



## Man on a Mission

### Interview with William

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## Your Own Pull-Out Bentley Poster

Center spread



## Le Mans Classic

Perfect 10/10

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# Vintage Bentley News

vintagebentley.com

## Mud, Sweat & Gears: the 8,500-Mile Adventure



POPPY SEED

Keep your foot in, deep breath and don't forget to close your eyes!

There really is nothing quite like the Peking to Paris rally. Held once every three years, it's an epic event in terms of scale, scenery and challenge to the crews. For William Medcalf Ltd, the rally was bittersweet: it rose to the challenge of fielding four cars, but although its cars led their class, the final results don't do the crews' competitiveness justice.

"Where do you start?" says William with a wide-eyed look even now, some six months after the rally reached its conclusion. "We had two 4½ Litre and two SuperSports Continuation models on the event and at one stage the result could have been a 1-2-3 for us. However, it wasn't to be."

The rally started in the shadow of the Great Wall of China, near Beijing, and then passed through Mongolia's

Gobi desert, across Russia, into Belarus and then over the Alps before reaching its conclusion in Paris some 36 days later. From start to finish, crews would cover an incredible 8,500 miles, all against the clock.

Endurance Rally Association Director Fred Gallagher said: "Prince Borghese, the very first winner of the Peking to Paris, said it was driving the impossible, and I'm sure all of our crews would agree. But they arrived in Paris to a heroic welcome and should all be very proud of what they have achieved. The spirit amongst the whole rally has been fantastic with friendships forged that will last a lifetime. An amazing experience for all of us."

Sadly, the Medcalf-entered Supersports of Helmut Roth-enberger crashed out on a gravel section whilst leading its class by 46 minutes, and in the ensuing accident Helmut was very lucky to escape with his life. The quick thinking of his co-pilot Michael Schmidt and second on the scene Bruce Washington enabled Helmut to be freed from under the

wreckage of the car, and without their direct intervention and effective first aid treatment things could have been very different. He is subsequently making a good recovery and vows to be back in the driver's seat for the next event in three years' time.

The William Medcalf team follow the results daily when rallies are on. No pressure for the drivers!

In the end, success came for the Medcalf contingent when Bill Cleyndert and Jacqui Norman in their Supersports Continuation won the European cup and the other remaining Medcalf entered crews taking a second and third in class. Frustratingly, both held the top slot in the closing stages of the event, but as they say "That's Rallying."

Such is the scale of the Peking to Paris event that attention is already focusing on preparation for the 2019 event, and once again William Medcalf Ltd will be going for victory!

## From the Editor

It's been a busy year for the William Medcalf Vintage Bentley businesses. Granted, every year is a busy one for this strident workshop, parts manufacturer, rally entrant and collection of enthusiasts, but 2016 has taken things to a

new level: in a Peking-to-Paris year, the company has had to support more rally cars and crews than ever before, while maintaining and growing other aspects of the business. To enable this, there have been some significant acquisitions and changes at the company, placing it on a world class footing for the future. As you'll see from the following pages, the lights are rarely switched off in this little enclave of vin-

tage motoring in West Sussex... and William wouldn't have it any other way! The passion for the cars, restoring, servicing, developing and driving them remains as strong as ever for William and his team. It's this spirit that looks set to make 2017 an even better year.

Michael Anic



WILLIAM MEDCALF VINTAGE BENTLEY: 2016 THE BIG NUMBERS.



25  
STAFF



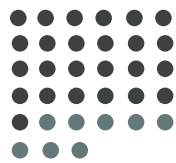
22  
YEARS IN  
BUSINESS



30  
VINTAGE  
BENTLEYS ON SITE

15,000 SQ FOOTAGE OF SITE

18 WORKSHOP BAYS



8 CARS SOLD THIS YEAR

35 IN THE LAST 4 YEARS SINCE TMC WAS FORMED

£4,500,000 TOTAL VALUE OF SOLD CARS IN 2016



OVER  
15,000  
INDIVIDUAL PARTS  
IN STOCK



89  
NEW PARTS LINES  
DESIGNED AND CREATED



5 NOTABLE  
COMPETITIVE  
EVENTS WILLIAM  
HAS COMPETED  
IN THIS YEAR.  
52 CARS PREPARED  
FOR COMPETITION

200BHP  
NUMBER OF HORSEPOWER  
MEDCALF SUPER SPORTS CONTINUATION

100s  
HOW MANY DIFFERENT VINTAGE BENTLEYS HAS  
WILLIAM DRIVEN THIS YEAR?

IN THE HUNDREDS AS EVERY DAY  
I'M TESTING SOMETHING

1,000,000  
HAVE YOU BROKEN  
THE ONE MILLION  
POUND MARK FOR  
A CAR SOLD THIS  
YEAR?

DEFINITELY



WILLIAM TOOK NUMBER 10 TO  
THE LE MANS CLASSIC,  
WE ASKED HOW MANY LAPS HE RACED  
IN THE TEAM CAR OVER THE WEEKEND

HIS ANSWER?

NEVER ENOUGH!

MILES IN 2016

8,500  
VINTAGE  
BENTLEY  
MILES  
WILLIAM  
HAS COVERED

21,000  
FURTHEST  
TRAVELLED  
TO BUY A  
VINTAGE  
BENTLEY

14,000  
FURTHEST  
TRAVELLED  
TO DELIVER  
A VINTAGE  
BENTLEY PART

1000s  
NUMBER OF MILES TRAVELLED TO COMPETE/  
ASSIST COMPETING BENTLEYS?

I WOULDN'T LIKE TO COUNT!

“The business has grown hugely in the past 12 months”, reflects William Medcalf on another incredibly busy year. It’s a year that’s not only seen growth, but a strengthening in both structure and in the firm’s foundations to set it up for success in this decade and beyond.

“We now have a real management structure, with both a production manager and a workshop manager, and that helps me to manage the business better and the staff can see where we’re going in the future. This future proofing of the business, including codifying all our procedures – written up and photographed – is essential. After all, we currently have 30 ‘W.O.’ Bentleys on site and 25 staff working here, a number set to grow – it’s becoming a big operation. It’s been a lot of work these past 12 months but I believe it’s set us up for the years to come.”



# Man On A Mission

This has been a Peking-Paris year, a once-every-three-years’ event that places a great strain on all involved. William recounts: “Having four cars on the Peking-Paris has proved a challenge for the team to support those clients from the UK and be involved in so many other events. Being on the end of a phone 24 hours a day over the course of the season and supplying whatever they need has been a major achievement for us.

“It is very evident to me that our clients really enjoy the complete service we offer. Our closed loop of sales, workshop support, and our parts manufacturing business. From finding a car that meets their requirements to running and supporting them on events. That is what we do best. The rally market is alive with demand, but if someone purchases a car from The Medcalf Collection they automatically gain entry into our workshop. With the sheer number of parts we hold in stock, we can fix almost anything, quickly; something evident this year on the Peking-Paris.

The service that William Medcalf offers has been boosted by practical additions to the team and capabilities of the business. “Our Mezzanine floor, built only last year, is now full”, says William. “We’ve taken on an in-house trimmer, who has 40 years of experience on vintage Bentleys, and the paint shop is just next door. All of this ultimately gives us control, and that’s what allows us to meet strict deadlines.

“Despite some of the global changes over the past 12 months, interest in vintage Bentleys remains very high. They’re a great way to see the world and meet like-minded people. Once you’ve driven a good one, you’ll realise it’s a great motor car, with speed, power and reliability.”

William’s love for these cars shows no sign of waning, despite an all-consuming approach to the business which he describes as “don’t sleep and don’t stop; when people say it’s not possible, I just carry on”. At the core of everything remains the cars: “It never ceases to amaze me the brilliant cars that W.O. designed. When you drive one long and hard, you form a real empathy with it”.

Next year looks like being just as busy as 2016, if not more so for the William Medcalf Vintage Bentley businesses. The company is due to take on four apprentices and a graduate from China, plus William admits there are “still lots of events I want to do. To drive as far and fast as the Bentley boys did in period would be a real achievement”.

But William saves a final word for the sad loss earlier this year of not only a pillar of the vintage Bentley community, but also someone who meant a lot to everyone involved with Bentleys – Stanley Mann. “Despite being, in reality, a business competitor, Stanley was hugely supportive of me. He saw me grow up, after all. He’d pop in sometimes for a coffee, and always will me on to grow the business. We had a great understanding and his passing is a huge loss to his family, friends, and the wider Bentley world.”

# Goodnight Vienna

This year’s Paris to Vienna rally, held in the middle of June, recreated in spirit the epic running of the original 1902 event of the same name. Back then, it was Marcel Renault in his eponymous car that took the victory from a Panhard in second place – the heat of competition helped to forge the technological direction of motoring for years to come.

This year’s event, held over five days and with 60 crews from 15 different countries taking part, was a gruelling contest over the Austrian Alps that ran to 2,000km, with a finish at the Wipe out Festival in Baden’s Kurpark.

With cars from 1905 to 1969 being eligible, William Medcalf Ltd prepared two clients W.O. Bentleys on the event in the Vintage class. However, it was an unfortunate mishap to one of the Bentleys, just two days before the shipping deadline, that brought out the best in William’s team: “Just two days beforehand, this car hit a stone gate post, and it took a huge effort to still meet the deadline,” William explains. “I don’t think that would have been possible without the complete service that we can offer here (burning the midnight oil again!). In the end, the car led its class for a long time and came home in a very credible second place with only seconds in it – just rewards for all concerned!”



Mirror, Signal, Manoeuvre, The Winning Cars



# PASSIONATE ABOUT THE ALGARVE? SO ARE WE.



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# Highland Fling

Britain's toughest pre-war event took place in April, as the eighth edition of the Flying Scotsman Rally once again pushed crews to the limit. The Belvoir Castle to Gleneagles event, run over three days, took in the wolds and moors on day one, coasts and castles on day two and lochs and glens on the final day, tracing a route through the north of England and into some of the most beautiful parts of Scotland.

As many as 105 cars took the start, with nearly 700 miles ahead of them. One entrant was the rather humble Bentley 3 Litre saloon of William and Victoria Medcalf. "I predicted it would snow this year and spread the word", recalls William. "And it did, so I was glad I decided to take the saloon. We absolutely thrashed that car from start to finish (we had it on its door handles!) and it did so incredibly well, finishing 43rd in the end out of 94 finishers."

Perhaps even more noteworthy was what happened next: pointing the Bentley's nose southwards and driving back to the West Sussex in one hit, cruising at 70mph covering the 466 miles in 8.5 hours. This average of just under 55mph is mind blowing for a 3 Litre – an amazing feat given that the Bentley is nearly 90 years old. "By the time we got home, the poor car was absolutely filthy, but it was very satisfying. A testament to the brilliance of W.O. Bentley all those years ago. Remarkable."



A gentlemen's carriage



Toasty and warm Inside, he told 'em it would snow!

GERARD BROWN, ENDURORALLY.COM



The Endurance Rally Association  
Home of the Peking to Paris Rally

## Blue Train Challenge

18 - 22 September 2017

All new, five-day event designed for pre-war cars. Recapturing a nostalgic age when pioneering motorists set out to beat the famous Train Bleu on its journey across France from the English Channel to the Cote d'Azur.

## Road to Saigon

4 February - 2 March 2018

Starting from the bustling trading city of Singapore. 27 days experiencing both the modern and the ancient worlds in Malaysia, Thailand, Cambodia and Vietnam. Open to Vintage and pre-1976 Classic cars.

## Trans-America Challenge

27 May - 17 June 2018

A 'hum-dinger' of a new route from Charleston to Seattle passing through deserts, oceans, mountains, plains, towns and cities, including Nashville, New Orleans, Santa Fe and Aspen. For novice and experienced crews with Vintage or Classic car up to 1976.



www.gerardbrown.co.uk

## Ten Classic Rallies across the globe 2016 to 2019



The Endurance Rally Association (ERA) specialises in long-distance rallies for vintage and classic cars. We welcome newcomers and experienced crews. Our events are real challenges, but we strive to make them hugely enjoyable and social - the camaraderie is second to none. The routes are well researched and mechanical and medical support is provided throughout.

Our team has organised over 70 major rallies, through more than 50 countries. Recently returned from the Rally of the Incas and the epic Peking to Paris Motor Challenge, we turn our attention to our upcoming events. **Contact the rally office for entry details:**

T: +44 (0)1235 831221 E: admin@endurorally.com

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

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*Supersport Continuation No. 20 & 22 delivered on time and to budget. Purposeful in every way*

# Unrivalled Performance

The Supersports Continuation models from William Medcalf Ltd carry on the legacy of one of W.O. Bentley's most potent creations, but then take it even further with all the experience and development work unique to William Medcalf. No one knows these cars better than William, having successfully rallied and developed the very first Supersports for over a decade, and now you too can take advantage of that knowledge and have your very own Bentley Supersports Continuation Car.

The Supersports model had its roots in a very special car created by the works for Woolf Barnato in 1924. He ordered a 3 Litre model, W.O then shortened its chassis and fitted the lightest coachwork to it. Barnato enjoyed many racing successes in this car, which inspired the works to make the car a production model the following year. Bentley built 18 of these Supersports models, each one with a written guarantee to achieve 100mph and adorned with the famous Green Label badge on the radiator. The models achieved notable competition successes on account of their improved power-to-weight ratios and more nimble handling.

The Supersports Continuations feature the distinctive tapered radiator only incorporated on nine of the original cars. It enables a wider cockpit and also improves cooling for the engine. That's important when you consider that the cars run a significantly upgraded unit, based on a late 4½ Litre configuration but with the bore increased to 110mm giving a 5.3 Litre capacity. With larger, twin SU carbs and a special rally exhaust that reduces weight and improves ground clearance as well as boosting power, these cars comfortably deliver 200bhp. They also have a low compression ratio for poor fuels when you are in unfamiliar territory.

The chassis, based as in period on a standard 3 Litre model, is completely stripped, media blasted, inspected, shortened, straightened and upgraded to the original Supersports specification during the rebuild process. Every element of the car has been developed for improved yet reliable rally performance. From the gearbox, clutch, differential suspension and so on, no detail is overlooked in the rebuild of a rapid but reliable rally car. The results speak for themselves, with SS models taking notable wins in the Peking to Paris 2010 1st in class and 2nd in category. In the tough Flying Scotsman rally in 2014 1st in Performance on Tests, 1st in class and 1st overall. 2015 repeating the success of 2014 with back to back wins. 2016 taking the European Cup on the Peking to Paris.

If you're looking for the ultimate vintage Bentley to rally, speak to William today about having your own piece of Bentley motorsports history.



*Raw beautiful engineering*



*SSC22: a pre-war car that will blow your mind*



*The naked truth: Mr Bentley's design, tweaked*



# Parisian Party



SSCZZ, Bill & Jacqui, 1st European cup



4 1/2, Muxco & Marianne, 3rd in class

Emotions ran high at the end of the Peking to Paris rally this year, and understandably so. It's the same every time, as crews, their support teams and families come to terms with the end of an event that has consumed not just the past month and a bit, but also the previous years in preparation.

The finish this year was even more special for William Medcalf Ltd: the company took all of its staff and their partners away for the weekend to Chateau Vendome to see the crews and cars cross the ceremonial end of the rally. William arranged for another vintage Bentley to be present so it could be driven across the finish ramp by Michael Schmidt, the navigator

of the stricken Supersports Continuation that had crashed out of the event. Michael was clearly moved at the experience, and understandably so – particularly as he'd managed to walk away from such a serious accident. Our thoughts were also with Helmut Rothburg who aims to finish the event next time.

"It's important that when our clients are on an event on the other side of the world and hit a problem, our Team understand what they need and the urgency and importance of the situation, and it's always good to see Paris!" says William.



4 1/2, Keith & Norah, 2nd in class



Michael finishing means everything



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Mission Motorsport, The Forces' Motorsport Charity, thanks William Medcalf and team for all their support.

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"The best is good enough"

**BENTLEYS**





Drive it like you stole it, Bill Cleyndert with SSC 22 charging on to victory

# Actions Speak Louder Than Words

The Peking-Paris rally is full of amazing stories, but one that showed the lengths William Medcalf Ltd is prepared to go to in support of its clients was an unfortunate episode with a wheel bearing, which threatened to have massive consequences for the crew in question.

Just two days into the event, the aforementioned component failed on the Bentley Supersports Continuation of Bill Cleyndert and Jacqui Norman. Although the part itself only cost £87, given the car had failed in a remote part of China, it looked like the crew's event would end early in disappointment.

William Medcalf was not about to watch the crew's dream shattered over something as small as a wheel bearing. He drove to Heathrow and boarded the next flight to South Korea, then taking another flight to the capital of Mongolia, Ulaanbaatar. From there at midnight it was straight into a hired 4x4 vehicle and out into the darkness of Mongolia, driving 450 km that took him into the extremes of the Gobi Desert. There he found the Cleyndert/Norman Bentley that had been towed across the border to a remote camp.

Recounting a significant adventure in itself, William takes up the story: "Bill suffered a rear wheel bearing failure on day two, which left the car immobile with a seized rear wheel. Due to the nature of the paperwork and permits he only had one shot to get across the China Mongolia border. If he didn't get across with the other 100 cars, he would not have been able to get across at all. There are 2km of no man's land, so ingeniously the car was towed across at walking pace, with the rear wheel supported on a trolley jack. Brilliant work by Bill and the Rally Sweeps.

"Driving in Mongolia is like nowhere else in the world. You have people driving at a closing speed of over 100mph in the pitch black, and I mean pitch black, with full beam on, and you're trying to stay alive.

"Then the road suddenly ends and you drop off into the desert; you have to find the road again, always driving within what you can see in your headlights. Forty miles per hour is about as fast as you can go and it's quite an experience. You need to be able to stop or take avoiding action all the time.

"We got to within 130km of the camp, which wasn't really a campsite at all, just a place in the desert, and we were crawling around boulders at 5mph following the longitude N 45.17293 and latitude E. 108.43776 with no clear way of getting there."



William eventually reached the stricken car at 7.30am on Bill's birthday, whereupon it took just 10 minutes to change the bearing and get the crew on their way again. William's efforts were not in vain: not only did Bill and Jacqui have the adventure of a lifetime over the following weeks, they also came home 21st overall, fourth in class, and secured 1st in the European Cup – finishing seven minutes ahead of their nearest rivals.

More than anything, this remarkable story shows the depth of commitment to the crews and a genuine "Lead from the front" approach from the Governor. The faulty wheel bearing has been sent back to the supplier!

### Bentley – The Vintage Years

Third Edition - 2015  
by Clare Hay  
Published by Number One Press

The Vintage Years, in its two previous editions (1986 and 1997) has through the years become the recognised source for all with an interest in the Cricklewood Bentley. Now, with the benefit of a further eighteen years research, Clare Hay has produced a superb update, three times the size, her masterwork in many ways. The set comprises - Volume one, which covers the 3-litre and the 6½-litre; Volume two covers the 4½-litre, 4½-litre Supercharged, 8-litre and 4-litre, along with non-production cars and motor racing; Volume three is entirely taken up with hugely expanded, easily accessed, tables with, where available, more extensive ownership detail on individual chassis and also includes a section on motor show cars.



Chassis Number	Engine	Registration	Owner	Notes
1000000000	3.0	1000000000	1000000000	1000000000
1000000000	3.0	1000000000	1000000000	1000000000
1000000000	3.0	1000000000	1000000000	1000000000
1000000000	3.0	1000000000	1000000000	1000000000
1000000000	3.0	1000000000	1000000000	1000000000
1000000000	3.0	1000000000	1000000000	1000000000
1000000000	3.0	1000000000	1000000000	1000000000
1000000000	3.0	1000000000	1000000000	1000000000
1000000000	3.0	1000000000	1000000000	1000000000
1000000000	3.0	1000000000	1000000000	1000000000

Each volume comes in its own slipcase for easy handling and the price is £400 for the set, with postage extra. Please contact Alan Bodfish or Noel Trehwela on 01295 738886 or their respective email addresses: [alan.bodfish@bdcl.org](mailto:alan.bodfish@bdcl.org) or [noel.trehwela@bdcl.org](mailto:noel.trehwela@bdcl.org) to order your set.



**LE MANS**  
CLASSIC  
**8 - 9 - 10 | 20**  
**JUILLET | 16**



*This year William Medcalf Ltd made Bentley history at the Le Mans Classic. For the first time in 91 years, the 'Number 10 – 3 Litre' Bentley – the first works 'Team car' to enter the famous 24-hour race in period – returned to the track to actually race!*





*Sorry boys, they camped in period*



*Medcalf/Turner at signing on, what could possibly go wrong?!*



*No brakes? Here, have mine!*



*Adrenaline-fulled Bentley mechanics*



*All hands, Harry learning fast.*



*Inspirational talk, it's hood up time*



*Run! The Green one over here*



*IN*



*UP*



*Over*



*Go*



*Fly!*





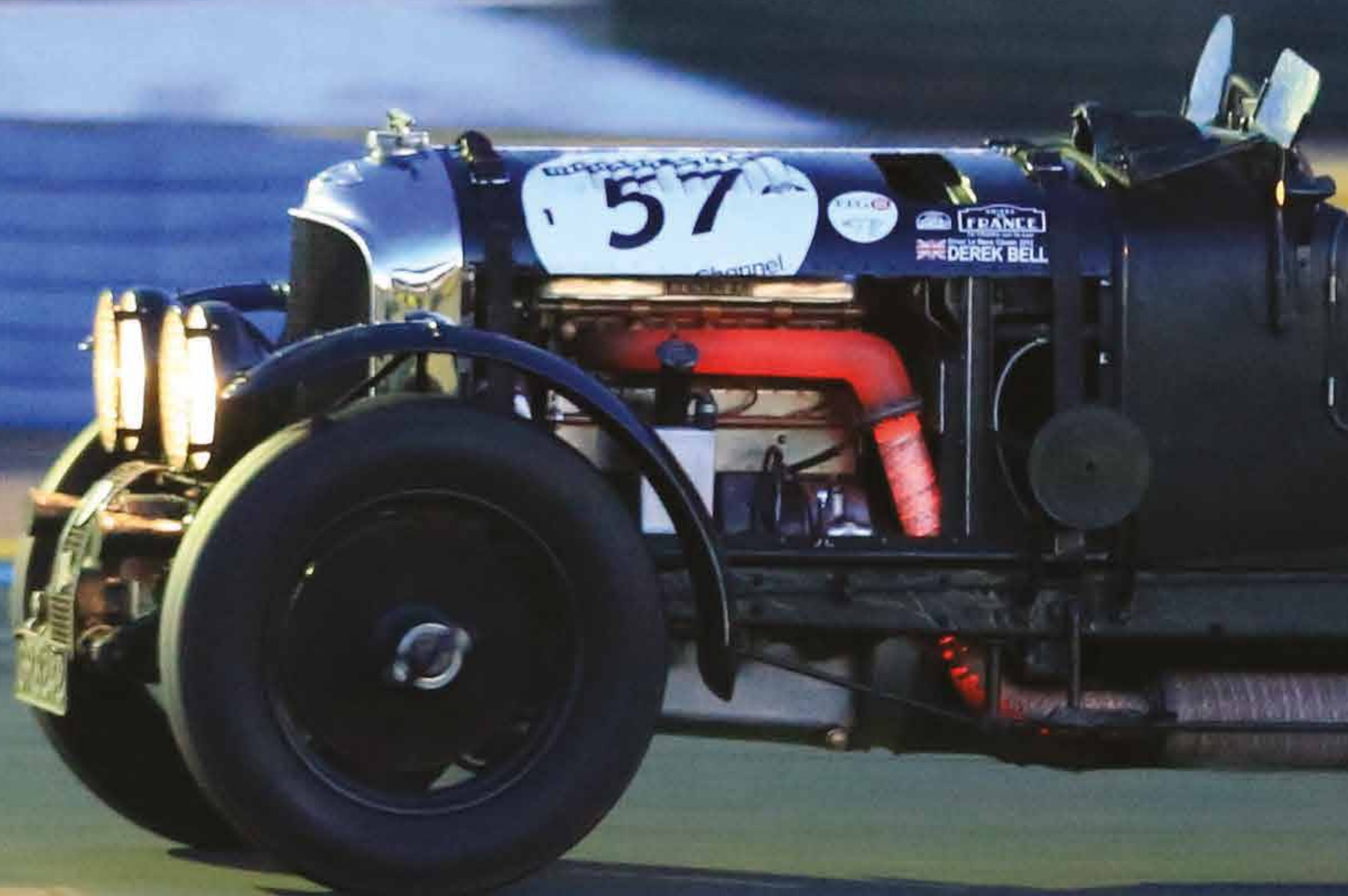
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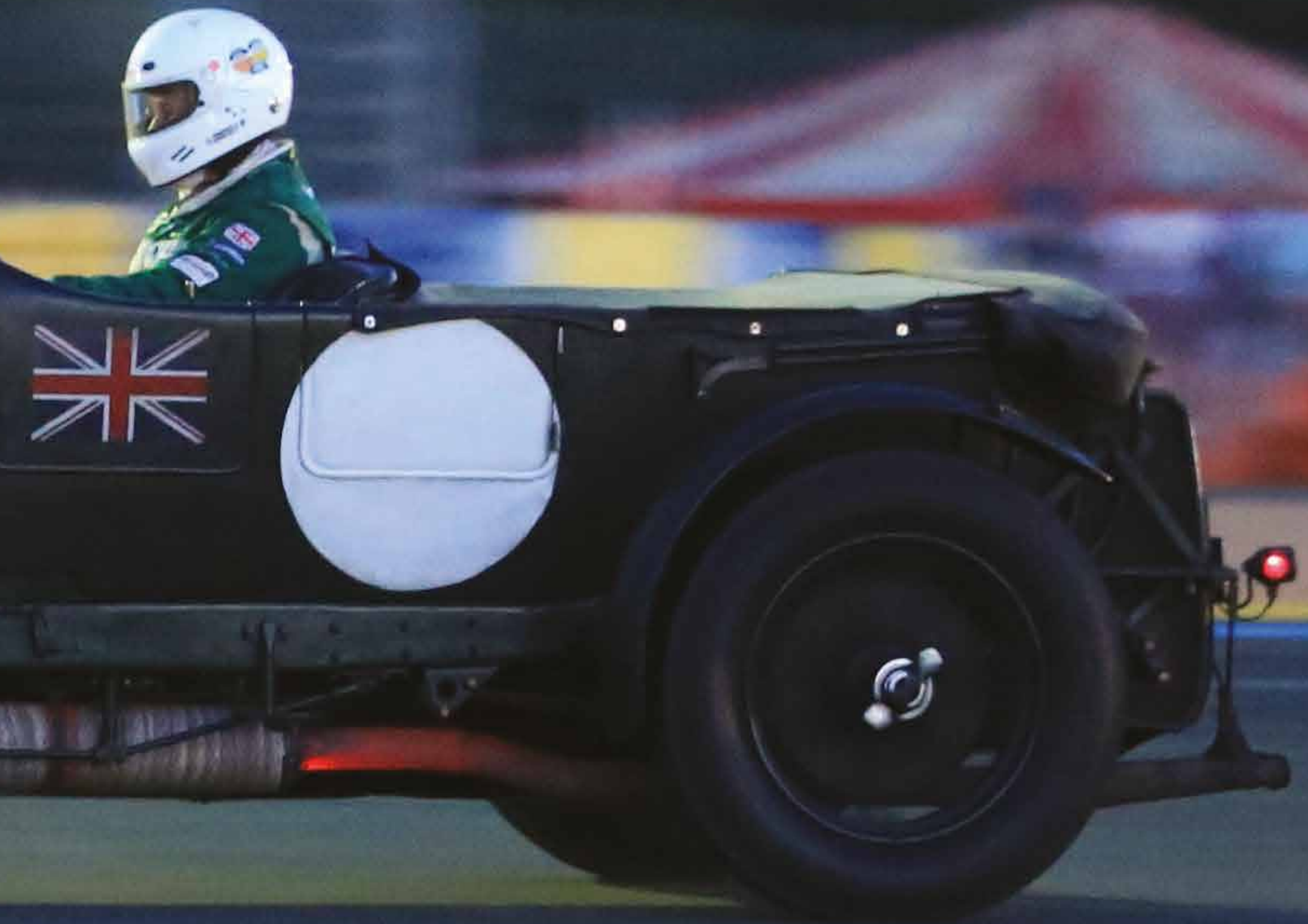
# Vintage Bentley 1929 GP8242

Top speed in period? 125mph. Top speed at classic Le Mans 2016? 127mph.  
Photoshopped? No. Hero Yes, Martin Overington, also owner of Hotel d'France.  
Should I put this poster on my bedroom wall? Yes! Where can I buy a car like this?

WILLIAM MEDCALF | VINTAGE BENTLEY

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

PHOTO BY COLIN MURRELL





# 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 have now started the next chapter of this extraordinary site's history with the first stage in our Re-Engineering Brooklands masterplan. The £8m 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. Work has recently begun 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 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 **GBP 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)





# Perfect 10/10

William and his team have looked after the car for the past 15 years and persuaded the current owner to revert the car back to its original specification and prepare it for the Le Mans. The car, originally driven by Dudley Benjafield and Bertie Kensington Moir, only lasted 19 laps in the 1925 race, after regulation changes near to the start threw the team's fuel consumption calculations and the car ran out of juice out on the circuit.

However, not only did William's team prepare 'Number 10', they also took a 3 Litre Saloon as a spares 'hack' for the mechanics to travel down in, running in convoy with the racer which was also driven down to the track. "This is just what the team did in period", says William, "with the mechanics camping out at the circuit. To take Number 10 back to Le Mans as they did in the style of the period was the only way to do it."

After qualifying, the Blower Bentley of Martin Overington had a braking issue, and despite everyone's best efforts, no solution could be found. However, as the 3 Litre saloon happened to be a 1928 example with stage 3 Perrot shafts, both cars were jacked up just after midnight and the brilliant idea of a brake transplant came to be. Three mechanics and helpers sharing limited tools all working under the glow of the headlights swapped bits until the Blower had just what it needed. By 1.30am it was time for a test drive up the paddock, much to the applause of the assembled crowd.

Given this is William Medcalf, there was always going to be an extra dimension thought up to this event (and in this case there was more than one). William noticed that none of the other competitors at the Le Mans Classic was adhering to the original rule of putting the hood up at the start

and running with it in place for the first 20 laps. So he briefed the car's owner (and co-driver for the race) Jonathan Turner to raise the hood at the start, something which instantly won the respect of the 100,000 or so racing fans watching. "From then on, every time we came down the start-finish straight the crowds erupted", says William. "We really drove the wheels off that car, and I had some great battles with a 4½ Litre Bentley belonging to Larrs Rolner, passing him into the corners and then losing the position on the next straight – despite Number 10 managing 91mph down the Mulsanne Straight we swapped places eight times a lap."

The result was an indexed sixth-in-class out of 64 cars, followed by a dash back to the ferry with the 3 Litre Saloon still in tow. But William had one more surprise organised: the cars called in at the Medcalf works, where they were joined by 18 other W.O. Bentleys, before driving into London in convoy. The destination was the Jack Barclay Bentley showroom in Berkeley Square, Mayfair by the stroke of 7pm. With the cars lined up and the champagne flowing, the Bentley drivers partied the night away. It had been a unique weekend, an historic moment. It had always been an ambition of William's to return this car to Le Mans and finish the job. He and his team did just that.



*Not for the faint hearted*



*Out the bloody way, man!*



*Out the chicane sideways, now after that 4 1/2...*



*Customer services going well then?*





Caught the 4 1/2, Nice work



It only took 91 years, but we got there



Bentley invasion over London.



The Best of British on cue



Medcalf/Turner doing what they do best



Dominic, Jamie, Turner – historic day



A well-earned beer, what a team



In memory of Dudley Benjafield and Bertie Kensington Moir



# Holding Out For A Hero

An Interview with Tomas de Vargas Machuca

## How has 2016 been for HERO?

"HERO has gone from strength to strength in recent years, and 2016 has been no exception. We've had a record number of entries across all of our events and been recognised for our work with a number of prestigious awards. We've resurrected the RAC Rally of the Tests this year, creating a link between the RAC Club, RAC Motoring Services and us, with the help of the late Peter Foubister and Ben Cussons, and the benefit is not just for the entrants, but also the value these events offer to the club and to the wider country. It's great to be able to bring back world-class events like these.

"We've seen an increase in participation by younger drivers and navigators. Classic events like these are for people who enjoy cars and driving; modern cars are good for the commute, but driving for fun is what rallies are, and racing is a lot more expensive.

"Personally speaking, I didn't get to do as much rallying this past year as I would have liked, but I did have a wonderful time on the 1,000 Mile Trial. I did the RAC Rally of the Tests, and it was great to see William and Andrew [Mann] out on that event – they really created a following and we're seeing more pre-war entries in 2017."

## Has the vintage car scene changed this year?

"I think we've seen the general classic car scene move through 360 degrees; 25 years ago you might buy a pre-war car and mix it with cars of the 1960s and 1970s. Then the pre-war scene split off, feeling the events weren't for them. What we're seeing now is events for post-war cars that are suitable for pre-war as well. You can have competitive re-

sults with these early cars, once you get to know them, and that homogenisation means we can all enjoy these cars together. Of course, it's up to companies like HERO to make sure it all fits together properly.

"Pre-war cars have a wonderful ability to inspire curiosity rather than envy. Even the most car-averse citizen is much more tolerant, compared with, say, a Porsche 911 blasting along on a rally."

## Why do you think classic motoring has become so popular?

"I think there are many reasons why interest in classics is high – that's with everything from vinyl records to classic yachts. There's the human factor of nostalgia – the past seems more romantic, less stressful. Then there are the cars: it's good to have hybrid, biodegradable cars, but driving is all about smell and vibration – these old hand-made cars have their own unique feel. No two are the same. People appreciate the craftsmanship that goes into restoring and running these cars and many have chosen to put their savings into a dream – you can drive the investment. Now there's more choice than ever to do things with it."

## Why are Bentleys so popular in the rallying world?

"I think there's a real sense of achievement from rallying a pre-war car. Your body is strained, your mind fatigued; you have to anticipate everything. But car enthusiasts like to think about their driving, dealing with a centre throttle or double-de-clutching.

"William Medcalf has been a real leader: he's shown that you can do these events in a pre-war car. His standard of preparation means that owners can be confident of finishing every rally. He's a real catalyst that draws other people into this wonderful world."



Tomas de Vargas Machuca, Chairman of HERO events

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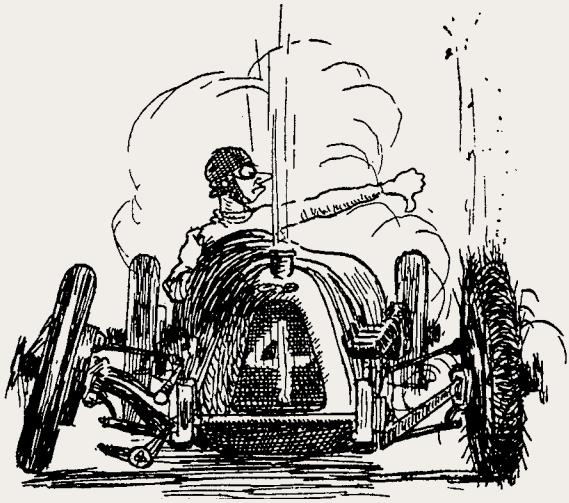


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Great tact is necessary when displaying an all-out signal to a driver during a race.

# The Big Bentley Bake Off



## Hazelnut Praline Muffins

The Big Bentley Bake Off is back – and we have no interest in selling out to Channel 4! This year saw Hayley Perry retain her crown as Bake Off champion, with her stunning hazelnut praline. We asked Mary Berry to comment, but she was not available. Instead, William Medcalf told us it was delicious.

# Good Times At Goodwood

Every year, Benjafield's Racing Club organises a popular sprint event at the Goodwood Motor Circuit, and this year was no exception. With cars entered dating from 1889 to 2016, there was certainly an eclectic mix of machinery taking to the famous West Sussex track, the only criteria for entry according to William was that "it has to be something interesting". With a Spitfire circling overhead, the day was a joyous occasion for anyone interested in the internal combustion engine being pushed to its limits.

Prizes for the winners this year were... pieces of fruit, with a bunch of bananas and a pineapple finding their way to the lucky recipients. Next year's sprint is set for 6th May, and with the event growing in stature but with still no charge to spectators, it's a great day out. A Group B rally Metro 6R4 and a Ferrari LA Ferrari are already confirmed for 2017, and of course, no doubt more than one vintage Bentley, too!

# Tomorrow's World

In order to future-proof the restoration, maintenance and, ultimately, ownership of vintage Bentleys, William Medcalf Ltd signed a Knowledge Transfer Partnership (KTP) deal with the University of Surrey to bring innovative skills and knowledge to the showroom and workshop.

KTPs are designed to help businesses innovate and grow, with university graduates bringing creativity and a fresh mind-set to an existing organisation.

As such, William and the team can now tap into the intelligent, creative outlook of University of Surrey students

and powers-that-be to find long-lasting solutions to vintage Bentley problems.

From basic parts manufacturing to rally preparation, the university and William Medcalf Vintage Bentley will work together to future-proof the iconic cars and preserve the vintage Bentley experience for generations to come.

There will be three university academics working on ensuring that vintage Bentleys last the test of time, and an on-site project manager will be in place to oversee the operation.

Signing a KTP with the University of Surrey is just another way William Medcalf Vintage Bentley is showing a truly modern approach in an historic world and how dedicated it is to making vintage Bentleys for the ages.

# History In The Making

Mark Hopkins may be another new recruit to the William Medcalf business, but he's certainly no stranger to vintage Bentleys, having worked on their interiors for 40 years.

"I started trimming when I was 16," recounts Mark, "on vintage Bentleys, in fact. By the age of 22, I was self-employed. I worked on upholstery for a while, then as a workshop manager, and then on convertible hoods, before returning to self-employed trimming in 2002 until joining William this year.

"I came here in February with the aim of building up a fully functioning trim shop. In fact, I'm not really a car nut, but I was winning awards for trimming after having done it for only three years, so it's something I've stayed with for the rest of my life.

"William knows how I work – I get things done when I say I will. You've got to have great attention to detail in this line of work, and that's something I share with William. Trimming for these cars needs to be done the old way: it's a fine art knowing how to do things like the springing in the seats, and while at one stage everyone wanted Concours work, now a lot of people want the work to look 'old' when it's done. I'll work the leather and materials back to age it. It takes time and skill to get the results; I think the attributes you need to do this work are that eye for the detail, patience, and a respect for the traditional procedures, there is a really good team here. William and I are looking to take on an apprentice, the transfer of knowledge is important to both of us."



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# Market Watch



“I’m pleased to report that the performance of our sales business is rapidly increasing. We’ve forged great links with clients in the USA and Australia and are enjoying increased interest from all over Europe. We also continue to look after several large collections of Bentleys, and we are helping to build another collection of note.

Due to our deep knowledge of the Bentley community, when a new buyer makes themselves known we can often source cars that may not yet be on the market. It’s worth bearing in mind that not all of our stock goes on our website – some sellers prefer to keep things more private, so a visit to our showroom is always a must.

During the past 12 months, we’ve seen original 3 Litre cars, with matching numbers, coming very much into vogue, and coach-built 4 ½ Litre and Speed Six cars being especially highly prized. Nevertheless, we’ve been able to source these cars for clients. The market demands the very best cars at the moment, and a continuous history and provenance really adds to a car’s market appeal. Which marque specialist has stabled the car is also now more important than ever.

Although Bentleys have been performing well financially, the great thing we know about these cars is that their mileage is irrelevant, as is paintwork condition. You can take it out in the rain, drive it across a field and it doesn’t devalue it: the more events you do, the more proven the car becomes and it adds to the value. As such, vintage Bentleys are attracting new, youthful buyers. I even had a young 16-year-old boy come to the showroom and purchase a 4 ½ Litre – he wasn’t even old enough to drive it away! It just goes to show that there’s no minimum age for loving and owning a vintage Bentley.

We hold a list of waiting buyers looking for the right car for them. So if you are thinking of selling, do give us a call.

Of all the great sales we’ve been involved with this year, the one that really sticks in the mind involves the reunification of a Bentley 3 Litre with the son of its one-time owner. He felt a certain loss when his dad sold the car, and when we bought it, it was lovely to be able to reunite him with his father’s car. It’s a great day when you’re putting history back to where it should be.”

## Closed Circuit



*The measure of a man is what he does with power*

Another year, another diary featuring The Medcalf Collection Ltd track days run throughout the year. These exclusive events, for a limited number of clients, give brilliant access to the Goodwood Motor Circuit, featuring like-minded individuals and some sensational cars.

Most of the time the sun shines, too, and it’s not unusual to find a Spitfire circling overhead. This year, William even managed to recruit a rather special convert to the vintage Bentley cause: none other than former British Touring Car Champion Jason Plato, who thoroughly enjoyed his laps in a 4½ Litre.



*Staring role: Barry Cooper*

## Ringling The Changes

Barry Cooper is the new Workshop Manager at William Medcalf Ltd, joining the company after a long and distinguished career in the world of motor sport.

### *Tell us a bit about your background:*

“I started as an apprentice in a garage, working with marques such as Austin and Rover. I did that for five years, then joined a racing team – first as an amateur mechanic, then turning professional. The team was active in touring car racing, and I was with them between 1974 and 1977. During that time, we competed with 3 Litre Capris in races such as the Spa 24-hours, the Monza 1,000km and the Kyalami 1,000km. We also raced a Vauxhall Firenza in the British Championship. In 1978, I moved to Mathwall Engineering, working on a diverse series of projects – including GT40s and turbocharged conversions – before setting up my own historic racing car preparation business in 1984. During that period, I looked after all sorts of racing machines, such as ex-Le Mans GT40s, Can-Am cars and F5000 single seaters. In 2002, I started teaching a motorsport course part-time, but then became a senior tutor full time in 2004, doing that until I joined William this year.”

### *How did you come to work with William Medcalf?*

“I was thinking of a change from being in education, and saw William was advertising for a mechanic. I thought I’d like to get back on the spanners, but after a couple of interviews with William, I was running the workshop! I think I only spent a week working on the cars before coming into the office, and now I’m flying a computer.”

### *What have you enjoyed the most so far working here?*

“The great thing is I get to use all my mechanical knowledge, but also the management skills I learnt in my college years. Getting involved in the business, working with and building the team and learning the product has all been very rewarding.”

### *What key thing have you learnt?*

“Just how advanced some of the engineering was on the cars. Perhaps not on the chassis side, but the engines were.”

### *What’s your biggest challenge?*

“Getting everything ready to meet client deadlines. We’ve got lots of cars on lots of events – it’s going to be a busy year next year.”

### *What are your hobbies and interests outside of work?*

“I’m a church bell ringer – and also a granddad! I do the DIY at home, and also for my daughter. I don’t have any ‘enthusiast’ cars at home, but I was thinking in the last year ‘perhaps I should get a project’. I’ve started to get that twitch again so you never know!”

William is clearly proud to welcome someone of Barry’s experience to the team: “Barry is a Godsend. He brings a wealth of experience to the business, not just his mechanical knowledge but also his project managing skills and his understanding of syllabuses and developing an apprentice scheme which is magic. I truly believe Barry’s whole career and experience has been a prologue to his role – a real meeting of minds.”





Leading from the front, remnants of the skid pan. At least she wont go rusty!

# God's Own Country



Keep off the grass, he said



One speed six, one blindfold, of course!

After the riotous fun of last year's The Benjafield Racing Club 'Stubble Racing', hopes were high for another grand weekend of fun this year, and the club did not disappoint. Member and non-member crews travelled to Bowcliffe Hall, a grade 2-listed country house owned by Benjyman Jonathan Turner. Converted into a multi-use site with office suites, conference facilities and a members' club, along with being the HQ for his business activities, the house formed the ideal weekend base for the 42 crews, 35 of which were pre-war, 23 were W.O. Bentleys – a great turnout.

Although the rally was due to start on the Saturday morning, the unofficial start took place in the hotel bar the night before. Suitably prepared, or otherwise, the crews took part in a full day of motorsport tests, including speed tests on the private gravel and mud roads of the estate; circling cones at the local airfield, racing around a kart track, a skid pan and two special tests around bollards designed to push crews to their limit: the first featuring blindfolded drivers, the second seeing the navigators holding a bucket full of water on their laps. The day finished with a two-hour stint at the Harewood Hill climb.

One moment sticks in William's mind above all the others: "When we did the recce for the skid pan test, the bloke there asked if we wanted it "slippery" or "very slippery". We said the latter, but when we arrived on the event, 50 gallons of old engine oil had been put down. The cars coming off the pan were covered in black oil, and so were the drivers! In the typical Benjafield spirit there were no complaints."

In the evening, 80 people gathered at Bowcliffe Hall for drinks and a traditional Yorkshire dinner in the grand dining room, complete with a Yorkshire pudding starter that confused more than most of the continental entrants. Olaf Pothoven's Derby Bentley was the overall winner, collecting the prize of four cans of Yorkshire bitter, but it was the good-humoured spirit, company, food and drink that made this a special weekend. "Sincere thanks to Jonathan Turner for a truly memorable weekend".

## BENJAFIELD'S RACING CLUB

**Benjafield's Racing Club is about preserving the historic spirit, and sportsmanship of British motor sport.** We are Britain's smallest racing club and are active in races, rallies, sprints and hill climbs throughout the world.

The roots of the club are in the tradition of the Bentley Boys, that made the vintage Bentley the most successful marque at Brooklands and made Le Mans special to the British public by winning it 5 times between 1924 and 1930, in one of the world's greatest supercars, the Bentley. Benjafield members drive many great marques but the Vintage Bentley is at the heart of the club.

Taking its cue from the original Bentley Boys, Benjafield's Racing Club is about camaraderie, on the track, in the pits and at our glamorous black tie events.

Some of next years competitive events include

**6th May 2017**  
**Benjafield's Goodwood Sprint**  
Entries invited  
All spectators welcome

**23rd September 2017**  
**Benjafield's RAC Club Autotests**  
Entries invited  
All spectators welcome

**14th/15th October 2017**  
**Benjafield's 500**

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





# Testing Times

The seventh round of the HERO Cup saw competitors take on the Rally of the Tests, the first time the RAC backed event had been held since 1960. The rally rewarded pre-1962 vehicles on the entry list, and 40 of the 99 entries were from this earlier period.

The 1925 Bentley Supersports of William Medcalf was the only vintage Bentley in the event, but surprised many with its pace – winning one stage and finishing inside the top 10 of many of them, against a field of classic's such as the Porsche 911, Escorts RS2000 etc.

Andrew Mann, William's navigator on the event, takes up the story with an exclusive recollection for Vintage Bentley News on what it was like to sit in the hot seat during one particular test:

"The Swynnerton test is based on a list of diagrammatic instructions identified with letters. Arriving at each traffic cone with a letter on, we carried out the instruction – for example, hairpin right or over a bridge and left. The surface was constantly changing – from tarmac, to forest track, to loose gravel. At the same time, lots of other cars were doing the same pattern a minute apart. Plus, on each lap, the cones were the same, but the instructions were different – sending us off in all different directions.

"It was pitch black in the woods as we lined up, ready to jump into the test. With no roof, we were open to the elements and could see, hear and feel other cars hurtling down the straight road in front of us. We got our count down from the Marshall, my heart started thumping, and we were off. Time immediately became irrelevant, as this was all flat-out stuff!

"Out of the dark, the cones appeared and with what felt like no pauses, the Bentley was accelerating as fast as it could. At literally the last second, William would be full on the brakes to negotiate the corners – disappearing into the trees, past and around buildings (which once were ammunition stores and nuclear bunkers – three of the cars on the rally ended up with punctures inflicted by bullet cases!). William was wringing the car's neck with skills acquired over a lifetime of driving.

"All of a sudden, we reached a checkpoint where our times were marked. Time, then, for nothing more than a couple of breaths and then it was off again into the dark maze of twists and turns. As we sped through the night, other cars ran parallel beside us and then without warning would suddenly peel off down other routes. Flashes of other headlights illuminated the trees randomly. We overtook a Porsche 911, which was crawling compared to the Bentley, throwing stones up in our wake. Everything was happening as fast as it could – I have never felt so much adrenaline coursing through me. We suddenly stopped for a four-minute break before we took off again. I didn't speak, I didn't want to break the spell of the complete concentration that was needed for the next 15 minutes. It was the most intense experience of my life. At the MTC I had to get out of the car and sit on the floor for 5 minutes just to get over the shock of what happened. Incredible intense technical work, I still can't believe we did that..."



*Blink and you'll miss it – SS No. 1*



*Giving it the beans at 91 years of age, thats not bad*



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*Tight test on sand and against the clock*

TONY LARGE





As you can see, this is a 1928 4½L Bentley with self-wrapping brakes and D type gearbox

# Inside Line

"I'm new to this area of historic cars. I was introduced to William by a very good friend of mine at one of William's test days at Goodwood. He took me around the very wet circuit (mostly sideways!) in a 4½ Litre Bentley. I thought it was really cool – and a day later I was an owner!

"My friend had said I was missing out by not owning one, and that there were some fantastic rallies to be entered with these cars. I said to William that I wanted something like the car he'd demonstrated to me, so I came and had a look around the workshop and thought it was just extraordinary, the way they make things here. It really introduced me to pre-war cars I suppose.

"William pointed to a car in the corner of the workshop – it was just in bits at the time, but it was the promise of a dream; nine months to get it ready before the 1,000-mile trial.

"I didn't see the car before the event, and when William delivered it to the start I could barely drive it in first gear. But there was a real sense of achievement and enjoyment in learning the car – how to find a gear, the centre throttle – that meant I've formed a bond with it that I haven't experienced with other cars. When we finished the rally, I could have quite easily got into it the next day and driven it all again.

"I would never have been able to do any of this without William's can-do attitude. His first response to anything is always 'yes', and he then over-delivers on what he says he's going to

do. His support in running the car is way beyond what I was expecting.

"I've done lots of little journeys with the car since the rally: it's a very sociable car, you can get the kids and the dog in it and go to the coast for a great day out, but it's really reassuring having the support of William and his team just in case you need it."



Warm welcome, every one loves a pre-war rally

# Gentleman, Owner, Driver

Kenneth Robertson has owned his 1926 Bentley 3 Litre Open Tourer for 55 years, but as his story proves; it's never too late to discover how William Medcalf Ltd can be of service.

"I bought my Bentley in 1961. I traded in my six-month-old Morris Minor for it, a car I'd bought to replace my Austin 7 as I'd newly qualified as a dental surgeon. There was a garage on the A4 called the Halfway Garage, and they must have had half a dozen vintage Bentleys for sale, and I 'bought' mine for £195. I got a lot more for the Minor in part exchange, so the

difference paid off the bank loan I'd taken out to buy that in the first place."

Kenneth's approach to his new 'classic' Bentley was entirely pragmatic and practical: "I used it as my only car for years, and when I started to work up in London I'd drive it to and from the train station every day. Given I got engaged the same month I bought it, and subsequently married, it was quite an eventful year!"

The Bentley became a pillar of family life, taking out the Robertson's' four children on family trips, and in later decades their nine grandchildren. But by his own admission, Kenneth didn't lavish money on the car: "Mine is a very 'original' car because I couldn't afford new bits, and even if I could I liked to try to mend it myself with whatever I had around."

The result is an extraordinary car, untouched until very recently by anyone except Kenneth, and incredibly 'original' in the sense that it reflects an on-going life over so many decades, and with one man. Kenneth estimates he's only spent £2,000-£3,000 on maintaining the car in the past 55 years!

"I knew where William was based, but I'd never have dreamed of going in there with my car – his premises are full of gleaming cars, not like my old Bentley. I didn't think they'd want to even touch it."

However, last year Kenneth's first significant mechanical failure forced his hand. The cylinder block cracked, and he phoned William to see if anything could be done. He needed action quickly, too, given he had some trips planned in just a few weeks. "When I got to William's workshop I couldn't believe it: all the staff came out to look at my car. They were amazed, and thought it was just magical. I had such a warm welcome."

The car was repaired in time, and Kenneth carried on driving. This year, wife Helen and he decided they'd like to do the Bentley Drivers Club Whit Weekend in Scotland, something they'd dreamed of doing for decades. So, he thought he would ask William to tune the car a bit more at the workshop in time for a very memorable 1,300-mile drive. "We had a tremendous time and even came away with a trophy", says Kenneth, with a mixture of shock and glee. "It was for the most original car – well, I suppose you could say for being idle all those years I won a trophy! Now I look forward to taking the car to William, and I'll get him to check it over before we go on another big trip. I don't want to make it look any different, though, and – as he said – people now pay large sums of money to make their car look as 'original' as mine!"



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# The new World of Benchmark

"We've exceeded all our expectations for Benchmark Precision Engineering," 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 fitted 3,000 square feet of mezzanine flooring in our workshop to create the extra space required. Plus, we upgraded our CNC capability, which brought even more in house." Now, Benchmark supplies absolutely anything and everything for four-cylinder Bentleys. It's an incredible achievement for the company, and something that puts it into an enviable position within the industry. "There is nothing that we can't manufacture, overhaul, or rebuild for a 90-year-old motor car," comments William.

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 become completely self-supporting. Thanks to an investment and development program in infrastructure, equipment stock and skills, the company is now supplying a big share of the market.

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 – all part of William's drive towards quality and perfection.

**BENCHMARK**  
PRECISION ENGINEERING



# 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.



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