



A Young Man's Dream

page 2



Best of British

page 4



Dolly on a Mission

page 10

Vintage Bentley News

vintagebentley.com



Mind the dafts!!

Thoroughbred at Goodwood

William lined up the fearsome Pacey-Hassan Bentley on the grid at this year's Goodwood Members' Meeting, on behalf of owner Andreas Pohl, as it competed in the Bolster Cup race.

William is used to racing monstrous vintage Bentleys from the 1920s and 1930s, having competed in events around the world from Goodwood to Le Mans, but this was the first time he raced a Bentley at the Members' Meeting – his last race at Goodwood being in a Nick Swift Mini Touring Car.

Wally Hassan was arguably the greatest Bentley mechanic of his generation; after the company was sold in 1932, Hassan was retained to work directly for Woolf Barnato on his personal cars. Barnato decided to build an 8 litre Bentley Brooklands outer circuit single seater (later to be known as the Barnato-Hassan). The purpose was to take the outright record at Brooklands. Bill Pacey approached Barnato and asked if his 'mechanic' could build him a 4 ½ litre version at the weekends.

As a result, the Pacey-Hassan was born, but with one unique design feature only later admitted by Hassan. When he built the engine, he fitted several compression plates to the block. For the 1936 season when the car was successful, fresh handicaps were applied which were known to be quite harsh.

Hassan would pull the engine down to make sure everything was at its best, and when he reassembled he would forget to fit all of the compression plates! The handicappers were astonished that the car remained so competitive for

so long.

The practice of pulling the engine down and checking it had proved fruitful. Eventually when all the compression plates were exhausted, the car was no longer competitive in that form. Hassan then moved on to supercharging the engine for the 1937 season. The Pacey-Hassan achieved an ultimate lap of 129.03.

It is now looked after by the team at William Medcalf Vintage Bentley. Using their extensive expertise, the Pacey is now reported to produce over 230bhp.

Recently the car has been seen at the Brooklands Double Twelve event where original Brooklands cars were reunited to officially reopen the start finishing straight. It was also run up the hill at the 2017 Goodwood Festival of Speed.

William commented: "To race a car as special as this for the first time on a circuit as evocative and historical as Goodwood was an immense privilege and also a challenge. Looking after the car for its owner is a pleasure, to race it on his behalf is a true honour.

"The Pacey-Hassan is a brute with lots of torque. There was an impressive line-up of the best pre-war cars and some of the best drivers of today."



76th Members Meeting



Come on!!



1928 4 ½ litre Bentley. Chassis number RN3032. Patiently waiting...

PHOTO TAKEN AT CHAMPNEYS FOREST MERE

A Young Man’s Dream

Earlier last year, William received a phone call from a young man looking to purchase a vintage Bentley. Little did he know that the voice on the other end of the phoned belonged to 16-year-old Micah Lazarus. I caught up with both William and Micah to discover more...

“When you receive a phone call about the intricacies of a vintage Bentley and the gentleman on the phone tells you can that he can’t come and see the car until half-term, you know you’ve got a special client,” explained William.

Micah is special indeed; he represents a growing percentage of young people who are actively engaged with the vintage Bentley world. “I first came to hear about vintage Bentleys about five or six years ago when my grandfather mentioned that he was interested in an old Bentley,” recalls Micah.

“It is hard to explain the pull that vintage Bentleys have. Visually they are a bold statement, they are more lorry than car in that they stand big, proud and powerful. Something particularly special about these cars is that they were made in a time when the industry was booming, so every single part of the car was made to such a high standard – a practice which did not last for many more years. There will never be another car built to as high a standard as the vintage Bentleys were, and the fact that approaching 100 years later they are still absolutely bulletproof is testimony to that.” Micah, who is now 18 and studying Mechanical & Electrical Engineering at the University of Bath, is a young man who clearly understands the allure of the vintage Bentley.

His story is one of shared passion with his grandparents Berta and Leon, that led to the eventual purchase of a 1928 4½ Litre that William sourced in New Zealand. “It was his grandparents’ wish to gift their grandson with something very special, and Micah chose a vintage Bentley – something he will treasure forever,” says William. “During the restoration process, Micah and his grandparents made joint decisions about the specification of the car, and have shared the enjoyment of watching it grow together.”

Having completed the London to Brighton Veteran Car Run with his grandparents for the past two years in a 1904 De Dion Bouton, Micah is well acquainted with the vintage

car scene and has every intention of participating in both rallies and races across Europe. “I have recently obtained my racing licence and plan to start racing, but in something on a little more entry level. In the years down the line, it is definitely something I would love to do in the Bentley, although I am not sure about how much my grandfather agrees,” he laughs.

“We have attended The Medcalf Collection’s annual Goodwood track days which have always been a blast and we very much look forward to when we will finally have our own Bentley there.” But they have to learn how to drive a vintage Bentley first. As William explained: “Now that the car is finished and Micah has a license, it’s time to teach them how to drive it, introduce them to the rally scene, support them in maintaining the car and develop Micah and his grandparents as vintage Bentley owner drivers.”

A miracle story of the younger generation actively engaging with the vintage car world, Micah represents the emerging group of vintage Bentley purveyors. As Micah graciously concluded: “To say that I am fortunate is the understatement of the century.”

Words by Hugh Francis-Anderson

Bentleys | Vintage Luggage
www.bentleyslondon.com

“The best is good enough”

BENTLEYS



GOODWOOD REVIVAL RACING EXPERIENCE

Brilliantly authentic, exhilarating and memorable

goodwood.com



The Endurance Rally Association
Home of the Peking to Paris Rally

Ready for a new adventure?



Adriatic Adventure, 18 to 29 September 2019

This brand new event will mirror the Baltic Classic in style and take competitors into countries that are new territory for 12-days of rallying. Starting and finishing in Trieste, we go from the mountains of the inland Balkans to the dazzling brilliance of the Adriatic coastline.



Rally New Zealand, 15 February to 8 March 2020

The ERA makes its first journey to New Zealand with a spectacular route planned to showcase this amazing country. Starting from Auckland, our crews will enjoy a fabulous mix of gravel tests, forest regularities, race circuits and undiscovered delights as we rally to Christchurch.



Entries now open to pre-1976 cars.
Contact the Rally Office to request a brochure and more details.

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

Supported by:
Bonhams

Wings & Wheels

At Duxford, near Cambridge, the Aircraft Restoration Company (ARCo) is restoring to flight a 1936 Westland Lysander. Designed as an Army co-operation aircraft for artillery spotting and communications, this ungainly aircraft found its true role in dropping and collecting agents in occupied France during the War.

With a 900hp Bristol Mercury engine it is no slouch (the Spitfire Mk1 had 50hp more...!) with a speed of 212mph, a range of 600 miles, its real forte was being able to land in

only 300yds on rough, unprepared fields. A fantastic read is "We Landed by Moonlight" by Gp Capt Hugh Verity which explains in depth their role. He was guest of honour at a dinner for Special Forces Helicopter crews and you could have heard a pin drop as he recounted his exploits, all with map and compass, whereas today GPS, Night Vision goggles, and more importantly, reliable airframes make the job much easier.

So, back to the connection between Bentleys and aero-

"So, what on earth is the connection between a WW2 spy dropping aeroplane and a vintage Bentley, you may ponder!

planes.

Rats (aka David Ratcliffe, 3 litre owner) is also a volunteer pilot/engineer at ARCo and noticed some tyres beside the 'Lizzie', remarking that they wouldn't look out of place on his vintage Bentley. Sure enough, 5.25 by 19", that is exactly what they were. The problem was that the tyres, when fitted inside the spats, fouled the top edge when the oleos fully compressed, as they would during landing. This would result in instant 'braking', and you would find yourself upside down in the wreckage very quickly!

Here comes Medcalf Vintage Bentley to the rescue. The original wheel would not fit the tyre spin machine, so something else of the correct size was required. The 'Rats Bright Ideas Department' sprung into action.

A phone call to Glyn and a wheel was found, tyre removed and loaned to ARCo where the lads put in a rig, spun it and shaved the edges sufficiently to give the correct clearance inside the spat. Job done! (Tread depth is not important when landing on grass and many period aeroplanes run on 'slicks')

Just another small detail towards restoration to flight of an iconic British aeroplane, of which there are only a handful still airworthy.

Hopefully you will be able to see its aerial debut at the Goodwood Revival this year, if all goes to plan. So, wander over, kick the tyres and (with a smile) say ...

"These wouldn't look out of place on my 3 litre Bentley"

We can then pin you down as a reader of Vintage Bentley News!!

(PS. I'm not sure William noticed a wheel missing from his own Bentley....sorry, Pal!)

Words by David Ratcliffe



Now look [here](#) chaps, anyone know someone who can help?



SWISS WAXMAKERS SINCE 1930



SWISSVAX™
HIGH PERFORMANCE CAR CARE
HAND MADE IN SWITZERLAND

CARE FOR YOUR DREAM™
SWISSVAX.COM

~ SUPER SPORTS SS4 PY3733 ~



THE ROAD TO SAIGON

12TH OVERALL

1ST IN CLASS

27 DAY EVENT

5,500 MILES



GERARD BROWN

~ 5 DAY TURN AROUND ~



TONY LARGE

THE FLYING SCOTSMAN

2ND OVERALL

1ST IN CLASS

4 DAY EVENT

726 MILES

~ 5 HOUR TURN AROUND ~

EDINBURGH TO MONACO

9 DAY EVENT

2,450 MILES



– Rebuilt, Prepared and Maintained By William Medcalf Vintage Bentley –

Super Sports SS4 PY3733

Owner Graham Goodwin invites William to drive his Super Sports to compete in the toughest pre-war event in the UK, bringing home the silverware in style.

Run for cover, it's champagne time!

WILLIAM VINTAGE
MEDCALF BENTLEY

www.vintagebentley.com



BRITAIN'S PREMIER VINTAGE RALLY
FLYING SCOTSMAN
2018
10TH ANNIVERSARY EDITION



The Endurance Rally Association
Home of the Peking to Paris Rally

MINIS



ERA

hams

1901

ER

~ SUPER SPORTS SSC22 OM6832 ~



THE SCOTTISH MALTS

3RD OVERALL

1ST IN CLASS

5 DAY EVENT

900 MILES



IMAGE COURTESY OF HERO RALLY

~ 5 DAY TURN AROUND ~



TONY LARGE

THE FLYING SCOTSMAN

3RD OVERALL

2ND IN CLASS

4 DAY EVENT

726 MILES

~ 5 HOUR TURN AROUND ~

HIMALAYAN CHALLENGE

21 DAY EVENT

3000 MILES



GERARD BROWN

– Rebuilt, Prepared and Maintained By William Medcalf Vintage Bentley –

Sun's Out, Drive Out



We love an eclectic mix at the drive out

Last year, I caught on to the fact that William Medcalf Vintage Bentley was organising “Drive Out” days biannually, but I never seemed to have the time to make it over and join in the festivities. It was almost a New Year’s resolution to make more of an effort to find out when they were well in advance and attend, as the Drive Out was something I just had to be a part of.

Having been brought up in the VSCC and taken to the club’s April Silverstone Race Meetings as a young boy, there was only one marque that really captured my imagination and they were W.O. Bentleys. Realising that WMVB was less than an hour away in Liss I did what any dyed-in-the-wool vintage car enthusiast should do: tog oneself up in plenty of layers and enjoy driving one’s vintage car to somewhere interesting.

On arriving early having flown along the M27 and up the A3, I was directed to park the Alvis in front of the showroom and was then pointed in the direction of hot coffee to help me thaw out. Having perused William Medcalf Vintage Bentley’s website, I had a flavour of what to expect and, being a vintage Bentley enthusiast, I was not disappointed. The set-up of the showroom, workshop and first floor areas was extremely impressive to say the least.

It was a really chilled out and relaxed morning that enabled us like-minded enthusiasts to chew the fat for as long as we wanted. So, one could drop in for an hour or make a full morning of it with the thought of driving home via, perish the thought, a stop at a convivial pub!

Although William Medcalf Vintage Bentley is dedicated to W.O. Bentleys, you definitely don’t need to be a complete W.O. fan to enjoy the Drive Out. There was a good mix of vintage and classic cars arriving throughout the morning, so there was something for everyone to marvel at no matter your tastes. All of the staff on hand were more than happy to chat and explain aspects of the cars and the set-up of the workshop. All in all, my first Drive Out experience was very enjoyable and relaxed – just what I hoped it would be.

Words by Richard Wadman

William Medcalf and Andy Pullan bringing home the silverware on the 10th Flying Scotsman Rally.

Races and rallies are won and lost in the workshop, *preparation is everything...*



Hill Brow, Liss, West Sussex GU33 7NX
WILLIAM@VINTAGEBENTLEY.COM
TELEPHONE +44 (0)1730 895 511



WILLIAM MEDCALF | VINTAGE BENTLEY

WWW.VINTAGEBENTLEY.COM

Dolly on a Mission



GERARD BROWN

All systems go

A man who takes vintage car rallying and racing to new levels, Bill Cleyndert is a poster boy for pushing pre-war cars to the limit. Last year alone he has covered over 25,000 competitive miles in competitions, many in his 1925 SuperSports Continuation – lovingly named Dolly. William Medcalf said: “He’s totally in tune with his motor car and knows exactly how to handle it,” so we wanted to catch up with Bill to chat about his ludicrously busy year.

So Bill, how has the 2017 racing and rallying year been for you?

“It’s been very busy. We have enjoyed a wide variety of events ranging from a US East to West coast road trip in the our 1934 Ford Coupe Hot Rod stopping at the Bonneville salt flats to race our 1928 Roadster; rallying in our 1925 Bentley SSC both in the UK and on the continent enjoying wins on the ERA Baltic Rally and the RallyRound Odyssey Italia; rallying in our 1966 Mini Cooper S; racing the Bugatti at the Goodwood Members’ Meeting and partaking in the Benjafields Racing Club ‘Benjafields 500’ race at the Ascari race track. We also had a fabulous 4x4 tour of Lesotho and have taken in various other rallies, sprints and race meetings. In all I think I must have covered over 20,000 miles, of which 10,000 have been in Dolly.”

Clearly Bill’s his passion for vintage cars is commendable, and goes to show the lengths individuals will go to keep this eclectic world alive. “I love the cars and the challenge of driving them competitively,” said Bill. “But ultimately it’s the camaraderie shared with likeminded people. I feel hugely privileged to be able to do what we do and with the people we do it with.”

And it’s true. I first met Bill on the Flying Scotsman Rally earlier last year, and day after day William and I found ourselves in jovially serious road races with him driving his Ford Model A Speedster. The spirits were high, and it felt like being a child again – simply playing for the fun of it. I observed that this is one of the very reasons these rallies exist – so grown men can be children again. For me, there are few things better than that. And although it is a ‘serious’ competition on the road, the camaraderie is always present.

“William and his team have been an absolute pleasure to deal with over the past few years. Their enthusiasm and friendliness is contagious; their knowledge, engineering skills and workshop facilities are hugely impressive, and the service that they provide has been outstanding,” commented Bill. “William is blinkered to all but W.O. Bentley motor cars and to providing the very best service and support for owners who enjoy and use their cars. From my experience, I can vouch that they are succeeding!”

Bill’s SuperSports Continuation, Dolly, has a fascinating story, too. In 1925, Dolly was sold to a Mr. F P Williams who had a series of issues with the original 3 litre engine before selling

her back to Bentley Motors in October 1926. She was then fitted at the works with what is believed to be the first experimental 4½ litre engine and was then used as the works hack during the 1927 Le Mans event.

Dolly then passed through various custodians, who all raced her and made numerous customisations, cycling through various bodies and engines on her journey. “In 2015, she came into my ownership in a very tired state and after discussing with William the decision was made to shorten the chassis to 9’ and turn her into a SuperSports Continuation with a focus on building what for me would be my ultimate Bentley, built to endure the rigours of long distance rallying,” said Bill. “In this guise, she has been a formidable tool having had success in many events including the 2016 Peking to Paris Rally. Her performance and reliability have proved themselves over the 30,000 miles of hard use that I have given her in the past two years. Amazing.”

Here’s to Bill Cleyndert, a man on a mission to drive his vintage cars to the very limits, and in doing so, contributing hugely to the vintage car scene.

Words by Hugh Francis-Anderson

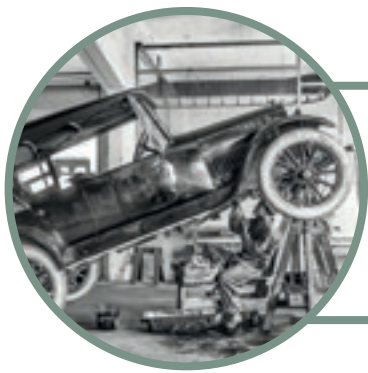


JOIN THE ADVENTURE

Looking for the ultimate vintage and classic rally experience? Rally Round’s highly sociable adventures are designed for novices and experts alike.

For details of forthcoming events visit www.rallyround.co.uk or contact the rally office - email info@rallyround.co.uk or telephone +44 (0)1252 794100

Rally Round | The Studio | Coachman’s Lodge | Frensham Lane | Churt | Surrey | GU10 2QQ



Michael Anich's Top Tip

William Medcalf started his vintage Bentley career 24 years ago and since then has become the world-leading authority for the marque. As a racer, rally driver, restorer, and lifelong owner of the marque, William knows – more than anyone – what to look out for and what needs attention on a vintage Bentley.

In the first of his series, Mick tells us the importance of paying attention to the main brake adjuster, one of the most safety critical components on your vintage Bentley, which should be periodically inspected.

Mick tells us: "Connecting your brake pedal to the compensator shaft, the main brake adjuster operates in an area open to all elements the road can throw at it. If you are using

the car as intended, and race or rally, that is a lot of road dirt and debris."

He continues: "A threaded rod located in the adjusting body faces towards the front of the car, and with its angle of operation there is a tendency for water and salt spray from the road to work its way into the component, resulting in corrosion. After 90 years this component is often very compromised. Further, it is not uncommon to find the upper threaded part damaged due to historical poor workshop procedures when the pedal shaft is disconnected."

At William Medcalf Vintage Bentley, it is mandatory for the Main Brake Adjuster to be replaced on any car they haven't serviced before. This safety measure is critical as failure would result in total loss of the brakes, which has been wit-

nessed first-hand several times.

We stock the main brake adjuster part number BM10313 at £400.80 + VAT and carriage, which has been manufactured using better materials and is available for instant dispatch.

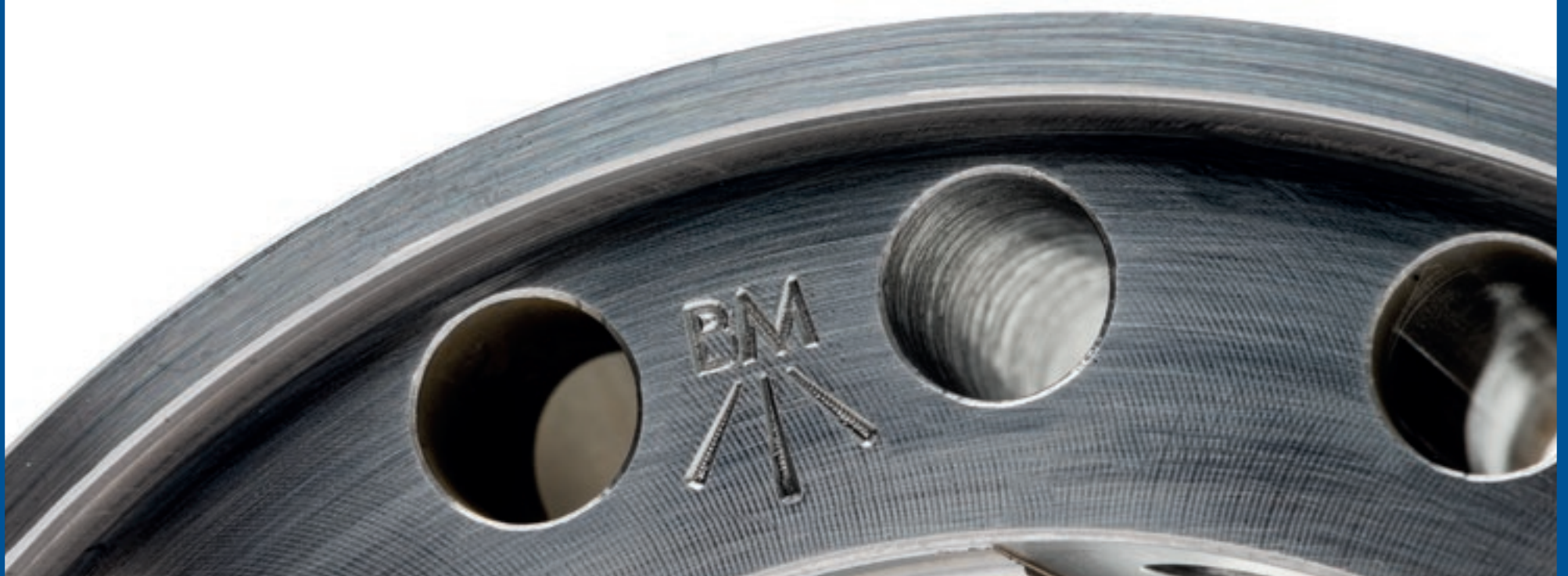
Please contact our parts department for further details
henry@vintagebentley.com or 01730 895511.



Main Brake Adjuster BM10313

BENCHMARK

PRECISION ENGINEERING



Benchmark. The New Standard

Cutting Edge Engineering For Vintage Bentleys



Call +44 (0)1730 895533 or visit www.benchmarkprecisionengineering.com



Workshop



Parts



Lifestyle

Based in West Sussex on the road from Brooklands to Goodwood with easy links to the continent and beyond, it is the only place you need if you want to service or prepare a vintage Bentley. With hundreds of thousands of miles under their belt, the team at William Medcalf are globally recognised as the most successful vintage Bentley rally-preparation team.

Their obsession for excellence and passion for tradition and heritage, and their willingness to assist and guide owners and enthusiasts of the marque through all aspects of vintage Bentley life and the unique experiences which ownership brings.

If you're ever near Brooklands or Goodwood, let us know and pop in for a coffee.

WILLIAM MEDCALF | VINTAGE BENTLEY

The leading vintage Bentley preparation and experience company

Follow us on



Find us at:
www.vintagebentley.com

William Medcalf Vintage Bentley
Hill Brow, Liss, West Sussex GU33 7NX

Tel: +44 (0) 1730 895 511
Email: info@vintagebentley.com

For further information and publications, or to nominate a friend who would be interested to receive the *Vintage Bentley News*, contact

farrah@vintagebentley.com