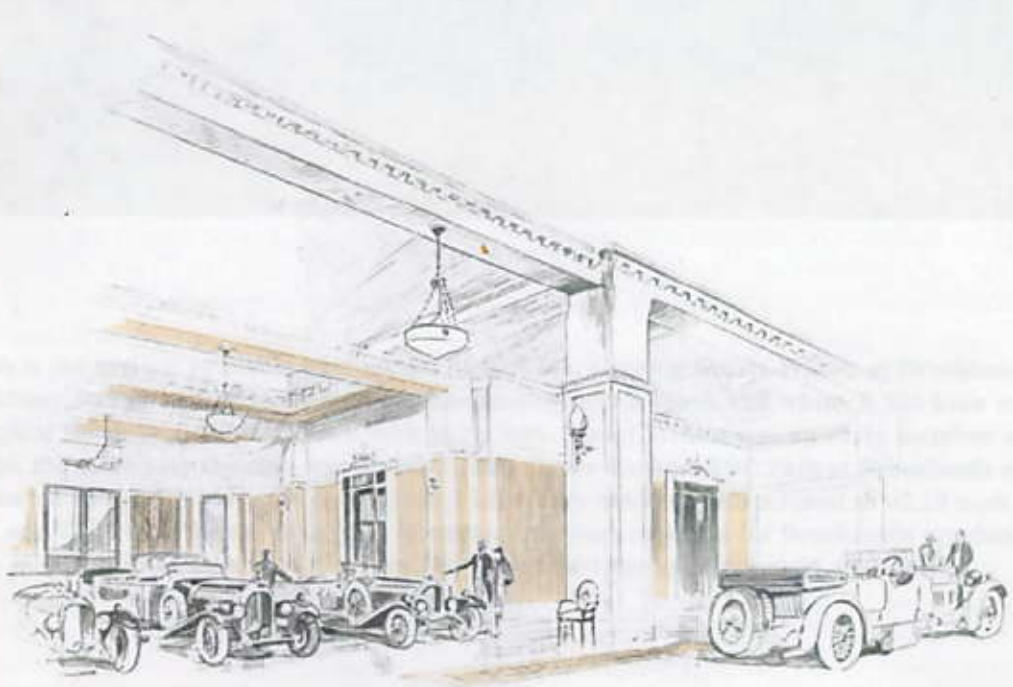


**3 Litre Bentley
Chassis DN1741**



A CORNER OF THE POLLEN HOUSE SHOWROOMS

Report on 3 Litre Bentley DN1741 Chassis DN1741

This report is compiled from photographs and documents for Robert E. Ford.

Chassis DN1741 is the first 3 Litre Bentley ever to be shown in a race at Brooklands.



This is the earliest available photograph of DN1741, showing Stuart Wilton at Brooklands in 1936, overtaking Anthony Sutton in 3 Litre chassis 673. The photograph is black and white, it has been coloured slightly. The original finish was, I think, black with red wings. Stuart Wilton was an early member of the BDC, joining in 1936, the same year the club was founded. This shows the first BDC race at Brooklands on 17 October 1936, as reported below. DN1741 was one of four 3 Litre cars entered, with a speed of 62.25 mph for the standing start lap and 77.21 mph for the flying lap. Bonnet straps were required for Brooklands regulations, otherwise the car ran in standard form with windscreen fitted, with just the hood removed. (WOBMF)

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The Bentley 3 Litre was a very successful racing car. It was designed by the Bentley brothers and was powered by a 2.9 litre engine. The car was very fast and was able to reach a top speed of 100 mph. It was also very reliable and was able to run for long periods of time without any problems. The Bentley 3 Litre was a very important car in the history of racing and was one of the most successful cars of its time.

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Report on 3 Litre Bentley UV7549 Chassis DN1741

This report is compiled from photographs and documents for Richard Belveal.

Chassis DN1741 is the last 3 Litre chassis produced by Bentley Motors, but it has a slightly unusual production history. The chassis was laid down as HT1644, from the last but one chassis series—the HT series of 25 cars (HT1626–HT1650) precedes the last 3 Litre chassis made, numbered DN1726–DN1741. The Service Record for HT1644 is reproduced below. This chassis was built as a 1928 Model Speed Model, with engine HT1647, and a 15/53 back axle. By this date the “C” type gearbox was fitted to Speed Model chassis as standard, however HT1644 was fitted with a “B” type gearbox, with the number recorded as 1644. This will be HT1644, it is not uncommon to find the prefix omitted in Bentley records.

The Service Record for HT1644 shows that the chassis was built to special order for Miss E. Phillips, a well-known tennis player. Non-standard features include positioning the steering column 85mm further back than standard, with the gearlever lengthened 6" and set back 3". The handbrake was also lengthened by 3" and set back by 2", as well as further outwards than standard. With the steering column moved backwards the forward deckboard was lengthened and the rear one shortened, with the steering drag link and magneto control rod lengthened correspondingly. The accelerator pedal was omitted, with the carburettor throttle control connected to the steering column controls only. A polished bonnet was fitted, with locks to the bonnet sides and to the handbrake. Why these non-standard features were specified isn't clear. The order for the chassis was presumably placed directly through Bentley Motors, as no agent is mentioned, and the order for the body was placed directly by Bentley Motors with Freestone & Webb (“Our Own Body Order”). The body is recorded as a special two-seater.

The Service Record for HT1644 notes an F.T. date, that is, for the Final Test to the completed car, carried out at Bentley's Cricklewood works, with a guarantee expires (G.E.) date, of 31 August 1928 and 31 August 1933 respectively (for the five year guarantee). This implies that the car was completed and passed for delivery to the customer. This doesn't, though, seem to have taken place, and there is no record of registration. For whatever reason it seems that the car was taken back by Bentley Motors, chassis HT1644 thus effectively ceasing to exist. The chassis was taken back into production, converted back to standard Speed Model specification, and renumbered as DN1741. Hence we can turn to the Service Record for this chassis, reproduced below.

The Service Record for DN1741 notes “Chassis converted from HT1644”, as a 1929 Speed Model chassis, with engine number DN1744, a 14/53 back axle, and “C” type gearbox no. 6635. Given that the 3 Litre was effectively out of production, the Service Record makes note of various features. The diff unit as now is stamped HT1644 over-stamped DN1741, with the ratio over-stamped as 14/53. This is a 3 Litre pattern diff casing BM3128 without the forward-facing extension for drain and filler plugs, fitted to 4½ Litre back axles by this date. With this early pattern casing goes the BM1402 rear cover. The banjo is the earlier pattern without baffles. The engine was built with the BM1800 Speed Model camshaft with high compression pistons, with the oil bath modification to the camchest. This had already been introduced for 4½ Litre engine, with the outlet under no.1 camshaft bearing plugged and two ¼" holes drilled further up the camchest trough by each pair of rockers. This turns the lower portion of the camchest into an oil bath so that the moment the engine is started the cams dip into oil before contacting the tappet screws.

The chassis was otherwise built to the latest Speed Model specification. The chassis frame is the late pattern of 3/16" gauge steel with dropped engine bearers with rubber block suspension for the back of the crankcase, with the standard 3 Litre pattern battery tray with a “Y” shaped support bracket from the rear gearbox crossmember. Suspension as new was by leaf springs with duplex Hartford friction shock absorbers all round, these are the later Silentbloc bush pattern.

The original engine for the chassis was numbered DN1744, this engine is still fitted. As new this was a 1929 specification engine with aluminium castings throughout, twin SU G5 “sloper” carburettors and, probably, twin ML GR4 magnetos. Earlier 3 Litre Speed Models were fitted with ML CG4 magnetos, at some point late in production ML GR4 magnetos were fitted as standard. There is no note in the Service Record of when this occurred. Photographs of the engine as now show ML GR4 magnetos so it is likely that DN1741 was fitted with these from new. As now the engine is correctly numbered DN1744 to the crankcase, with evidence of the earlier HT1647 number below. There should also be a number to the near-side flange of the magneto turret, no photograph of this is available. The sump carries sequence number 1634, engine HT1647 is nominally the 1639th 3 Litre engine built so this will be the original to the engine.

Instrumentation for the late 3 Litre Speed Model as standard is Smiths starter button, Smiths 20-0-20 bezel switch/ammeter engraved Bentley, Smiths 0-60lbs oil pressure gauge, Homa dashlamp, Bentley Motors switchplate/mixture control, Smiths clock, AT speedo, and Graham horn button. A matching AT rev counter was often fitted to chassis with more sporting coachwork, and a Smiths or Cambridge (ARIC) water temperature gauge. The standard finish is black face with white lettering with the bezels painted black. The information is incomplete and as DN1741 was built right at the end of production it may have had some variations in equipment. The steering wheel as standard is the 3 Litre solid wheel with cast aluminium spokes and steel rim, celluloid covered (in black). As a late chassis it is possible that a Bluemel spring wheel was fitted. If so, it would be the small centre boss pattern with reeded grip rim. As now the instrumentation is mostly standard, with a Smiths clock, bezel switch/ammeter, and 0-60lbs oil pressure gauge. The AT speedo is from a 6½ Litre chassis, marked "The Big Bentley". The AT rev counter is much later, with plain disc to the mechanism. Two Bosch horn buttons are fitted, so a Bosch horn may have been fitted from new (by this date Bentleys were fitting the Bosch FG12 as standard to 4½ Litre, Standard Six and Speed Six chassis. The switchplate is I think new, earlier photographs of the instrument panel show that the switchplate had been replaced with a row of switches. According to Johnnie Green this work was carried out for Stuart Wilton. The steering wheel is a Bluemel with small centre boss and a finger-grip rim. The steering column controls boss has been re-engraved and the levers finished in black rather than nickel.

Transmission as standard is by cone clutch with cone clutch pattern pedals, and "C" type gearbox. The "C" type box was developed by Bentley Motors as a universal box suitable for all models, and it was fitted to late 3 Litre Speed Models, early 1928 and 1929 and later 4½ Litres, and to the 6½ Litre chassis in Speed and Standard form. The gearbox fitted to DN1741 new is recorded as 6635, this is well into production so it would have been fitted with a stainless steel lever, with aluminium knob coated in black celluloid. The gearbox as now is an "A" type box, no. 448. The letters G.G. to the ledge at the back of the gearbox close to the number is for ground gears, as opposed to some earlier boxes fitted with machined gears. This change of gearbox is marked in the Service Record, with C crossed out and changed to A, with the body of the record noting the change as dated 14 March 1934, "Gearbox from chassis 967 fitted." (There is an earlier change of gearbox dated 24 March 1930, this was most likely for a different "C" type box, number not known.) Chassis 967 was overhauled by Bentley Motors in March 1934, probably for resale, so the gearbox out of DN1741 may have been swapped for the "A" box out of 967. To go by available date "A" box no. 448 was fitted new to chassis 967. The back axle is the original, marked DN1741 to the banjo and to the diff casing. The latter is also stamped with the original ratio, 13/55. This is the lowest of the 3 Litre ratios, at 4.23:1. Speed Models were usually fitted with the 14/53 (3.78:1) ratio. The original propshaft was probably a Spicer shaft, this isn't shown in the available photographs.

As standard the 3 Litre has an 11-gallon petrol tank, the available photographs are unclear, as far as I can tell a standard 11 gallon tank is still fitted. An Autovac is fitted, but this is shorter than that usually fitted to late 3 Litres, with a non-standard filter to the front face of the bulkhead. The bonnet is 3 Litre pattern with correct three-arm handles, with ring pull catches fitted. Available photographs do not show whether the bonnet is original, it should be numbered to the inner leading returns to the side panels to each side. The handbrake is a correct H-section steel lever, this looks to have lost its original close plating and been fully plated. The front axle is a correct light pattern beam, available photographs do not show if this is numbered (it should be stamped with the chassis number to the top centre of the beam). The front brake backplates are the correct early non-self-wrapping pattern, with the desirable late Stage 3 Perrot shafts. Suspension to the front axle is by correct duplex Hartford shock absorbers, surprisingly with early pattern chassis brackets. The front road springs have Wefco gaiters. The available photographs don't show the rear suspension.

Turning to the body, this is recorded in the Service Records as a four-seater sports by Wylder of Kew. The order was presumably placed by the agent, Jack Olding & Co. Ltd. Jack Olding set up as a Bentley agent in London towards the end of 1928, in North Audley St., and looks to have established a link with Bentley Motors. After not being listed as an agent, he sold seven out of the 16 DN-series 3 Litres. As far as I can tell he specialised in taking on ex-demonstration and otherwise shop-soiled cars. As for Wylder, they were also late on the scene, bodying twelve vintage Bentleys; two 3 Litres (DN1737 and DN1741, both for Jack Olding), three Speed Sixes, six 4½ Litres (one of which was burnt in a fire at their works), and one 8 Litre. They also rebodied four secondhand chassis, one 3 Litre, one Standard Six, one Speed Six, and one 4½ Litre. Of these sixteen bodies three survive, all open four-seaters (on DN1741, on 4½ Litre chassis KL3598, and a rebody on Speed Six chassis BA2600). Of the DN-series 3 Litres DN1739 was initially allocated to Wylder, but was then bodied by Vanden Plas. I don't know why Stanley Sedgwick listed the body as by Vanden Plas in *All The Pre-War Bentleys As New*, as it is clearly recorded in the Service Record as by Wylder. I am aware of Johnnie Green's speculations, but it seems to me that there is nothing out of the way about the choice of Wylder as the coachbuilder. DN1737 was bodied as a Weymann saloon by Wylder for Jack Olding and, as noted, DN1739 was allocated to Wylder before going to Vanden Plas.

The style is a three door sports four-seater, with a single door to the offside rear and two doors to the nearside. Long fully valanced wings are fitted with running boards, and a raked windscreen. The latter is a typical three-piece. The spare wheel was fitted to the nearside, Johnnie Green had this moved to the back. Wylder put in a cutaway to the driver's side for the

BENTLEY

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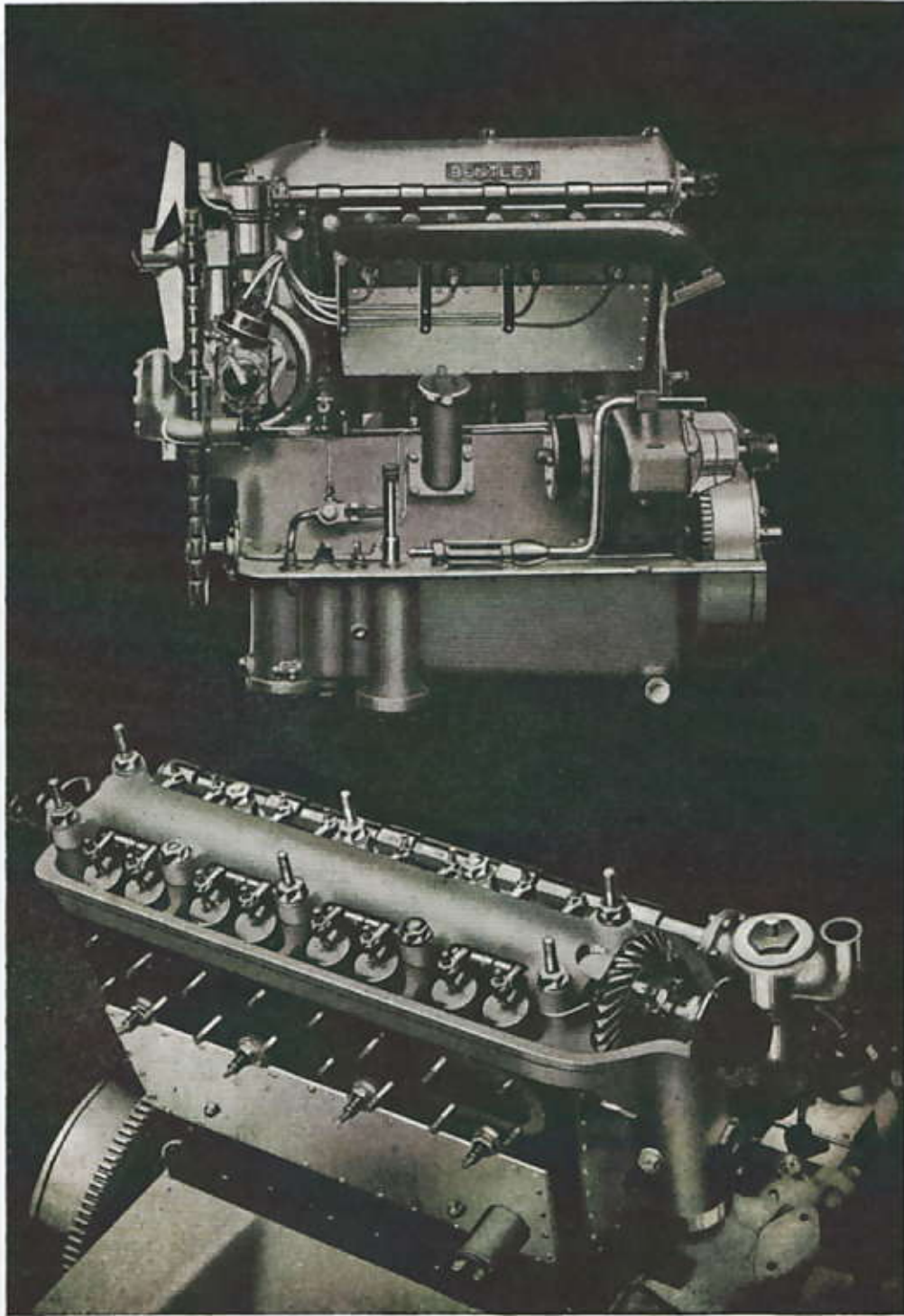
TELEPHONE : WILLESDEN 2140

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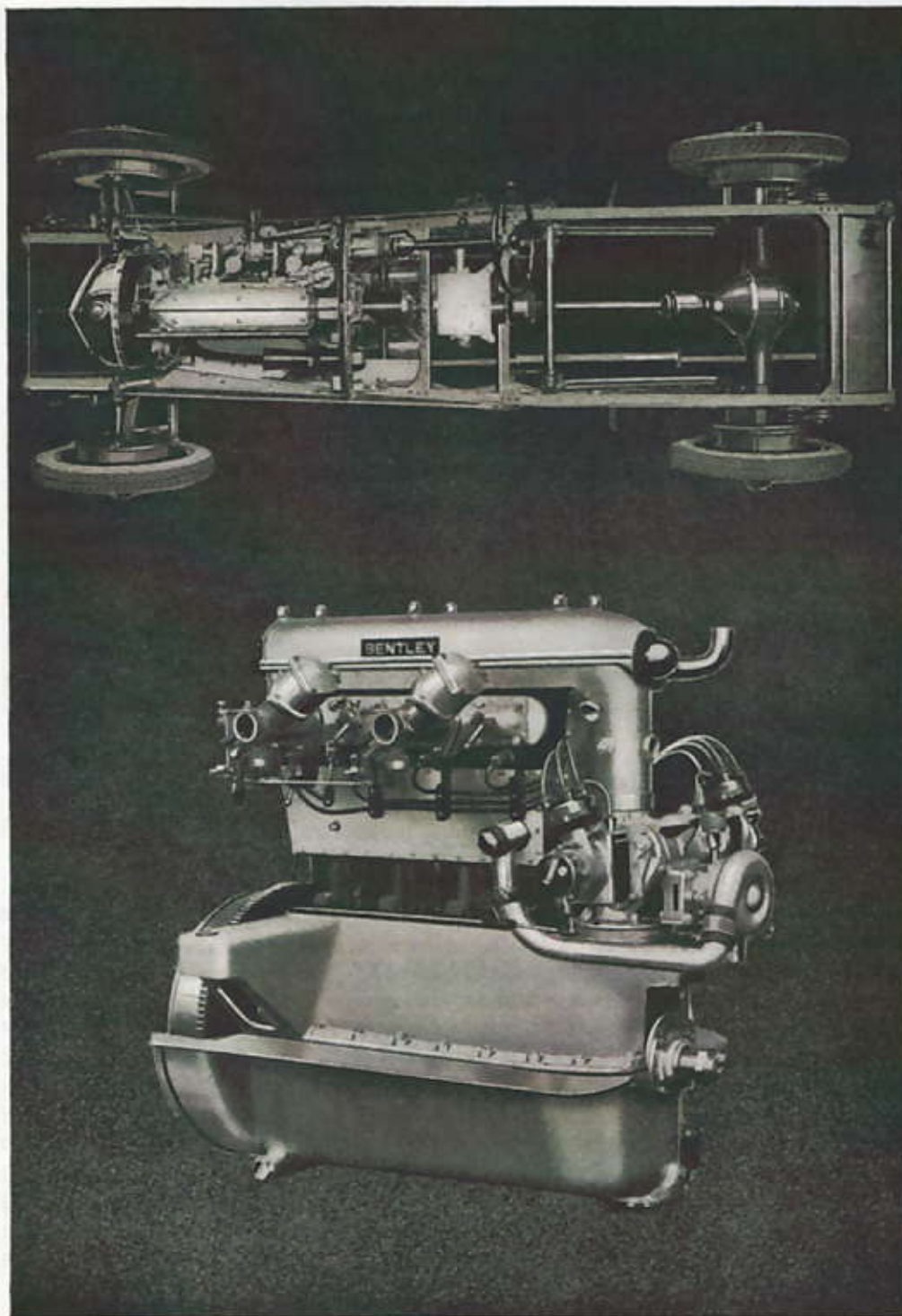
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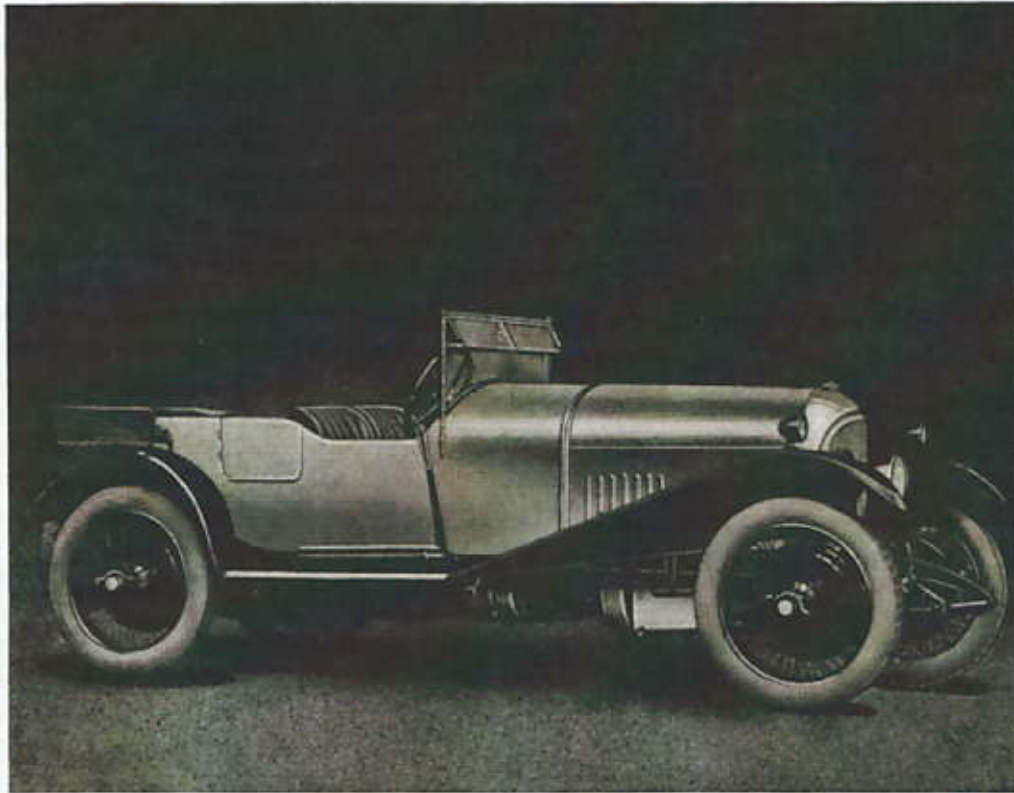
A VIEW OF THE THREE LITRE BENTLEY ENGINE, SHOWING THE TWO MAGNETOS, WATER PUMP, OIL FILTER, THE LARGE AND EASILY ACCESSIBLE OIL FILLER, AND THE ELECTRIC STARTER. LOWER PHOTO ILLUSTRATES THE 16 OVERHEAD VALVES, DRIVE FOR OVERHEAD CAMSHAFT AND THERMOSTAT

The 3 Litre Speed Model engine, from Bentley's catalogue for the 1927 model year. The engine shown to the top of the page has the big sump with the large water pump and fan driven off the front of the crankshaft, with ML CG4 magnetos and late Smiths starter. With the exception of the magnetos this is the specification for engine DN1744. The lower photo with the rocker cover removed is an earlier engine with steel rockers and bridgepiece, engine DN1744 would have been fitted from new with duralumin rockers in separate rocker boxes.



A PLAN VIEW OF THE THREE LITRE BENTLEY SPEED MODEL CHASSIS ; AND A PHOTO OF THE THREE LITRE SPEED MODEL ENGINE, SHOWING THE SPECIAL TWIN S.U. CARBURETTORS

The 3 Litre Speed Model chassis (top), this is an earlier chassis with an "A" type gearbox. The engine is a late Speed Model with big sump and SU G5 "sloper" carburetors.



OPEN TOURING CAR *Speed Model Chassis*

THIS car has won for itself a great reputation. The general lines of the coachwork are very well known, and in addition to the usual aluminium panels, these bodies are being built with fabric covering, ensuring lightness and more flexibility—most important considerations in a car of this type.

Two doors are fitted, one on the near-side for the driver's seat, and the other on the off-side for the rear seat. The hand-brake lever is fitted outside. The front seats are separate and made to slide, and the rear seat, which accommodates two, is very low, with ample protection at the back and sides.

The hood is of mohair and when not in use is enclosed in a cover. The screen is straight and the top half is divided, while the spare wheel is carried on a strong bracket at the rear over the petrol tank. The body can be finished in any standard colour to choice, and the upholstery is in leather.

Complete car to standard specification, panelled in aluminium or fabric, and including one spare wheel and tyre, special tubular front wing stays, dash and inspection lamps, eight-day clock, and wind-screen wiper

£1,125

Extra for Triplex glass, if required, £7 10 0

THE OPINION OF AN OWNER OF A SPORTING FOUR-SEATER :—

"Take this machine, the Sports Model, all in all, it continues to be the 'wonder' car of my twenty-six years of driving of many of the most celebrated motor vehicles I have owned."—Ref. 154 s.

Bentley Standard Coachwork is inspected during construction and passed by the Company's inspectors, and bears a plate with the chassis and body numbers. The Company accepts responsibility only for such coachwork.

The 3 Litre catalogue featured the Vanden Plas sports four-seater as a standard catalogue model, at a price of £1125. The body built by Wylder on chassis DN1741 is to a similar specification, but with three doors rather than two. The price of the complete car would have been comparable.

outside handbrake. None of the available photographs show the instrument panel in its original form, only as modified with additional switches and instruments by McKenzie for Stuart Wilton. The body is fabric covered, the colour scheme being black with red wings and red upholstery.

The Service Record notes a C.D. date of 14 May 1929, this is the date the chassis was despatched to the coachbuilder. The completed car was passed off Final Test at Bentley's Cricklewood works on 12 August 1929 (F.T. date), with the five year guarantee issued shortly afterwards, on 28 August 1929 (hence G.E.—guarantee expires—date of 28 August 1934). The change of the guarantee date to 17 September 1934 reflects a six-months' guarantee issued to J.R. Thomson in March 1934. The registration number allocated was UV7549, this is listed erroneously in the Service Record as UV7542. This is a London registration number, all remaining London records were destroyed after computerisation in the late 1970s/early 1980s. DN1741 was exported in the 1950s so no record was transferred to the new system. The first owner was W.T. Townend, with an address care of Hancock & Dykes, 11 Victoria St., London W1. This was, I think, his second Bentley, as 3 Litre chassis HT1645 with a Maddox saloon body was sold to W.T. Townend of Corner Wayes, Steer Lane, Oxshott, Surrey, as a new car by Henlys Ltd. in September 1928. This car was possibly traded in against DN1741.

The Service Record notes that the 2000 miles general look-over was carried out on 22 October 1929, at a mileage of 3082. Some minor work was carried out, the entry also noting a slight accident, perhaps prompting Mr Townend to take his Bentley into the Service Department. The gearbox gears were trimmed up in December 1929 and in March 1930, before the gearbox was changed in March 1930, presumably for another "C" type gearbox. The serial number of this box is not recorded. The clutch was worked on in April, May, and August 1930, with steering wobble rectified in September of that year. Then on 13 November there is a note of a test for guarantee transfer, at a mileage of 13263, followed by a transfer on 7 January 1931. This fits with an advert placed by Bird, 188 High Rd., Lee, London SE13, probably a dealer, for DN1741, in *The Autocar* 28 November 1930, as reproduced below. It was common for dealers to have the test for guarantee transfer carried out so they could advertise secondhand Bentleys as guarantee transferrable. The conditions were that any work deemed necessary by the Service Department was carried out, with a fee of £5 charged for the transfer. The advert notes the colours as black and red, and unusually lists the chassis number. The Service Record notes that the actual transfer of the guarantee was executed on 7 January 1931, at a mileage of 13726, with the new owner recorded as Robert H. Pershouse of Priors Hill, Aldeburgh, Suffolk. This was his third Bentley, he earlier owned two 4½ Litres, chassis ST3017 with a Park Ward saloon body in 1928/29, and PM3259 with a Harrison touring body in mid-1929.

After minor work in June 1932, with an oil leak from the gearbox rectified, DN1741 was sold to Wing Commander Sowery, DSO, of Tree Tops, Halton, Aylesbury, Bucks, later The Orchards, Iver, Bucks. This is the only Bentley he is listed as owning. In August 1933 the engine was decarbonised, at a mileage of 28695, and a Spicer propshaft fitted, along with a 13/51 (3.92:1) crownwheel and pinion to the back axle. The Spicer shaft is noted for a 10'10" chassis, presumably in error. The engine was worked on again in December, with four new pistons fitted.

Shortly after this DN1741 was presumably bought in by Bentley Service, with the "A" type gearbox from chassis 967 fitted in March 1934. It was then sold to J.R. Thomson of Sandridge, Hale Rd., Hale, Cheshire, and address changed to the appropriate Bentlea, Elmsway, Hale Barns, Cheshire. A new six months' guarantee was issued, dated 17 March 1934. By this date Bentley Motors had been bought by Rolls-Royce, renamed Bentley Motors (1931) Ltd., so a new guarantee policy was in place. Bentley Motors (1931) Ltd.'s lineage advert in *The Autocar* for 2 March 1934, reproduced below, notes 3 Litre Speed and Standard 1926 to 1929 models, during most of the 1930s the Service Department bought in cars to overhaul for resale, to keep the staff busy and because it was a profitable sideline. J.R. Thomson was the previous owner of 967, so he presumably asked to keep his old gearbox as part of the deal to buy DN1741. These are the only two Bentleys he is listed as owning. In August 1935 the engine was decarbonised by Central Garage Ltd., Bradford, the Bentley agents for Yorkshire, with the engine worked on in September, with a new piston and a new set of valves fitted. By this date the block has been bored 0.5 mm oversize.

In mid-1936 DN1741 was bought by H. Stuart Wilton, in Hendon, London NW4. The sale followed on J.R. Thomson's advert in *The Autocar* 19 June 1936, reproduced below. The price asked was £185, noting the engine overhaul in September 1935. Stuart Wilton was an early member of the BDC, joining in September 1936, shortly after the club was founded. The following month he competed in the BDC two-lap handicap race at Brooklands, held during the BARC 17 October 1936 meeting. A report is reproduced below. The Bentley finished, with a standing lap at 62.25 mph and a flying lap at 77.21 mph, a creditable performance for a 3 Litre in touring trim. During his ownership the Bentley was looked after by Mac McKenzie and by Monaco Motors in Watford. The last entry is dated 13 July 1939 for a new propshaft, with the mileage listed as 217010, this is presumably spurious (perhaps 21701, plus 100,000 if the trip had been round the clock). The Service Records all end around 1939/40, as Rolls-Royce shut down the old Service Department and stopped offering service facilities for vintage Bentleys.

NEW CARS FOR SALE

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EXCELLENT Deliveries of all Austin Models; ex- changes and deferred terms.—Coppin, Allan and Co., 209-7, Great Portland St., controlled by Wm. Whitely, Ltd. (4678)

DELIVERY FROM STOCK 7hp. Austin Tourer, in blue, £135; also fabric saloon, in brown, £140; exchanges.—Walbro Cycle and Motor Co., Saffron Walden. Phone: 45. (8549)

WESTMINSTER BRIDGE GARAGE and ENGI- NEERING Co., Ltd., authorised Austin agents; part exchanges, deferred terms.—5, Lambeth Palace Rd., S.E.1. Hop 5273. (3484)

AUSTIN Sealow.—North of England distributors for this famous sports car; send for particulars.—Parker's, Ltd., 346-252, Deansgate, Manchester; also Beekshawgate, Bolton. (3953)

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WATKINS and DONCASTER, Ltd., 56 to 59, Beakley St., W.I.—Austin models for im- mediate delivery; special deferred terms, liberal part ex- changes.—Groveview 2707-8. (10587)

BRUTON GARAGES, Ltd., Authorised Austin Agents.—Early delivery all models; exchanges and lengths deferred terms.—5, Bleanham St., New Bond St., W.I. Gerrard 5264-5. (1057)

ROOTES, Ltd., Austin Largest Distributors, Descom- shire House, Piccadilly, W.I., Every model always on view. Also at Maidstone, Durkin, Rochdale, Birmingham (Geo. Heath, Ltd.). (0923)

ARDING and HOBBS, Ltd., for Austin sales and service, works extended payments, part exchanges, etc.—Essex Works, 99-101, Larchfield Hill, Clapham Junction, S.W.11. Battersea 5555 (extension 44). (0015)

AUSTINS.—In stock, 7hp. Gordon England Sun saloon, £165; all other models for early delivery; exchanges or deferred terms.—Herbert and Mills, Ltd., 75, Great Portland St., W.I.—Langham 3506-7. (6087)

G. I. FRANCIS and Co., Authorised Agents for Austin cars; immediate delivery from stock; liberal allowance for your car and deferred terms.—115, Great Portland St., W.I. Phone: Museum 6231. (1694)

PITCHLEY AUTOCAR Co., Ltd., authorised Austin agents, can give immediate deliveries of all models; part exchanges and length extended in- payments.—201-3, Great Portland St., W.I. Phone: Westock 4103-5. (1252)

IMMEDIATE Delivery of 12hp. or 16hp. Austin Models, on payment of £50 down, to include in- surance, balance 12 or 18 months.—McCarthy's Motors, 49, Green Lane, Newington Green, N.16. Clissold 6623 and 6604. (1752)

SOUTHPORT.—Hutton's, Ltd., main Austin agents and specialists; large variety 7hp., 12hp., 16hp. and 20hp. models always in stock; earliest deliveries; exchanges and deferred terms.—465-667, Lord St., Southport. Phone: 4437. (0486)

CAR MART, Ltd., are Austin distributors, and give highest prices for your old car in part exchange for a new Austin, earliest deliveries of all models.—46-50, Park Lane, W.1, and 297-9, Easton Rd., N.W.1. Phone: Grosvenor 5311, Museum 3000. (0341)

SCOTLAND Sole Distributors, David Carlaw and Son, Ltd., 12, Bothwell St., Glasgow, for Austin cars.—Phone: Central 785A. Grams—Leaders, Glas- gow, Associate company in Edinburgh; Meir and Baxter, Ltd., 2-4, Castle Terrace, Edinburgh. (0483)

LOOKERS, Ltd., Manchester, the largest purchasers of second-hand Austins in the United Kingdom, will take your second-hand car at highest possible price in part exchange for a new car; deferred terms to suit purchaser's convenience; guaranteed second-hand cars always in stock. (2888)

STEELE GRIFFITHS—Your new Aus- tin delivery on payment of one-twelfth of price and balance may be spread over 12 Abbey House, Victoria St., opposite 11 Abbey (Victoria 0467, 3 lines), or Camber S.E.5 (British 6451, 5 lines). (3953)

ROWLAND SMITH—Austin Seven, agents, delivery from stock; cash, deferred or exchange; terms from one quarter down. Open 9-9, 6 days a week. Sundays 9.—Rowland Smith (Motors), Ltd., 12-21, High St., Hampstead (four minute Hamp- stead Tube). Phone: Hampstead 8421. (4350)

KINGSTON-ON-THAMES and Spelton.—Author- ised district agents, Lambeter Engineering Co. (estab. 1906), 39-43, Edes St., Kingston, and Spelton Motor Works, Spelton. Delivery from stock, most models; liberal part exchange allowances in present Austin owners.—Phone: Kingston 8161 (3 lines). (6533)

WEXBRIDGE AUTOMOBILES, Ltd., authorised Austin agents; full range of models on view; earliest deliveries of all Austin models; exceptional after sale service; exchanges and deferred terms arranged.—York Rd., Weybridge (Phone: 238); also southern depot, The Broadway, Littlehampton (Phone: 522). (10411)

ROWLAND SMITH—There will be less delay, a more generous allowance for your old machine, and more advantageous deferred terms if you buy your new Austin from the Hampstead agents. Open 9-9, 6 days a week. Sunday 9.—Rowland Smith (Motors), Ltd., 12-21, High St., Hampstead (four minute Hampstead Tube). Phone: Hampstead 8421. (4351)

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22-70 H.P. Magnificent Austro-Daimler 7-seater Enclosed Limousine, elegant, comfort- able and beautifully finished exhibition car, tubular chassis and independent springing give ultra modern toughness of appearance with maximum load room, skidding practically eliminated, no rolling on corners and road shocks reduced by 75%. Flexible, powerful, fast, a chauffeur-driven safety car that is a pleasure for the owner to drive; price with numerous extras, £1,445.—Fitzmaurice, c/o A. D., 19, Great Portland St., W.I. Museum 5469. (0418)

Bean.

A. BEAN THE Bean Experts, largest distributors LATEST Models Actually in Stock HIGHEST Allowances for Your Present Car.

JACK OLDING and Co., Ltd., 8-10, North Audley St., W.1 (Mayfair 5242-3); and 19, Brick St., Piccadilly, W.1 (Grosvenor 2780-1). (0534)

WHYTLAW and HARPER (late of Bean Cars, Ltd.) IMMEDIATE Delivery of all Models; part exchange and real after sales service.—Portman Garage, 174, Upper Richmond Rd., East Sheen. Prospect 4383-4. (5444)

CROW BROS., Guildford (Phone: 454), agents for the marvellous Hatfield Bean cars. (7921)

Bentley.

A SPECIAL ANNOUNCEMENT. JACK OLDING and Co., Ltd., Audley House, North Audley St., have been appointed special London agents for Bentley cars, and are prepared to make an attractive allowance for any make of used car as part payment.

THE Following New Cars are Actually in Stock;—

3-LITRE Saloon, body by Vanden Plas, finished in smoke blue and black upholstered in hide.

3-LITRE Saloon, body by Harrison and Sons, finished 2 shades of grey, upholstered in grey leather.

3-LITRE Saloon Landaulet, body by Harrison and Sons, finished blue.

4-LITRE Standard Weymann Saloon, finished blue.

4-LITRE Sports Tourer, fabric body by Vanden Plas, finished black and red.

LUXURIOUS Bentley Cars of All Types, with special coachwork, in exceptionally attractive colour schemes, on view at Henlys, Direct Bentley Agents, Henly House, 295-7, Easton Rd., N.W.1, and Devonshire House, Piccadilly, W.1. (1428)

JACK WITHERS and Co., THE Bentley Specialists.

4-LITRE Weymann Saloon; £1,575.
4-LITRE Sporting 4-seater; £1,295.

DEMONSTRATION Runs Arranged at any Time. 44, Osaburgh St., N.W.1 (opposite Great Portland St. Station). Phone: Museum 8620-1 and 8595. (1886)

Jack Olding became special London agents for Bentleys early in 1929, selling off a number of late 3 Litres, mainly from the DN series.

Bentley.

GAFFIKIN WILKINSON and Co., Ltd., THE Bentley Agents, HAVE at 17a, Hanover Sq. FOR Immediate Delivery:—

1929 4-LITRE Special Open Sports.
4-LITRE Weymann Saloon.

4-LITRE Double Enclosed Weymann Limousine. PRICES from £1,450 to £2,360.

DEMONSTRATION Cars Always Available. GAFFIKIN WILKINSON and Co., Ltd., 17a, Hanover Sq., W.1. Tel.: Mayfair 3425 (3 lines). (8724)

JACK BARCLAY, Ltd., George St., Hanover Sq., W. (Mayfair 4152-3-4). THE Leading Bentley Retail Distributors.

1929 Silent Speed Six Bentley, exceedingly at- tractive, close-coupled saloon, by H. J. Mulliner, Triplex glass, chromium plating, rear trunk with 2 suit cases; £2,350.

1929 Silent Speed Six Bentley Classic; £1,700.

1929 Silent Speed Six Bentley Sports 4-seater, by Vanden Plas, to our special design, Triplex glass, rear trunk, and many extras; £2,125.

1929 Silent Speed Six Bentley 4-door Weymann Saloon, by Gurney Notting, Triplex glass, rear trunk, and many extras; approximately £2,250.

1929 6-cyl. Bentley Enclosed Drive Weymann Limousine, by H. J. Mulliner; £2,125.

1929 4-litre Bentley Sports 4-seater, by Vanden Plas, Triplex glass, special long bonnet, tonneau cover, cycle type wings, etc.; £1,525.

1929 4-litre Bentley 4-door Weymann Saloon, by H. J. Mulliner, Triplex glass, luggage grid, and many extra, colour green and black, most attractive, £1,575; similar car, by H. J. Mulliner, colour blue, delivery middle April, £1,575.

1929 4-litre Bentley Sportsman Occasional Four Coupe, by Gurney Notting, rear trunk including 2 suit cases, Triplex glass, many ex- tras; approximately £1,650.

1929 4-litre Bentley Chassis, for immediate delivery; £1,050. BENTLEY'S 5 years' Guarantee with all the above.

JACK BARCLAY, Ltd., George St., Hanover Sq., W. (Mayfair 4152-3-4). (1045)

BENTLEY Cars in Yorkshire.—Apply to The Central Garage, Ltd., 4, Town Hall Square, Bradford. Immediate and early delivery of the following cars:—

4-LITRE Weymann, with Triplex glass and 2 spare wheels and tyres, bodywork by H. J. Mulliner, black and brown interior finish; £1,575.

4-LITRE Flexible Fabric 4-door Saloon, as ex- hibited at the Olympia by Vanden Plas, black and brown finish, Triplex glass; £1,575.

4-LITRE Special Sportsman's 4-seater Coupé Coupled Coupé, by Park Ward, finished in aluminium panels, silver grey colour, hood made to open out; £1,500.

6-LITRE 8-cyl. New Model Speed Chassis; £1,700; early delivery with special coachwork.

6-LITRE 6-cyl. Long Wheelbase Chassis, fitted with Thrupp and Maberly De Luxe cabriolet De Ville coachwork, specially painted and upholstered; £2,600.

BENTLEY Car Distributors for Yorkshire.—Ex- changes made anywhere. Trials given and deals done promptly.—Write, call or phone: Central Gar- age, 4, Town Hall Square, Bradford. (0553)

Bianchi.

T. OSBORNE, Ltd., main distributors of Bianchi cars, are offering several unique but- tress high class cars—showrooms, 17-18, Place, Oxford St., W.1 (opposite Main Post- office). 5262-5264. (0507)

Brocklebank.

BROCKS (MOTORS), Ltd., distributors Southern England.—149h.p. Brocklebank 6-cyl. 4-door Weymann saloon, £225; chassis, £125.—Informations and demonstrations, 122, Wigmore St. Leaghams 1222. (0782)

Buick.

ARCHIE SIMONS and Co., BUICK Specialists. BUICK Master Enclosed Landaulet De Luxe, with upholstery, finished black and fawn, occasional seats facing forward, but English coachwork; 2790-£ BUICK Light Six English De Luxe 2-seater 4-Door Coupe, double runk dicker, finished black and dark red, extremely attractive; £375.

BUICK Light Six Weymann Saloon De Luxe, choice of blue, black and maroon; £545. IMMEDIATE Delivery of all Models.

ARCHIE SIMONS and Co., 93, 94, 95, Great Port- land St., W.1. Mayfair 4143. (1423)

BLACKPOOL—Sole District Agents for Buick Car.—Premier Garage, Bolton St., Blackpool. (2852)

Maps for Motorists—Write for Price List. "The Autocar" Offices, Dorset House, Tudor St., London, E.C.4. 110

SECOND-HAND CARS FOR SALE AND WANTED

Bentley.
JACK OLDING Offers—
1929 Speed Six Bentley, fitted with a Gurney Nutting sports drop head coupe finished black fabric, room for 3 in front, with large double dicker seat, disc wheels, 2 spurs, practically new tyres, small mileage, passed for transfer of guarantee; cost £2,500, offered at £1,075.
1929 Speed Six Bentley, fitted with a sports fabric touring body finished blue, cycle type wings, footstep, very smart in appearance, passed for transfer of guarantee; originally cost £2,300, offered at £775.
1928 6½-litre Bentley Barker Cabriolet, drop division, making the car suitable as a car owner or chauffeur driven vehicle, low and smart in appearance, broad wings, 2 spare wheels, bumpers. New discs, wonderful condition, passed for transfer of guarantee; originally cost £3,000, offered at £875.
1928 Weymann Tourer Mulliner Sports 4-door Bentley, triple glass, drop top, 2 spurs wheels, Triples glass, rear trunk, fully equipped, passed for transfer of guarantee; offered at £795.
1928 6½-litre Bentley Mulliner 4-door Weymann Saloon, finished black, furniture hide upholstery, cycle type wings, drop top, 2 spurs wheels, Triples glass, rear trunk, fully equipped, passed for transfer of guarantee; offered at £795.
1929 4½-litre Bentley British Flexible Sports Saloon, finished black, crown wheels, furniture hide upholstery, fully equipped, passed for transfer of guarantee; offered at £795.
1929 4½-litre Bentley Vanden Plas Sports 4-seater, finished blue fabric, blue wings, black wheels, very nice condition throughout, passed for transfer of guarantee; offered at £635.
1928 4½-litre Bentley Gurney Nutting Sports Weymann Saloon, finished black, blue leather upholstery, Triples glass, 2 spurs wheels, taxed to end of year, small mileage, passed for transfer of guarantee; offered at £650.
6½ LITRE 6-cyl. Bentley Gurney Nutting Weymann 7-seater Saloon, with division, finished black, leather upholstery, wire wheels, 2 spurs, Axr discs, taxed at £475.
1926 4-litre Bentley Speed Model Vanden Plas 4-seater, finished black, red leather upholstery, many extras, wonderful condition; £325.
1924 3-litre Bentley, fitted with a late type sportsman's coupe body, finished black, wire wheels, 2 spurs, in very nice condition throughout; £175.
1924 3-litre Bentley Drop Head Coupe, finished maroon, leather upholstery, excellent condition, many extras, taxed to end of year; £165.
JACK OLDING and Co., Ltd., 8-10, North Audley St., W.1 (Phone: Mayfair 5242-4), and 19, Brick St., W.1 (Phone: Grosvenor 2780-1). [1774]

ROOLES, Ltd., Bentley Distributors.
1930 Speed Six Bentley Freestone and Webb...
19...
19...
19...
19...
19...
1928 4½-litre Bentley Freestone and Webb Weymann Saloon, all black, brown leather upholstery, good tyres, taxed to end of year; £650.
THE Guarantee is Transferable on All the Above Cars, which are in really excellent condition throughout.
ROOLES, Ltd., Devonshire House, Piccadilly, W.1. Tel.: Grosvenor 3401. [2474]
JACK BARCLAY, Ltd., George St., Hanover Sq., W., and 34, Bruton St., W.
OFFER the Following, all of which have been passed by Bentley Motors and carry the unexpired portion of their guarantee:—
1930 4½-litre Supercharged Sports 4-seater by Vanden Plas.
1929 4½-litre Weymann Saloon by H. J. Mulliner.
1929 Speed Six Open Tourer, 1920 modifications.
1929 4½-litre Le Mans 4-seater, winner of last year's 500 miles race.
1928 Standard 6-cyl. Tourer by Hooper.
1928 4½-litre Sports 4-seater.
1928 4½-litre 4-door Weymann Saloon.
1927 6-cyl. Coachbuilt Saloon.
1927 (September) 3-litre Speed Model Drop Head Coupe.
1925 3-litre Speed Model Coupe.
JACK BARCLAY, Ltd., Mayfair 4155-3-4. [2242]
COUPE—3-litre Bentley, 6-wheels, magnificent order, fast, economical, reliable; £115.
SPORTS Bentley 2-seater, metal engine, exceptional throughout, licensed, fast, recommended; £145; exchanges—Alps, Providence Court, North Audley St., top-posted Beltrigg). [2543]

Bentley.
GAFFIKIN WILKINSON and Co., Ltd.
1927 6½-litre 4-door Bentley Weymann Saloon, by Freestone and Webb; £750.
1927 6½-litre Open 4½-seater Tourer, by Park Ward; £575.
1928 4½-litre 4-door Weymann Saloon, by Gurney Nutting; £650.
1928 4½-litre Open Sports 4-seater, by Harcourt; £315.
1925 5-litre Speed Model Sports 4-seater, by Vanden Plas; £275.
All Cars later than 1926 will be sold with the Remainder of the Guarantee, transferable by Bentley Motors, Ltd.
GAFFIKIN WILKINSON and Co., Ltd., 178, Hanover St., W.1. Tel.: Mayfair 5425 (4 lines). [2172]
£160—3-litre Bentley saloon, 2 spare wheels, 5½ for 2½, bargain.—Arter and Co., Broad St., Bathwick. [1441]
H. M. BENTLEY and PARTNERS offer the Following Cars, guaranteed by Motors, Bentley Motors, Ltd.:—
1930 4½-litre Le Mans Type 90, 9½in. Wheel-base Sporting 4-seater, long bonnet, Zeiss lamp, new mileage; £1,075.
1929 4½-litre Saloon, black fabric, cycle wings; £800.
1928 4½-litre Sportsman's Coupe; £675.
1928 4½-litre 90, 9½in. Wheelbase Coachbuilt, Zeiss lamps; £625.
1928 4½-litre Vanden Plas Sporting 4-seater, chassis of 2, £625.
1927 4½-litre Speed Model Vanden Plas 4-seater, large tank, medium pressure tyres, Bentley cross; £525.
1927 5-litre Speed Model Weymann 4-door Low built Saloon by Gurney Nutting; £495.
1926 5-litre Speed Model Vanden Plas Sporting 4-seater, Bentley green; £765.
GUARANTEE Extended:—
1925 3-litre Coachbuilt Saloon by Harcourt; £325.
1925 3-litre Speed Model Vanden Plas Sporting 4-seater; £325, and another, £295.
1923 5-litre Drop Head Coupe by H. J. Mulliner, F.W.B.; £175.
H. M. BENTLEY and PARTNERS 3, Hanover Court, Hanover St., W.1, Mayfair 5422-3. [1632]
BENTLEY 1925 15.5hp. Tourer, F.W.B. 2 spurs wheels, in new condition; £125.—The Parkside Garage, Ltd., Coventry. [8259]
FOR SALE, 1927 6½-litre Bentley Weymann saloon, excellent condition; £950, or near offer.—W. L. Smith & Hamilton Mew, W.1. [1503]
1926 6½-litre Bentley Speed Sports 4-seater, 1928 improvements, guarantee transferable; cost £2,300, offered at £1,000.—Little Britain, E.C. [2003]

Saloon, 4 doors, condition, guaranteed; ingham. [2579]
 the short chassis, man saloon, taxed, throughout.—Below.
 Gurney Nutting overhauled by Laylinton throughout.—
 Drop head coupe, 1 and green, 1002 and Co., 114, Great Portland St., Museum 8417. [2426]
BENTLEY 1925 3-litre Saloon, F.W.B. repainted, excellent condition; £195.—Archie Simons and Co., 94, 95, Great Portland St., W.1, Langham 1543. [2022]
1926 5-litre Bentley Speed Model Vanden Plas Sports 4-seater, magnificent order; 285 guineas.—Murray, 113 Great Portland St., Langham 2657. [9150]
BENTLEY for Guaranteed Sports Cars—Bentley specially tuned 4½-litre speed model fabric 4-seater, excellent condition; cheapest ever offered; £325.
BENTLEY 1925, first registered 1927, 3-litre speed model Vanden Plas 4-seater; £245.
BENTLEY 1925 3-litre Short Chassis, sealed engine, fitted Gurney Nutting sports saloon body; £295; exchanges, deferred.—27a, Pembroke Villas, Notting Hill Gate. [1984]
BENTLEY 1925 3-litre Cabriolet, Park Ward body; £250.—Thomson and Taylor, Brooklands Track, Bedford, Surrey (Byfleet 520), and Cobham, Surrey (Cobham 85). [3575]
SPEED Model 3-litre Bentley, 1924, open sports body, F.W.B. tyres, condition first class; £245.—Huskinson and Paine, Ltd., 11, Curzon St., W.1, Grosvenor 3016. [9082]
£75—Bentley 3-litre short chassis folding coupe, taxed, 6 wheels, exceptional condition throughout.—Albery and Bernard, 344, King's Rd., Chelsea, Fulham 4633. [1634]
1924 Bentley 3-litre All-weather Saloon (Beaton's) body, first class condition throughout; offers—Oswald Titmuss (1909), Ltd., Sunnyside Motor Depot, Burnley. [8222]
A. RIX offers 1922 Short Chassis Bentley Sports 3 Saloon, excellent order throughout; 39 guineas.—153, Euston Rd., N.W.1, between Euston and St. Pancras; Museum 1618. [2142]

Bentley.
BENTLEY 3-litre 1924, Comp. F.W.B. taxed, mechanically 100% condition, repainted, changed spurs—A.B. Gavage, 70, Royal Hospital Rd., S.W.3, Fulham 1001. [1727]
1928 4½-litre Bentley, fitted magnificent sportsman's coupe by Freestone and Webb; taxed; £595.—George Newman and Co., 503, Euston Rd., London, Museum 7741. [3754]
VANDEN Plas Type Short Chassis Speed Model Bentley, 1925, marvellous condition throughout, written guarantee; £280; terms, exchanges.—Taylor, Wheeler St., Birmingham. [2574]
1926 Series 3-litre Coachbuilt Bentley Saloon, delivered September, attractive car; accepted £295.—Pain and Joyce, Ltd., 315-317, Euston Rd., N.W.1, Museum 8401. [2854]
KEVILL-DAVIES and MARCH, Ltd., late of Bentley Motors, Ltd., 9, Bruton St., W.1 (second floor) (Mayfair 5446-7), have a number of guaranteed second-hand Bentleys in stock. [9437]
1926 Short Chassis speed Model 5-litre Bentley, 4-door, owner driver saloon, perfect condition; 295 guineas.—Charles Fulford, Ltd., 15, Berkeley St., W.1, Mayfair 7050. [1213]
£225—1926 Bentley 3-litre Tourer, 2 spurs, taxed, body by Gurney Nutting, exceptionally good condition throughout.—304, Sandpiper Rd., New Gardens, Richmond 1840. [2775]
1926 Bentley Short Chassis 3-litre Vanden Plas 4-seater Speed Model, 2700 and 2nd, excellent condition, taxed; £310.—B.M.C. Ltd., 3, Brick St., Park Lane, W. Grosvenor 1768-9. [2061]
1922 3-litre Bentley Tourer, highly efficient, in excellent condition throughout, new brake drums and clutch mechanism, taxed; 100 guineas.—P. Sawbridge, 22, Beaumont St., Oxford. [1578]
BENTLEY 4½-litre Sports Drop Head Roomer Coupe, exhibition model, nearly 3 years' Bentley guarantee transferable; cost £1,500, £650.—Thorne, 19, 21, Great Portland St., W.1; Langham 5946. [1862]
1923 Bentley 3-litre Short Chassis, 2-seater, in exceptional condition; £125; deferred payments and part exchanges. Open weekends.—Hicks and Romer, Kingsley Garage, Stammers. Phone: 110. [9925]
105 Guineas.—1923 Bentley 4-door saloon, excellent condition, reoverhauled; exchanges and extended payments.—Short and Glass, Ltd., 52-54-56, Fitzroy St., London, W.1. Open Saturdays 9 to 6. Museum 8176-7. [3525]
1927 Bentley 3-litre Speed Model Sports 4-seater, Vanden Plas, just repainted black and red, fittings chromium plated, new hood, in beautiful condition, owner bought saloon; sacrifice; £400.—Hall [2263]

500 Guineas.—1929 (September) Special 3-litre Bentley short chassis sports 4-seater fabric body, black and red chassis No. DN1741, Bentley's guarantee expires August, 1934, which will be transferred inclusive.—Bird, 118, High Rd., Lee, S.E.13. [2263]
For information concerning the history and condition of any second-hand car an application being made to their Service Department, Kingsbury Lane, The Hyde, Hendon, N.W.E. The chassis number must be quoted. [9639]
TRUSCOTT for Saloons—1925 Bentley sports 4-door coachbuilt saloon, F.W.B., balloon tyres, excellent chassis, coachwork finished in maroon, with leather upholstery; a sound car, very attractively priced; £145; exchanges, deferred.—173a, Westbourne Grove, W.11, Park 7745. [2699]
1929 6½-litre Speed Six Bentley Open Sports 4-seater by Vanden Plas, small mileage, practically as new, just passed guarantee at Bentley, an exceptionally attractive car; price £1,250.—C. E. Andrews (Motors), Ltd., 50, Berkeley St., Piccadilly, W.1, Mayfair 5526. [1627]
1927 Standard Bentley Six, modified to 1928 specification, chassis recently overhauled and in excellent mechanical condition, fitted with roomy blue 2-seater drop head coupe and dicker, 2 spurs wheels, usual accessories; trial E. Finchley or West End; £900.—Box 8153, c/o The Ashbur [9822]
1928 4½-litre Bentley Sports 4-seater, P.180's, double wiper, £100 spent this year on modifications, we pay Bentley's guarantee (3 years to run), transparency overhead, this second-hand car is as good as a new one and less than half the price.—Paddon Bros., Ltd., 60, Choral Place, Becontree Hill, S.W.7. Sloane 7195-5. [2090]
BENTLEY 4½-litre 4-light Weymann Saloon, 1924, Triples glass throughout, chromium plating, travelling trunk, 2 spurs wheels and tyres, brought maker's guarantee until March, 1935, magnificent appearance and condition; £775; exchanges, deferred terms.—George Heath, Ltd., John Bright St., Birmingham. Phone: Midland 2500. Wire: Autocar 7007 [1907]
SPORTS Saloon Ultra Low Built Bentley Short Speed Model Red B 3-litre, sunshine roof, 2 overhauled, F.W.B., 2 spurs wheels, hide upholstery, 4 hose cushions, spot light, radiator cover, licensed, 4 new tyres, Lucas's dimmers, luggage grid, 1926 improvements, had £100 thorough overhaul late last year hills shown, shivers condition, wonderful performance, economical, 6 months guarantee; £170.—Taylor's, Wheeler St., Birmingham. [1969]

SECOND-HAND CARS FOR SALE AND WANTED

JUNE 19TH 1936

Bentley (other than 3½-litre).
JACK BARCLAY, Ltd., officially appointed Bentley retailers.
1932 2½-litre Short Chassis Special Sports Open 4-seater by Vanden Plas; £750.
1932 3-litre Long Chassis 2-seater Enclosed Limousine by Gurney Nutting; £695.
1932 4½-litre Special Sports Saloon by Freestone and Webb; £475; another special four-seater head coupe by Vanden Plas; £395.
1931 2½-litre Short Chassis Saloon by H. J. Mulliner; £395.
1931 Series 4½-litre (Supercharged) Special 2-seater Open Sports by Gurney Nutting, entirely rebuilt at famous aero engine works, most exclusive car.
1930 Speed Six Saloon by Arthur Mulliner; £1565; another, 1929, by H. J. Mulliner.
1930 4½-litre Close Coupled Coupe, of smart appearance; £175.
SEE at Our Conduit St. Showrooms, week commencing June 15th, a unique display of used 2½-litre Bentleys.
THE Widest Selection in London.

JACK BARCLAY, Ltd. (opposite the Church), George St., Hanover Sq., and 20, Conduit St., London, W.1. Mayfair 7444 (20 lines). (3600)

1929 4½-litre Bentley La Mans Tourer, finished in green, recently overhauled; £295.
OLLINGTON BROS., Ltd., 74, Great Portland St., W.1. 'Phone: Museum 8806. (3245)

1928 3-litre Bentley Speed Model Coachbuilt Vanden Plas, in perfect condition; £190.
PRIARY MOTORS, Old Windsor, Berks. Windsor 1100 and 1101. (3703)

1928 4½-litre Bentley Saloon, one owner, exceptional condition, mechanically perfect; any trial; £25.
DICKS MOTORS (KILBURN), Ltd., Lovelidge Rd., Kilburn, N.W.6. Maids Vale 6888. (4590)

1931 Bentley 4½-litre Fourseater Drop Head Coupe by Freestone and Webb, excellent condition; £225.
J. LANE, Ltd., 9, Brick St., Park Lane, W.1. Grosvenor 3327-8. (4907)

1928 Bentley 3½-litre Short Chassis, fitted with new open sports 4-seater body, excellent condition; £225.
J. LANE, Ltd., 9, Brick St., Park Lane, W.1. Grosvenor 3327-8. (4906)

1929 30 4½-litre Bentley Saloon, sunshine roof, 6 new tyres, whole car in good condition throughout; bargain; £175.
WINDOWERS, Ltd., 62, Conduit St., W.1. Mayfair 7043. (4121)

1930 Bentley 4½-litre Open Sports 4-seater, finished in green, exceptionally fine condition, completely overhauled; £250.
JACK SMITH, 116, Great Portland St. Museum 8515. (2707)

£195 1930 4½-litre Bentley Mulliner four-seater sunshine coupe, in really exceptional condition throughout, bargain.
MORGAN HASTINGS, Ltd., 212, New King's Rd., S.W.5. Remova 347-7. (4560)

£175 1930 4½-litre Bentley beautiful sports 4-door saloon, by H. J. Mulliner, constantly serviced by makers, guaranteed.
A. J. GUPPY, Ltd., 109, Great Portland St., W.1. Langham 1046-7. (4501)

£95 Bentley 4½-litre sports saloon, super condition—Albert Bridge Garage, 70, R. Hospital Rd., S.W.3. Flaxman 1001. (41)

3-LITRE Bentley Short Chassis 2-seater, final 3197, mechanically perfect; £245.—R. Cockayne & Sons, Ltd., Fulham Rd., S.W.5. Western 2555. (2068)

10% Deposit!!! £140!!! 1929-30 4½-litre sports saloon Bentley, marvellous chassis; exchanges, Berkeley Garage, 155, Euston Rd., St. Pancras. (3281)

BENTLEY 1922 Short Chassis, sports 4-seater, Bentley by F.W.B. well built, chrome, chromium plated radiator; £25.—Mead, The Garage, Toplew, Burnham 441. (3542)

BENTLEYS.—Reg. Mead, The Garage, Toplew (Burnham 444), has always in stock guaranteed 2, 4½, and 6-litre Bentleys with various bodies; write or phone. (6778)

DEX Offer: 1928 4½-litre Bentley Weymann saloon by Gurney Nutting; £125.—Dex Automobiles, Ltd., 21, George St., Hanover Sq., W.1. (Phone: Mayfair 663.) (7538)

£60 3½-litre short chassis Bentley sports 4-seater, front wheel brakes, taxed, very low—Vanderdella, 215, Haverstock Hill, N.W.1. Primrose 6673 (open work-week). (2805)

1928 (April) 3-litre Bentley Sports Saloon, low pressure tyres and steering, 2 carburetors, Bentley axle latest, exceptional condition; genuine bargain; £245; terms, exchanges.
W. JORDAN, 41, Lancaster News, Lancaster Gate, Pall 3241. (3460)

1931 3-litre Bentley, fitted with sports saloon by Gurney Nutting, colour black with in excellent upholstery, new tyres, 2 spare wheels, in excellent condition; offered for £295.
R.B.M. (AUTOMOBILES), Ltd., 28, Heston St., W.1. Bedford 0253-4. (3872)

Bentley (other than 3½-litre).
£100—1927 4½-litre Bentley Coachbuilt sports 5-seater close coupled saloon, 8 wheels, perfect chassis, changed over offered, yet perfect—Chick, 73a, Larkhall Rise, Clapham, Mautley 2301 (5470)

4½-LITRE Bentley 1930 series, Marthon sportsman's saloon, black and chrome, 2 spares, new battery, latest type pistons, 18 m.p.g., 1,500 c.d., extremely quiet and attractive car, comprehensive insurance; £135.

3-LITRE Bentley Coachbuilt Sports Tourer, genuine 3 speed model, only 18,000 miles, unused 9 years, rebuilt, seatless, chromium; £150.—Derrington, 159, London Rd., Kingston 3720. (5256)

£80—3-litre speed model H.L. Bentley Vanden Plas open 4-seater, low pressure tyres, F.W.B., 100% condition throughout; exchanges, deferred—1520, The Arches, The Grove, Hammersmith, Riverside 1159. (7491)

1927 Bentley 3½-litre Short Chassis Sports Vanden Plas Tourer, low pressure tyres, low geared steering, exceptional condition, unlicensed two years; bargain; £195.—Lionel H. Pugh, 56, South Molton St., W.1. Mayfair 4433. (4614)

£65—3-litre Bentley, short chassis, Vanden Plas type sports 4-seater model, low pressure tyres, F.W.B., overhauled, modernised, new battery, latest type hood and windscreen, tonneau cover, 100% car.—R. English, Barnhurst Farm, Wolverhampton 4. (4022)

1931 Short Chassis 3-litre Bentley Fitted with Magnificent 4-door Saloon by Freestone and Webb, sunshine roof, black, brown furniture, hide and leather, disc wheels and many extras, immaculate upholstery, disc wheels and many extras; immaculate condition.—L. Storer, 19, Hays Mews, W.1. Mayfair 4186. (8165)

£75 1931 Bentley Vanden Plas 3-litre open 4-seater speed model, twin 8 V, carburetors, low pressure tyre, finished International green and chromium plated, top car for enthusiast; terms and exchanges.—Garnon Motors, Ltd., 120-8, Cricklewood Broadway, N.W.2. (4718)

STANTONS.—1929 4½-litre Bentley touring, finished in green with green leather upholstery, cut away sides by driver, fittings chromium plated, single piece screen, cycle tyre wings, car in magnificent condition; price £165.—42, Sussex Place, S.W.7. Tel.: Kensington 4611. (5208)

1928 3-litre Short Chassis Speed Model Open Vanden Plas 4-seater, actual last 5-litre ever built, chassis DN1741, always maintained by Bentley, engine overhauled last September, sloping windscreen, taxed and near offer.—Thomson, Bentley, Hale Barns, Cheshire. (4427)

Bentley Cars Wanted.

ROWLAND SMITH
HIGHEST Cash Prices for Bentleys, Week-days, Saturdays 9-9, Sundays 9-1.—Hampton High St. (Hampton Tube), Hampton 6041. (4957)

MANOR MOTORS Purchase 5-litre Bentleys—17a, Motcomb St., Knightsbridge, S.W.1. Stane 8218. (4628)

CASH Immediate for Good Bentleys, any district.—H. F. Edwards, 175, Gt. Portland St., W.1. Welbeck 4161. (5366)

SPEED MODELS, Ltd., will purchase at highest cash prices Bentley and all other sports cars.—Pembroke Mews, W.11. Baywater 3132. (1046)

Mr Thomson's advert for DN1741 in The Autocar 19 June 1936, for £185, seen London or Manchester. Cars Wanted.

75 Guinness B.N.C. special 2-litre 4-seater, excellent 2-seater, suitable for taxi or touring, very nice work, exceptionally fast, full road equipment, all fittings, but tubing unsprung, through axle, built and in very good condition throughout, arranged, Open car body—K.B.O., 67, Rye St., Kilburn, N.W.6. Maids Vale 4782. (3129)

B.C. Offer Some Wonderful B.N.C. Beautiful Colonial Motors. Page 27 of This Issue.—British... (3129)

£75—10hp B.S.A. van saloon, 1931, well fitted gear.—Vanderdella, 215, Haverstock Hill, N.W.1. Primrose 6473 1060n week-end. (3129)

WHITBY'S OF ACTON.—1935 B.S.A. "Scout" sports 2-seater, excellent condition, 110 miles mileage only 5,000, spotless condition; 110 miles mileage, terms.—Below.

WHITBY'S OF ACTON.—1936 B.S.A. 10hp Scout coupé, as listed at £165, used for few months; price £148; exchanges, terms.—Below.

WHITBY'S OF ACTON, B.S.A. Scout 10hp saloon, all 1936 models in stock; trade supplied.—The Vale, Acton, W.3. Rhos 5355. (3621)

STEELE GRIFFITHS.—1934 B.S.A. Ten hp saloon, one owner, extras, taxed; £110.—Cauldwell Green, S.E.5. (Rodney 2201-5). (3621)

NAYLOR and ROOT.—1934 B.S.A. 10 hp saloon, fluid flywheel, prescote, leather, excellent condition; £95; exchanges, terms.—25, East Hill, Clapham Junction, S.W.11. Battersea 5272. (3621)

1933 9hp B.S.A. Front Wheel Drive Sports 4-seater, green, fitted with low pressure tyres, new hood, maintained by one enthusiastic owner, gain, £60.—E. D. Abbott, Ltd., Farnham, Surrey. (3621)

£7 Deposit c. 50 Guineas Cash.—B.S.A. 1935 4-cyl. 4-cyl. front wheel drive 4-seater, spare wheels, small mileage, carefully used, very satisfactory condition, taxed. Exchanges.—Rowland Smith, Hampton High St., Hampton. (3621)

£11 Deposit or 105 Guineas Cash.—B.S.A. 1935 4-cyl. 4-cyl. front wheel drive 4-seater, cream and black, carefully used, very small mileage, practically new condition. Exchanges. List. Week-days, 9-5, 9-9, Sundays 9-1.—Rowland Smith, Hampton High St. (Hampton Tube), Hampton 6041. (3621)

B.S.A. 10 1933 Models from £75: a large selection of 1934, 1935 and 1936 models in stock; quotations anywhere by appointment; exchanges. C.M.M., Ltd., London Rd., Coventry. 'Phone: 2160. (3621)

1935 B.S.A. Mulliner Sportsman's Coupé, Daimler transmission, Zoller supercharger, 3,000 miles only, as new throughout; £175.—Mansphreys Cars, Ltd., 410-416, Euston Rd., Haringey 4036. (3621)

NAYLOR and ROOT.—1936 B.S.A. Scout 10hp 4-seater, black, silver wheels, mileage 1,000, positively as brand new; £138; exchanges, 24 months terms.—25, East Hill, Clapham Junction, S.W.11. Battersea 5272. (3621)

99 Pounds.—B.S.A. 1934 model "9" special sportsman's coupé, dual cellulose finish with real leather interior to match, wire wheels, excellent condition, magnificent condition throughout, incorporated taxed, £20 worth of extras, must be seen to be appreciated, £100.00, most firm.—Bennett, 129, East Hill, Wandsworth 3425-6. (3621)

WE are pleased to pay more for good chassis condition.—27a, Pembridge Villas, Notting Hill Gate, Baywater 0523. (0108)

JACK BARCLAY, Ltd., Officially Appointed Retailers, offer best cash prices for recent model Bentley cars.
GEORGE St., Hanover Sq., London, W.1. Mayfair 7444 (20 lines). (7001)

Bentley Spares and Service.
H. M. BENTLEY and PARTNERS, 3, Hanover Court, Hanover Sq., W.1. Mayfair 5422-3. (0011)

FRIARY MOTORS, Old Windsor (Windsor 1100 and 1101), for Bentley repairs and all spare parts. (1120a)

WINDRUM and GARSTIN, Ltd. Bentley mechanics; reasonable charges.—14, Hansard Mews, W.14. Park 4032. (9764)

BENTLEY MOTORS (1931), Ltd. Service Department, Kingsbury Rd., The Hyde, Hendon, N.W.9. 'Phone: Colindale 6374. Telegrams: Bemerdep, London.

BENTLEY MOTORS (1931), Ltd. Scottish Service Dept., 113, North St., Glasgow, C.2. 'Phone: Central 2157. Telegrams: Bemerdep, Glasgow. (5450)

Bianchi.
Bianchi Spares and Service.
BURTON, OSBORNE and TAYLOR, Ltd., 208 Conventry Road in Bianchi cars, have a comprehensive stock of spare parts for all models.—1, Southampton St., Fitzroy Sq., W.1. Museum 8603-4. (0420)

HIGHEST Cash Prices for B.S.A. Week-days, Saturdays 9-9, Sundays 9-1.—Hampton High St. (Hampton Tube), Hampton 6041. (4957)

TRUSCOTT Must Have Late B.S.A.—173a, Woburn Grove, W.11. Baywater 4374. (9129)

Bugatti.
THE MOTOR COMBINE
VERY Special Supercharged 2,300 2-seater Bugatti. We believe this car to be one of the finest 2,300 Bugattis in the country, fitted with very attractive special body; E.N.V. prescote rear hub and host of other improvements and extras, altogether in remarkably fine condition; £595.

£495—1933 Bugatti 5-litre 4-door Franchese with Webbs close coupled sports saloon of most attractive appearance.

£695—1934 2,300 twin carburettor supercharged type "55" Bugatti 2-seater, in first class condition throughout; exchanges, 24 months terms.—The Motor Combine, 365, Euston Rd., London, W.1. Museum 7600.

BUGATTI 1½-litre 4-cyl. Grand Prix. perfect condition, equipped for the road; £125.

BUGATTI 1½-litre 4-cyl. Grand Prix. high speed crank, just overhauled, bills for £75 and road equipment suitable for competition; £150.

ONLY Address, J. Lemon Barton, 17, Cavendish Rd., Broadbeary, N.W.6. Will 1284. (3621)

BUGATTI AUTOMOBILES a direct branch of French factory.—13, Brixton Rd., London, S.W.2. for Bugatti sales, service, spares and repairs. (3621)

O.R. ✓
30 SEP 1936

BENTLEY DRIVERS CLUB LIMITED

To The Secretary,
Bentley Drivers Club Ltd.,
Bush House, London, W.C.2
Telephone: TEMple Bar 5243

Feb.

Please insert
full name and
address in block
letters.

*Delete when
inapplicable.

I ^(*) (Mr.)
(~~Mr.~~)
(~~Miss~~) H. Stuart Wilton,

of 40, Brent Street, Hendon, N.W.4.

desire to be elected a ^(*) (~~Mr.~~)
(~~Miss~~) (subscribing) member of BENTLEY DRIVERS

CLUB LIMITED and enclose my cheque for ^(*) (~~£2.00.00~~)
(£2. 0. 0. Subscribing)

in respect of the entrance fee and subscription. I agree that in the event of my being elected my maximum liability will be to contribute if required a sum not exceeding £1 to the assets of the Club in the event of it being wound up during the time I am a member or within one year thereafter and I hereby authorise you to insert my name in the Register of Members of the Club and agree to be bound by its Memorandum and Articles of Association.

Dated 30th. day of September 19 36.

(Signed)

H. Stuart Wilton

[P.T.O.]

Stuart Wilton's BDC application form, dated 30 September 1936. The club was founded in mid-1936 so this makes him an early member.

For record purposes will you please fill in the following information.

Litres	3	Last 3-litre Year car supplied by B.M.ltd.	Chassis No. DN.1741.
			Engine No. DN.1744.
			Registration No. UV.7549.
Body Type	Open 1-seater.		Wheelbase 9? feet 9? inches. ?
Major alterations, additions, and in what classic events, if any (LE MANS, T.T., etc.) has car been:			
None.			

It would be greatly appreciated if Members would notify the Secretary when they change their cars, giving details of the new acquisition.

The Brooklands dice was a different matter and despite the two guinea entrance fee, the need to have the car fitted with bonnet straps and a Brooklands silencer, not only did more than the minimum of eight entrants go to the line but the 14 starters were only one short of the permitted maximum. It is possible that the pecuniary inducements played their part for the winner was to receive £10 and the runners-up £4 and £2 respectively, all being given a Brooklands ash-tray for good measure.

The trials and tribulations of motor racing are numerous and these were not absent on this occasion. Drivers who had not previously raced at a B.A.R.C. meeting were required to practice on the circuit and present themselves for Official Observation on the Friday, lapping during this period at a sufficiently high speed to satisfy the observers.

L. C. McKenzie was one who was early in trouble, soon diagnosed as a cracked piston head, whereupon the redoubtable "Mac" set off for home on two cylinders and a hard night's work. Noel Sissons was chasing errant horses and even several plug changes did not produce the desired result. H. N. Pelmore tried various wheel combinations to produce the most suitable effective gear ratio, whilst Peter Robertson-Rodger was audibly changing plugs on the hot engine of his "great blown beast," this being the same car which had been driven by Sir Henry Birkin into 2nd place in the 1930 French G.P. at Pau.

Lycett's beautifully prepared and surgically sterile 4½ attained 107 m.p.h., although not yet completely run in, and other fast practice laps were being put in by Marcus Chambers, J. H. Allason and even E. P. Ortweiler in a convertible coupe was over the 80 mark.

The three litre contingent were not far behind, the most venerable of them, A. B. de S. Sutton's thirteen-year-old, keeping up a good 70, with the somewhat younger ones being slightly faster.

C. T. Baker-Carr, an experienced track driver in a car that had proved itself in a number of races sportingly asked to be retired to scratch, sacrificing his 6 second handicap and all was ready for the morrow.

The race itself was so well described in the *Bulletin* that we make no apology for quoting its account of this epic word for word:—

The Race

Public interest in the race was amazing. On all sides one heard comments, flattering, pessimistic, enthusiastic according to prejudice and age. The fact that there were no non-starters caused quite a stir, and a mood of sulkiness fell upon those pessimists who had predicted hopeless disaster in practice.

The impressive spectacle of the starting-line can be judged from the Press photograph, which by this time most members have seen. Sutton, the limit man, roared away from the line, and they were definitely "off." S. C. Rogers made a start that left the other three-litres in his group well behind. Fifteen seconds later Ortweiler was away, and managed to catch Rogers just after the completion of the first lap.

G. K. Pelmore and McKenzie, on the twenty-five second mark, left the line with Pelmore leading. But McKenzie, running amazingly well, overtook him in a short course low on the banking, gained rapidly on the field, finishing the first lap two seconds ahead of Pelmore, and closing up fast on the leader, S. C. Rogers. Ortweiler suffered the misfortune of fuel-pump trouble, and the weakened mixture firing in the silencer shattered it. Bad luck!

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MARCH, 1957

B.D.C. REVIEW



B.A.R.C. Meeting, Brooklands, October 17th, 1936. The first race organised by and restricted to members of the Bentley Drivers Club. Car No. 3, C. T. Baker-Carr (the winner); No. 4, H. N. Pelmore (second); No. 7, Forrest Lycett (Vice-President and Chairman of the Committee); No. 8 (extreme right), G. K. Pelmore (Hon. Sec. and Founder); No. 9, L. C. McKenzie (Committee member).
Reproduced by kind permission of THE AUTOCAR

L. C. McKenzie's night-work was bringing its reward, but G. K. Pelmore was very little slower, and appeared to have something in hand. Their standing laps were seventy-nine and seventy-nine respectively. A dry skid amongst showered leaves slowed McKenzie, and the result of the duel was in doubt.

F. Lycett and M. Chambers were in pursuit, and the pace became hotter. Chambers's standing lap was completed at an average of 83.14 with Lycett only thirty yards in the rear hardly a mile an hour slower.

J. H. Allason, who had started with H. N. Pelmore, was out-distanced at the end of the first lap, his time being slightly lower than that of the cars which had a six-second lead on handicap. As was mentioned in the account of practice, his engine was designed for trials work; his ultra-short chassis, however, caused him to be classified with H. N. Pelmore, whose car has a similar wheelbase.

H. N. Pelmore put in a terrific standing lap at 85.13; nevertheless, at the completion of his first lap he found Baker-Carr, who had started twelve seconds later, only a hundred yards behind.

Baker-Carr's acceleration was startling, and his maximum speed could not have been less than a hundred and ten. It was fairly obvious that barring accidents he could catch the leaders. At the end of his first lap he was three or four hundred yards ahead of Robertson-Rodger, who had started with him from scratch. Noel Sissons, luckless, haunted still by mysterious power-loss at the top of his engine's range, was gamely fighting a losing battle.

The cars were by no means scattered. Indeed, one competitor, on entering the Railway Straight, likened it to Piccadilly Circus; another, confused by the leaves, mistook it for Vallambrosa. For the spectator it was a magnificent sight. Twelve cars were still running. Ortweiler and Henry, who had coasted in conscious that he was out-paced, were the two who had fallen by the roadside. The rest were in "home James" mood.

It was a stirring finish. Baker-Carr, high on the banking, thundered home three hundred yards ahead of H. N. Pelmore, who had worked

B.D.C. REVIEW

MARCH, 1957

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his way through the field. Third place was in doubt; but Chambers, finding a string of cars across the track ahead of him, seized opportunity where he found it, and filtered to the left by cutting down the banking. This quick-thinking manoeuvre earned him third place, with Lycett a close fourth. McKenzie, Robertson-Rodger and G. K. Pelmore then crossed the line in that order. Allason, Rogers, Sisson, Wilton and Sutton, all travelling flat-out, finished the race strung out along the track at intervals of from one to four hundred yards.

It was a race which competitors and spectators thoroughly enjoyed, and one which the club hopes to be able to repeat.

As a small memento of the occasion, every competitor has been presented with a suitably engraved plaque for affixing to the fascia board of his car.

There is little doubt that the information provided by this race will enable us to perfect the handicapping so that the finishing line in future events will resemble a red-light stop at Hyde Park Corner.

To all those whose generous assistance in the matter of silencers, technical advice and loan of equipment contributed so enormously to the success of the event, the committee, on behalf of the club, tenders its gratitude.

A tabulated list of entrants, speeds and placings as supplied by the B.A.R.C. is given below in the hope that it will prove of interest.

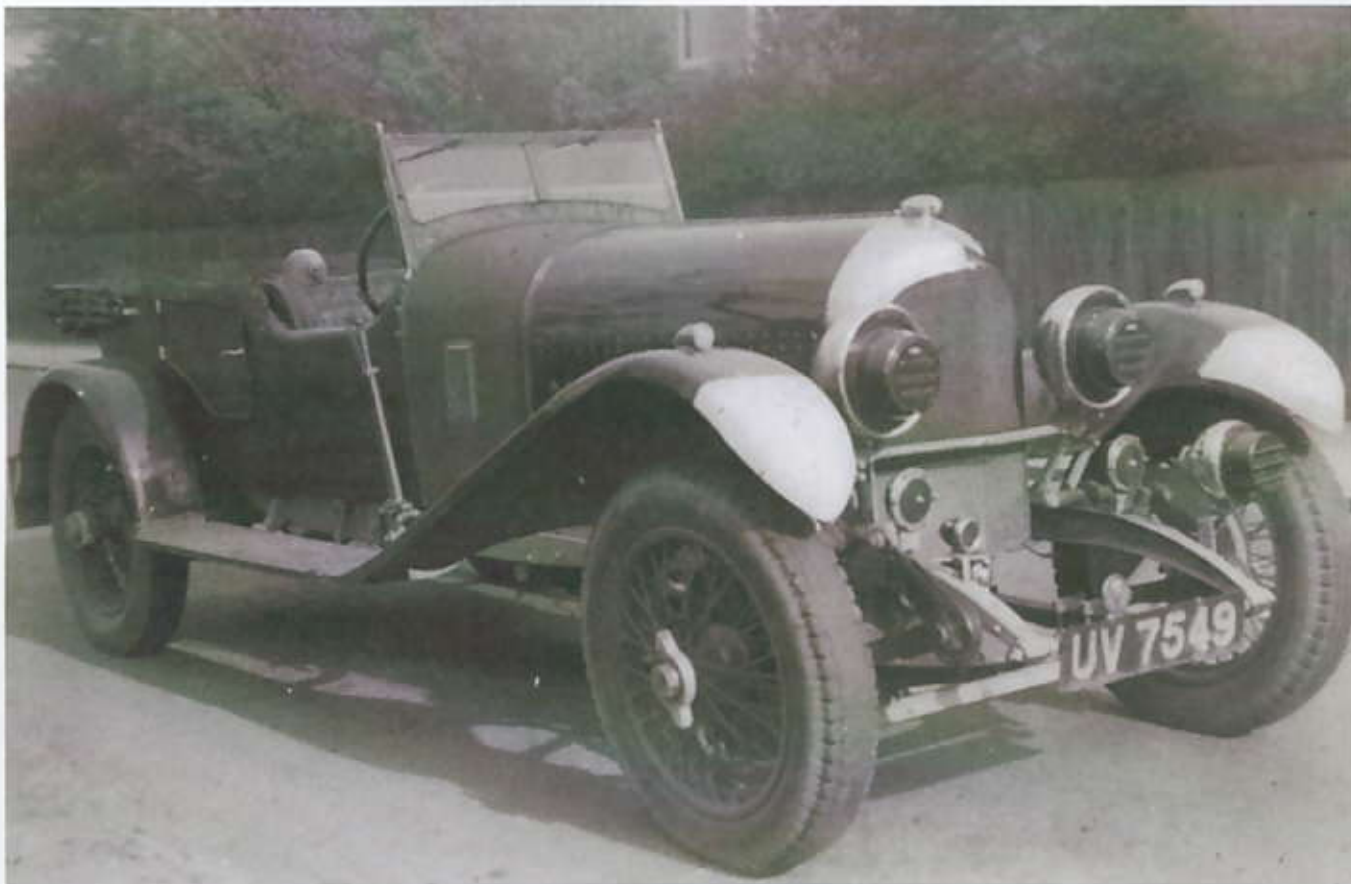
B.A.R.C. MEETING — OCTOBER 17th, 1936

2.20 p.m.—The Bentley Drivers' Handicap

		C.C.	S.S. lap speed	F.L. lap speed	Start
1	P. J. Robertson-Rodger ...	4398(S)	86.92	103.11	0.0
2	N. H. Sissons ...	6597	77.69	89.25	0.0
3	C. T. Baker-Carr ...	4487	93.79	104.19	0.0 1st
4	H. N. Pelmore ...	4398	85.13	99.41	0.12 2nd
5	J. H. Allason ...	4398	77.21	91.05	0.12
6	M. Chambers ...	4398	83.14	96.52	0.18 3rd
7	F. Lycett ...	4398	82.18	97.46	0.18
8	G. K. Pelmore ...	4442	77.93	91.22	0.25
9	L. C. McKenzie ...	4398	79.30	91.05	0.25
10	E. P. Ortweiler ...	4398	75.23	Nil	0.29
11	S. C. Rogers ...	2996	68.22	78.79	0.44
12	H. S. Wilton ...	2996	62.25	77.21	0.44
14	D. L. C. Henry ...	2996	63.84	Nil	0.44
15	A. B. de S. Sutton ...	2996	63.44	69.17	0.50

All cars driven in full touring trim with the exception of No. 3.

(Opposite, this page) An account of the BDC's October 1936 handicap race at Brooklands, the field including Stuart Wilton in DN1741, as illustrated at p.2. This is from BDC Review no. 44, for March 1957.

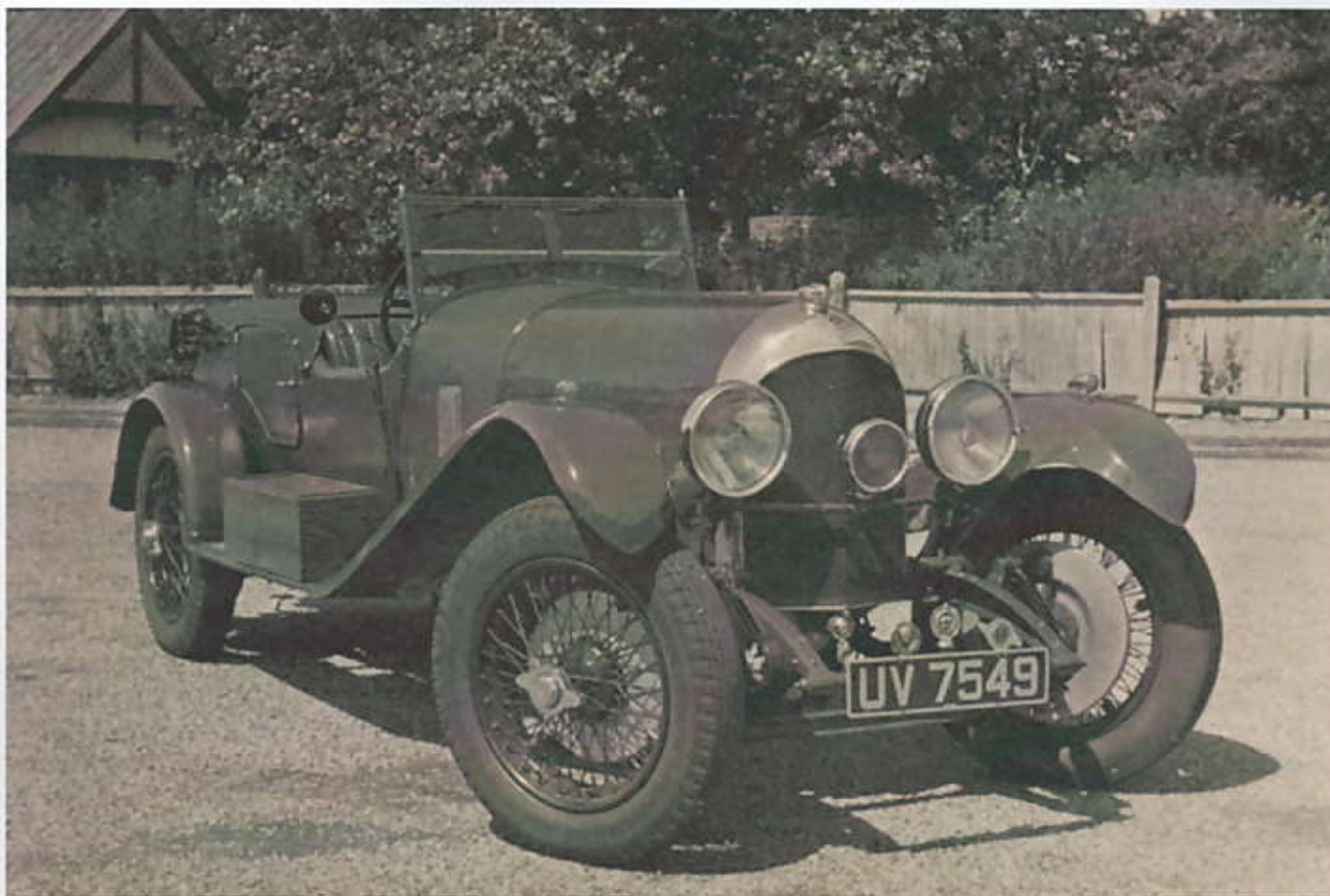


DN1741 as bought by Johnny Green from Stuart Wilton in 1940, collected from Hampstead Garden suburb and driven to Bulford Barracks, where he was stationed. The white paint and the lamp masks were to meet war-time blackout regulations. The 1936 photograph at p.2 shows standard Smiths head and sidelights, these have been changed for late Lucas head and snail pattern side lights. The horns to the dumbirons are also not original, the small light to the offside dumbiron is I think a fog light. A Vintage Sports Car Club badge is fitted to the front cross tube.

Stuart Wilton sold DN1741 to Johnnie Green circa 1940 for £60, the photograph above from Johnnie shows the Bentley as bought with war-time blackout lamp masks and white paint to the wings, on the way to Bulford Barracks, where he was stationed. Johnnie was an active member of the BDC after the war, taking part in competitions and driving tests in DN1741. Painted green the Bentley was known as "Greenfly". The next owner was a friend of Bill Klein's in the States, David Good, in 1952. He didn't get on with the Bentley so it became a part of the Klein collection shortly afterwards. DN1741 stayed in the Klein collection for many years, owned subsequently by Maurice L. Schwarz, in Connecticut in the States, from at least 1974. The Bentley is illustrated during his ownership at *Flying Lady* January/February 1987, p.3333, reproduced below, taking part in the 1986 RROC Vintage Car Tour of the Berkshire Mountains. By 1993 DN1741 belonged to B. Josey, in Florida. DN1741 was auctioned by Christies on 29 August 1999, bought by Jack Hilton. In 2017 DN1741 was bought by the present owner, Richard Lee Belveal, in Arizona.

Clare Hay.

Clare Hay 25 September 2019



(Above) An undated photograph taken during Johnnie Green's ownership, showing DN1741 refinished in green (christened "Greenfly"), and looking considerably smarter than in the 1940 photograph, opposite. RAC and BDC badges have been added to the front cross tube, and a large wooden trunk to the offside running board. (Photograph bought on ebay)
 (Right) From the days before roll on/roll off ferries.





VINTAGE BENTLEY IN ACTION

Page 147



The author having a go at the 1947 B.D.C. Silverstone meeting with the last 3 Litre made by the old company, seeing off one of the 3 Litre Sunbeams, but Anthony Heal's was ahead and uncatchable. No crash hats in those days and even the Buckinghamshire countryside looks more rural.



(Opposite above) Johnnie Green and DN1741 during a driving test at Hendon. This shows the instrument panel layout devised by McKenzie for Stuart Wilton, with a row of brass switches along the bottom of the panel to the nearside. The steering wheel is a Blumel, a pair of Lucas festoon lamps have been added to the scuttle capping. (Opposite) DN1741 as featured in Johnnie Green's 1969 book Bentley Fifty Years of the Marque. (Above, right) Early post-war photographs of Johnnie Green and DN1741. These were taken by George McKaige, an Australian owner of a 3 Litre, on holiday in the UK.





The 3-Litre BENTLEY



[To many people the 3-litre which was evolved by W. O. Bentley just after the Kaiser War and which remained in production for six years, represents the finest sports car in the world. Amongst members of the Bentley Drivers' Club there are still 200 of these fine cars in use, practically all of them maintained in a condition such as should gladden the eyes even of Mobile Policemen. In spite of this remarkable popularity of a car which has been out of production for some twenty years, confusion still exists over matters of detail. Consequently, we are delighted to be able to publish this article, written by members of the Bentley Drivers' Club at our request, in which the development of this classic car is explained, the different models sorted out and some of the makes racing successes outlined. Not only will this exclusive data provide pleasurable reading to those who own or otherwise advocate the 3-litre Bentley, but it will also be of interest to those who wish to enhance their academic knowledge of vintage types. More particularly, this carefully compiled article will be of inestimable value to persons who are about to purchase these cars, and who wish to check on facts presented by vendors, and to those seeking information about converting their existing cars in various ways. We were indeed fortunate in being able to draw on the pooled resources of one of the most vigorous and successful one-make Clubs, in order to provide our readers with comprehensive and accurate facts about a very real motor-car.—E.O.]

IT was with great pleasure that the Bentley Drivers' Club received a request from the Editor of *MOTOR SPORT* for an article on the 3-litre Bentley, and no effort has been spared to ensure that these notes are accurate and correct in detail.

The general conception of the 3-litre Bentley was forming in the mind of its creator before the end of World War I. "W.O.'s" idea was to produce a very fast motor-car, on the principle of a racing-car detuned as it were, by building into it enough strength and weight to ensure reliability and durability in the hands of private owners, as opposed to "hotting-up" an ordinary car to the point where it became unreliable.

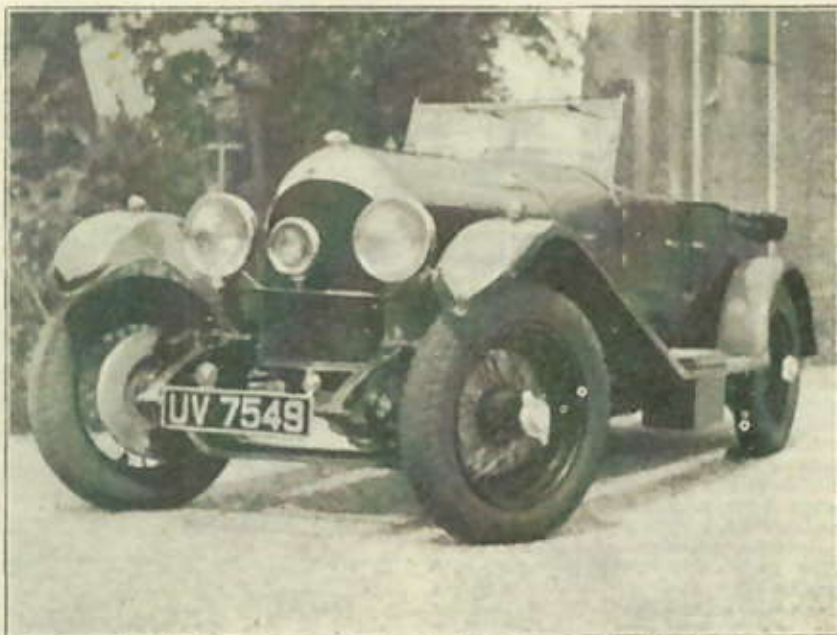
The original experimental 3-litre chassis was erected in the autumn of 1919 in the stable of a Baker Street mews. The engine was assembled upstairs and the chassis downstairs. A nursing-home stood next door and a few minutes after the starting-up of the engine for the first time on the test-bed, the Matron arrived upon the scene. It appeared that a patient

was about to shuffle off this mortal coil and she thought that the engine should be switched-off forthwith, that his departure might be more peaceful. This the three operators manifestly dared not do, and it is recorded that the inmate died to the thunder of the first Bentley exhaust. The more rabid enthusiast might acclaim it a fine death.

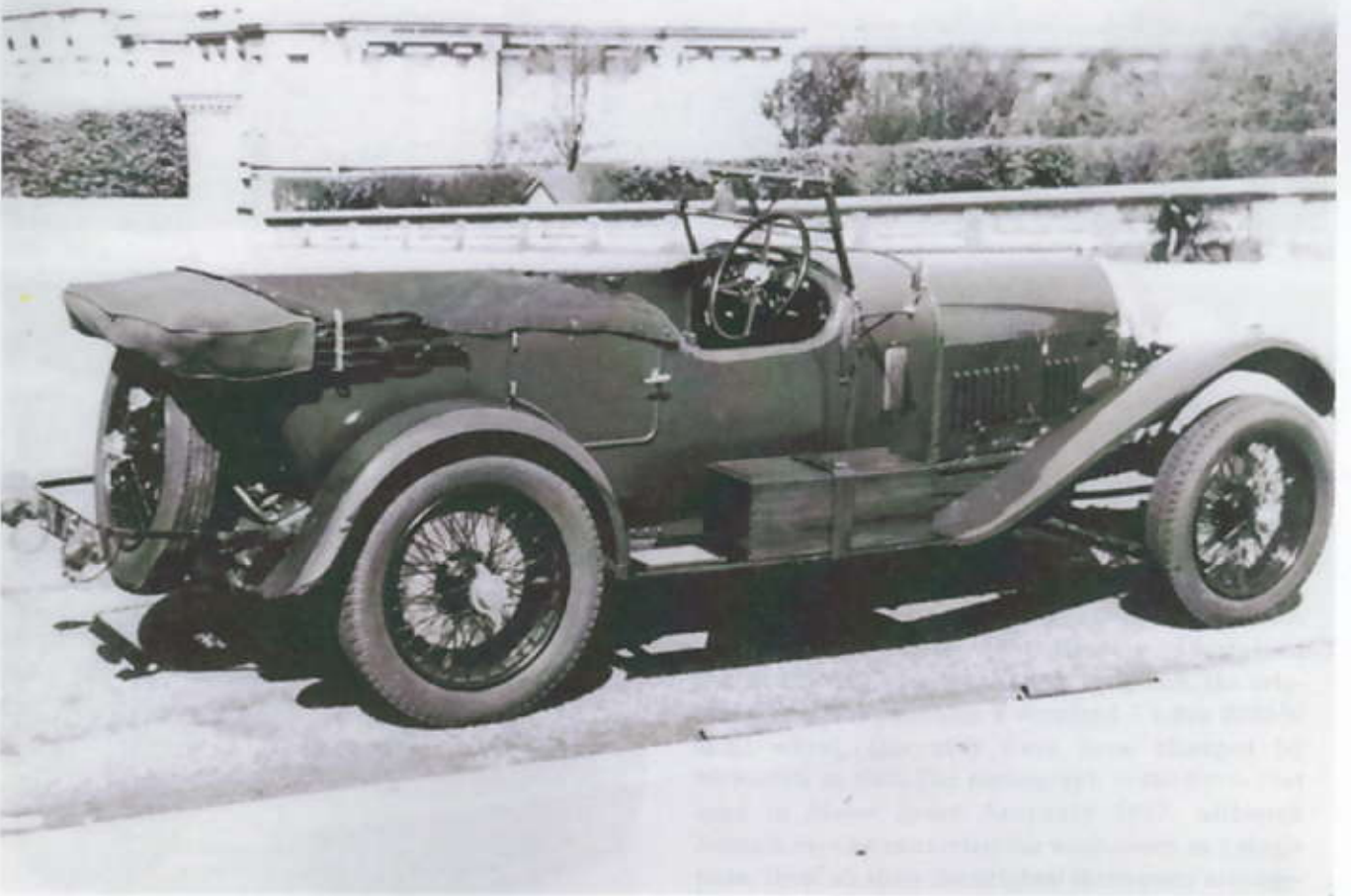
The engine had to be partially dismantled to allow its removal from the loft to the floor below and, when the chassis was completed, it was fitted with an open-touring body, and road tests commenced during December, 1919.

The experimental chassis, although basically the same, differed from the production model in certain details, the main ones being: The camshaft-housing was a one-piece aluminium casting, the bearings being of the split-bush type, requiring assembly upon the camshaft. This assembly was inserted in the bearing-housings from the front of the casing. Two tappet-covers were situated at 45° to the standard half-cover and the rockers were threaded on to the ground-and-hardened steel rods forming rocker bearings. These were inserted from the rear

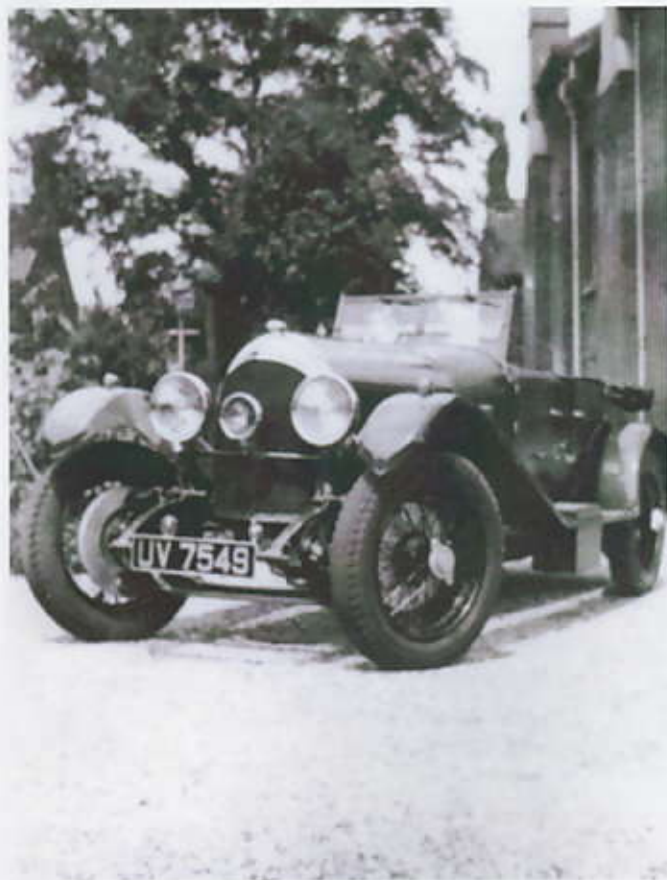
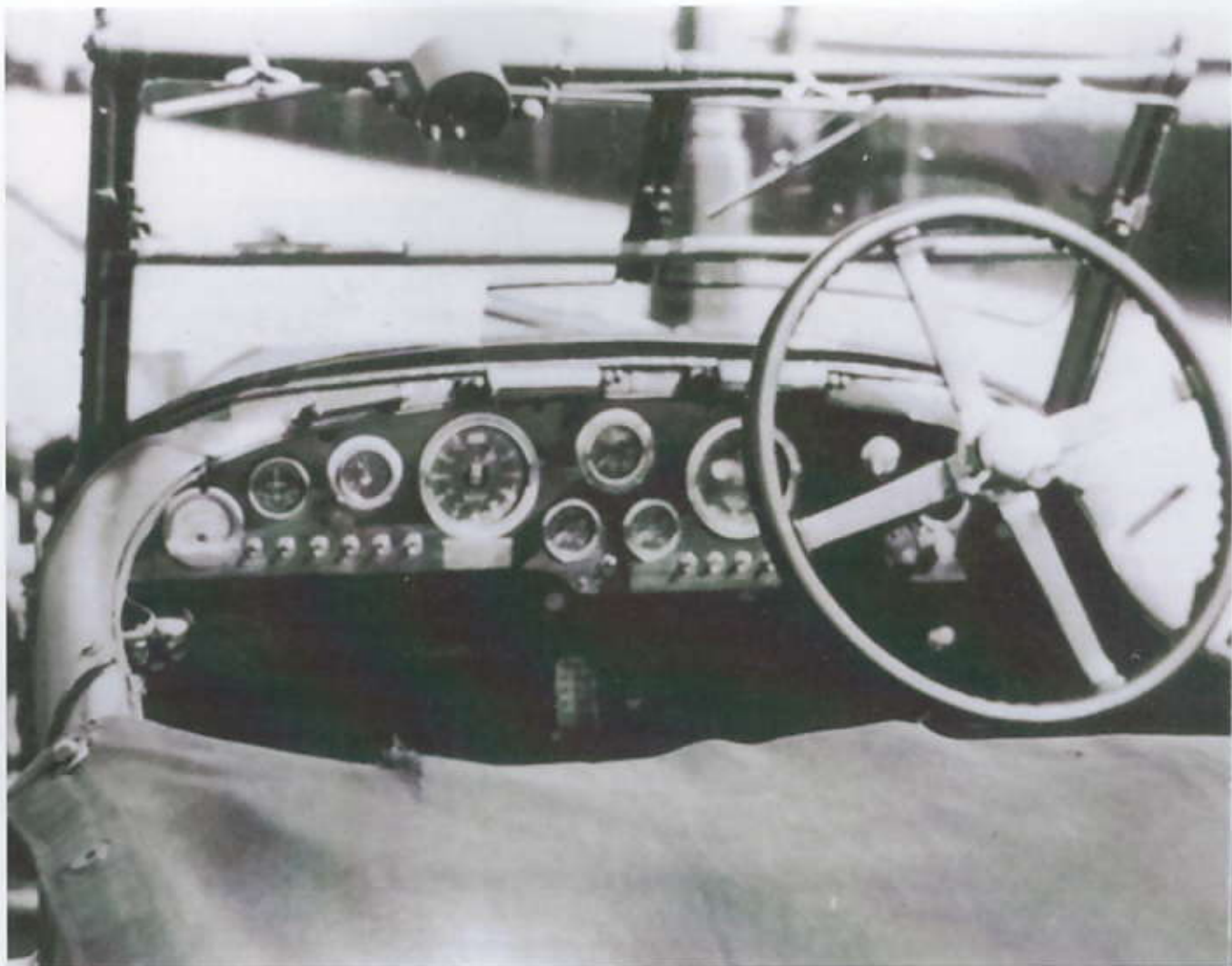
end of the casing and were held in position by an end-cover, in the centre of which was located the rev.-counter-drive coupling. The camshaft ran in the opposite direction to that of the production model and had two cams per cylinder, as against the three of the production model. The rockers were of steel and one exhaust rocker operated two valves. The magneto cross-shaft drove one magneto on the off-side, and the water-pump on the near side, but provision was made in the cylinder-block for the subsequent use of two plugs per cylinder, it being foreseen that developments would inevitably lead in that direction. In fact, a double-spark magneto was used to develop this system prior to the adoption of twin magnetos as standard equipment. Dry-sump lubrication was used on the experimental cars, necessitating a scavenge pump and an oil-return tank, the latter being secured beneath the scuttle. Excess oil from the overhead-valve gear was drained back to the sump by external oil drains leading into two large breathers in the crankcase. Pistons were of hour-glass type, in aluminium alloy to Specification L.8.



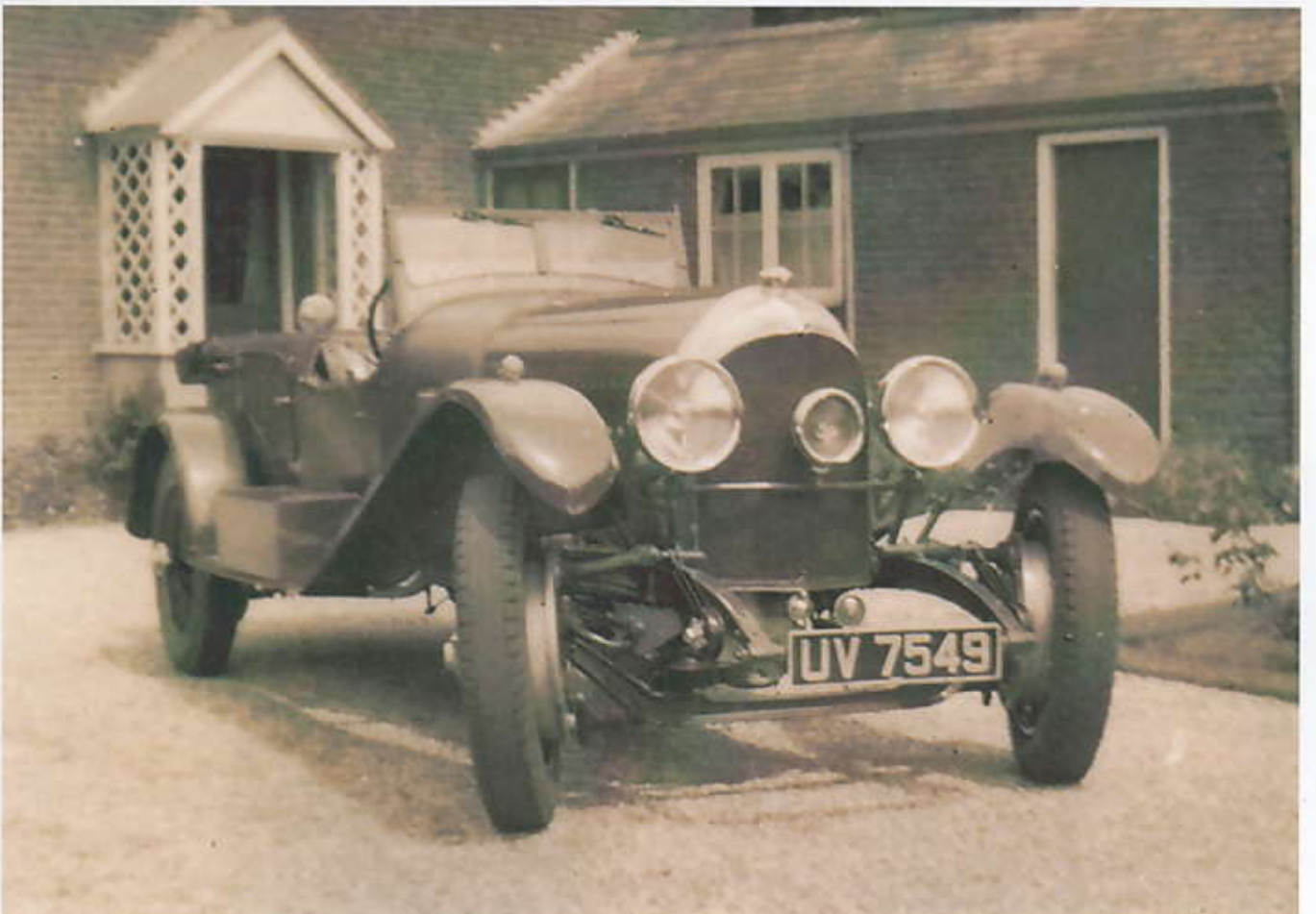
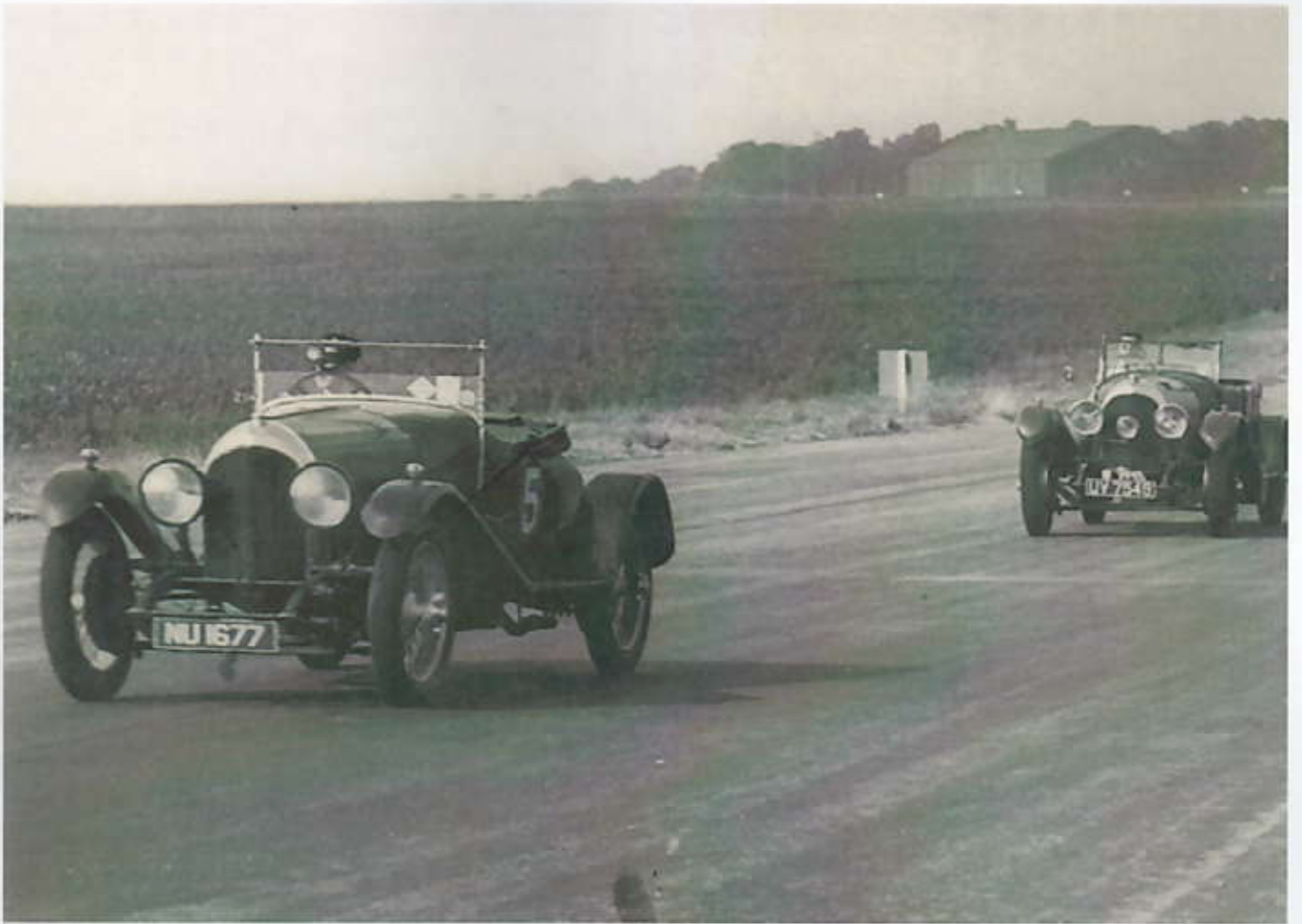
The last 3-litre built—once owned by Stuart Wilton and now by Johnnie Green. It is McKenzie-tuned, with h.c. pistons, balanced crankshaft and 26 lb. off the flywheel. It averaged 77.21 m.p.h. in the B.D.C. Brookland's race in 1935.



(Opposite) DN1741 featured in *Motor Sport's* 1947 article on the 3 Litre Bentley. (This page) Photographs of DN1741 from Johnnie Green, showing the rear spare arrangement with a frame to carry luggage. The top photograph shows the hood removed for competition.



(This page, opposite) Further photographs of DN1741 when owned by Johnnie Green. That above shows the instrument panel as modified by Mac McKenzie for Stuart Wilson, with a row of switches in place of the original switchplate and the Smiths bezel switch/ammeter. The steering wheel is a Bluemel spring wheel with finger grip rim, the original wheel was probably a standard 3 Litre BM850 solid wheel, this may have been changed by McKenzie as well. The photograph to the left is that used in *Motor Sport*, February 1947. Although Johnnie says he converted the windscreen to a single pane, these all show the original three-pane arrangement.



Bentley

Air Mail

December 3, 1952

Mr. J. R. A. Green
The Bungalow
Claremont Road
Highgate N. 6,
England

Dear Mr. Green:

I have just learned of the sale of your 3 litre Bentley to a gentleman in this country by the name of David Good. As American representative of the Bentley Drivers Club I should like of course to get all the information on this car that is available. I am not acquainted with Mr. Good but I do want to write to him and I would appreciate it if you would give me his mailing address in this country.

In addition to the above it would be nice to have any small bits of chit-chat about your car that you would care to set down at this time. Incidentally, I am myself looking for a good 3 litre so if you happen to know of one available and the owner does not mind letting the car go out of England I would be happy to have his name and address and any further particulars that you could send along.

WF-5507 is doing nicely and has in a modest way continued to cover herself with glory. She is by far the most impressive vehicle at any of the events she attends and attracts far more attention and complimentary remarks than do the brand new models, whatever the make. Most gratifying, most gratifying.

Sincerely,

267-6360

Rec'd. 2/16/56

Bentleys owned by Wm. Klein, Jr.

3 litre Bentley 1929 touring
 Chassis # DN 1741 Reg. # UV 7549 ✓
 Engine # DN 1741 Vanden Plas
 W.B. 10' 10" 15.9 h.p.

4 1/2 litre Bentley touring 1929
 Chassis # RL 3440 Reg. # ✓
 Engine # RL 3445 Corsica
 W.B. 10' 3" 24.8 h.p.

4 1/2 litre Bentley coupe
 Chassis # XR 3347 ✓
 Engine # XR 3347
 W.B. 10' 8" 24.8 h.p.

4 1/2 litre Bentley sedan de ville 1929
 Chassis # XT 3636 Reg. # GO 1789 ✓
 Engine # XT 3637 Mulliner
 W.B. 10' 11" 24.6 h.p.

4 1/2 Litre (S) Bentley roadster 1931
 Chassis # SM 3916 Reg. # OK 8443 ✓
 Engine # SM 3922 Gurney Nutting
 W.B. 10' 11" 24.8 h.p.

4 1/2 litre (S) Bentley touring 1931
 Chassis # MS 3933 ✓
 Engine # MS 3934 Vanden Plas
 W.B. 10' 11" 24.8 h.p.

6 1/2 litre Bentley roadster 1929
 Chassis # ~~LR 2792~~ FA-2519 ✓
 Engine # LR 2795 FA-2524 Barker
 W.B. 12' 9" 12'-2" ? 37.2 h.p.

Speed 6 Bentley shooting brake 1929
 Chassis # LR2792 Reg. # GF 6248 ✓
 Engine # LR2795 H.R. Owen
 W.B. 12' 9" 37.2 h.p.

Speed 6 Bentley sedan 1929
 Chassis # LR 2797 Reg. # GH 1451 ? ✓
 Engine " LR 2791
 W.B. 12' 9" 37.2 h.p.

Speed 6 Bentley 1930 coupe
 Chassis # SE 2761 Reg. # GJ 755 ✓
 Engine # KR 2700 Martin Walther
 W.B. 11' 8" 37.2 h.p.

(Opposite, this page) Correspondence from Carl Mueller's files relating to DN1741. Carl Mueller was for many years the BDC's North American co-ordinator, owning several Bentleys including the No.2 works Speed Six. The letter opposite refers to Mr Good's purchase of DN1741 from Johnnie. The list above is of some of the Klein Bentleys, including DN1741, dated 16 February 1956.



Jacque Mintz cuts the cake at the opening banquet as Ted Mintz and innkeeper Howard Green look on.



Mary and Bill Ford and Pete Zoller examine part of the Bentley line-up at the Seven Hills Resort.



At Lime Rock, the Phantom II Continentals of Bill Davis (4PY), Ed Adolph (64MS), and Derek duToit (24JS) were lined up.



On Friday the tour visited Hemming's Motor News—a Springfield Ghost and a 3½ flank the doorway.

Photos courtesy of Maurice Schwarz, Donald Starin, Ed Adolph, Irv Kaufman, and Dick Bollen.



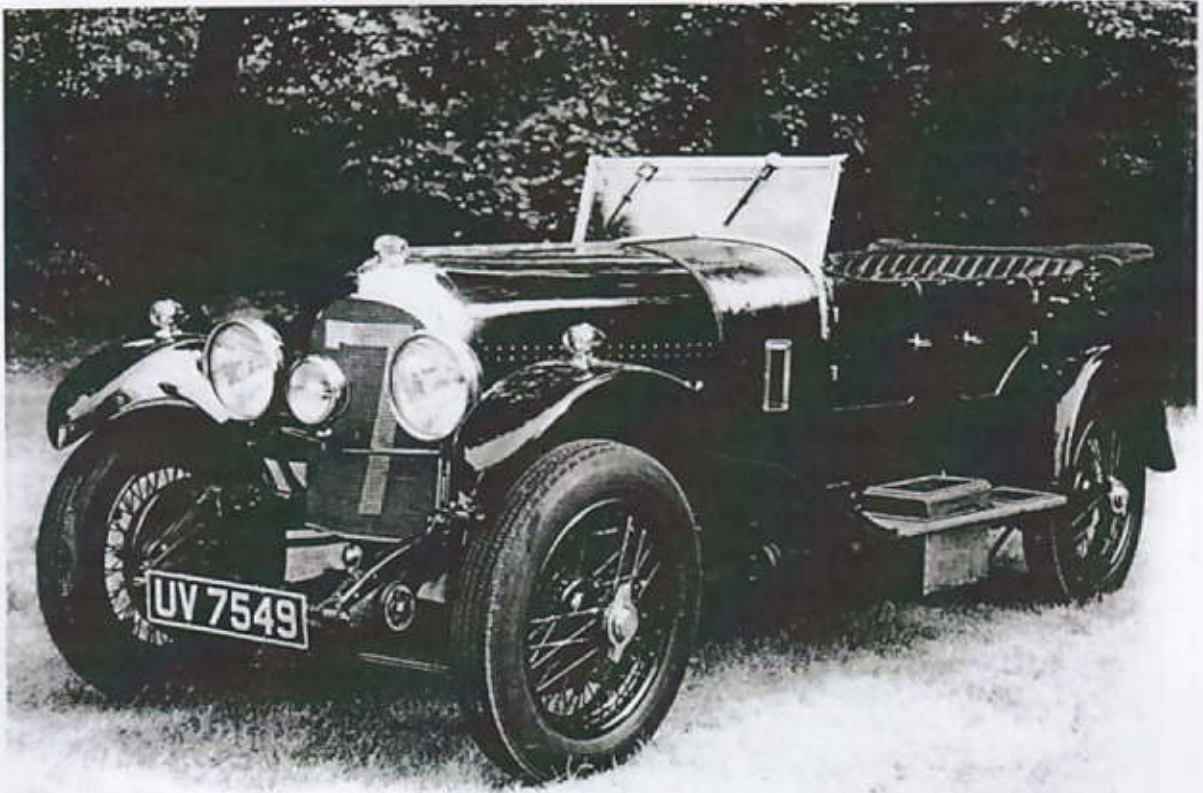
A lovely array of pre-war motors: Briggs' 20/25 Nash shooting brake (GLG51), Fitzgeralds' Wraith H.J. Mulliner sedanca de ville (WMB73), Webb's P-III Park Ward saloon (3CM201), and Curtin's P-III James Young limousine (3DL190).



Similarly, Bill Ford's 4½ litre (FB3324) with VandenPlas body, right, was parked next to Maurice Schwarz' 3 litre (DN1741) with Wylder body, left—the last 3 litre produced by the old company.

(Above) From *The Flying Lady* for January 1987, featuring DN1741 during Maurice Schwarz's ownership. The Bentley saw little use after it was sold by Johnnie Green. (Opposite, following pages) DN1741 was auctioned by Christies' in their 1999 Pebble Beach sale. The new owner was Jack Hilton.

Bentleys 29th August 1999



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**'GREENFLY' - THE EX-JOHNIE GREEN / BILL AND ANN KLEIN
1929 BENTLEY 3 LITRE SPEED MODEL TOURER
COACHWORK BY WYLDERS OF KEW, LONDON**

Chassis No. DN1741

Engine No. DN1744

British Racing Green with green leather interior and black canvas hood

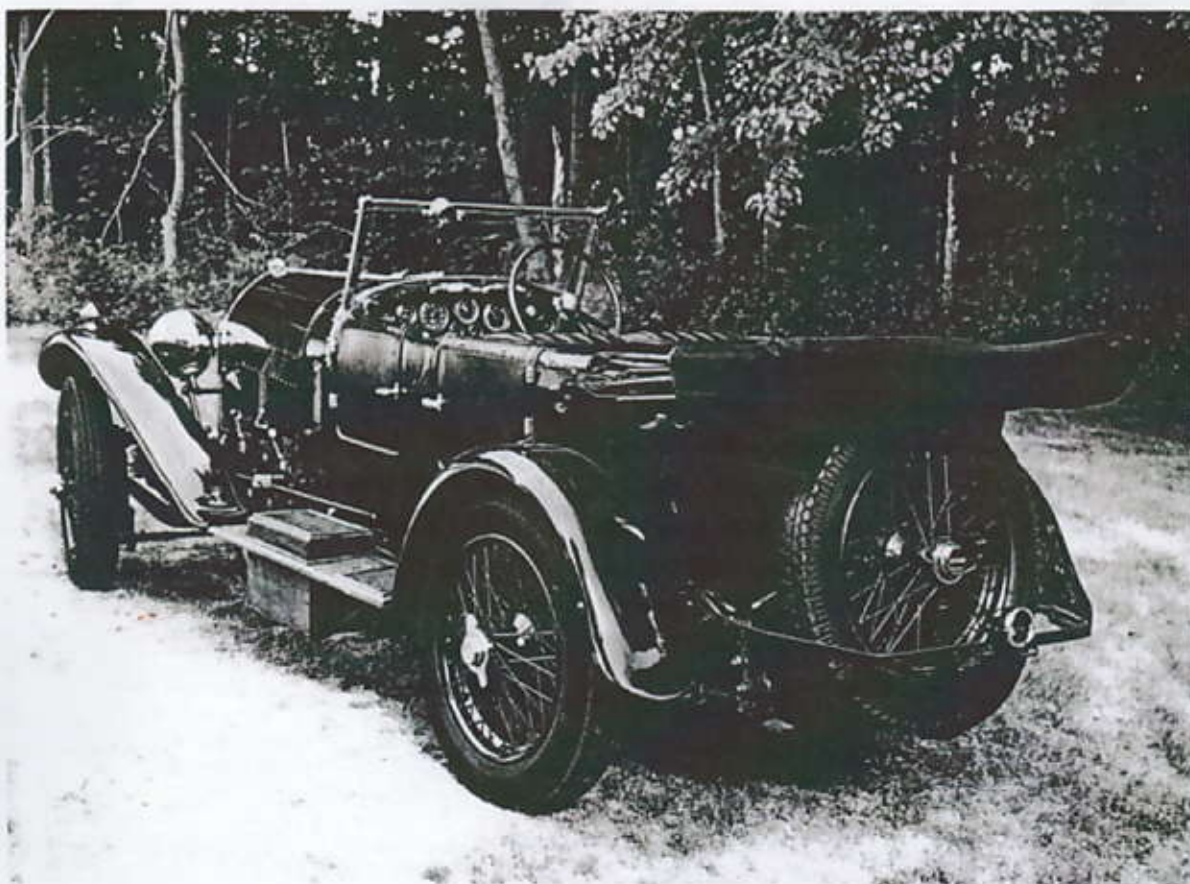
Engine: four cylinder in-line, sloper carburetors, four valves per cylinder, 2996cc giving 86bhp at 3500rpm; Gearbox: A-type four speed; Suspension: semi-elliptic leaf springs front and rear, Hartford friction shock absorbers; Brakes: four wheel drum, mechanically operated. Right hand drive.

Designed in 1919 and drawing on aero-engine technology, and first produced in 1921, the 3 Litre Bentley is to many the archetypal vintage sports car. Second, fourth and fifth in the 1922 Tourist Trophy against out-and-out racing cars, first at Le Mans in 1924 and again in 1927 and the holder of 24 hour records at over 95 mph, the 3 litre Bentley is truly a legend. The 3 litre Bentley was a comfortable, user friendly, road-going sports car that could be raced; a formula that many manufacturers have since emulated but rarely bettered.

The vehicle offered here is the very last 3 litre produced by the Old Company at Cricklewood. Factory records indicate that it was built to order for Mr. W.T. Townend on a special Short Speed Model 4½ litre chassis which now make it a truly unique and much sought after example. Completed in May 1929, DN1741 was shipped to Wylders of Kew and fitted with the attractive and desirable fabric covered, barrel sided open sports touring body which it still wears. Prince George Inverinsky was a well-known sporting motorist and regular Wylders client. Delivered in August 1929, chassis DN1741 was allocated the London registration UV 7549.

The strong point of this chassis though for Bentley enthusiasts is the engine. Bentley Motors developed the 3 litre engine continuously right up to the end of its production life, incorporating lessons learnt in international competition. The late 3 litre engine is so much improved over the early units that in 'Notes on Tuning Old-Type Bentleys' written in the late 1930s, Marcus Chambers recommended those with early engines to scrap them and fit later engines! First, Bentley fitted the late-type

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one-piece sump, as used on the 4½ litre, with a much superior oil-pump arrangement. A heavier crank was fitted with thicker webs and two-bolt direct-metalled rods. The valve gear used duralumin rockers in separate rocker-boxes, again developed for the 4½ litre engine, and the fixed-type top bevel drive to the camshaft. This replaced the earlier non-located type which was prone to tooth breakage. The resulting engine was significantly more powerful and more robust than the early engine.

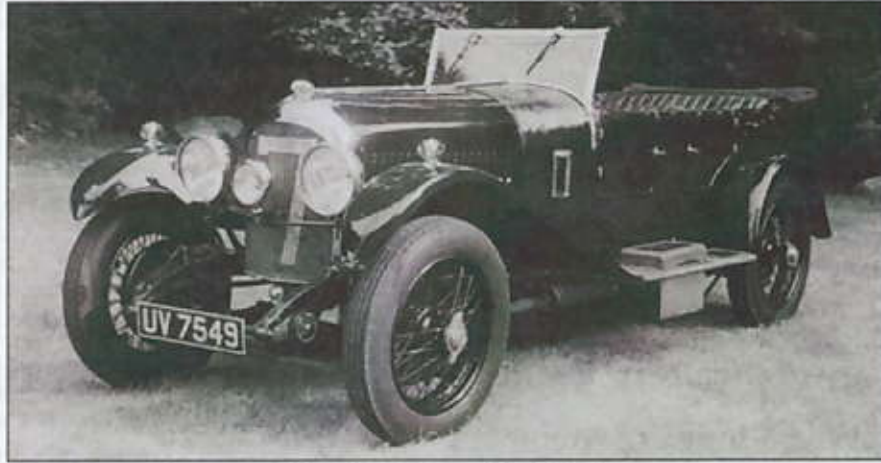
In the case of DN1741, the engine was breathed on by the legendary 'Mac' McKenzie in the 1930s. 'Mac' fitted a special Laystall balanced crankshaft, lightweight racing pistons, raised the compression ratio and machined 28lbs off the flywheel. Driving through a close-ratio A type gearbox (fitted by Bentley Motors in 1934), DN1741 lapped Brooklands at 77.21mph in the first Bentley Drivers' Club meeting at Brooklands in 1936, driven by its then owner Stuart Wilton. Bought by Johnnie Green in 1940 for £60, and christened 'Greenfly', the 3 litre was regularly clocked at 92 mph, and was driven by Johnnie in early post-war BDC meetings at Silverstone. Johnnie included a photo of himself driving 'Greenfly' at Silverstone in 1947 on p.147 of his book, *Bentley - Fifty Years of the Marque*. Johnnie fondly recalls the car as providing 'over 12 years of idyllic ownership'. Johnnie sold his Bentley to noted Marque enthusiasts Bill and Ann Klein, and 'Greenfly' spent many years in the famous Klein collection. The fascia is resplendent with its correct instrumentation and there are two lovely period plaques, one identifying it as 'Greenfly' and the other attesting to its successes at Brooklands. It comes complete with copies of correspondence from Johnnie Green.

As seen now, chassis DN1741 is a beautifully patinated fabric covered example with its original body and matching numbers engine. The engine has its desirable sloper carburetors fitted. It is an unrestored, original example with full history and excellent provenance. 'Greenfly' is undoubtedly one of the most desirable Bentleys extant. In our opinion, the originality, condition and specification of this Bentley deem it worthy of serious consideration by sophisticated collectors.

Estimate: \$150,000-225,000

Exceptional

Motor Cars at Christie's



The Ex-Johnnie Green / Klein Collection
 1929 Bentley 3 Litre Speed Model Tourer 'Greenfly'
 Sold for \$134,500 - Pebble Beach, 1999

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(This page) Christies' advert in the 2000 BDC Member's List, with DN1741 as the lead.

The Monthly Digest of Magnificent Motor Cars

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1929 Bentley 3-Liter Speed Tourer

Chassis number: DN1741

Engine number: DN1744

Designed in 1919, first produced in 1921, and drawing on aero-engine technology, the 3-Liter Bentley is to many, the archetypal vintage sports car. Second, fourth and fifth in the 1922 Tourist Trophy against out-and-out racing cars, first at Le Mans in 1924 and again in 1927. The holder of 24-hour records at over 95 mph, the 3-Liter Bentley is truly a legend. It was built to be a comfortable, user-friendly, road-going sports car that could be raced; a formula that many manufacturers have since emulated but rarely improved.

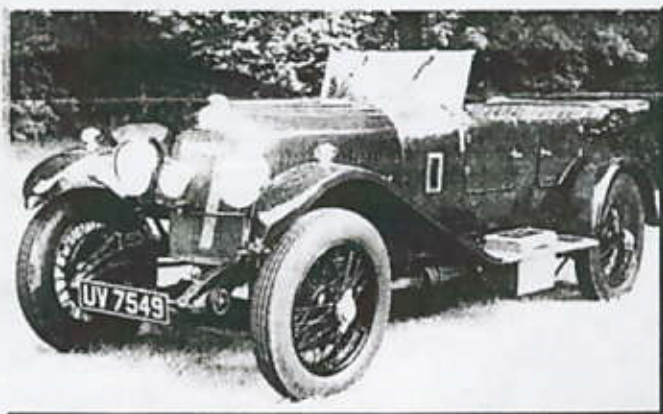
The vehicle described here is the very last 3-Liter produced by the Old Company at Cricklewood. Factory records indicate that it was built to order on a special Short Speed Model 4½-litre chassis, a truly unique and much sought after example. Completed in May, 1929, DN1741 was shipped to Wylders of Kew and fitted with the attractive and desirable fabric-covered, barrel sided open sports touring body which it still wears.

The strong point of this chassis for Bentley enthusiasts is the engine. Bentley fitted the late-type one-piece sump, as used on the 4½-liter, with a superior oil-pump arrangement. A heavier crank was fitted with thicker webs and two-bolt direct-metalloid rods. The valve gear used duralumin rockers in separate rocker-boxes, again developed for the 4½-liter engine, and the fixed-type top bevel drive to the camshaft. This replaced the earlier non-located type, which was prone to tooth breakage. The resulting engine was significantly more powerful and more robust than the early engine.

Bought by Johnnie Green in 1940 for £60, and christened "Greenfly," the 3-Liter was regularly clocked at 92 mph, and was driven by Johnnie in early post-war BDC meetings at Silverstone. The fascia is resplendent with its correct instrumentation and there are two period plaques, one identifying it as 'Greenfly' and the other attesting to its successes at Brooklands. It comes complete with copies of correspondence from Johnnie Green. It is an unrestored, original example with full history and excellent provenance.

You can almost guarantee a lively argument among vintage Bentley owners down at the local pub by asking which is the best driving model among the 3-, 4-, 4½-, 6½- and 8-liter-engined cars. At the end of the day, though, most of them will come down on the side of the 3-Litre Speed model for sheer vintage motoring pleasure if not all-out performance against their larger-engined brethren. This Bentley sold for \$134,500 including commission at the Christie's auction in Pebble Beach, California.

In my experience a well set up 3-Litre Bentley will steer easier,



stop better, maneuver more tidily, handle better, and in some cases, depending on the model of gearbox in the car, shift cleaner and more crisply than the bigger Bentleys. These virtues particularly apply to the later 3-litre cars, which carry a host of improvements developed over an eight-year period.

This car had a great deal going for it: it is the very last 3-Litre built by the original Bentley Motors and is unique due to its chassis combination. The car has a known history from the day of delivery, including ownership by two of the best-known vintage Bentley exponents in the UK and US, and factors such as these loom more and more important for the ongoing value of vintage Bentleys purchased in today's market.

During the 1980's feeding frenzy the total correctness of a car was far less crucial than now. In the current market the discriminating Bentley shopper wants a real car and they don't come "realer" than this one. It's a matching numbers example and has a patina of originality that only careful maintenance over a long period of years can impart to any car. If I was lucky enough to own it I wouldn't touch a thing: just

drive it, show it and enjoy it.

For a correct 3-Litre Speed model like this one, the money paid was on the button and arguably, a bit of a bargain for a unique car like this. You could spend far more than that building up a 3-Litre from bits and still have a mongrel automobile when finished. Lesser examples usually bring about two-thirds to four-fifths what this car fetched. For the relatively little difference paid, the buyer got a lot more car; one that is internationally known and would find ready buyers on either side of the Atlantic. Call it a Red Label blue chip.—Dave Brownell ♦

Years produced	1921-29
Number produced	1,634
Original list price	£795 (\$3,855)
SCM Price Guide	\$60,000-150,000
Chassis #	Plate on engine side of firewall near bonnet
Engine #	Stamped in right front engine leg
Tune-up	\$500-1,500
Distributor cap	uses magnetos
Club	Bentley Drivers Club, 16 Chearsley Rd. Long Crendon, Aylesbury, Bucks, HP189AW, England
Web site	www.roc.org
Alternatives to consider	3-Liter Lagonda, Vauxhall 30-980E, Austro-Daimler ADM6 2-Liter



(Opposite) Following the 1999 Pebble Beach sale DN1741 was written up by Dave Brownell in *English Car*, November 1999. (This page, following pages) Photographs from Richard Belveal of DN1741 as now. In general the Bentley looks little changed, apart from the sidelights and stoneguards added to the headlamps. The body fabric shows typical ageing, with the coating drying out and cracking. The material is a nitrocellulose leathercloth, over time the castor oil plasticiser dries out. The process is not reversible, it occurs very slowly so change is measured in decades. (Right) The chassis number is correctly stamped to the chassis front crossmember to the nearside. It should also be stamped to the inside of the nearside front dumbiron knuckle (a photograph of this is not to hand).





Although Johnnie Green says in one of his letters that DN1741 was fitted with self-wrapping brakes, the front brakes are standard non self-wrapping 3 Litre pattern, with Stage 3 Perrot shafts. The brake backplates, king-pin dome caps and the starting handle cover would have been painted as new, along with the chassis—these were brush painted. The radiator looks to have its original mesh with an aperture of about 5/16". The shock absorbers are correct Silentbloc pattern Hartfords, with Wefco gaiters to the road springs. The photograph is clear enough to show the sump number, 1634. As noted in the text this will be the original sump to the engine.



(Left) The scuttle capping carries a pair of plaques to the offside, for Johnnie's name for his Bentley—"Greenfly"—and for Stuart Wilton's entry in the Brooklands October 1936 BDC handicap race.



The lever by the handbrake is for the Barker dipping system, this has been reinstated. I doubt Johnnie Green would have approved of the Bentley Owners Club badge, this was a short-lived breakaway club formed in the west of England in the late 1940s. The BDC were not at all happy about this. The pressed aluminium number plates are typical for 1929, modern restorers typically fit cast aluminium, these were out of date by the time DN1741 was built.



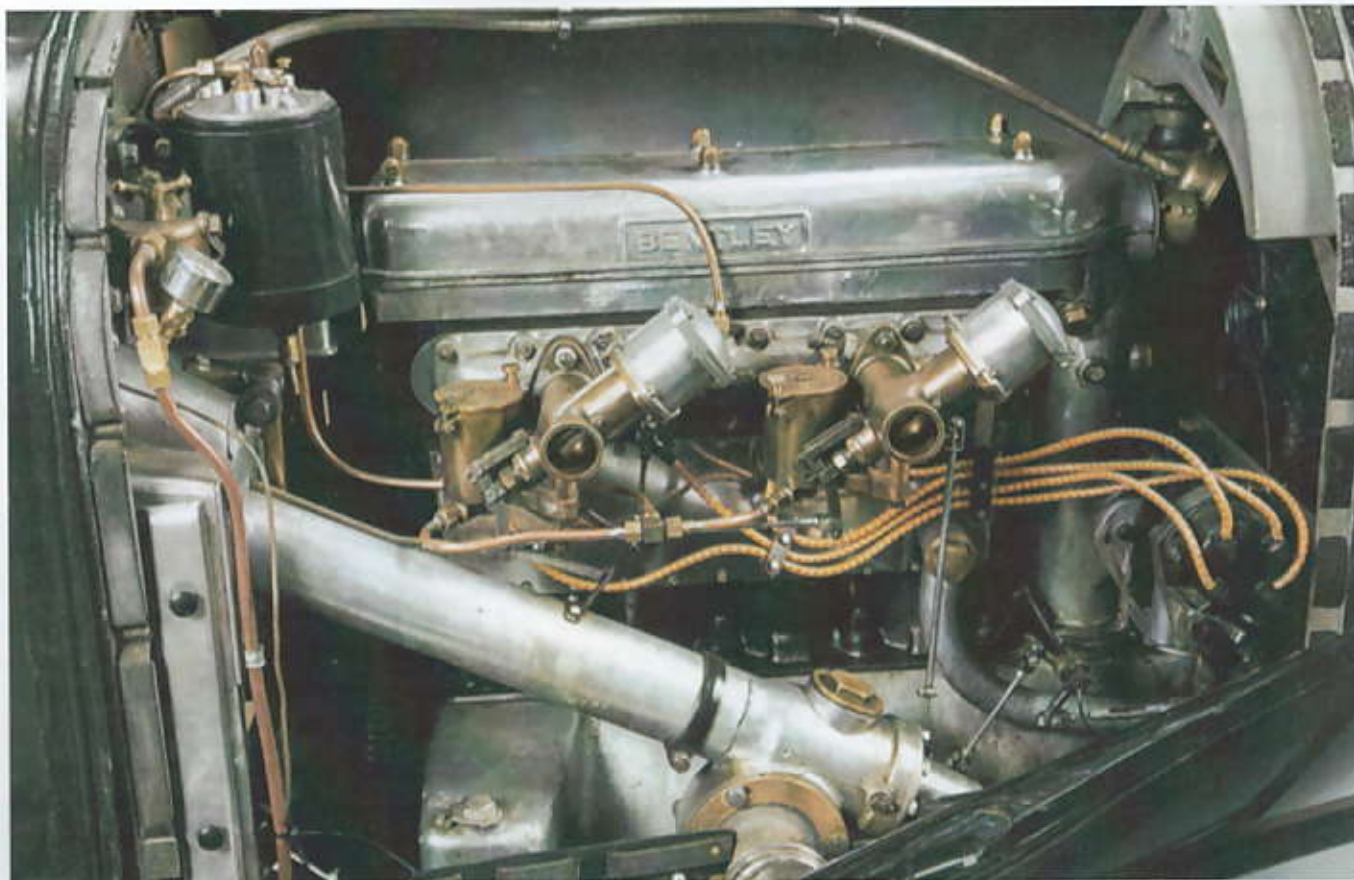
(Left) A plaque to the scuttle capping to the nearside, for best turned-out 3 Litre at the 1950 BDC Kensington Gardens concours. (Right) The toeboards have rubber matting rather than carpet, this was common for open sports cars. A modern alternator has been fitted in place of the original dynamo. The brass box is for a car log.



Johnnie Green had the spare wheel relocated from the nearside, with a slot cut into the wing, to the back of the car. The original tail light was a single metal bodied Smiths, to the offside, sometimes with Continental plugs so the lamp could be moved to the nearside for touring abroad. The brake light is an after-market accessory. The photograph is clear enough to show the original barrelled hinges to the doors. The wiper motor body should be painted, not polished brass. As a rule everything is painted, there was very little plating to the cars as new.

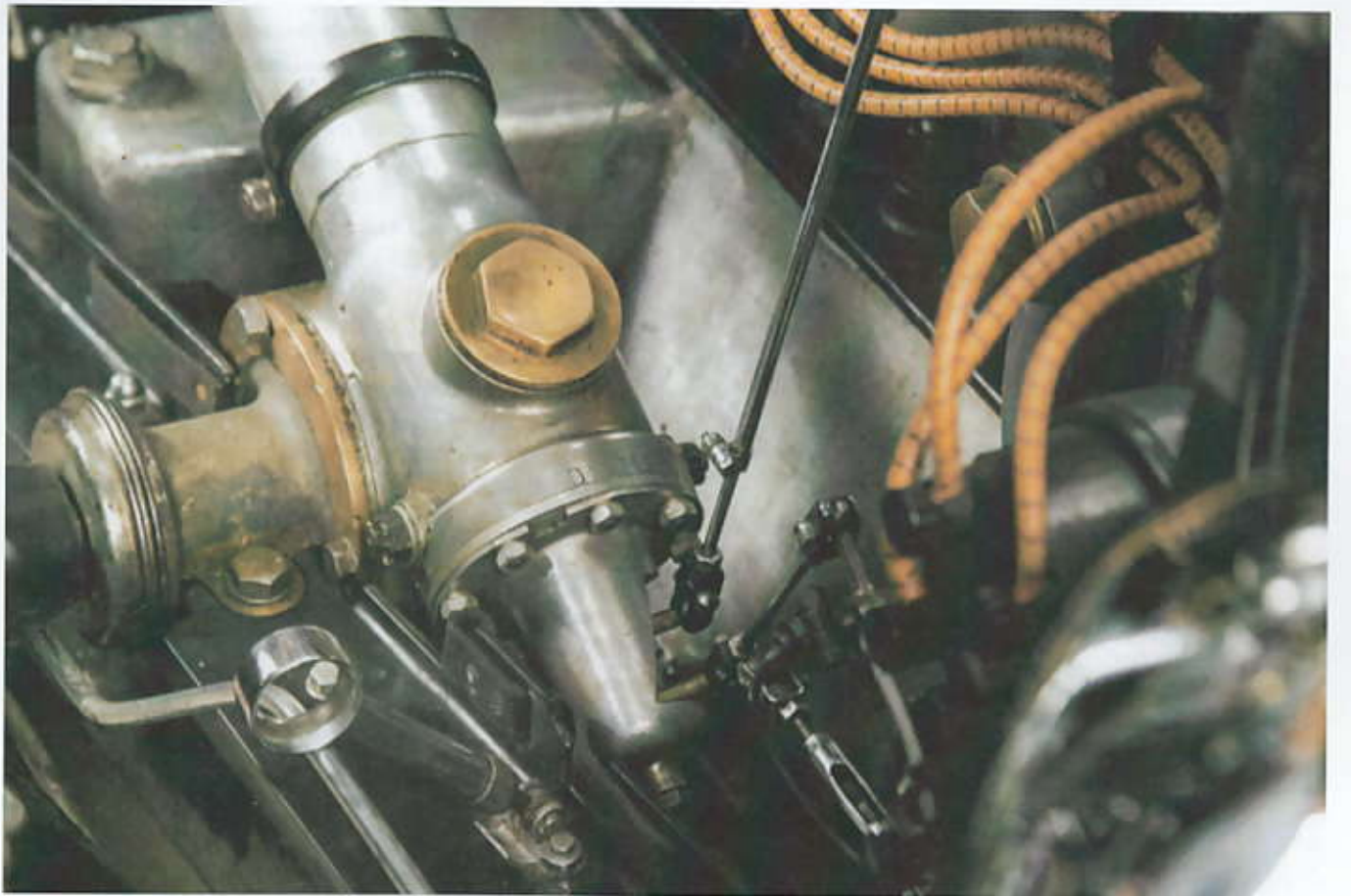
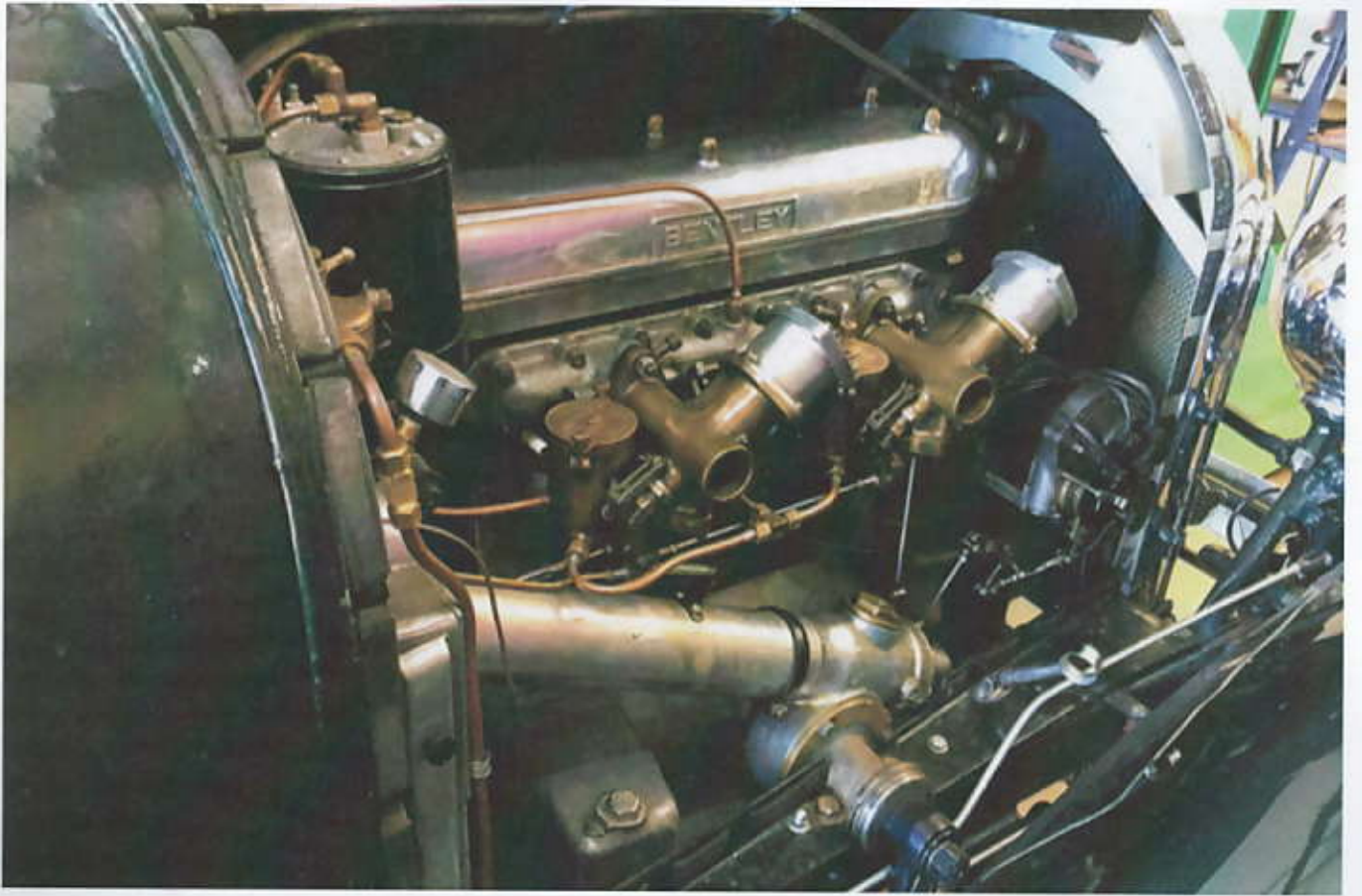


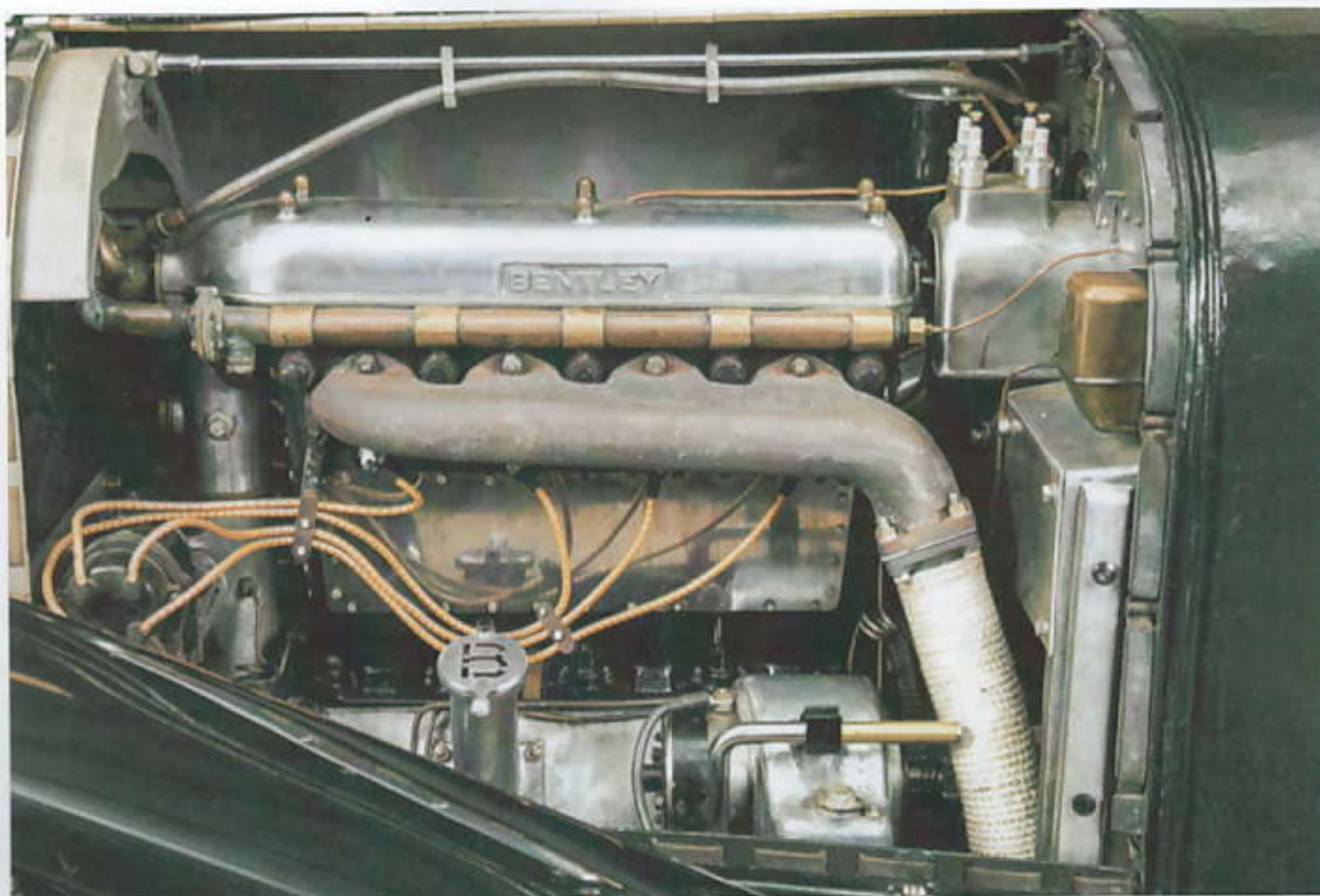
(Left) The radiators were made by Gallay Ltd. of Willesden, North London, so originally there would have been a Gallay badge to the header tank. The radiator was repaired or perhaps recored by Searle, so it has one of their badges.



(Above) Underbonnet offside. The filter arrangement is non-standard, this is mentioned by Johnnie Green in one of his letters. The SU G5 "sloper" carburetors and ML GR4 magnetos are correct for a late Speed Model 3 Litre. The electric fan is a sensible addition. The clutch and flywheel looks to be a standard cone clutch assembly. (Right) The steering column is the original, stamped DN1741. A close look shows that the number is over stamped, the number underneath is most likely HT1644.







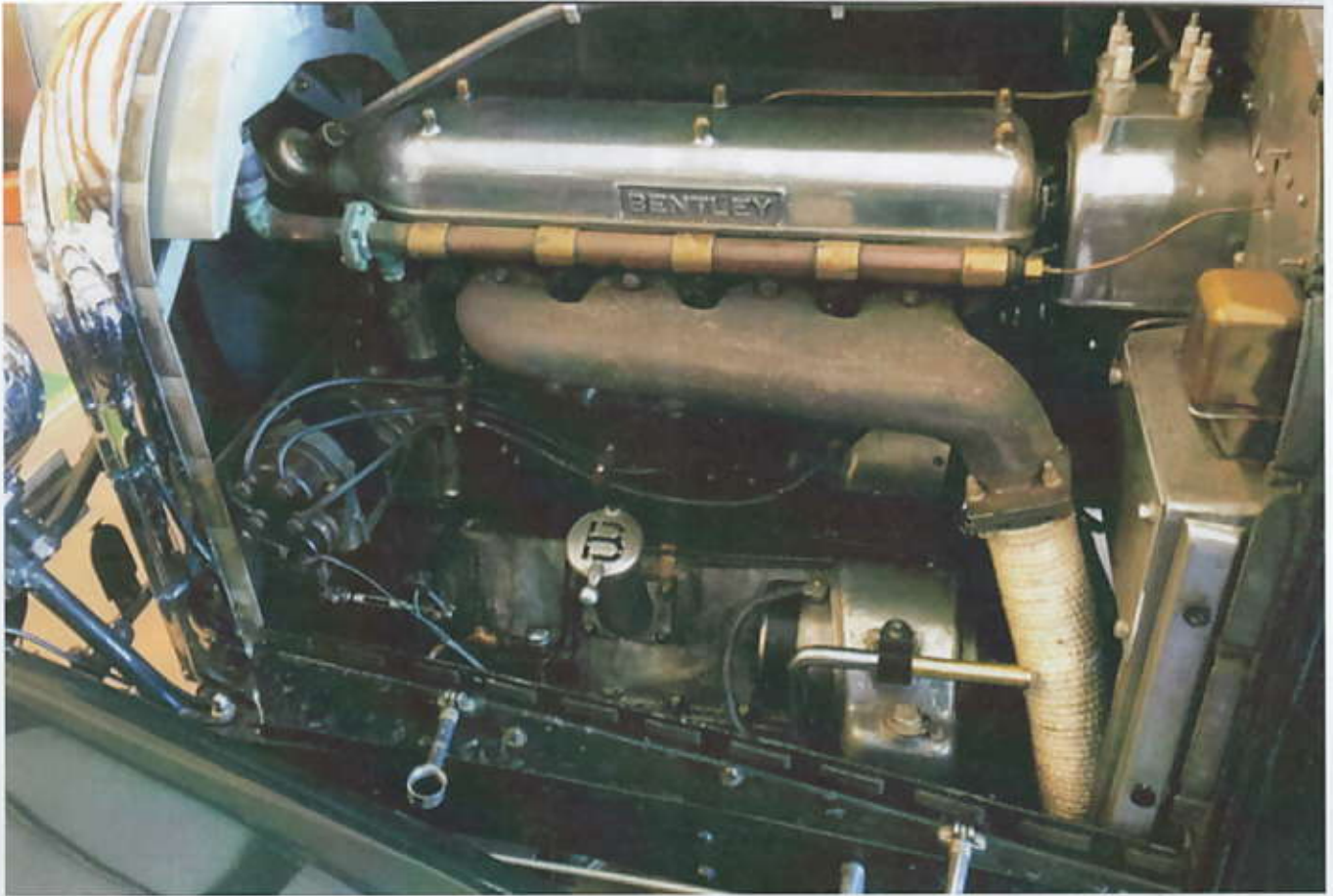
(Opposite) View forward showing the special brackets for the Barker headlamp dipping system, and the ring-pull pattern bonnet catches. Earlier 3 Litres were fitted with screw-down catches. ML GR4 magnetos are correct for a late 3 Litre. The view below shows the steering column and the engine controls, the magneto advance/retard has left-and-right hand threaded adjusters, as fitted to 4½ Litre engines.

(Above) Underbonnet nearside. The exhaust manifold is standard 3 Litre with square flange mounting, the starter a correct later pattern Smiths. The supports for the HT leads are missing. The starting handle is in its correct clips, by the nut for the starter motor cotter pin. The lower clip is bolted to the sump flange.

(Above right) A water tank was fitted to the front face of the bulkhead to the nearside, this has since been removed. The horn is usually fitted here, a pair of non-standard horns are fitted off the front dumb-irons.

(Right) The engine is the original, stamped DN1744 to the nearside crankcase bearer arm above the starter motor. The engine number should also be stamped to the top nearside magneto turret flange by the magneto, I don't have a photograph to hand to show this.





The drive belt filter-plugs at the back cover will not be a
 readily changed 1000cc 13mm, changed to 1000cc 13mm
 number 14154 in the back cover should enough the area
 further that the image is also kept/removed as an error

(Above) Engine nearside, showing the oil level sight glass and oil piping for the big sump engine. The brake rods and the supports for the rods should really be painted.

(Left) The gearbox is an "A" type, no. 448, from chassis 967. This was fitted for Mr Thomson from his earlier 3 Litre chassis 967, in 1934. GG stands for ground gears, as opposed to unground, machine finish gears.

...them, as they have the original agent. (3) The main
 ... This will remain as proprietary parts, there would



The diff casing is 3 Litre/early 4½ Litre pattern, with the drain and filler plugs to the back cover and not to a forward extension to the diff casing. The casing was originally stamped HT1644 13/55, changed to DN1741 14/53 when the chassis was reallocated and renumbered. The number 1619A to the back cover should match the number to the flange of the diff casing, this is painted over. I gather that the banjo is also heavily painted so no number is visible.



(Left) The body has Jack Olding plates to the door apertures, as they were the original agent. (Right) The main floorboard is covered with rubber matting, as the toeboard. The seat runners are proprietary parts, these would have been bought in and fitted by Wylder.



The pedal rubbers are correct 3 Litre pattern, the gearlever is a channel steel lever for the "A" type box. The instrument panel has been changed somewhat since earlier photographs, this has a largely correct set of instruments. The Smiths clock, Smiths bezel switch/ammeter, AT speedo, Smiths 0-60 lbs oil pressure gauge, are broadly correct, although the speedo is from a 6½ Litre (marked "The Big Bentley" rather than "Bentley 3 Litre"). The AT rev counter is incorrect, this should match the speedo. Water temperature gauges were fitted as extras, either a Smiths or a Cambridge/ARIC, in centigrade. DN1741 may have been fitted new with a Bosch horn, two Bosch horn switches are fitted. Pull-out Homa instrument lights were usually fitted, not a Lucas festoon lamp to the scuttle (these were more usually fitted to the competition cars).



The steering wheel is a Bluemel wheel with fingergrip rim, the standard wheel for a 3 Litre is the BM850 solid wheel, with a steel rim and cast aluminium centres. Spring wheels were fashionable, and were fitted as standard to 4½ Litre and 6½ Litre chassis in 1929. However the standard wheel used by Bentleys has a reeded grip rim, not a fingergrip rim. This wheel may have been fitted by McKenzie in the mid-1930s for Stuart Wilton, when the instrument panel and switchgear was revised. The steering column controls lid has been re-engraved, as standard the levers were finished in nickel.

(Right) The switchplate is, I assume, a modern copy, as this is not fitted in earlier photographs. The pattern is correct but the engraving is coarser than the original plates.

