drove us out to the pub where we were star of a 'classic car night'. A pint, an hour chatting to the enthusiasts then a blast back to Liss.

William found the loud pedal on the way back and the sound of the exhaust on acceleration and spitting and barking on deceleration was music. It took an hour ( at least) to get the grin off my face.

A stunning experience and one which I will remember with great fondness.

Yours – One Happy RNLI raffle winner. –many thanks

*Richard*  
Richard Beeson

## The Hill Brow Bake Off

As the competition hots up on the track the WAGS stepped up to the mark with even more delicious cakes and pastries keeping Team Medcalf sweet!

This year Hayley Perry has won the appreciation of the team, being voted “Baker of the year”. It was a very close decision as the standard was incredible.



- prep: 0:15 | cook 0:20
- pkt Betty Crocker Chocolate Mud cake mix
  - 3 eggs
  - 1/4 cup (60ml) vegetable oil
  - 3/4 cup (180ml) water
  - 1 cup (200g) dark chocolate melts
  - 12 large marshmallows
  - white writing icing
  - dark chocolate writing icing
  - red writing icing
  - 12 pretzels



# Interview: Glyn Perry – Works Foreman



*It's a tough job.*

## **What's your background?**

"I'm a toolmaker. I served a five-year apprenticeship, and then worked for a company that made large injection mouldings such as car bumpers and dashboards. I've always been into cars though – a petrolhead, I guess. My Dad was too, he worked in a bodyshop, and I used to spend my spare time working with him, learning. William put a board outside the front door here three years ago, I walked in, he asked 'do you like excitement?' and he gave me a job.

## **What are your hobbies?**

I like mountain biking, and I do it as much as I can. I have a 10-year old son who also takes up some of my time. I go to local car events, and all of the events organised through work – my son is getting into it now, which is nice. I'd love to go racing. I don't have a classic car, although I'd really like a mk1 Ford Cortina or mk1 Escort; something from my youth.

## **What is the hardest part of the working year for you?**

"Definitely the deadlines for rallies. All the parts, the supplies, the contractors, everything has to be ready. Most of the cars go on a boat to the rally, so you can't even be one day late. It's stuff outside of our control that's the problem hence we are bringing a lot more of this in house. But we always deliver.

## **What was your greatest triumph of the year?**

"I'd say building up the Bentley we found in a house in Kew. We brought everything back to the workshop in a couple of vans and pieced it all together like a giant jigsaw puzzle. That was quite an achievement. We used the sum of the knowledge we have here as a team: we've all got our specialities, so we all pull together and William overseas it making sure it's going how it should be going.

## **What did you learn this year?**

Every day you're picking up bits of history. We're working with only a short time period of cars – 10 years – so they're quite similar, but they did do a lot of development. I never thought I'd know this much about one marque of car.

## **What car inspires you the most?**

"That would have to be our SuperSports Continuation that we're reengineering and prepping for rallies. Owners can drive these cars really hard, and we know that every nut and washer is up to it. You know someone is going to have a lot of fun in them, and that's it I suppose. I follow the events online so see how it's going and think, 'I helped build that'.

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# BROOKLANDS MUSEUM

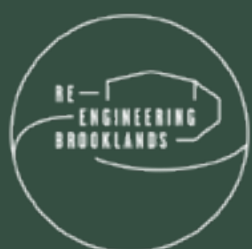
## Brooklands – the spiritual home of Bentley...



For more than a century, Brooklands has been associated with engineering, sporting and technological achievements of international importance in the fields of motor racing and aviation; for the last 25 years we have kept the spirit of the great pioneers alive in a vibrant, living Brooklands Museum.

We are now embarking on the next chapter of this extraordinary site's history with the first stage in our Re-Engineering Brooklands masterplan. The £7.1m Brooklands Aircraft Factory and Race Track Revival Project will see the restoration of the Finishing Straight of the world's first purpose built motor racing circuit, revealing for the first time since 1939 this most iconic part of motorsport history, where W O Bentley and the 'Bentley Boys' made names and reputations that stand to this day and where the chequered flag fell on the first British Grand Prix in 1926.

**We've raised 95% of the project cost so far, but we need your help to cross the Finishing Line.** To find out more about what we're doing and to donate online visit [www.brooklandsmuseum.com/reengineering](http://www.brooklandsmuseum.com/reengineering) or scan the QR code below. All donations will be publicly acknowledged, and those of **£1,000 or more will be recorded on our Donor Wall** within the new development, permanently recognising these gifts at the Birthplace of British Motorsport.



**To discuss your donation, please contact David Nagle, Development Director at [davidnagle@brooklandsmuseum.com](mailto:davidnagle@brooklandsmuseum.com)**

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E-mail: [info@brooklandsmuseum.com](mailto:info@brooklandsmuseum.com)







# The new World of Benchmark:

"We've exceeded all our expectations for Benchmark Precision Engineering in its first year," says William. "There's been this serious demand for the products, and we have 1,100 model lines now in stock." As ever, the juxtaposition between 90-year-old motor cars, and components being flipped in 3D on a PC running computer modelling software is something out of this world.

"We've just had to fit 3,000 square feet of mezzanine flooring in our workshop to create the extra space required. The investment in stock, machinery and staff will continue on into 2016, and we'll soon be upgrading our CNC capability too, which will bring even more in house." What this means, is that by the end of next year, Benchmark will have the ability to cast or forge and then machine absolutely everything and anything for four-cylinder Bentleys in-house – an incredible achievement for the company, and something that puts it into an enviable position within the industry. "There will be nothing that we can't manufacture, overhaul, or rebuild for a 90-year-old motor car.

The growth of Benchmark is an important milestone for the business overall, because it brings to life a remarkable situation: with Benchmark, William Medcalf Ltd and The Medcalf Collection, the closed loop of sales, restoration, preservation, development and parts becomes completely self-supporting. Due to our investment and development program in infrastructure, equipment stock and skills, "We'll be supplying a big share of the market in the next 12 months," reckons William.

Benchmark's expansion is supported by the adoption of new admin' software which gives complete transparency and traceability of parts and processes through each of the three businesses. There's also a new inspection room too, all part of William's drive towards quality and perfection. Next year promises much.

**BENCHMARK**  
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# WILLIAM MEDCALF | VINTAGE BENTLEY

The leading vintage Bentley preparation, sales and experience company

## Sales



## Workshop



## Parts



## Lifestyle



Immersed in the world of vintage Bentleys for all his life, William Medcalf is an authority in all aspects of heritage Bentley ownership and his name is synonymous with the marque. William is based in West Sussex on the road from Brooklands to Goodwood, with easy links to the continent and beyond and is the only place you need if you want to buy, sell, service or prepare a vintage Bentley.

William is personally involved with everything related to vintage Bentleys, and can often be found with his sleeves rolled up getting stuck into manufacturing new parts, organising or taking part in numerous events and preserving the cars.

With hundreds of thousands of vintage Bentley miles under his belt, William is renowned for establishing the most successful vintage Bentley rally-preparation team in the world.

With his obsession for excellence and a passion for tradition and heritage, William is the friendly expert willing to assist and guide owners and enthusiasts of the marque through all aspects of Vintage Bentley life and the unique experiences which ownership brings.



Follow us on



Find us at:

[www.vintagebentley.com](http://www.vintagebentley.com)

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