



April Qtr 2024

CHAIRMANS REPORT

I am writing my first report as Chairman of the BDCQ after being elected at our recent AGM held on the 17th February, 2024.

Many thanks to John and Wendy Wagstaff for hosting our AGM at their home and for organising the delicious catering for this event.

I would like to thank Tery Hurst for his nomination and his (and the club's) confidence that I will be the right person for the job. I am glad to have him as my 'wingman' and want to continue his relaxed and fun style of leadership. This means a free coffee stays as a tradition at morning tea!

Our club has developed a good culture and atmosphere of fun and friendship via a common interest and link. We have such a large diversity of people from all walks of life, with all sorts of skills and experience who come together to enjoy each other's company through either the ownership, or a keen interest, in the Bentley Marque. Our club's inclusivity is also evident through the many different nations and backgrounds of members represented in our club and now gender inclusive with a woman at the helm. It has been pointed out to me that I am the first female Chair of a Bentley Club in Australia – I hope I'm not the last.

One of my first actions as Chairman is to get new Name Badges manufactured. We have not had badges made for over a decade and I hope you like the new format and style. I am hoping these can be distributed soon. When going through the membership list (what a good way to learn everyone's name) it struck me that, when you add partners to the tally of members, we have 80 members. That's a very healthy membership. I hope to meet more of our members this year (I might make it a personal challenge to meet all 80 members!) at our events.

Julie



Chair:
Julie Pierce
piercejlb@bigpond.com

Vice Chair:
Tery Hurst 0438 689 544
thurst@bigpond.net.au

Secretary:
Simon Pierce
wjsimonpierce@bigpond.com

Treasurer:
Marilyn Hurst 0404 805 103
marilynahurst@gmail.com

Editor:
Janelle Hazlehurst
0402 062 830
mjhazlehurst@gmail.com

Committee members:
John Wagstaff
Terry Aronson
Chris Cameron

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SAVE THE DATE:

18-23 November 2024 inclusive



More details have not been released yet, but we do know it will be held in and around **Hahndorf**, a small town in the Adelaide Hills.

Annual AGM in February:

You should have received the Outgoing Presidents Report and other related documents from the 2024 AGM that was conducted on the 17th February —these were emailed to you on the 9th March.

On the next page are a couple of photographs taken at the AGM.



BDC MEMBER SPOTLIGHT

My Love of Bentley's – Chris Hazlehurst

My love of motor cars started as a small child. My mother bought me a number of the "Observers Book of Cars" which were updated annually.

When we moved to Cyprus I had a collection of Dinky and Corgi model cars. My favourite was the Bentley Continental with fingertip steering and diamond headlights.

After moving back to Catterick Village in North Yorkshire, UK I had to walk to and from school. Sometimes when I was passing the local doctors house the garage door was left open. I used to sneak in to have a look at the motor vehicle parked up inside. It just happened to be a Bentley Mark VI. Since then I always wanted to own a Bentley.

Fast forward a number of years, and a move to Australia, I acquired my first Bentley – a 1947 Mark VI. Although the build history of this car is 1946. This is also one (of the three) first Mark VI's that were imported to the "Colonies" in 1947.

A few months after purchasing the Mark VI, and after tidying up the wiring under the bonnet and detailing the car, and being a bit naive about car shows, I entered it to be judged in the RROC Federal Rally being held in Toowoomba. Somehow it had won it's class!

A few years later the opportunity came up to purchase my 2nd Bentley. A 1961 S2 which had been imported from the USA by a car dealer in South Australia. This had been first sold in the UK and sometime in it's life had been imported to the USA. I am the first Australian owner. This is still in its original condition.

A few years on and there was a 1968 Mulliner Park Ward 2-door T Series in a Melbourne auction. I won the bid (sight unseen) and the next thing I knew it landed on my doorstep! At that time it was Green with Red interior and very "used". I decided to get it repainted "British Racing Green" and fully upholstered in white. I believe there is only 4 of this make & model in Australia.

By this time one of the Bentley's had to be garaged under my mother-in-laws house, which was not ideal. It was decided that I had to look around for another house where I could accommodate all the cars in the same place.

After moving to Forestdale which had a large shed up the back with more than enough room for a few more cars, I couldn't help myself when I saw a 1987 Bentley Eight for sale. I used this as my 'every day to work' car for about 4 years until I retired.

Needless to say that to this day I still have all of these cars and when I look at them I often think back to those early years in Yorkshire and think how privileged I am to have my childhood dream sitting in my garage. They are in my big shed, all lovingly washed, polished and taken out occasionally to stretch their legs. I just can't bring myself to part with them.

Does this make me a "Bentley motor car tragic"!!!



Over 75 collector cars, ranging from a 1920 Ford Model T Coupe to a 2022 McLaren Elva, assembled at Cockatoo Island for the annual Sydney Harbour Concours

2024 Sydney Harbour Concours:

A diverse selection of more than 75 collector cars, ranging from a 1920 Ford Model T Coupe to a 2022 McLaren Elva, assembled at Cockatoo Island for the annual [Sydney Harbour Concours d'Elegance](#) on March 1-3, 2024.

The vehicles vied for the coveted Best in Show prizes across eight classes. Highlights included a 1945 Bugatti Type 57, 1960 Ferrari 250 GT Pinin Farina Coupé, 2015 McLaren P1, 1991 Lamborghini Diablo, 1951 Porsche 356 Cabriolet and three Ferrari Dino 246 GTs.



After plenty of deliberation, the expert judging panel – led by event founder and classic car expert James Nicholls – crowned the 1964 Ferrari 250 LM as the Best in Show post-war car, while a 1933 Rolls-Royce Phantom II took the Best in Show pre-war prize. The 250 LM also bagged the People's Choice award.

"We've pulled together more than 100 years of motoring heritage in this year's event – it's a pocket-sized edition of the 20th century's motoring evolution on Sydney Harbour," James Nicholls said.

"Whether it is rare, historic cars or cutting-edge technology vehicles of the future, people appreciate the beauty and art involved in these extraordinary pieces of engineering, design and craftsmanship."

The prize-winning cars were revealed at a gala dinner at Luke Mangan's Glass Restaurant at The Hilton Sydney on March 2.

Full Sydney Harbour Concours d'Elegance results:

Best in Show (post-war): 1964 Ferrari 250 LM

Best in Show (pre-war): 1933 Rolls-Royce Phantom II

ASI Best Italian Car: 1955 Lancia Aurelia B20GT

Passion (pre-war): 1930 Alfa Romeo GC1750 Gran Turismo

Passion (post-war): 2015 McLaren P1

Best Restoration: 1973 Ferrari Dino 246 GT

Any man who can drive safely while kissing a pretty girl is simply not giving the kiss the attention it deserves.

..Albert Einstein

Preservation (pre-war): 1920 Ford Model T Coupe
Preservation (post-war): 1985 Porsche 911 Turbo (930)
Class 1 – Wide Open Spaces: 1972 Rolls-Royce Corniche Convertible
Class 2 – 21st Century Schizoid Man: 1999 Bentley Continental T
Class 3 – Speedy Gonzales: 1964 Ferrari 250 LM
Class 4 – Baby Driver: 1971 Ferrari Dino 246 GT
Class 5 – Gran Turismo: 1960 Ferrari 250 GT Pinin Farina Coupé
Class 6 – The Jazz Age: 1924 Bentley 3 Litre Blue Label
Class 7 – The Golden Age: 1933 Rolls-Royce Phantom II
Class 8 – An American in Paris: 1962 Aston Martin DB4 Vantage
Ladies Choice: 1951 Porsche 356 Split Window Cabriolet RHD
People's Choice: 1964 Ferrari 250 LM

James Nicholls confirmed that the next edition of the Sydney Harbour Concours is already being planned for the first weekend in March 2025.

RAISING A FAREWELL GLASS OF MACALLAN WHISKY TO BENTLEY'S LEG- ENDARY W12 ENGINE

WORDS: ALEX GOY | PHOTOS: BENTLEY

It's getting awfully depressing, saying goodbye to so many things. Seemingly, there's a death notice sitting in my inbox every other week – a missive from a huge conglomerate stating that, for whatever reason, something wonderful has to go. Of course, all good things must come to an end, but being at the 'life takes away' stage of petrol's years can seem a little gloomy. Unless you decide that it's best to celebrate than be sad, which is how I found myself in a convoy of W12-powered [Bentleys](#) driving from Crewe to [The Macallan distillery](#) in Scotland to see the 'ol motor off with a strong drink.

As is The Way right now, big, thirsty engines aren't really the done thing. This means Bentley is knocking its 6.0-litre W12 on the head later in 2024, having produced more than 100,000 of the things (combined putting out more than 6,000,000bhp) since the first one was bolted into a Continental GT.

For more than 20 years, the venerable powerplant has been a wonderful way to cover immense ground in very little time at all, with very little fuss. It isn't noisy, its torque comes in early and strong, and it never gives the impression that it'll run out of steam before you run out of road. Its abilities are helped by being wrapped in some of the best automotive design, and finest materials available, too.

Being the engine to power Bentley's reinvention at the turn of the century, I hope it'll be remembered as 'a moment' – a thing that irrevocably changed something for the better. In this case, Bentley as a whole. Initially a VW Group project, the W12 started life as two super-narrow VR6 six-cylinders mashed together, mated with a common crank. Even

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with whacking great turbos on board, as was the Bentley way, it was still drastically shorter than a traditional V12. The result meant a tight package, huge grunt and more space in the cabin for people and all their limbs. The rear legroom in a [Continental GT](#) may not be massive, but it's a damn sight more than you'd get in an Aston Martin DB9.

Bentley's success with the Continental GT is undeniable. It refreshed and reinvigorated a brand that had been on the back foot for years. With German cash (and expectations) behind it, the exciting new Bentley offered something pleasingly different, and buyers the world over went mad for it.



All ends of the market – young, old, fashionable, less fashionable – found a slice of themselves in Crewe's brave new world.

Over its life, the W12 got a number of glow-ups and some incredible engineering advancements – and it was mated to a variety of gearboxes. Its ultimate evolution is in the [Batur](#), a 730bhp 738lb ft rocketship... a rocketship that Bentley says you can use reliably every day, should you so choose.

"My mother always used to say: The older you get, the better you get, unless you're a banana."

.... Rose ([Betty White](#)), [The Golden Girls](#)

The Batur is a limited-run car: only 18 will be made, and they're all gone. There's no need to be disheartened, however, because a Continental GT Speed boasts virtually all of its grunt (and rear seats, too – something the Batur does without). If I'm going to be driving a car for hundreds of miles on a mix of roads, and be in a hurry, there aren't many other models I'd rather be in. Bentley's liberal use of hide from cows that, I suspect, are fed only on cotton wool and goose down before they're peeled and turned into seats, gives your back and nethers a wonderfully soft ride. They're accompanied by a more comprehensive list of back massages than most day spas could dream of; if you end up with a sore spine in one of these, you might need to seek specialist assistance.

Adjustable suspension, even in its hardest setting, won't jar, although if you ask the Bentley's 650bhp 644lb ft motor to bring you urgently close to the horizon, you may be taken a little by surprise. You're granted a moment of calm as your foot hits the floor, before a lot of torque is fired to all four wheels and you're, all of a sudden, not where you used to be. It's quite fun.

Silly turn of pace aside, the W12 is exceptionally good at cruising. Get to your speed of choice, and it'll sit there almost silently, and very happily, until you need a pit stop.

On Scotland's twisty roads, the Bentley can be as serene as you like, or coaxed into savagery – you'll meet apexes far more quickly than you imagined, and then gently breeze around them with minimal fuss. You won't trouble a Lotus Elise dynamically, but then again you won't have to unfold yourself out of the cockpit at the other end. The car is good, but it's the engine that makes it perfect. For the driver in a hurry, but not in a rush, the W12 will do the job perfectly.

Celebrating such a motor without doing something suitable seems foolish. For all the joy it's brought – and that it'll continue to bring, until the last example is forced off the road – simply waving the final W12 engine off the line with a solemn tear and a blurry phone picture isn't going to cut it. This is why I am on my way to The Macallan. See, working with Bentley, the distillery has created Horizon, a special whisky for a lucky few (hundred) that sits in a spiral case made of wood, leather and metal. Macallan says its many flavour profiles are reminiscent of one of Bentley's finest motorcars, although all I know is that it's probably the best whisky I'll ever taste, and that all other spirits are now tainted forever. It's really rather good.

While there will never be anything quite like Horizon again, and there almost certainly won't be another engine like the W12, both Macallan and Bentley will carry on making their wares. There will be other special booze, and there'll be another way to propel a flying B from coast to coast in no time at all. Let's drink to the W12 for now, and be grateful not only for what it did, but also for how much further it's allowed Bentley to go.



JOIN US ON OUR UK SCENIC DRIVE

READY TO JOIN US ON A ONCE-IN-A-LIFETIME EXPERIENCE DRIVING A BENTLEY THROUGH BREATHTAKING BRITISH LANDSCAPES? YOU CAN NOW BOOK YOUR PLACE FOR EXTRAORDINARY JOURNEY UK.

Your journey begins at the prestigious CW1 House showroom at the Home of Bentley in Crewe

Spending time surrounded by nature is good for our mind and soul; a mountain view, the smell of woodland pine, a glimpse of wildlife – they all bring a sense of calm and joy, making us feel more relaxed and happier with the world.

With the launch of Extraordinary Journey UK 2024, we are offering you privileged access to some of the most scenic and inspirational beauty spots. While you experience the benefits of connecting with nature as well as the thrill of driving a Bentley, sustainability sits at the heart of the programme ensuring you enjoy the finest sustainable accommodation and seasonal cuisine.

A JOURNEY OF DISCOVERY

From the moment you embark on this exceptional five-day, four-night road trip, you will be immersed in a world of breathtaking scenes, wellbeing activities and life-enhancing adventures.

Your journey begins at the prestigious CW1 House showroom at the Home of Bentley in Crewe. Here you will experience a behind-the-scenes tour of our state-of-the-art production facilities and sit down to an intimate dinner in the heart of the factory.

The next morning, after collecting your own private Bentley, the thrilling route traverses the best of Britain's diversely rich and unspoilt countryside. Take in the sweeping views of rolling hills, dramatic rock edges and wild moorlands in the Peak District National Park, as the leisurely drive gracefully continues through the picturesque Yorkshire Dales.

A quintessentially British afternoon tea awaits at Grantley Hall, a luxury country

If you believe in yourself and have dedication and pride – and never quit, you'll be a winner. The price of victory is high but so are the rewards.

..... Paul Bryant

manor set in stunning wooded parkland. Here, you can indulge in pampering treatments and therapies in the renowned spa, before savouring the culinary artistry of a chef that champions the finest seasonal local produce.

The following morning, nourish your mind, body and soul with an optional wellness activity, before continuing your wellbeing journey on the road, taking in the untamed scenic wonders of the North Pennines and the Northumberland National Park, heading north into Scotland, where more natural gems unfold before your eyes. All the while, relish the comfort and space inside your Bentley, a car that is dedicated to your on-board wellness.

A true woodland escape awaits at The Treehouses at Lanrick, where luxury retreats feature log burning stoves, a tree-top terrace and an outside bath. Bordering the Trossachs National Park, with its serene lochs and rugged mountains, it is the perfect place to switch off from the outside world.

The drive route continues northeast towards the Cairngorms National Park, an outstanding wilderness of rugged mountains, magnificent forests and heather moorlands, ending at The Macallan Distillery in Speyside, where you can explore the story of the revered single malt whisky on a private tour. Delight your senses at the end of the day with a gastronomic dining experience on the distillery estate.

During your final breakfast, reflect on the natural wonders, serene tranquillity and special wilderness experiences that have defined this remarkable journey, returning home feeling pampered, relaxed and full of memories to last a lifetime.

The Extraordinary Journey UK drives take place on:

- 19 - 23 August 2024
- 2 - 6 September 2024

A previous guest described their Extraordinary Journey as a "mind-blowing experience", and one commented: "I'm not quite sure how to put into words how incredible the whole Extraordinary Journey was – the seamless service, perfect itinerary, and thoughtful elements were wonderful, but the extra-special moments from your team and the memories I'll take forward are quite overwhelming!"

To Book: <https://www.bentleymotors.com/en/pages/keep-me-informed-uk-event.html>

EVENTS 2024

Proposed Dates

(subject to change if needed)

Proposed Event/Run

| | |
|----------------------------|---|
| Sat April 13 th | Run to Kalbar. Morning tea in Kalbar and lunch at Harrisville Hotel (n.b. one week before the Sunflower festival) |
| Sun May 5 th | Woodford trains and Maleny Botanical Gardens |
| Sun June 2nd | Noggin'n'Natter brunch @ Walkabout Discovery Centre, Enoggera Reservoir (possible drive up to Mt Nebo afterwards) |
| Sun June 30th | Christmas in June @ Angelhurst |
| Sun July 14th | Mac's Bridge day at Caboolture |
| Wed July 17th | Noggin'n'Natter brunch or afternoon tea @ Café Catalina, 10/11 Gold Coast Highway, Southport |
| Wed Aug 14th -Sat Aug 17th | Trip away (Woodenbong, Casino, Ballina) |
| Sun Sep 15th or 22nd | All British Day |
| Thurs Sep 12th | Noggin'n'Natter Café La Mer, Manly waterfront |
| Fri Oct 18th | Lunch at Birches Restaurant* Mt Mee |
| Nov 18th – 23rd | National Rally in Adelaide |
| Sat Dec 7th | Christmas Lunch (TBA) Fri 14th – |
| 2025: | |
| Sun 16th Feb | AGM and Weekend at Caloundra |

INTERNATIONAL EVENTS

| | |
|---------------------|--|
| 03-07 APRIL 2024 | TECHNO-CLASSICA, Essen, Germany |
| 12-14 APRIL 2024 | FLYING SCOTSMAN, Northern England/Scotland |
| 18-20 APRIL 2024 | SALON PRIVÉ LONDON, UK |
| 19-21 APRIL 2024 | LA JOLLA MOTOR CAR CLASSIC California, USA |
| 03-05 MAY 2024 | GREENBRIER CONCOURS D'ELEGANCE West Virginia, USA |
| 06-09 MAY 2024 | VINTAGE SHAMROCK, Ireland |
| 10-12 MAY 2024 | MONACO GRAND PRIX HISTORIQUE |
| 17-20 MAY 2024 | SPA-CLASSIC, Spa-Francorchamps, Belgium |
| 18 MAY-24 JUNE 2024 | PEKING TO PARIS MOTOR CHALLENGE China, Mongolia, Russia, Kazakhstan, Finland, Estonia, Latvia, Poland, Germany, Belgium and France |
| 24-26 MAY 2024 | CONCORSO D'ELEGANZA VILLA D'ESTE, Cernobbio, Italy |
| 24-25 MAY 2024 | CONCOURS ON SAVILE ROW Savile Row, London |
| 31MAY-02 JUNE 2024 | GREENWICH CONCOURS OF ELEGANCE Connecticut, USA |
| 26 APRIL 2024 | VINTAGE BENTLEY GENERATIONS TRACK DAY, GOODWOOD MOTOR CIRCUIT |
| 04-06 JUNE 2024 | LONDON CONCOURS, London, UK |
| 10-16 JUNE 2024 | MILLE MIGLIA, Italy |
| 29-30 JUNE 2024 | HEVENINGHAM CONCOURS |
| 16-18 JULY 2024 | YORKSHIRE ELEGANCE |
| 13-15 SEPT 2024 | RALLYE PADRE-FIGLIO, MONTE CARLO |
| 20-22 SEPT 2024 | RALLYE PERE-FILS, MONTE CARLO |