

1927 6 1/2L Harrison Bodied Bentley
Chassis # BX 2411 Engine # BX2410

Lots of people have been involved in this unusual project and I would like to thank them all for their patience and skill...

David Ayre Cars managed the restoration of the car, and I would like to thank Jack, Alan and Roger for all their hard work.

Also heavily involved were:

R.C. Moss - Graham was always there at critical times and helped us get a lot of the details right by providing some important parts and so much personal knowledge and input. The rexine roof and trunk, and of course the fabulous interior is also all Grahams work.

William Medcalf - for various parts, but in particular for finding the Harrison body itself in the first place!

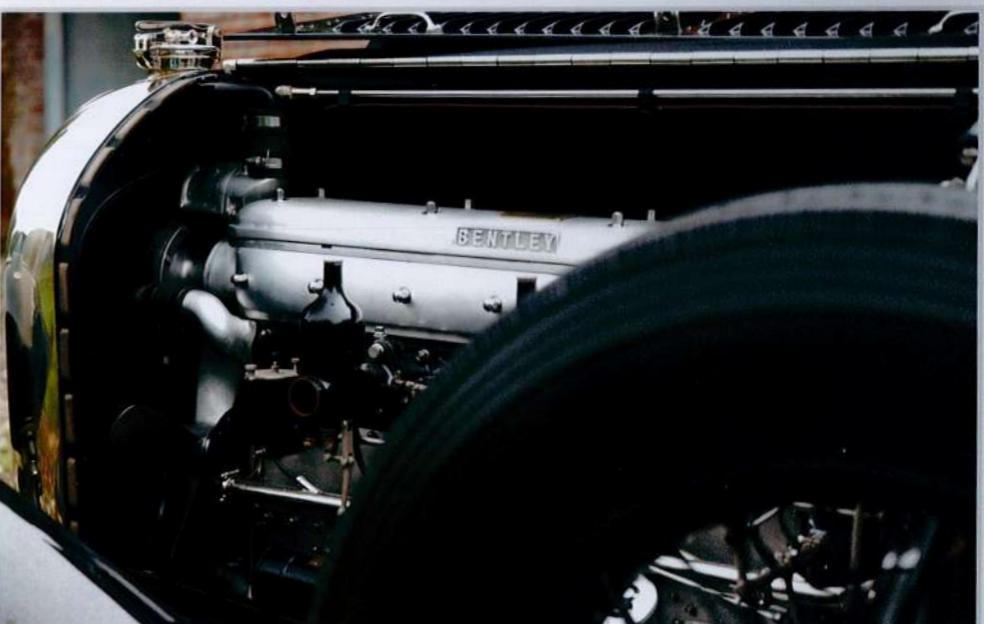
Robert Dean - for the wood work repair and rebuild of the body and for making the very complicated trunk.

Gary Fowler - for the metal repairs to the body and for making the wings and running boards.

Sean Watson - body preparation and paintwork.

But most of all I want to say a huge thank you to David Ayre himself. He has always been so passionate about the project and he and I have shared the same vision for it all along. Without his incredible experience, skill and eye for detail, this project would not have been possible. It is a reality that the vision for this car started with Davids ideas and drawings. He has remained patient, supportive and focused throughout the project and encouraged me to get involved.

What we have now is not just the restoration of a car, we have a car that David Ayre has put back together from scratch with the care and attention to detail that few (if any) are able to do. He is unquestionably an expert in his field and few others would have the confidence or the ability to deliver this project in the way it has been completed.



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photography

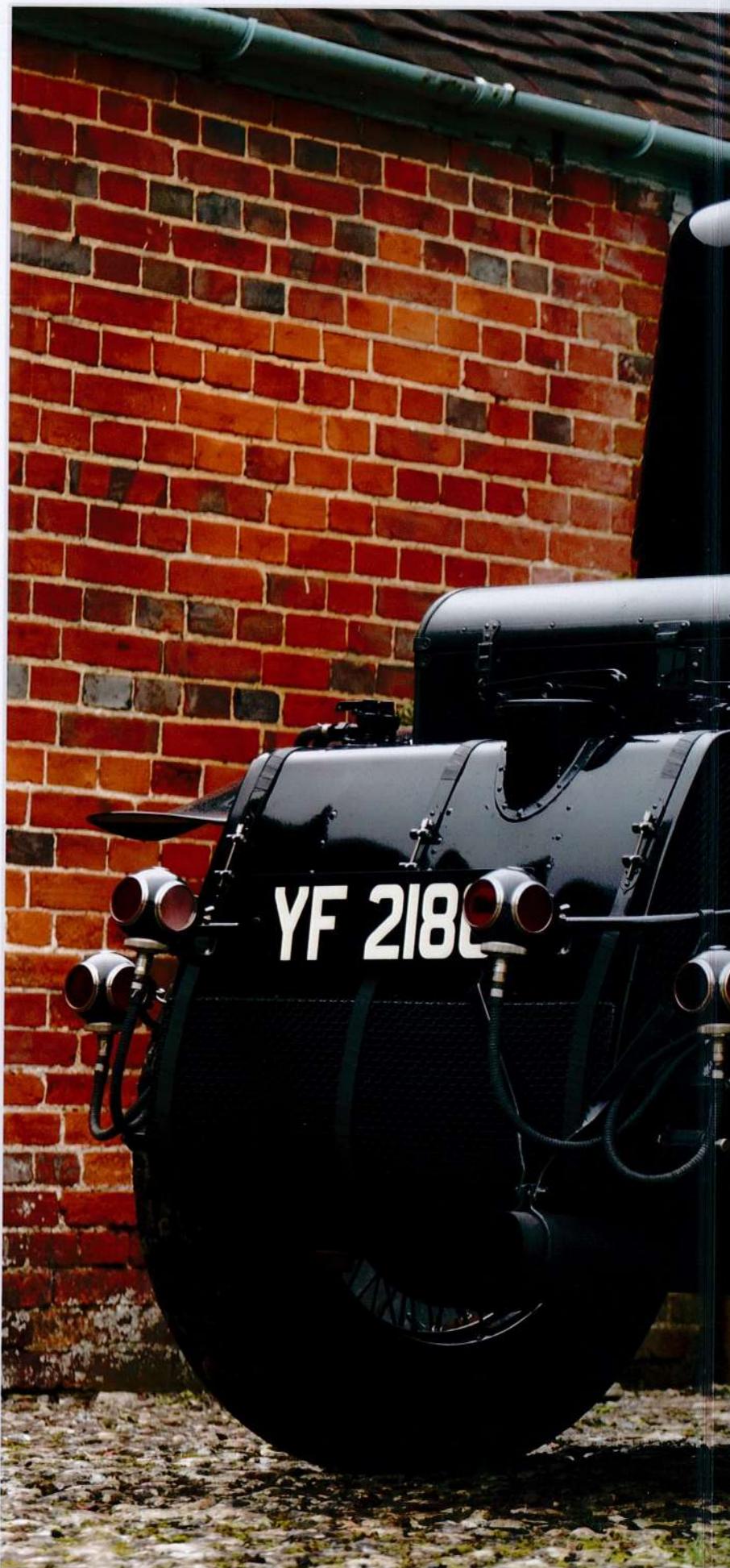
Fiona Pracht
Tel; +44 7885 699180
Email; fiona@akomos.com
www.akomos.com



1927 6½L Harrison bodied Bentley
Chassis # BX 2411
Engine # BX 2410

This is the 6½ that should have been built,
a dramatic, confident and
fast car that 'might have been'
and perhaps 'should have been'.
Maybe W.O. himself might have been
prepared to countenance a fast 2 door coupé
saloon if money had been in greater supply.

Anthony Thompson. January 2021







W.O. & Bentley Motors

The youngest of 9 children Walter Owen Bentley was not the most studious of school pupils, his only recognised talent at school was in cricket. He left school at 16 when he began an apprenticeship at the Great Northern Railway works in Doncaster. His father had paid £75 for him to enroll as an apprentice. He earned 5 shillings (25p) per week. His final year as an apprentice was his happiest when he was working on the footplate of steam engines travelling between the North and Kings Cross.

W.O was the first in his family to own any type of motorised vehicle. His Quadrant was regularly taken to Doncaster by train. He would use it up there until one Saturday he decided to ride back to Kings Cross on it.

Two of his brothers soon owned vehicles as well; one had another Quadrant and the other had a Triumph. W.O considered the Triumph to be the superior of the three. A.W. decided to take the Triumph from Lands End to John O Groats. Although he was the least mechanically minded of the three brothers he broke the record for the journey with ease. The following year A.W and, the other brother, H.M took the record again with a motorcycle and sidecar.

The London to Edinburgh trial was the next challenge, A.W persuaded W.O to enter. The event was competed by works teams and professional drivers. A.W finished with his Triumph winning a Gold medal. W.O had issues when he had a puncture near Morpeth, he was helped by an event enthusiast, he had more issues with a fractured contact breaker wire just outside of Edinburgh.

With only seconds to spare he managed to finish, also with a Gold medal. Maybe this adrenaline was what gave him the taste for racing.

W.O started to tune and modify the engines for more speed and better cornering performance.

In 1909 he was accepted as an entrant to The Isle of Man Tourist Trophy. He was not successful in his first attempt as he skidded on a wet patch and crashed on the first corner. The following year, on an Indian motorcycle, he retired with shredded tyres after two laps but he was beating some of the best riders up the Snaefell Hill Climb.



During 1913 W.O and H.M went into business importing a French car made by Doriet, Flandrin et Parent (the D.F.P.). The story goes that whilst he was in the company offices W.O noticed a salesman make a gift of a piston made of aluminium.

Aluminium was considered unsuitable for use in an engine due to the high temperatures and the weakness of the metal.

W.O. had a flash of genius realising if he could make an alloy that was strong enough not to melt or distort at the high temperatures the pistons could be significantly lighter.

Working on this project at a foundry owned by D.F.P he soon found that a mix of 88% aluminium and 12% copper was the solution. It dissipated the heat better and was lighter. Soon he was fitting his new pistons in his own competition vehicles and destroying even the strongest competitor. Nobody knew why and he did not let anybody into his secret.

At the outbreak of war W.O offered his services to Commander Wilfred Briggs RN who was responsible for building up the engineering department of the Royal Naval Air Services.

Patriotically W.O shared his secret with the RN and began liaising with several motor manufacturers. He persuaded them to build aero engines for the RNAS using his aluminium pistons.

As a trouble shooter W.O. discovered first hand from pilots and ground-crew that one type of engine was causing much alarm. After only 15 hours in service it would break up and need a major overhaul. The engine was the French Clerget, made under license in Chiswick. The engine was an air-cooled rotary design. W.O identified the overheating and distortion / seizure issues.

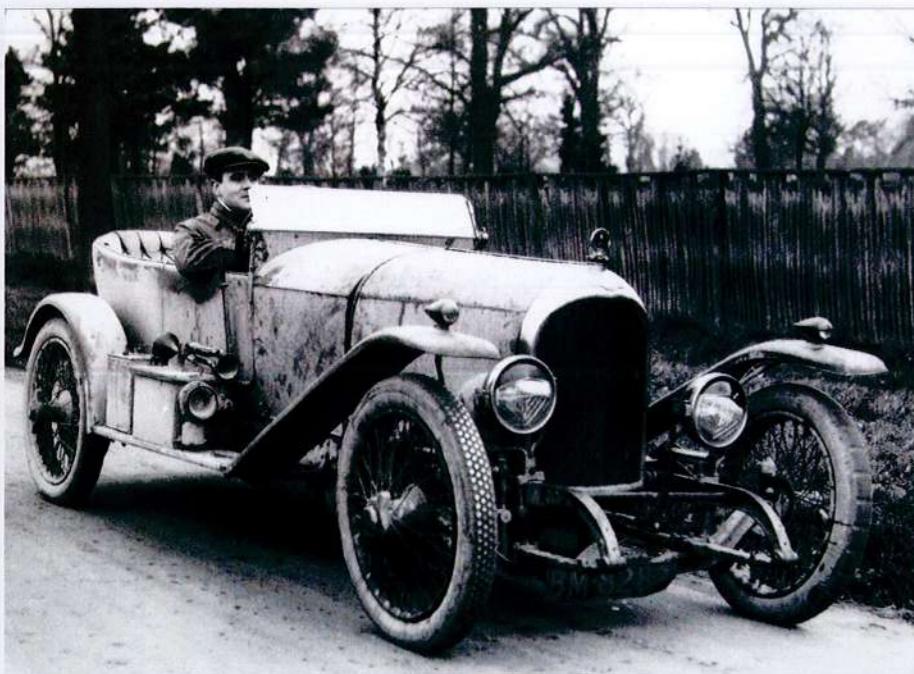
During 1916 W.O. worked at Humbers in Coventry to develop an entirely new rotary engine of his own design. After a few false starts his design became the most powerful and reliable rotary engine to date, it was the engine mounted into the naval version of the Sopwith Camel. The engine was originally named 'The Admiralty 1', later changed to 'The Bentley Rotary 1', shortened to BR1.

The BR2 was even more powerful at 200hp, it was fitted into the Camel's successor, the Sopwith Snipe. After the war ended the military contracts ended. Of the 7300 BR2's ordered 3700 were delivered. With the end of the war W.O left the services as a Captain in the RAF. For all his services he received £8,000 and an M.B.E.

W.O and his brother H.M Bentley founded Bentley Motors Limited in August of 1919, Frank Burgess (formerly of Humber) and Harry Varley (formerly of Vauxhall Motors) joined them in designing a high quality sporting tourer whilst Clive Gallop, a former Royal Flying Corps officer, also joined to create an engine that featured four valves in each cylinder.

Bentley attended the London Motor Show to display his car chassis complete with a dummy engine.

In a 2001 article in *Motorsport* magazine, written by Bill Boddy, stated that one of the Isle Of Man Tourist Trophy racing Humbers was taken to Bentley Motors for the chassis to be replicated as the original 3 Litre chassis.



The original date for delivery was set for June of 1920, but the development ended up taking longer than they planned, so that release date moved to September of the following year. Their initial quality received rave accolades as people found they were more durable and reliable than other brands of the time.

A rather sceptical W.O. was persuaded to attend the inaugural Le Mans race in 1923. *"I think the whole thing's crazy,"* W.O. declared. *"Nobody will finish. Cars aren't designed to stand that sort of strain for 24 hours."* W.O. watched John Duff and Frank Clement's private entry Bentley take fourth place as well as set a new lap record. A Bentley 3 Litre also won at Le Mans in 1924.

Without racing, Bentley may never have existed at all. W.O. Bentley was more than just an engineer; he was also a passionate competitor – a man who believed unquestionably in the importance of car racing to his success. As he said himself: *"The racing policy was part of the very foundations of Bentley Motors, for the two vital purposes of testing and publicising our cars."*

Ettore Bugatti is said to have commented that W.O. made; *"the fastest lorries in the world."*

Bentley Motors Limited was often underfunded. After their Le Mans victory in 1924, Captain Woolf Barnato purchased the business's assets in 1926 and became chairman.

Barnato was part of a group of UK automobile enthusiasts known as The Bentley Boys. This also included George Duller, a steeplechaser, Glen Kidston, an aviator, S.C.H. "Sammy" Davis an automotive journalist, Dudley Benjafield, and Sir Henry "Tim" Birkin.

Most of these men were wealthy and fond of Bentley vehicles.

Barnato's intervention saved the workforce and the company. With their new financial backing, W.O. was able to concentrate on production of a new generation of vehicles.



W.O. continued his design work as Barnato's employee. Subsequent Bentley models won Le Mans in 1927, 1928 it was a 4½ Litre, another win in 1929, and in 1930 two 6½ litre Speed 6 cars took first and second places. The 1928 racing version of the six-cylinder model the Speed Six proved to be the most successful Bentley in competition.

As the engines grew larger and more sophisticated, W.O. and the Bentley Boys honed their skills – from the driving itself right down to their pit procedures. They became an unbeatable team. Even with growing international fame, Brooklands was crucial to the company's success.

In 1929, Bentley won the Brooklands 500 and in 1930, the prestigious Double Twelve – an endurance race spanning two gruelling 12-hour legs. The association would continue well into the late 1930s. In March 1932, Tim Birkin recorded a Brooklands lap record of 137.96 mph in his single-seater Bentley Blower.

Although the circuit prohibited female racing drivers until 1928, Margaret Allan competed there and won in a Bentley during the mid-1930s.

W.O. did not approve of the development of a supercharged, "Blower" version of the 1927 4½ Litre. The Blower was the brainchild of Tim Birkin, Barnato allowed the car to be produced in purpose-built workshops in Welwyn Garden City, away from W.O. Bentley's line of expensive automobiles which didn't do well through the 1929 Crash of Wall Street and Great Depression.

The 8-litre which was launched as a grand car for the ultra-rich in October 1930 (Bugatti sold only three of his equivalent model, the Royale), and its newly introduced smaller 4-litre sibling were unable to turn the company's finances around. Although Barnato continued racing Bentleys with distinction, and the company sold a hundred of its 8 Litre model, the Great Depression took its toll.

Two separate mortgage payments had been scheduled for payment in 1931 but Barnato's money had begun to dwindle away. The mortgages could not be paid and Bentley Motors Limited went into voluntary liquidation.

At first, Napier decided to purchase Bentley, but the British Central Equitable Trust ended up with the top sealed bid of about \$160,000. The Trust turned out to be a cover for Rolls-Royce Limited. In fact, Bentley didn't even know whom the purchaser truly was until after they completed the deal.

The eight-litre engine had become so successful that Rolls-Royce had decided to buy Bentley in order to keep them from competing against the Phantom II.

Rolls-Royce formed a new subsidiary, Bentley Motors Ltd. They also acquired the Kingsbury service station, Cork Street showrooms, the Cricklewood complex, as well as W.O. Bentley's services. Bentley then failed to register the trademark, so Rolls-Royce stepped in.

In 1932, they sold off the company's Cricklewood factory. For two years, production ceased until they began operations again in Derby, at a Rolls-Royce factory.

As soon as Bentley's contract expired in 1935, he left the company and joined Lagonda.

FEBRUARY 1927

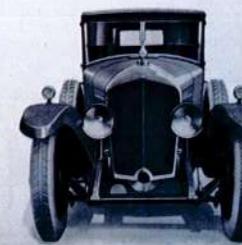
BENTLEY

The British Thoroughbred Car

SIX-CYLINDER
6½ LITRE MODEL



BENTLEY MOTORS LIMITED
SHOWROOMS: POLLEN HOUSE, CORK STREET
LONDON, W.1 TELEPHONE: REGENT 4011
REGISTERED OFFICES & WORKS: OXGATE LANE
CRICKLEWOOD, LONDON, N.W.2 TELE: WILDEBEN 1444
SERVICE: KINGSLYME LANE, HENDON, LONDON, N.W.9
TELEPHONE: HENDON 1001
TELEGRAMS TO ALL DEPARTMENTS: BENTLEYLUME, LONDON
DIRECTORS:
Wolff Bertram
Bentley Motors Ltd. W. P. Fife
J. K. Carruth W. O. Bentley



Leaflet No. 8, February, 1927.
A fully illustrated Catalogue
will be available shortly

THE SIX-CYLINDER 6½ LITRE BENTLEY

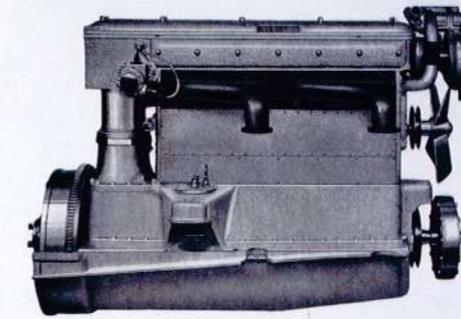
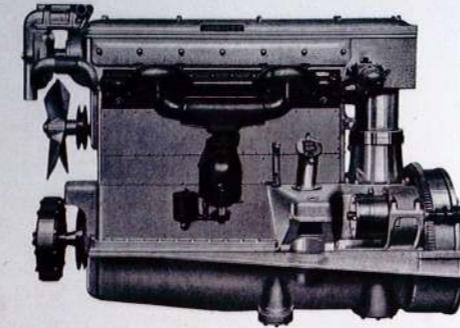
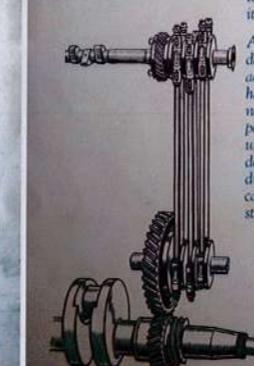
THE Company has experienced a very great demand for a chassis which will take the heavy and luxurious type of closed body and carry it in silence with a great degree of flexibility on top gear, and will prove really fast when it is a question of maintaining a high average speed for long distances.

After numerous experiments, a six-cylinder engine of 6597 c.c. was ultimately decided upon as providing ample reserve of power and the requisite speed. In addition, those special features of the Company's four-cylinder engine which have proved so successful have been incorporated, and the result is a car which needs less attention and is cheaper to maintain than any other large high-powered car in the market to-day. Those many discriminating motorists who have been led to regard the Bentley as the leader in advanced points of design, which are definitely beneficial to the motoring public, will not be disappointed after studying the patented method of operating the overhead camshaft. Commenting upon this feature, "The Observer" in June, 1925, states: "Most first-class engineering houses would like to manufacture

standard car engines with overhead camshaft driven overhead valves if there was no need to consider marketing cars at low prices, and if there could be devised such a tappet gear which would be hardy, not noisy, not in need of constant checking for adjustment. For sundry technical reasons, which need not be dwelt upon on the present occasion, certainly the ultimate type of overhead valve engine will be driven by an overhead camshaft. Suffice it that already more than one firm has failed in the attempt to standardise such a gear." The Company has succeeded in producing a noiseless and perfect gear of this type, and further, no effort has been spared to place on the market a car that is also in other respects the last word in design, is silent, admirably sprung, has extraordinary acceleration, with a high maximum speed, and yet is wonderfully flexible on top gear. In addition, each chassis carries a five-year guarantee.

When the Three Litre Bentley was first produced, "The Times" referred to it as "the finest specimen of British post-war design," a statement which remained unchallenged until the day of the introduction of the Six-cylinder Bentley.

On the following pages the thoroughbred features of the chassis are discussed in detail.



OUTSTANDING FEATURES

FOUR VALVES IN EACH CYLINDER (two inlet and two exhaust)

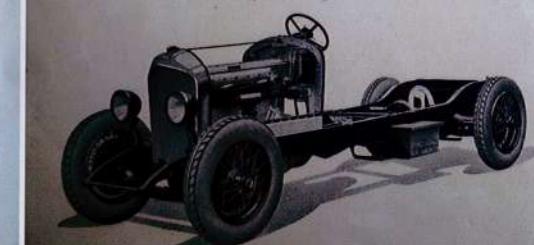
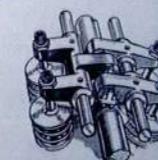
This is a notable feature of advanced Bentley design to which is due in no small measure the power and reliability of the engine. By using two valves instead of one, the seating area is increased by 50 per cent, and in consequence the cooling surface is greater, and a greater volume of air can be circulated through the space surrounding the engine. Further, the head pressure on the seating of a single large valve with a heavy spring is greatly diminished by using two light valves with correspondingly lighter springs. As is well known, the re-grinding of valves and seatings is the first requirement in an overhaul, but the valves in the Bentley engine will not require attention till the car has done about 20,000 miles. Decarbonisation is not necessary under that mileage.

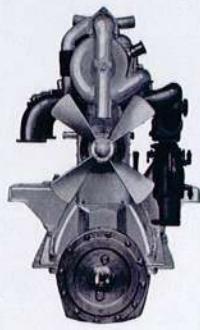
OVERHEAD CAMSHAFT DRIVE

The method of driving the overhead camshaft is an outstanding point of design, and has been the subject of experiments for three years. Convention has been disregarded in the novel form of gears discarded in favour of three coupling rods. From the camshaft a helical pinion drives a pinion mounted on a three-throw crankshaft of which each crank pin is provided with the equivalent of a small end bearing. On the outer end of the camshaft is a similar three-throw crankshaft, also provided with three big-end bearings, and the two sets of bearings are each coupled together by a pair of steel rods. This results in the drive being transmitted regularly and evenly to the camshaft at half engine speed. Allowance for any difference in the distance between the camshaft and the crankshaft centres, to permit the gear wheels to be meshed more or less deeply and to allow for the expansion of the engine when hot, is made by holding the upper bearing for each of the pair of rods between powerful coil springs which are each coupled together. If the bearing on the camshaft has to move upward slightly it compresses two springs by the amount by which the other two springs are released, and at the same time the springs allow a cushioning effect in the joints, at the rear end, so that any irregularities which may be set up by the action of the valves are damped out. The whole design is notable for its combination of absolute silence and smooth running with the undoubtedly superior efficiency of the overhead camshaft drive. (It should be noted that this method of operation is not adaptable to the Company's Three Litre models).

TWO MAGNETOS AND TWO SETS OF PLUGS

Two simultaneous sparks in a correctly designed cylinder enables much more power to be developed by an engine. In addition, this feature has an important influence on easy starting





and fuel economy. The importance of these points, in an engine of this type, should not be underrated. Dual ignition is also another Bentley provision for reliability. In the event of an ignition fault, the engine will continue to run quite well on one magneto, and with one set of plugs. A separate switch is provided for each magneto, in order that each set of plugs may be tested. The magneto are driven at each end of a cross-shaft, driven from the camshaft and fitted with a damping device.

CLUTCH

A large plate clutch, of a very special design, is fitted, with the result that gear changing is an extremely simple matter. The clutch fork has a beam equaliser, and two solid links give a straight pull at the clutch collar, which in turn operates a multiplying lever, withdrawing the pressure plates from the fabric-faced driving plate. The levers are so adjusted that each bears an equal amount of the load. The driven plate is of duralumin with a fabric face each side to avoid overheating of the plate if the clutch slips. The duralumin is bolted to a star-shaped discs, the plate itself being centred on the clutch shaft, and should any oil escape into the clutch it is caught in gutters and transferred outside.

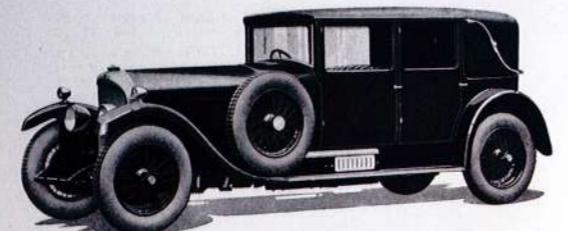
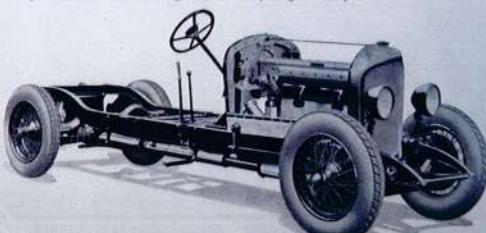
clutch shaft between two fabric discs. Powerful coil springs load the plate. The self-aligning spider ball race has a wick lubricator, and should any oil escape into the clutch it is caught in gutters and transferred outside.

FLEXIBILITY

The flexibility of the Six-cylinder Bentley is so remarkable as to be extremely difficult to describe. For example, a gradient of 1 in 9, a hill steeper than any encountered on the main road from Brighton to Bognor, can be climbed absolutely steadily dead slow on top gear. The throttle can suddenly be closed fully. Stop, and progressively, still on top gear, the car will accelerate on the hill to over sixty miles an hour. It can be driven noiselessly in traffic at less than walking pace, and the ease and certainty with which the driver can take instant advantage of an opening without changing gear, are very delightful.

FOUR-WHEEL BRAKES

The Bentley system of four-wheel brakes is extremely simple and free from complication. The four-wheel balanced operating brakes are made it possible to employ a single complement to take up most of all four brakes. Brakes on all wheels, smooth in action and fully compensated, minimise greatly the risk of skidding. With a larger and consequently heavier car such as the Six-cylinder Bentley, it is possible to fit even more effective brakes. The low centre of gravity, wide tracks, and correct weight distribution of this chassis, render high speeds attainable with comfort, while the powerful four-wheel brakes give the necessary margin of safety.



ENCLOSED LIMOUSINE WEYMANN
TYPE. (12 ft. 6 in. WHEELBASE) from £2075

OUTSTANDING FEATURES (Continued)

THERMOSTAT.

The Thermostat, which is fitted in the water circulating system between the engine and the radiator, comprises a valve operated by a bellows diaphragm containing a volatile fluid, sensitive to variations of water temperature. Until the water has attained the heat necessary for engine efficiency the valve remains closed and the water cannot pass into the radiator, but circulates round the cylinders and through the pump. When the correct temperature is reached, the valve opens and the water is allowed to circulate through the radiator in the normal way. Conversely, when the temperature falls below the desired point, either when the car is running light down hill or when stationary with the engine stopped, the thermostatic valve closes automatically, and the radiator is cut out of the circulating system.

ENGINE LUBRICATION SYSTEM.

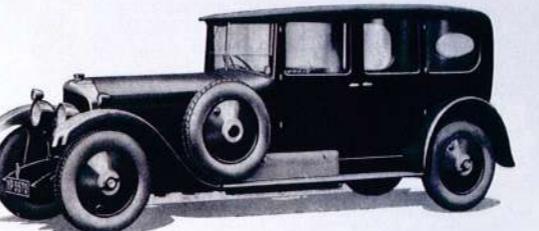
An unusually large supply of oil is carried, and a very carefully designed pressure feed system is employed. The valve operating gear runs in oil, and at any moment when the engine is running there is as much as three-quarters of a gallon in circulation in this part alone. This oil, in addition to lubricating the mechanism, tends to keep it cool and reduces wear. The oil is filtered before it is pumped into the engine, and again after it has passed through.

CHASSIS LUBRICATION.

All parts of the chassis that require oiling are provided with Tecalemit connections through which they can be loaded by means of a gun. All shafts, such as steering arm, track rod, clutch shaft, cardan shaft, etc., are hollow and are similarly loaded. When a chassis leaves the Bentley works it requires no further oiling for a period of three months of normal running, except for the requirements of the engine, which is a great boon to owner-drivers and chauffeurs. There are only three greasers on the chassis, one situated on the water pump, and two on the dynamo.

RESERVE PETROL SUPPLY.

The tank holds 19 gallons of fuel. The supply stops when about 17 gallons have been consumed, and by turning a tap situated on the tank filler the remainder becomes available to



ENCLOSED LIMOUSINE
WEYMANN TYPE. (12 ft. 6 in. WHEELBASE) from £2250

take the car to the nearest filling point. Before the petrol filler cap can be removed, it is automatically necessary to return the tap to its normal position.

THE DYNAMO.

This is driven direct from the back end of the camshaft, and turns at half engine speed. It is of the slow speed type and tends to absorb torsional oscillations of the camshaft owing to the fact that, when in operation, it is under electrical load.

SPRINGING.

Long semi-elliptic springs are employed throughout, but when the car is loaded they have very little camber. Gaiters are fitted as standard, and four shock absorbers are also supplied. In order to ensure perfection in springing, three types, as follows, are available, and purchasers should ensure that definite instructions on this point are given when ordering: Type A for large closed bodies on the 12 ft. or 12 ft. 6 in. wheelbase, type B for lighter open bodies on the 12 ft. wheelbase, type C suitable for the 11 ft. wheelbase.

STEERING.

This is another remarkable feature of the Six-cylinder Bentley. To ensure that the steering shall be extremely light with low-pressure tyres and free from road shocks, wobble, etc., is a difficult matter, but two years of experimental work have resulted in the steering of the Six-cylinder Bentley being so light that it definitely has to be tried to be believed. The wheel is 18 in. in diameter, and has a thin rim, while the column can be supplied raked in one of three positions, A being the highest and C the lowest, with intermediate position, B.

RELIABILITY AND GUARANTEE.

In the comparatively short time that Bentley cars have been available to the public they have obtained international fame for their reliability. All the special features in the Three Litre design, which have been responsible for this reputation, have been incorporated in the Six-cylinder model, and the usual Bentley five-year guarantee will apply. The Company is confident that this new model will worthily uphold the name which is now associated with all that is best in automobile manufacture.

SPECIFICATION

THE ENGINE. Six cylinders cast in one block. 100 mile bore by 140 mm stroke. Cubic capacity 6597 c.c., R.A.C. rating 37.2 h.p. (English tax £38). Two inlet and one exhaust valve. One cylinder arranged in the head and operated by a totally enclosed overhead camshaft and rockers, running in oil. Both camshafts are mounted on the front of the engine, the former having a bearing at the forward end. Special aluminium B.H.B. silent type mountings. Cooling by air circulation controlled by an automatic thermostat, and by fan. Ignition by two magneto with synchronised variable advance. Lubrication by a wick lubricator and main bearings and big ends, splash to pistons and gudgeon pins. Pressure feed from main supply to hollow crankshaft through a gear pump. Mainshaft bearings, cams and valve rockers are lubricated. The filter is fitted in the crankcase on the offside.

FRONT AXLE.

Made of "H" section 40-ton high tensile steel.

and is of ample strength to withstand the torque reaction of the front brakes.

STEERING. By worm and sector. Ball bearings are used throughout the steering box, and the worm is supported by ball races. Adjustable for wear.

FRONT AXLE. Made of "H" section 40-ton high tensile steel.

and is of ample strength to withstand the torque reaction of the front brakes.

FUEL SUPPLY. The tank holds 19 gallons. A two-way tap near the filling office gives access to the remainder after about 17 gallons have been used. Fuel supplied to the carburettor by a pump attached to the dashboard under the bonnet on the near side.

CHASSIS PRICES

through which they can be loaded by means of an oil gun. After the chassis has been lubricated it can be run for three months of normal mileage without further lubrication requirements from the engine.

DYNAMO. The dynamo is bolted to the aluminium dash-board and is supported by a bearing on the camshaft through a shaft with two flexible disc joints. The dynamo runs at camshaft speed.

SILENCER. For very special silence designed for this model is fitted combined with a long tail pipe terminating in a cast-iron fender.

FUEL SUPPLY. The tank holds 19 gallons. A two-way tap near the filling office gives access to the remainder after about 17 gallons have been used. Fuel supplied to the carburettor by a pump attached to the dashboard under the bonnet on the near side.

CHASSIS PRICES

The Desmodore system of Vacuum Servo Brake is now a standard fitting on Six Cylinder Bentley Chassis.

The chassis prices with this modification have been revised and are now as under:

11 ft. & 12 ft. Wheelbase £1500

12 ft. 6 in. Wheelbase £1550

and junction box. Set of five lamps in black finish. Ammeter showing charge and discharge. Oil cooler and filter. Set of five including pump and jack, oil gun, gauges, spare jets, etc. Gaiters to all springs. Petrol & Radford batteries. Standard instruments have black dial with white figures.

CHASSIS DIMENSIONS

Number of cylinders 6

Bore and Stroke 100 mm x 140 mm

Cubic capacity of cylinders 6597 c.c.

R.A.C. Rating 37.2 h.p.

English tax £38

Overall width 7 ft. 9 in.

Overall height 5 ft. 7 in.

Overall length 11 ft. 12 ft. 6 in.

Body space from dash to back cross member 7 ft. 9 in., 8 ft. 9 in. or 9 ft. 3 in.

Wheeltrack 2 ft. 11 in.

Width of frame at rear cross member 1 ft. 10 in.

Width of frame at second cross member 3 ft. 10 in.

Overall width 15 ft. 1 in., 16 ft. 1 in. or 16 ft. 7 in.

Ground clearance 19 in.

Capacity of petrol tank 9 in.

Ground clearance 9 in.

Herbert Ditch & Co.

Chassis BX 2411

BX 2411 was built as a 12 ft 6 inch chassis with a BS type gearbox and a 6 cylinder, 6 1/2 litre engine; numbered BX 2410. The chassis was completed with an Offord and Sons and R. Harrison Landaulette body with a weight of over 2 tonnes.

The completed vehicle was supplied to Jack Withers and Co. at 44 Osnaburgh Street, London, NW1. The vehicle was registered YF 2186, a Greater London registration mark. BX 2411 was sold to Mrs. Henry Bull with the standard 5 year guarantee valid from 1st February 1927 running through to 5th April 1932.

Mrs. Bull was noted as residing at Queen Annes Mansions, Westminster, SW1. Major. P. C. Bull of the same address owned 5 Bentleys between 1926 and 1936.

Queen Anne's Mansions was a block of flats in Petty France, Westminster, London. The site between St. James's Park and St. James' Park station was acquired by Henry Alers Hankey in 1873. Hankey designed and employed his own labour to erect the first stage of the block. At twelve stories (later increased to fourteen) it was the loftiest residential building in Britain.

Hankey extended the flats in 1874 and 1877 to the south and west. Queen Victoria was one of many who objected to the height of the block as she could no longer view the Houses of Parliament from Buckingham Palace.

Existing legislation did not explicitly prohibit building over 100 feet in height, and thus the authorities could not stop Hankey. However, the London Building Act passed in 1894, and its 80-ft height limit, was a direct result of "Hankey's Mansions".

No difficulty was found in letting the flats at high rents to tenants of the 'highest respectability'. Rooms, suites and expansive corner units were available as well as whole floors containing six rooms. The building was considered pioneering with hydraulic passenger lifts and fire control that was provided by 98 hydrants, supplied from tanks storing 70,000 gallons on the roofs.

During the Second World War, the entire building was requisitioned as Government offices. Queen Anne's Mansions was home to the Medical Department of the Royal Navy (Admiralty) and the Women's Royal Naval Service.

In 1947, the Ministry of Works retained the building on a 21-year lease. It was used as an Admiralty headquarters building, housing the Second Sea Lord's or Naval Personnel departments.

Queen Anne's Mansions was finally demolished in 1973.

Some of the famous residents of the 'Mansions' were composer, Edward Elgar and the British Explorer, Harry Johnston whom occupied a flat on the sixth floor. Johnston was best known for his exploits in Africa, later writing 40 books regarding these explorations.

BX 2411 did not change ownership and continued to be maintained by Bentley works until, at least, the beginning of February 1939.

Around this time is when the Bentley service records end due to the outbreak of the Second World War.

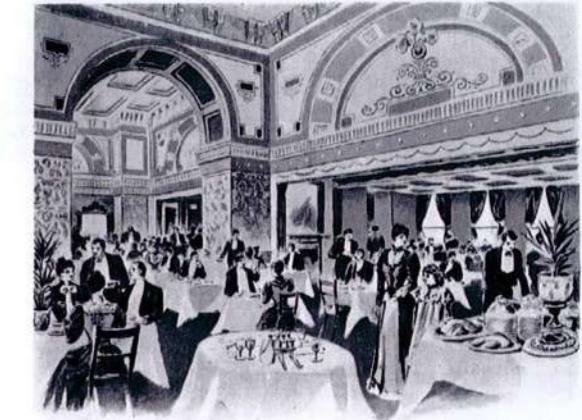
Nine months into ownership the records show that the gearbox of BX 2411 was overhauled. Early 1928 saw the Bentley back in the workshops to have the new years modifications made.

The records show that the works undertaken in the twelve years of recording the visits were standard service works such as brakes being roughened up, clutch and flywheel relined.

The mileages were logged on these visits, for the period the mileage covered each year was quite high. Over 18,000 miles was recorded in January of 1930 but by October 1931 nearly 31,000 miles had been covered.

Over 81,000 miles had been driven by the last entry in the works service records.

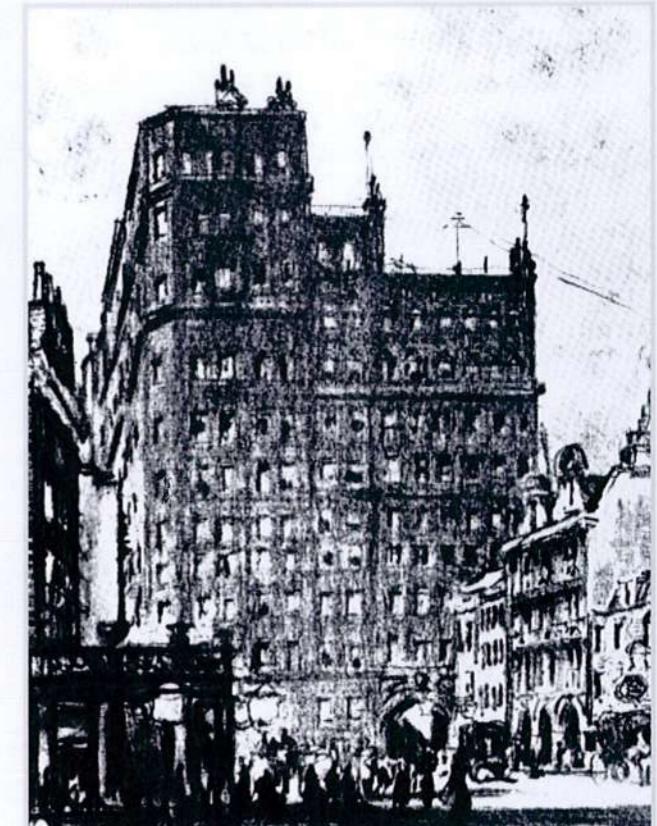
The Queen Anne
RESIDENTIAL
MANSIONS & HOTEL,
Known as
QUEEN ANNE'S MANSIONS,
LONDON, S.W.
Overlooking St. James' Park and Buckingham Palace.)



ST. JAMES' PARK District Railway Station is close at hand, from which the City is reached in about 12 minutes. The Houses of Parliament, Westminster Abbey, the New Roman Catholic Cathedral, and Whitehall are within 5 minutes' walk.
VISITORS WHO DESIRE TO PERMANENTLY RESIDE at Queen Anne's Mansions can Rent Suites Unfurnished and equip them with their own furniture.

Apply to
The MANAGER,
Queen Anne's Mansions,
St. James' Park, London, S.W.
• C. T. G. •

1901 advert and a 1905 drawing of Queen Anne's Mansions



Chassis 3X2411

Coachbuilders. Offord & Sons ~ R. Harwood
Landaulette Body.
Weight 2 tons 7 cwt 3 qr.

Jack Withers, 60, 44, Osney Street, N.W.1.

Reg. No. YF 2186

Engine 3X2410 12/50 axle ratio 35 type gearbox. 1927 Standard. G.D. 1.2.27. 4. 6. 5. 4. 3. 2.

14. S.W.G. Spring clutch friction plate. 12'6" W.B.

Mrs Henry Bull, 33, Lansdowne Gate, S.W.1. 9. Guards Parade, Queen Anne's Mansions, Westminster, S.W.1
1927.

16.9. Gearbox overhauled by Works. Heat excluder fitted to same. Adjusted 3 type springs fitted to rear.
1928.

9.2. Anti squeak bands fitted to drums. Slack in rear universal joint taken up. Heat excluder fitted to gearbox gate. 1928. 5200. mods. carried out. Radiator, Dynamos, Bonnet Sides, Cold air intake, Camshaft damper, Dashboard blanking plate, Engine trays modified. 9.7. Mileage

1929

2.4. Flywheel teeth trimmed up. Slack in F.I.A. rod taken up. F.W.Bs. relined. Handbrake roughed up. 9/5 rear spring changed. New shackle pins fitted.

1930.

30.1. Engine decarbonised. O.H.G. quietened. Rad. repaired. Flywheel teeth rebuilt, relined. New cardan blocks + slippers fitted. Jaw dressed up. Front springs changed. Rubber buffers fitted. New Pistons fitted. 6 remetalled con rods. Valve chest modified. Web drive fitted to camshaft. Clutch spigot modified. 1.5. Minor electrical work.

Mileage 18039.

22.7. 2 new rocker rollers fitted. 9.10. Rec. Battery fitted. 20.10. Minor work to starters motor.

Mileage 35877.

21.6. F.W.Bs. relined. All drums skinned out.

Mileage 38811. mileage 40015. mileage 41952. 1931

23.1 O.R. Visit. 24.2 O.R. Visit. 20.4 Flywheel teeth rebuilt. Clutch plate relined. Front springs recentered. 2 shackle pins fitted. Boreh Horn fitted between dumb irons. 6.11.2 new mag. X shaft bushes fitted. New cardan blocks + slippers. 1934

27.3 New tappet roller fitted. 9.5 Rec. road wheel fitted. 28.5 Brakes compensated. 12.6 Brakes compensated. mileage 53,712. mileage 50060. mileage 50388.

16.11. New 1/2 water jacket plate + joint. Bolts adjusted. 5.12 Rec. 6 volt battery fitted. 21.12 New cam. oil drain tubes fitted.

1.7.2 exhaust rockers assembled complete sent to owner. 3.7 Engine decarbonised. Block rebored to 100.5% mileage 53,919. mileage 54,188.

New pistons + rings fitted. 6 remetalled con rods. New cyl. side plate. New Boreon timing wheel fitted.

3.9. no drive gear. Slack in water pump taken up. 1 pair ignition points fitted. 15.7 New block fitted.

20.4 1. 26.11 Minor work. 2. 59.125. mileage 59,422. mileage 61,620. 1936

1. 20.1 O.R. Visit. 20.2 O.R. Visit. 2.3 Rec. 6 volt battery fitted. 20.3 2 rocker rods. 1.12.2. 2. 59.125. mileage 60,344.

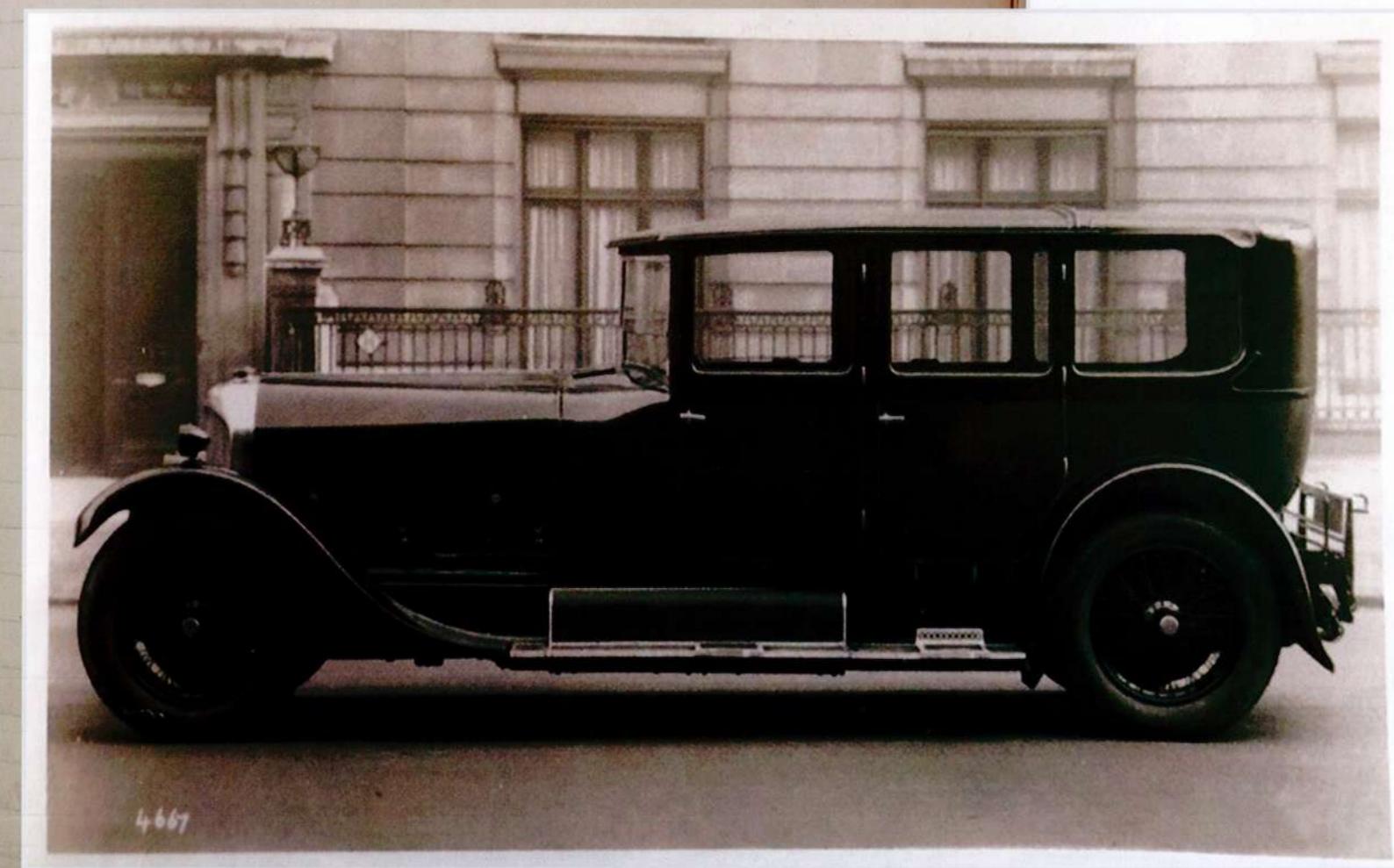
1. 29.6 O.R. Visit. 1. 29.6 O.R. Visit. 1. 29.6 O.R. Visit.

1937

20.12 inlet + 4 exhaust rockers + 4 rocker rods sent to owner. 20.1 New wire fitted from Battery to 'starter'. Mags checked. 21.6 Flywheel teeth trimmed up. Clutch relined. 2 new cardan blocks. All brakes relined, 1 new 1/2 peron shaft stocking. New tail pipe fitted. Brake drums lightly skinned up. 1.10 Battery changed. mileage 67,583. mileage 71,154.

31.1 Carb. + mags adjusted. Autovac interior repaired. Rear silencer repaired. mileage 81,051.

1939.



Above, Body style as new
(as suggested by Clare Hay)

December 3rd 1947 - 1950

Lieutenant Colonel J.R.G. Cowan.

Plateau Province, Nigeria, West Africa.

The membership form for the Bentley Drivers Club filled in by Cowan reads that the landaulette body was removed in 1947 to be replaced with a kit-car body for usage in West Africa.

1950 - 1952

Other owners listed during this period by Clare Hay in edition 3 of Bentley "The Vintage Years" are; L. Parsons, D. Lamant Smith and Arthur T. Lindsey all three were based in South Africa but none were members of the Bentley Drivers Club.

July 24th 1952

Stephen T. R. Hemsted, based in Londiani, Kenya, noted the date on the back of a photograph stating that they fitted the Rolls-Royce Silver Dawn mascot to the car. The registration to the car at this time was KAB 701. Hemsted was a Bentley lover as his membership form for the Bentley Drivers Club shows ownership of a 4 1/2 litre Bentley from 1950.

July 17th 1953

Thomas John Leonard of Entebbe, Uganda and Drumree, County Meath in Ireland registered ownership of BX 2411. His confirmation of the chassis and engine numbers show the engine and chassis were still together although he does say that he thinks the body was a recent build from Nairobi. The registration at this time was UFE 290. It was reported that BX 2411 came under the control of the Ugandan Government.

RECEIVED
BENTLEY DRIVERS CLUB LIMITED

To The Secretary, STANLEY SEDGWICK,
Bentley Drivers Club Ltd.,
The Cobb,
Stoke Close,
Cobham, Surrey.
Telephone : Cobham (Surrey) 2501.

I (*) (Mr.) | Lt. Col. J.R.G. COWAN.
(Mrs.) |
(Miss) |
Please insert full name and address in block letters.

of PROVINCIAL OFFICE
Plateau Province
NIGERIA
N. NIGERIA
W. AFRICA.

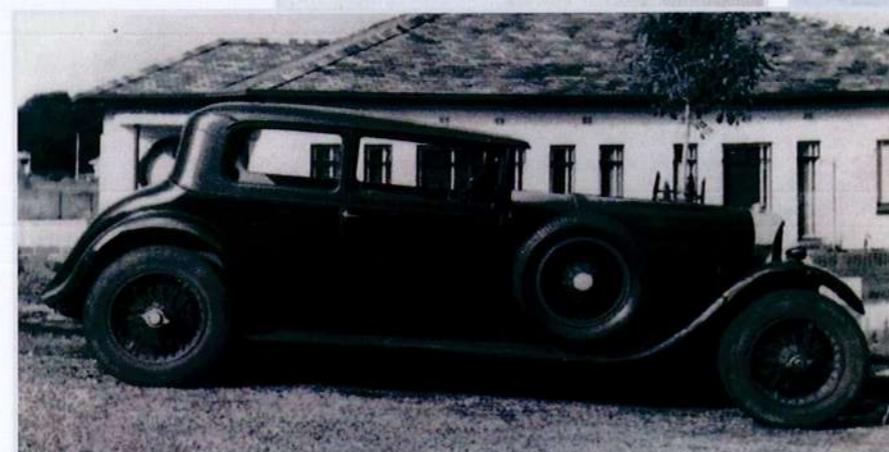
Telephone No.
desire to be elected a subscribing member of BENTLEY DRIVERS CLUB LIMITED and enclose my cheque for £2 0s. 0d. in respect of the entrance fee and subscription for 1948. I agree that in the event of my being elected my maximum liability will be to contribute, if required, a sum not exceeding £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 3rd day of December 1947
(Signed) J. R. G. Cowan
P.T.O.

For record purposes will you please fill in the following information:-
Litres 6 1/2 Year 1928
Body Type Kit-car (Not a Station Wagon)
Chassis No.
Engine No.
Registration No.
Wheelbase feet inches.

Major alterations, additions, and in what classic events, if any (LE MANS, T.T., etc.), has car been:-
Original landaulette body removed
in 1947 and a 3 seater coupe and
kit-car fitted for use in W. AFRICA.

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



AUGUST
BENTLEY DRIVERS CLUB LIMITED

To The Secretary, Lt.-Col. C. H. D. BERTHON,
Bentley Drivers Club Ltd.,
"Madges,"
Long Crendon,
Aylesbury, Bucks.
Telephone: Long Crendon 233.

I (*) (Mr.) | STEPHEN T.R. HEMSTED
(Mrs.) |
(Miss) |
Please insert full name and address in block letters.

of LONDANI
KENYA
N. AFRICA

Telephone No.
desire to be elected a subscribing member of BENTLEY DRIVERS CLUB LIMITED and enclose my cheque for £2 0s. 0d. in respect of the entrance fee and subscription for 1948. 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 Article of Association.

Dated 27th day of July 1952
(Signed) STEPHEN T.R. HEMSTED
P.T.O.

For record purposes will you please fill in the following information:-
Litres 6 1/2 Year 1928
Body Type Saloon Standard
Chassis No. B-181-72
Engine No.
Registration No. W. 2600 (Kenya)
Wheelbase feet inches.

Major alterations, additions, and in what classic events, if any (LE MANS, T.T., etc.), has car been:-

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



The Bentley
24.7.52
WITH BODY BUILT IN NAIROBI
BY BODY BUILDERS
WE FITTED THE SILVER DAWN BODY
KAB 701.

BENTLEY DRIVERS CLUB LIMITED
To The Secretary, Lt.-Col. C. H. D. BERTHON,
Bentley Drivers Club Ltd.,
"Madges,"
Long Crendon,
Aylesbury, Bucks.
Telephone: Long Crendon 233.

I (*) (Mr.) | T. J. LEONARD
(Mrs.) | THOMAS JOHN
Please insert full name and address in block letters

of PUBLIC WORKS DEPARTMENT
P.O. BOX 10, ENTEBBE, UGANDA
CH. MULLEN, DRUMREE, CO. MEATH, IRELAND

Telephone No. ENTEBBE 6.85

being a present or past owner of a Bentley, desire to be elected a subscribing member of BENTLEY DRIVERS CLUB LIMITED and enclose my cheque for £2 0s. 0d. in respect of the entrance fee and subscription for 1948. 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 to insert my name in the Register of Members of the Club and agree to be bound by its Memorandum and Article of Association.

Dated 17th day of July 1952
(Signed) T. J. LEONARD
P.T.O.

I declare I own, or have owned, the Bentley which I give particulars below:
Litres 6 1/2 Year 1928
Body Type Saloon
Chassis No. BX 2411
Engine No. BX 2410
Registration No. UFE 290 (Kenya)
Wheelbase 12 feet 6 inches
Signature T. J. LEONARD

Major alterations, additions, and in what classic events, if any (LE MANS, T.T., etc.), has car been:-
I believe great body was recently
in classic. No knowledge of
competition history.

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



AUGUST

D

THE BENTLEY DRIVERS CLUB REVIEW

OVER NOW to Uganda, where lies marooned a 1927 6½-litre. Our roving reporter, Lt. D. H. Day, R.N., brings us this information by letter and continues with:

"The car has not run for at least a year and is apparently without its water pump. Should this be of any interest, perhaps to any members

living in central Africa, I shall be very pleased to attend to any enquiries. (For water pump information, see p. 21 of January issue of the Review Ed.)

"The car is at Entebbe in Uganda. Any enquiries should please be addressed to Miss B. M. Day, 31, Goddard Avenue, Swindon, Wilt., as the Admiralty decree that I shall be overseas shortly."

The registration number appears to be UFE290 and the chassis is believed to be one of the 1927 BX series. Anyone interested?



DECEMBER 1961

BENTLEY DRIVERS CLUB LIMITED

To the Secretary, Lt.-Col. C. H. D. BERTHON,
Bentley Drivers Club Ltd.,
76 High Street,
AR Long Crendon,
Aylesbury, Bucks.
Telephone: Long Crendon 233

I (Miss) DAVID GAUL
(Mr.) DAVID THORNTON
(Mrs.) DAVID THORNTON

(Title) None
Please insert full name and address in block letters

of K.A. - THORNTON TEA ESTATES
P.O. NANDI
VIA KARASABET

Telephone No. KENYA
being a present or past owner of a Bentley, desire to be elected a subscribing member of BENTLEY DRIVERS CLUB LIMITED and enclose my cheque for £3/3/- (Overseas £2/11/0) in respect of the entrance fee and subscription for 1962. 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 27/12/61 day of December 1961
(Signed) DAVID GAUL P.T.O. X

Car Badge
Car Badge

I declare I own, or have owned, the Bentley of which I give particulars below:

Litres 3 Year 1926
Body Type Open Tourer
Chassis No. A.H. 1489
Engine No. A.H. 1489
Registration No. K.B.T. 452
Wheelbase 9 feet 9 inches
X Signature DAVID GAUL X

Major alterations, additions, and in what classic events, if any (LE MANS, T.T., etc.), has car been:-



REG. NO. YF2186 CHAS. NO. BX 2411 ENG. NO. BX 2410 6½
YEAR 1927 BODY W.B. 12' 6"

OWNED BY: D.T. GAUL 12/69 (KENYA)

GAUL, D.T.

Reg. No.	Chas. No.	Mdl	Date Reported	Date Sold
YF 2186	MB 9376	3	12/61	
YF 2186	MB 7069	3/4	1/70	
YF 2186	MB 7069	3/4	1/70	
YF 2186	MB 7069	3/4	1/70	

Ladysmith 25300

GAUL, D.T.

YEAR	CARD	RMF	PAID	REIN-STATED	DIED	RESIGNED	REMARKS
1981	3240	✓	26/1/81				AIR
1982		✓	20/2/82				AIR
1983		✓	1/2/83				AIR

BENTLEY DRIVERS CLUB

GAUL, D.T.
GODE, Mrs. H.E.

Tel. South Brent 2201 Ruthven, P.O. Box 4, Eland Slagte, Natal, 2900, South Africa.	3 1/4 AH 1489 (MB 9376) 6 1/2 BX 2411 (MB 7069)
Tel. Elandslaagte 603 10 Lady Wootton's Green, Canterbury, Kent, CT1 1NG	3 1/4 HCR 618 (YF 2186) MkVI 1/4 NKA 750



Members and their Bentleys 1982

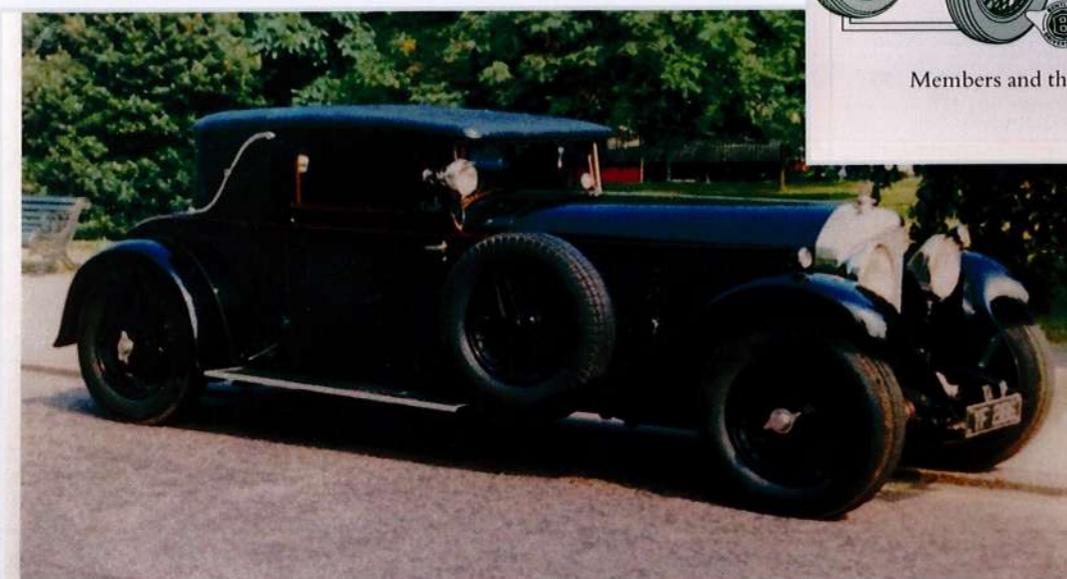
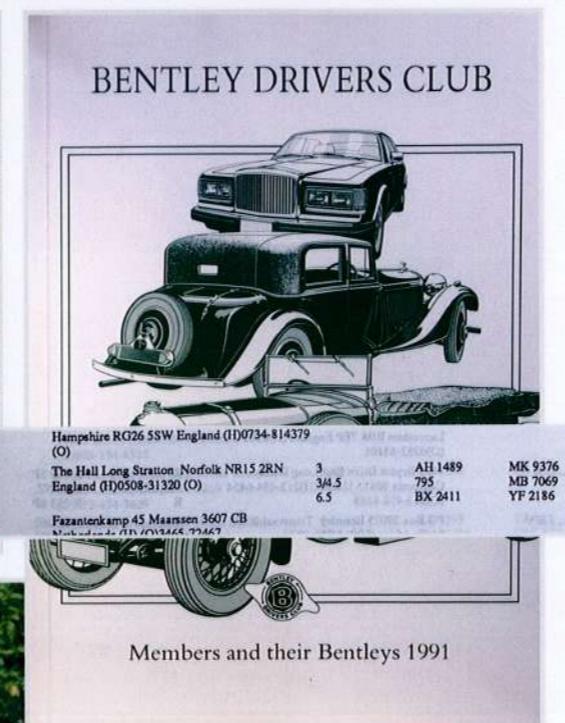


December 1969

David T. Gaul Esq.
Ladysmith, Natal, South Africa.

BX 2411 was mentioned in the April 1961 BDC Review magazine and photographed in 1967 in a derelict state and without coachwork. David Gaul purchased the car in this condition in December of 1969, reportedly for £5 as scrap. Reportedly the rebuild of the car did not begin until 1989 when BX 2411 underwent a complete mechanical rebuild as well as receiving a Park Ward sports coupé body removed from chassis LB 2348.

As a member of the Bentley Driver Club, Gaul was also registered as owning two other early Bentleys a 1926 3 litre bought in 1961 and a 1924 3 - 4 ½ litre joined the stable in 1975.



(This page, opposite) BX2411 as rebuilt by David Gaul with Park Ward coupé coachwork from chassis LB2348 as offered by Porters of Kensington circa 1990. The underbonnet photographs show ML GR6 magnetos and a Smith 50 RVS carburettor, correct for a Standard Six.

1991

With BX 2411 back in England, on March 16th 1991 the car was offered at auction by Sothebys but did not sell.

1992

Casper Scharrighuisen from South Africa was the next custodian of BX 2411. He bought it from Gaul and requested Speed Six modifications to be made as well as the addition of a Le Mans Replica body with the work completed by Stanley Mann. The car once again was returned to South Africa.

Records show that Scharrighuisen became a member of the Bentley Drivers Club in 1990. By the time the 1997 members listing was published Scharrighuisen had ten Bentleys, 9 pre-war, listed in his name.

If this is the same Casper Scharrighuisen as Former Managing Director of Sentula Mining Ltd, by July 2011, due to fraud, he had civil judgments totalling R393-million against the insolvent estate in the family name.

2003

By 2003 BX 2411 was listed as being owned by another Bentley Drivers Club member Mr. Gilbert S. Goodchild of East Sussex, England, a member since 1999 also owning a 3 litre.

2006

Casper Scharrighuisen was once again listed as owning BX 2411, back in South Africa, his new membership form showed he was now a company director of Sylco Plant Hire.

Three photographs of a dark green 1930s Bugatti Type 41 Royale. The top image shows the front three-quarter view, highlighting the large hood ornament and the front wheel. The middle image shows the side profile, emphasizing the long, flowing lines of the body and the prominent front fenders. The bottom image shows the rear three-quarter view, showcasing the distinctive integrated rear fenders and the license plate 'YF 2186'.

86 1927 Bentley 6½ Litre Fixed Head Sportsman's Coupé

Coachwork by Park Ward
Registration No. YF 2186
Chassis No. BX 2411
Engine No. BX 2412

Specification: six cylinder in line, water-cooled monobloc, overhead valves, bore 100mm, stroke 140mm, capacity 6,597cc. Four valves per cylinder, single plate clutch. Four speed manual gearbox, right hand gate change. Shaft drive to live rear axle, semi-elliptic leaf spring suspension front and rear. Wheelbase 12ft 8 1/2in.

W. O. Bentley began work on the new 6½ litre Bentley in 1924 when it became apparent that increasing the power of the 3 litre version would not solve the problems being encountered by the popularity of large, heavy coachwork. The Company was always under commercial pressure and financial restraints prevented long development periods. The resultant production models were nonetheless reliable and successful, due no doubt to the genius of W. O. Bentley himself and the brilliant design team which he assembled.

The first experimental 6½ litre was tested en-route to and from Le Mans in 1924 and encountered Rolls-Royce's New Phantom prototype, also on test. The car at the time had a 4½ litre engine and it was following this meeting that the capacity was increased to 6,597cc. Over its production life the 6½ litre was constantly developed, like all vintage Bentleys and the model culminated in the excellent

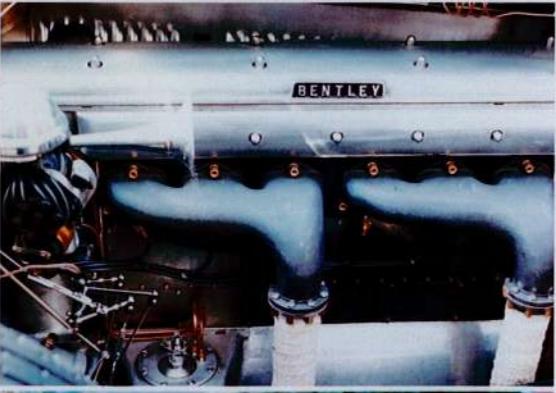
Chassis No. BX 2411 has led a most interesting life. Fitted originally with a Landauette body by Offord and Harrison, the car was owned between 1927 and 1939 by Mrs Henry Bull, during which time it covered 90,000 miles. It was next recorded as having been sold in 1950 to Mr L. Parsons, who took it to Kenya where an open body was built. In 1953 it changed hands again and the coachwork was replaced with another touring body.

In 1956 the car was bought by Mr. T. Leonard of Entebbe, Uganda after which it came under the control of the Ugandan Government, lacking coachwork and in a derelict state. The present owner, a qualified engineer, purchased the car in 1969, and a full rebuild was begun in 1989. Work undertaken included a complete mechanical rebuild and the fitting of the most attractive sports coupe coachwork by Park Ward now on the car. The coachwork, removed from chassis number LB2348, a similar 6½ litre, is confirmed by Michael Hay as being Body No. 3235 and correct in all aspects for that car.

The owner has described the restoration as covering all mechanical and other aspects of the vehicle, beginning with a chassis frame, and including a bare metal respray to coachwork in Brewster green and black. New carpets have been fitted and the green leather upholstery replaced where required. New headlining was also fitted. All identification numbers match except the steering column which is from another car, and Swansea V5 documents and MoT Certificate are provided. The speedometer and rev. counter tachometers are not fitted. This really impressive example of Bentley's top 1920s model will prove stimulating and exciting to drive, ideal for fast Continental touring and rally work.

Scoblar's, RAF Museum, 16 Mar. 1991

£220,000-250,000



REC 12 DEC 1990	CLEAR QUERY	ENT COMP 4159	DEC 12 FEB 1990 90
VALID FOR THE YEAR OF 1990 ONLY			

BENTLEY DRIVERS CLUB LIMITED

To the Secretary, Bentley Drivers Club, Ltd.,
W.O. Bentley Memorial Building,
16 Chearsley Road,
Long Crendon,
Aylesbury, Bucks. HP18 9AW.

Telephone: 0844-208233.

I (Mr.) Surname Scharrighuisen
(Mrs.) Christian Names Casper
(Miss) Title/Rank

Please insert full name and address in block letters
of: P.O. Box 185
Lady Smith
33710 South Africa

Telephone No. 031-218311/25500
Trade or Profession Vintage Car enthusiast

desire to be elected a subscribing member of the BENTLEY DRIVERS CLUB LIMITED and enclose my remittance for £62 (Overseas £59 or £53 if Club Notes and Advertiser are not required) in respect of the entrance fee and subscription for 1990. 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 19 day of November 1990
(Signed) CS (P.T.O.)

*I have not owned a Bentley and wish to become an Associate Member.

*I own/have owned the Bentley(s) of which I give particulars below:—

*delete whichever is inapplicable.

Model ... MK VI

"X" for exclusion from Members List

UK Reg. No. B82C1

Reg. No. in use? YES/NO

Chassis Number B82C1

Engine Number

Type of Body S.D. Steel

Coachbuilder

Additional information for Vintage Bentleys only:

Steering Box No. Gear Box No.

Rear Axle No. Front Axle No.

Model "X" for exclusion from Members List

UK Reg. No. Reg. No. in use? YES/NO

Chassis Number Engine Number

Type of Body Coachbuilder

Additional information for Vintage Bentleys only:

Steering Box No. Gear Box No.

Rear Axle No. Front Axle No.

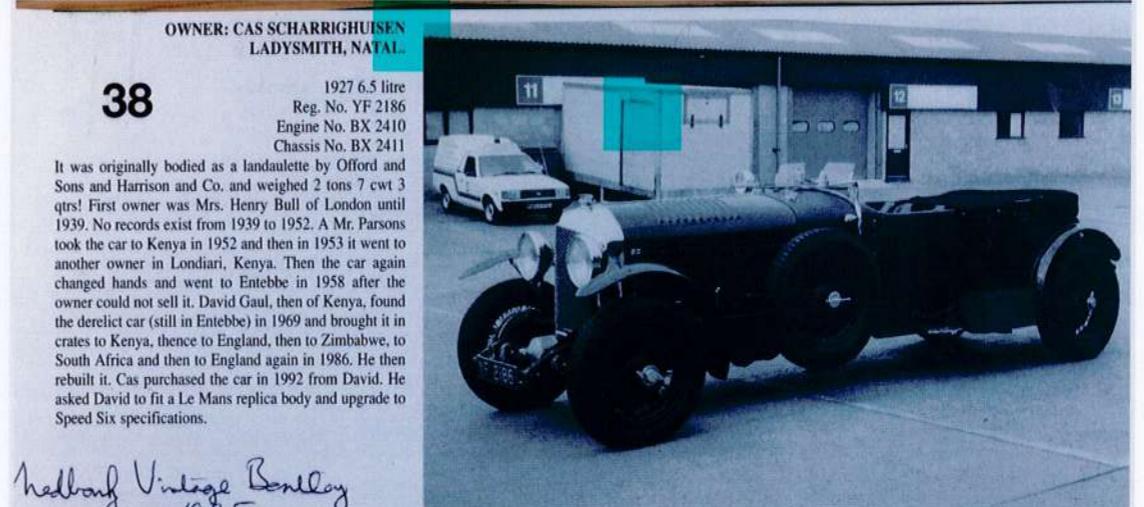
Additional cars overleaf/separate sheet.

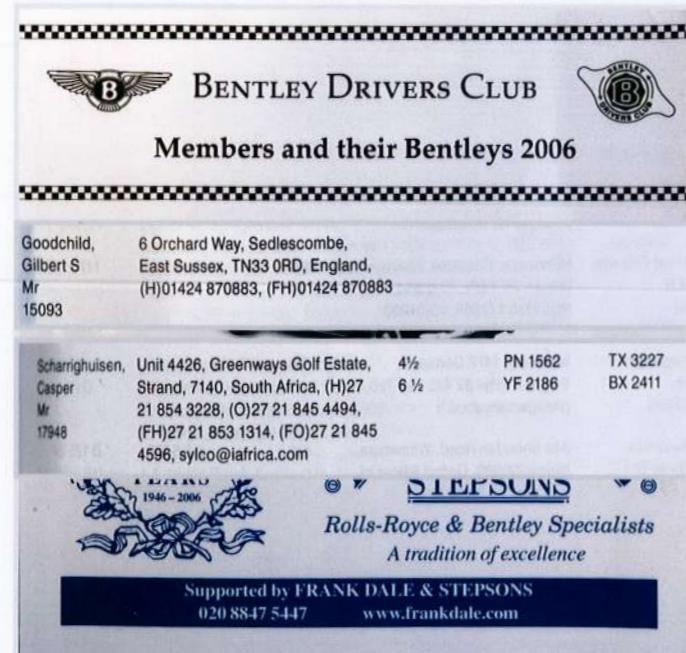
I have previously owned the following Bentley(s):—

Year	Litres	Model	U.K. Reg. No.
.....



Did not request return to
Advertiser? c. BX2411
This is ~~the~~ a 6½ ~~litre~~ belonging
to C. Scharrighuisen in Natal, S.A.





BENTLEY DRIVERS CLUB LTD.

16 Cheshire Road, Long Crendon, Aylesbury, Bucks, HP18 9AW
 Telephone: +44(0) 1844 208233 Fax: +44(0) 1844 208923
 Website: www.bdc.org Email: info@bdc.org

MEMBERSHIP APPLICATION FORM
 VALID FOR THE YEAR 2006 ONLY

Surname/Family Name: Scharrighuisen
 Forename/Name Known by: Casper
 Title/Rank: Mr Date of Birth: 2 April 1949
 Address to which correspondence should be sent: Unit 4426, Greenways Golf Estate, Strand, SOUTH AFRICA
 Postcode: 7140
 Telephone Number(s) (Home): +27-21- 8543218 (Work): +27-21- 845 4494
 Fax Number(s) (Home): +27-21- 8531314 (Work): +27-21- 845 4596
 Email Address: sylco@icfrica.com
 Occupation: Managing Director Nature of Business: Earthmoving

I wish to be elected as a **Full Member** Member of the Bentley Drivers Club Limited (BDC) and enclose my remittance in respect of the appropriate fees*. I accept that in the event of my being elected I have a liability to contribute, if required, a sum not exceeding £1 to the assets of the BDC, in the event of the latter being wound up under English Law. I also accept that my name and address will be published in the Year Book and the Register of Members of the BDC. I agree (1) to be bound by the Members' Rules and Articles of Association of the BDC (copy available on request), and (2) if I buy spares from the Bentley Drivers Club Spares Schemes Limited, to accept its conditions of sale (copy available on request) and (3) to the Activities stated in the Data Protection Policy set out below.

Dated 25 day of September 2006.
 (Signed) CASPER

* Entry Fees are not payable by applicants under 18 years of age.

BENTLEYS CURRENTLY/FORMLY (delete as appropriate) IN YOUR OWNERSHIP

FIRST BENTLEY
 Chassis No: BX 2411 Model: 1927 6 1/2 L Bentley
 Eng. No: BX 2410 Overseas Reg. No: MUR 32327
 Type of Body: Coachbuilder

SECOND BENTLEY
 Chassis No: TX 3221 Model: 1928 4 1/2 L Bentley
 Eng. No: TX 3224 Overseas Reg. No: PNV 1562
 Type of Body: Coachbuilder

If more than two Bentleys please continue on a separate sheet.

2010

By 2012 the Bentley Drivers Club records show BX 2411 residing in Africa with Craig A. Davis of Pebble Beach, California.

In an email correspondence Mr. Davis wrote, I originally purchased the car from Neil Davies in 2010. Neil substantially rebuilt the engine and installed a new D gearbox during my ownership. Any other area of the car that was of concern was also addressed and corrected as necessary. The electric power steering was installed for me while I had the car in Switzerland.

My wife and I used the car for the Tour of Britain by the BDC a few years ago and we participated in the WO Bentley Tour in South Africa in 2015 with the car. We also used it for a tour in France during this period. The car performed beautifully in all of the events.

2019

BX 2411 was ready to change hands again it was for sale with Gregor Fiskin and The Classic Motor Hub. Mr. Anthony Thompson bought BX 2411 knowing that he had a special project in mind, his vision was to save a saloon body (originally from chassis BR 2365), and create a one off period vehicle that was brave and different. The body had already lost its boat tail allowing the freedom to re-imagine the rear end. Nothing on the car was to be a replica, therefore using only in period and original parts the brief was set.

Describing David Ayre as maybe the only other person crazy and stubborn enough to take on the project, works began.



2011
Tour of Britain



2014, May 6th
California Mille



2015, October 10th
Tour of South Africa

Fiskens Fine Historic Automobiles sales write up.

This matching numbers 6½ litre has a wonderful story to tell. Found dilapidated in a government yard in Africa in the sixties, the Bentley started its life in style being sold through London Bentley agent, Jack Withers, to a Mrs Henry Bull of South Kensington. The Bull family were, it seems, very familiar with the Bentley marque, with Major P.C. Bull, resident at the same address, owning five Bentleys between 1926 and 1936.

Built as a 1927 Model Standard Six on the 12'6" wheelbase chassis with Standard Model specification engine number BX2410 and with the BS gearbox, BX2411 benefited from a free of charge update to 1928 specification by the works, as noted in the service record that accompanies the Bentley. This is due to the fact that Bentley rushed the 6½ litre into production for financial reasons and committed to retrospectively update all the early models.

Unusually, BX2411 still has its original rod system to the brakes with no servo. The suspension is by replica Hartford friction units and electrical equipment is by Smiths. The works sent the completed chassis to Harrisons for a body frame and then to Offord for skinning.

It is clear that with a continuing owner record including the World War, offering the Bentley by a Mr Cowley carrying body owner in South Africa, Lamont Smith Kenya, a period fitted to the Bentley.

By 1958, BX 2411 was Leonard. It was Donald Day who 'The car has its water pump under the con-

There follows Bentley's history owner, David Reading Don travelled to England for directions recalled playing under a tree. He explained Independence Public Works the Bentley in

Apparently, it is about a foot tall silencer box! Property and Price of mixed Bentley from near Kampala Kenya. After made it to Kenya.

at the Bentley was cherished during this period, a continuous service record through to 1939 and no changes recorded. A steady stream of maintenance work is recorded, including carburettor and magneto adjusting.

There is a usual gap in the services records over the Second World War, followed by an advert in MotorSport in June 1948, advertising the Bentley for sale. By this point BX2411 was owned by a man who had fitted the Bentley with a special load-lifter. The Bentley is thought to have been sold to a new owner in South Africa at this juncture, reputed to be a Mr D. Gaul. The Bentley passed between several owners in South Africa, a period that saw several different open four seater bodies fitted to the British behemoth.

BX2411 was in Entebbe, Uganda, owned by a T.J. Gaul. It was first discovered there by Bentley and ERA man, Alan Day, who mentioned it in the BDC Review in April 1961. The Bentley had not run for at least a year and is apparently without a top. We believe that at this point the Bentley was in the control of the Ugandan government.

There is a wonderful story, written up in full in the BDC Review file, documenting how the Bentley's next owner, Alan Day, acquired BX2411 in December 1969. In his piece in the BDC Review he had mentioned that he had tracked the Bentley down by asking around in a local shop. The gentleman behind the counter had been driving in the Bentley as a child, as it had been parked up on the site of a previous hostel.

It was discovered that the Ugandan army had taken the hostel on the site and everything had been cleared away to a nearby army Department yard. Gaul visited this yard and found the Bentley in the yard's scrap heap.

It was such a state of neglect to BX2411 that a small fig tree, which was growing out of the lagging of the first cylinder, was growing out of the lagging of the first cylinder. Permission had to be granted to buy government permission to buy the Bentley was eventually acquired for the local government and scrap. Gaul arranged for a local driver to take the Bentley to the Ugandan Company's workshops in Kampala, there to be stored until it was sent to him in Nairobi, Kenya, after a big uprising in Kampala, the Bentley finally arrived in Nairobi in March 1970.

BX2411 resided with Gaul for many years in pieces, shipped between Kenya, England, Zimbabwe and South Africa before finally returning to the UK in 1986. Gaul comprehensively rebuilt BX2411 and fitted it with a Park Ward drophead coupé body removed from chassis LB2348. In 1992 he sold it to Cas Scharrihuisen. Subsequently the Bentley has been passed between a small handful of owners who have enjoyed her on the road and maintained her to a very high standard.

A truly rare opportunity to acquire a genuine, 'matching numbers' 6½ litre Bentley, this twenties siren is just waiting to be enjoyed. An ideal companion for all the best international rallies and concours, along with the prestigious Goodwood events, its new owner will find themselves in very good company indeed.



SEPTEMBER 2019



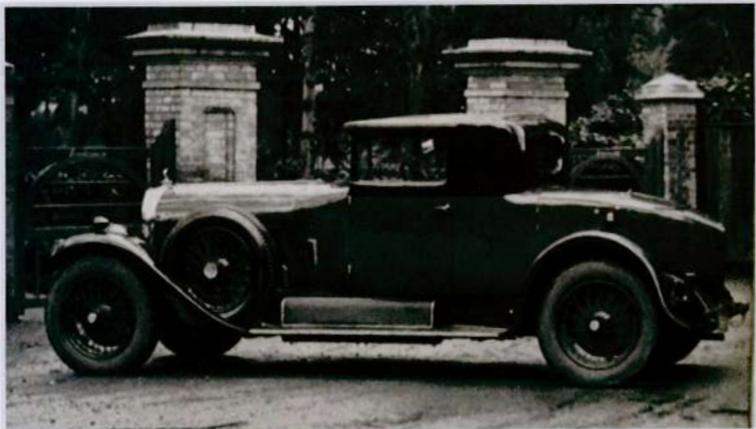
34 likes

davidayrecars #davidayrecars #Bentley #Harrisonbody
#Bentley61/2

[View all 2 comments](#)

davidayrecars Bentley 6 1/2 having an original Harrison
coupe body fitted

17 June 2019



Above, the original boat tail saloon body.
Left, post use as a pick up truck,
as purchased for this visionary project.



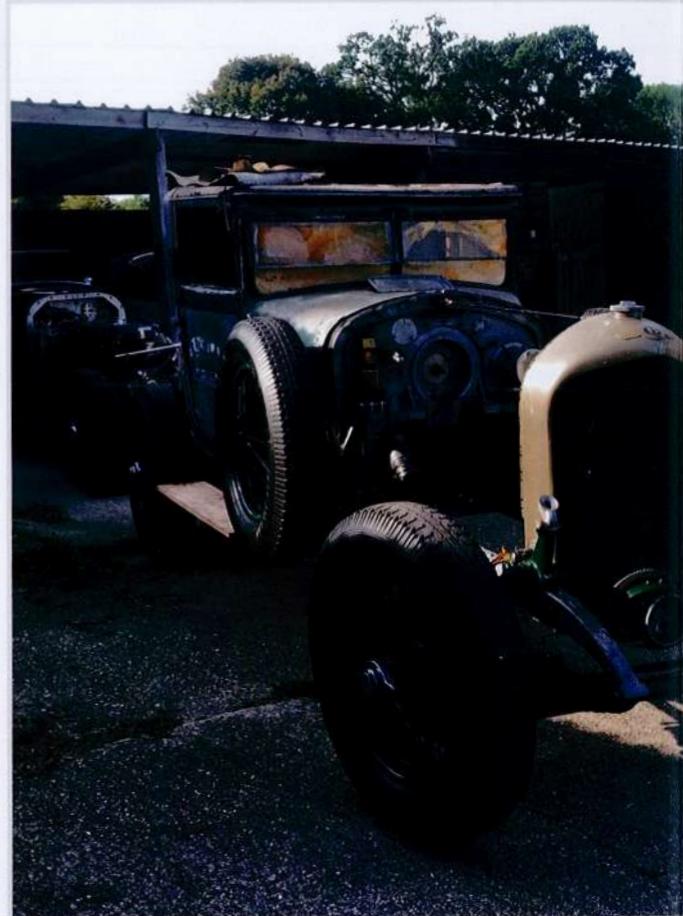
82 likes

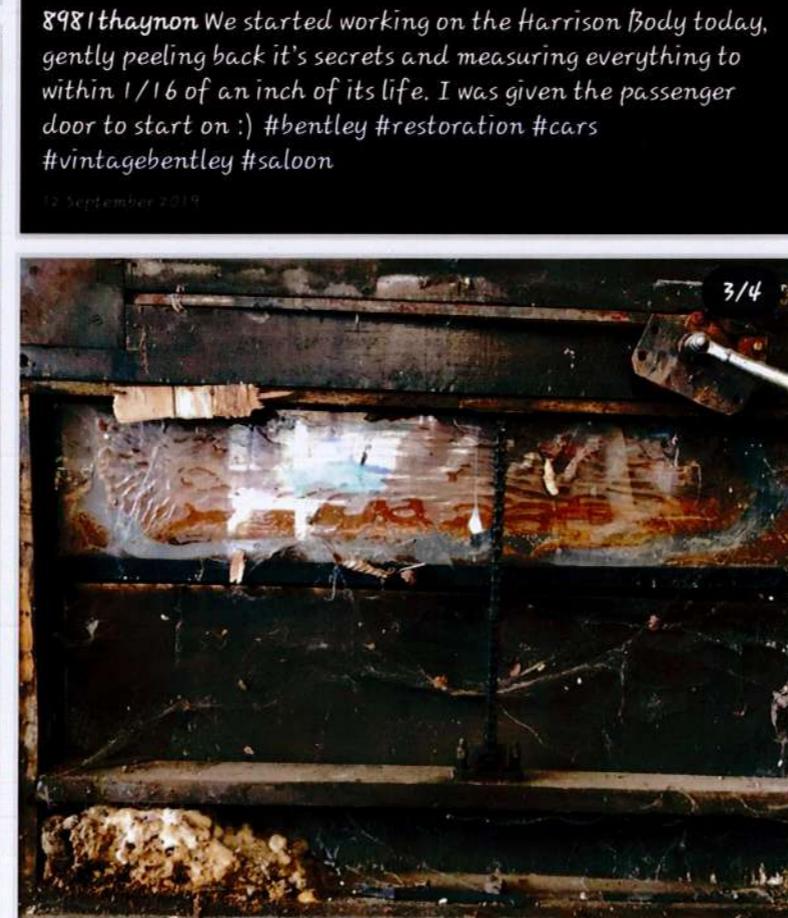
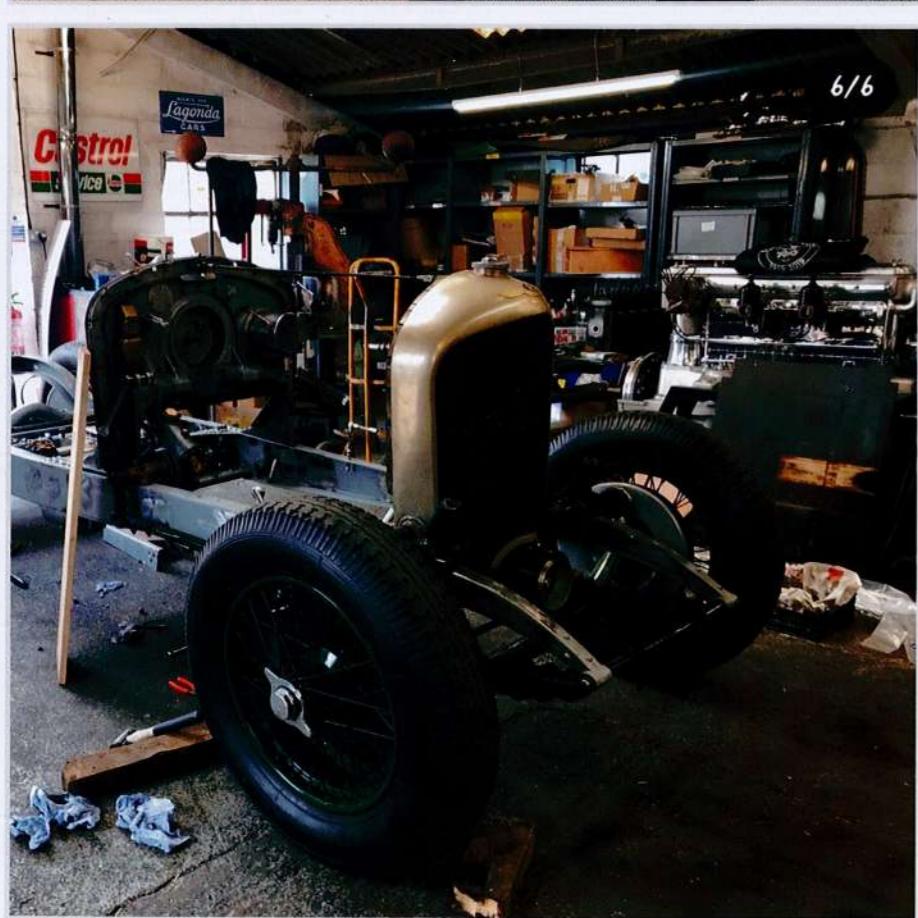
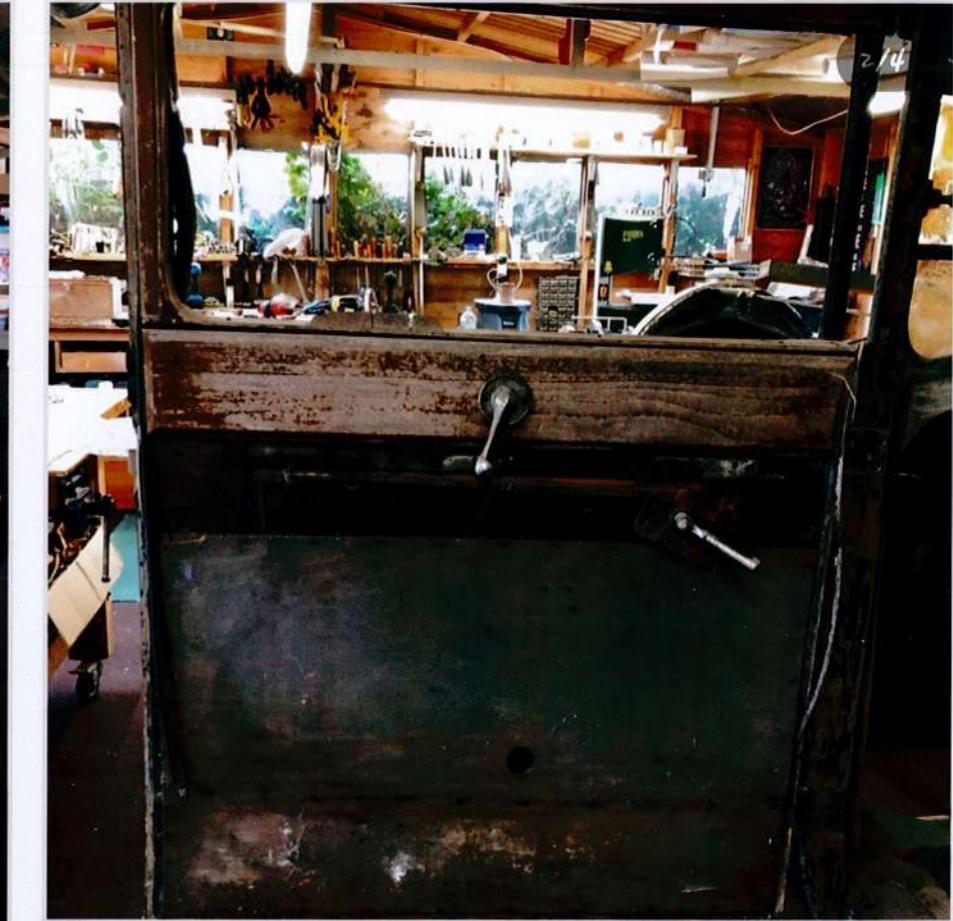
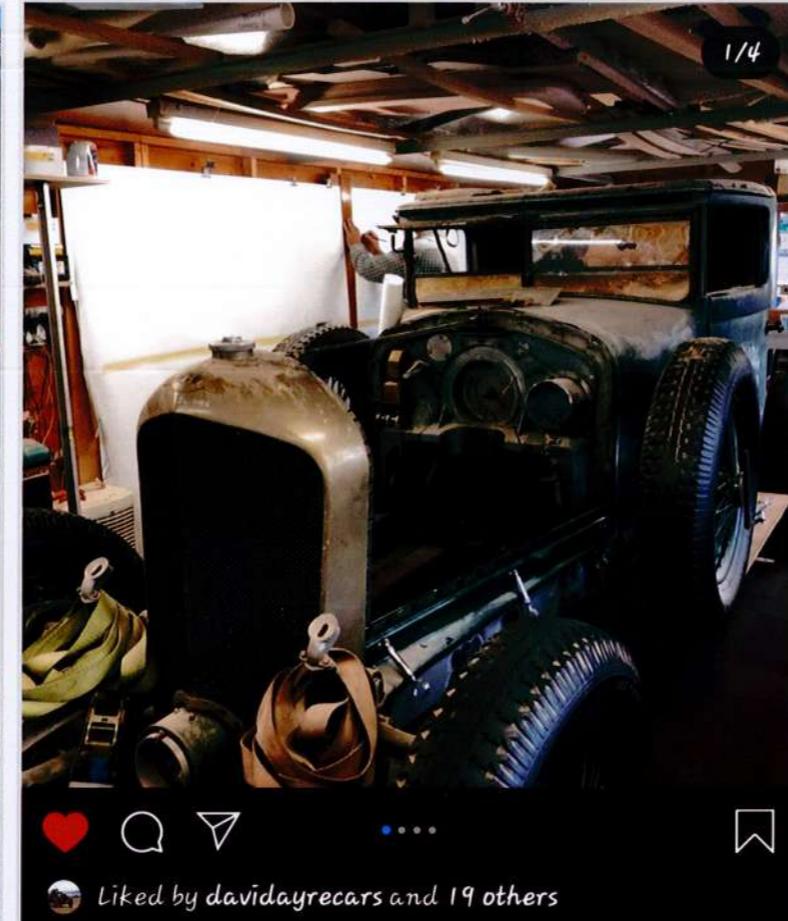
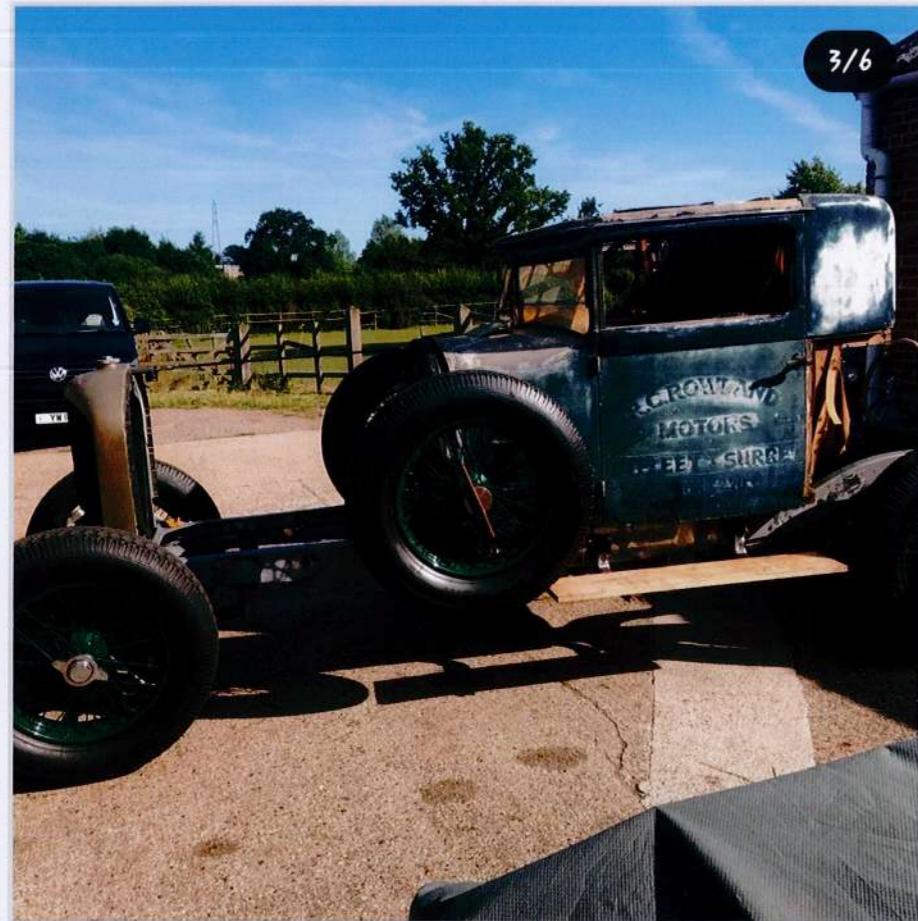
davidayrecars #davidayrecars #vintagebentley #61/2bentley
#harrisonbody

[View all 7 comments](#)

davidayrecars An original Harrison 6 1/2 Bentley body
being reunited with an original 6 1/2, just left for the
coach builder

8 August 2019





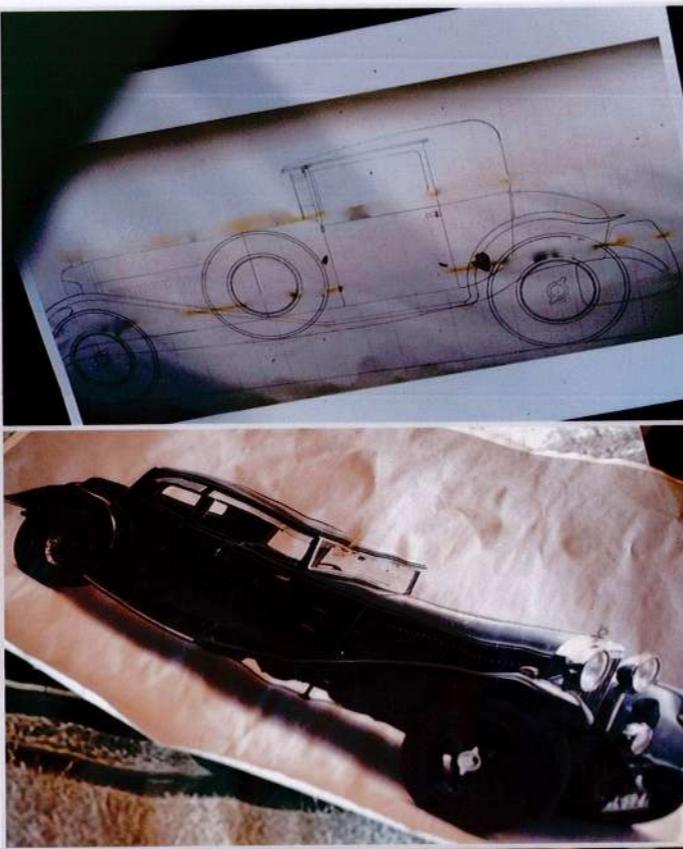
SEPTEMBER 2019

Robert Dean

Coachbuilder
Ash Framing
Scale Drawings

01628 824441
07778 169497

e: robert.dean@btconnect.com
www.ashframing.co.uk











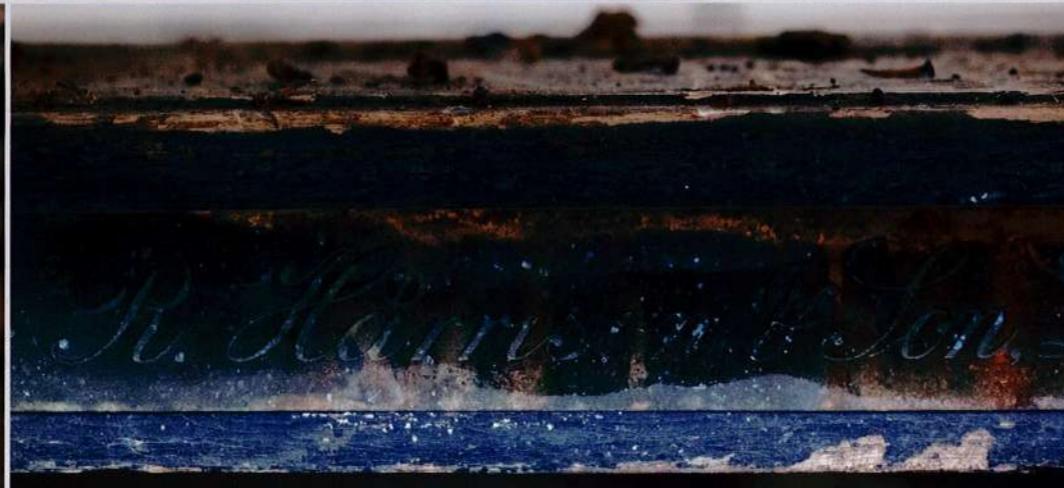
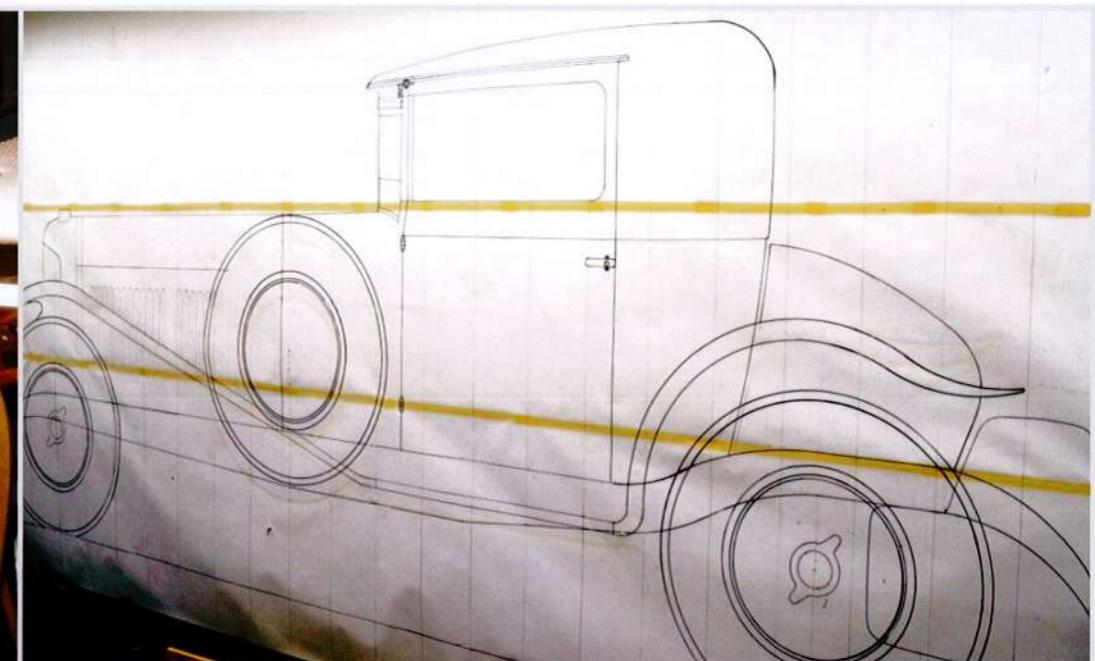
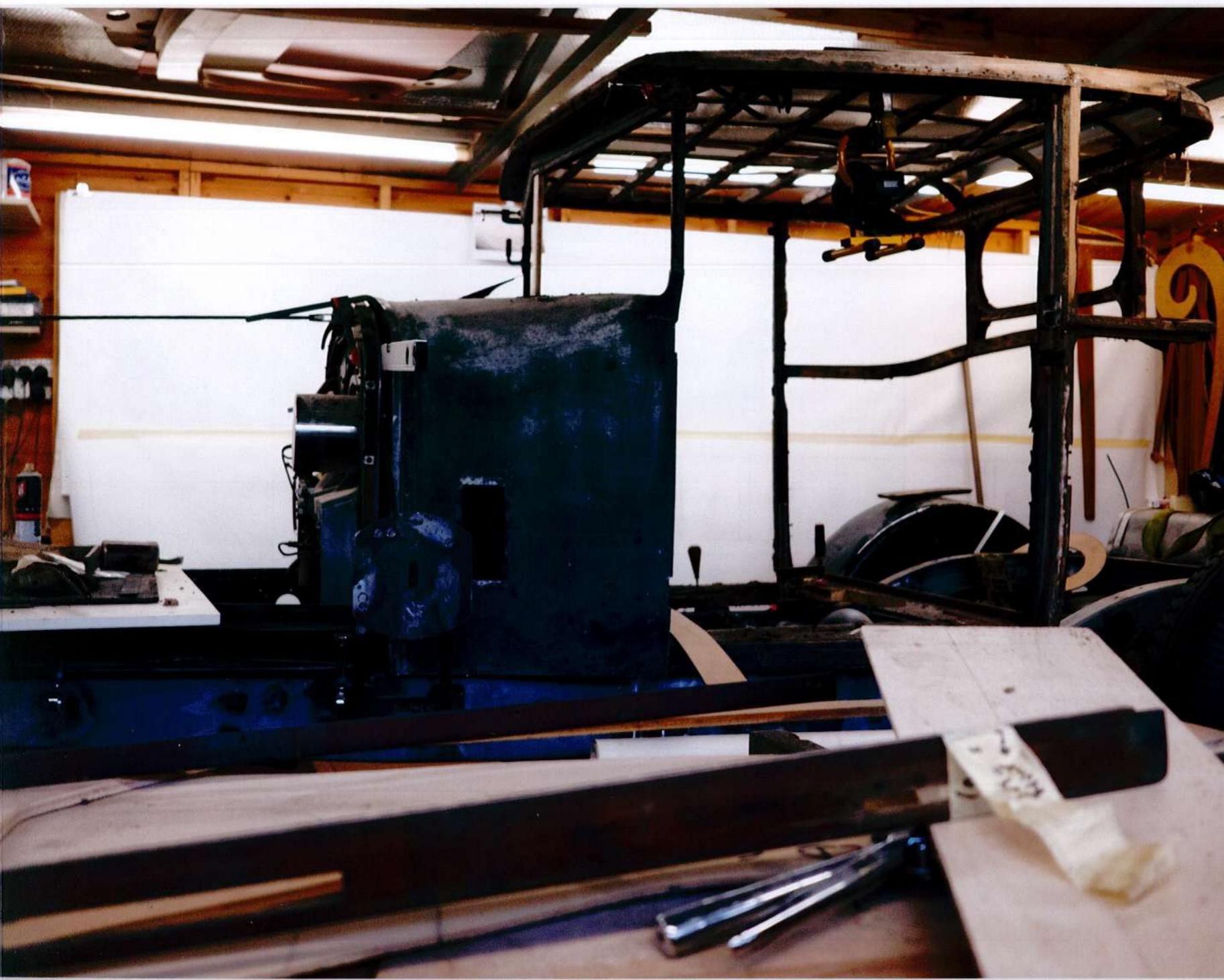


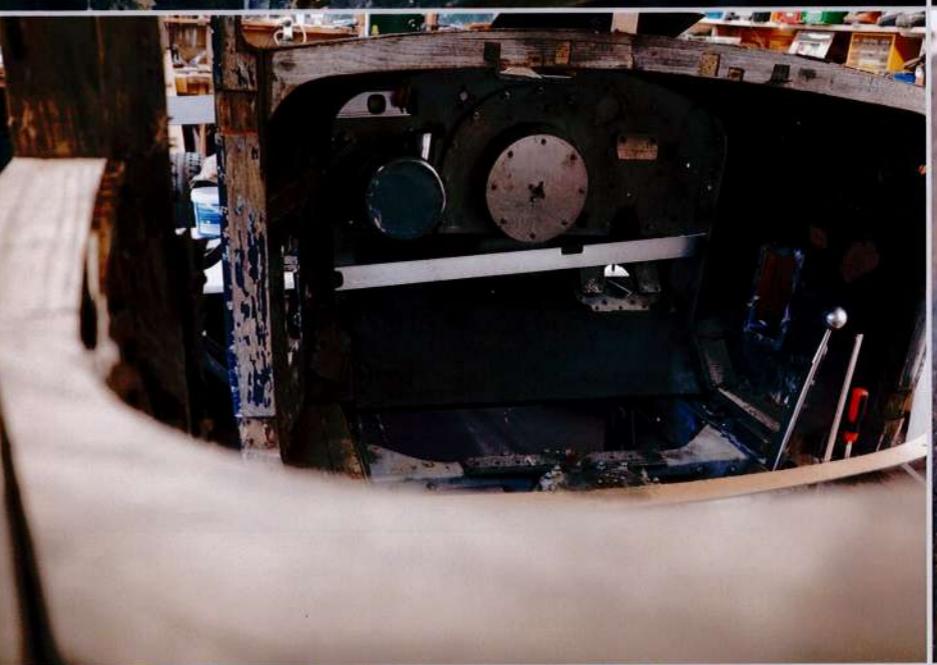
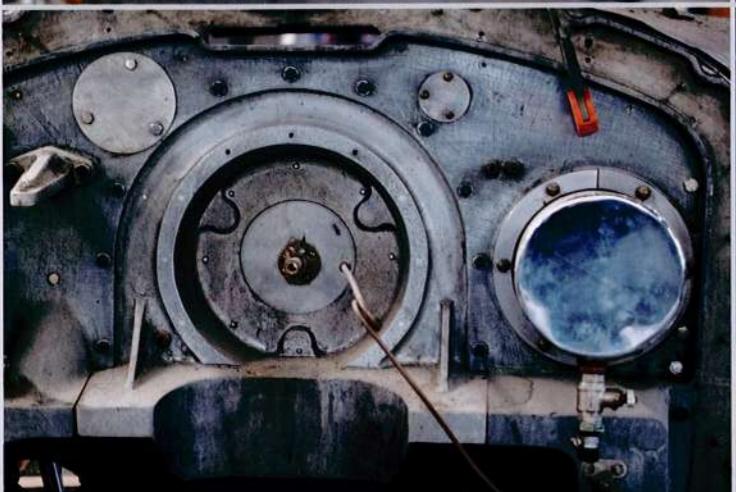




OCTOBER 2019







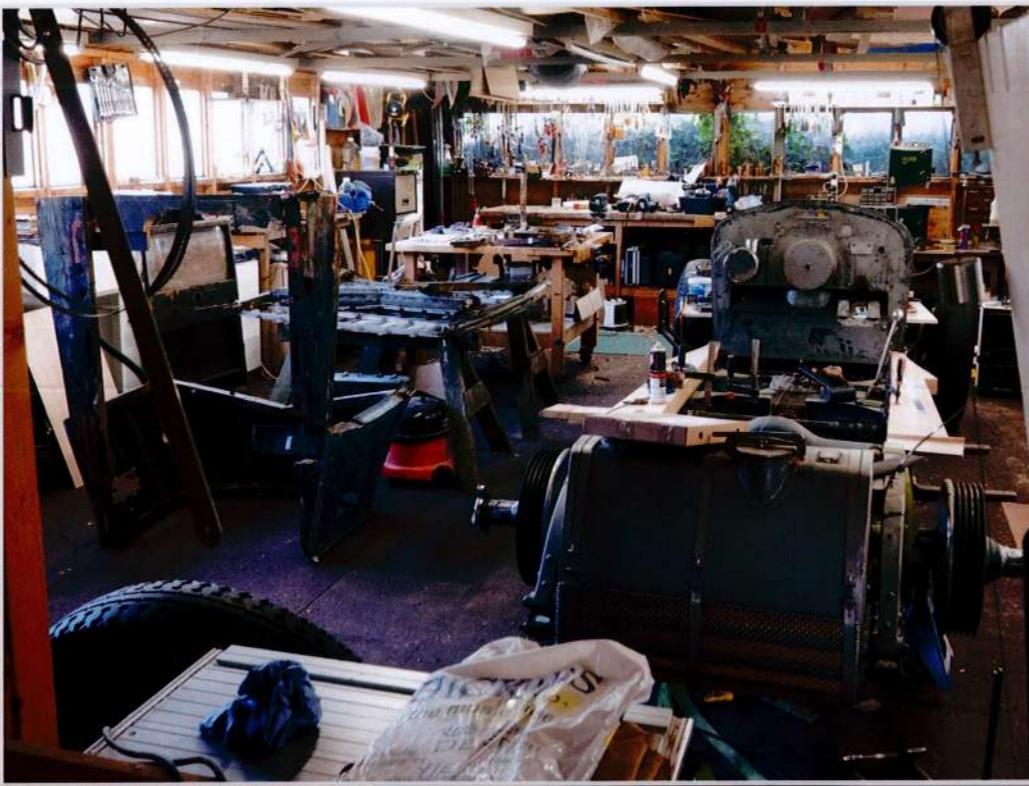


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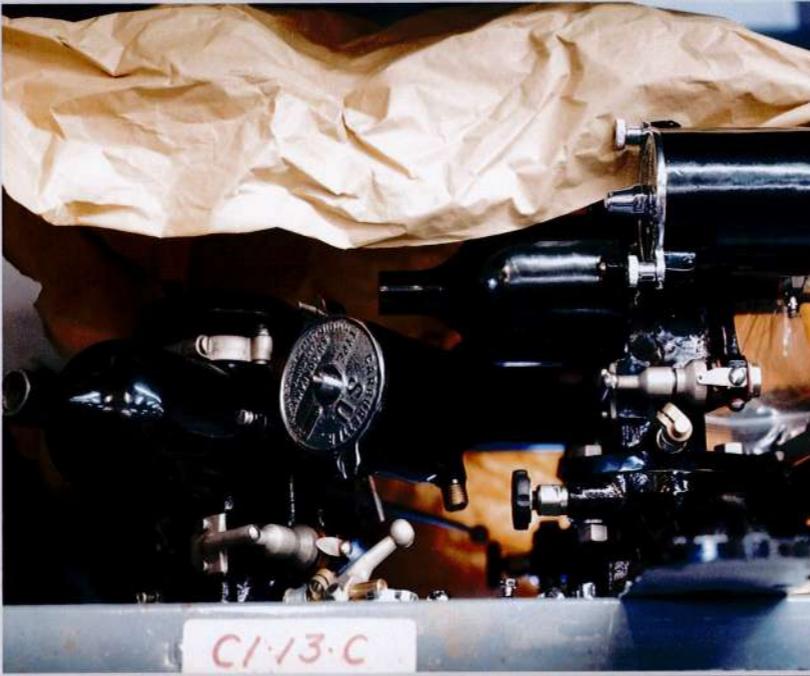
898 | thaynon I'm officially excited. We found this Cambridge Thermometer for the Bentley Project dashboard. We only want to use original proper special things. And this meets the criteria. I love it. #bentley #dashboard #project #vintage #real #drivetastefully

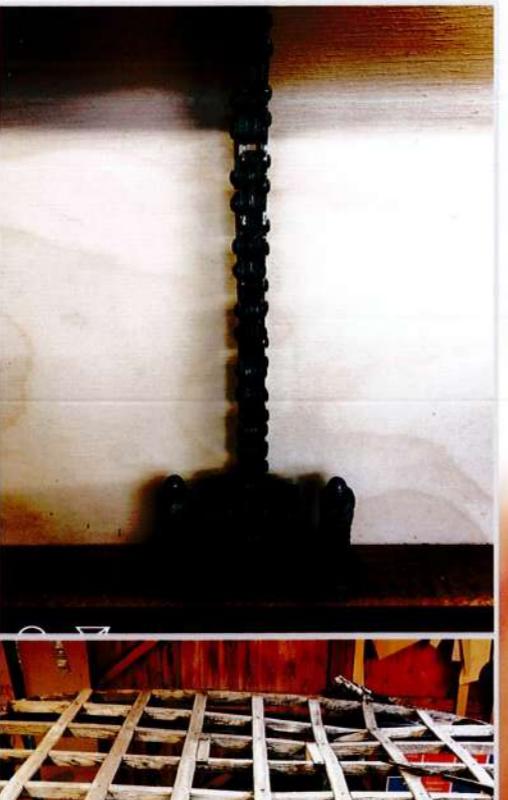
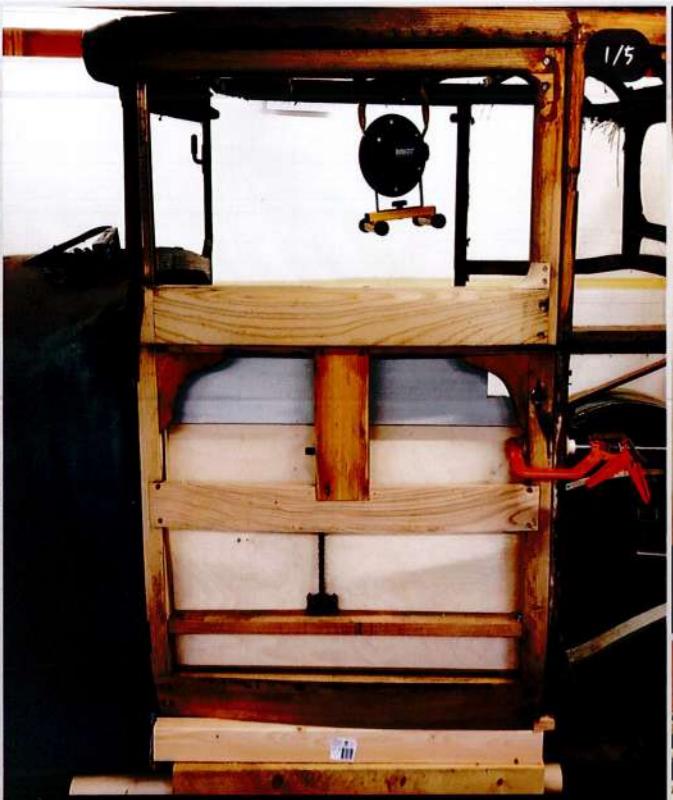
2 October 2019

NOVEMBER 2019









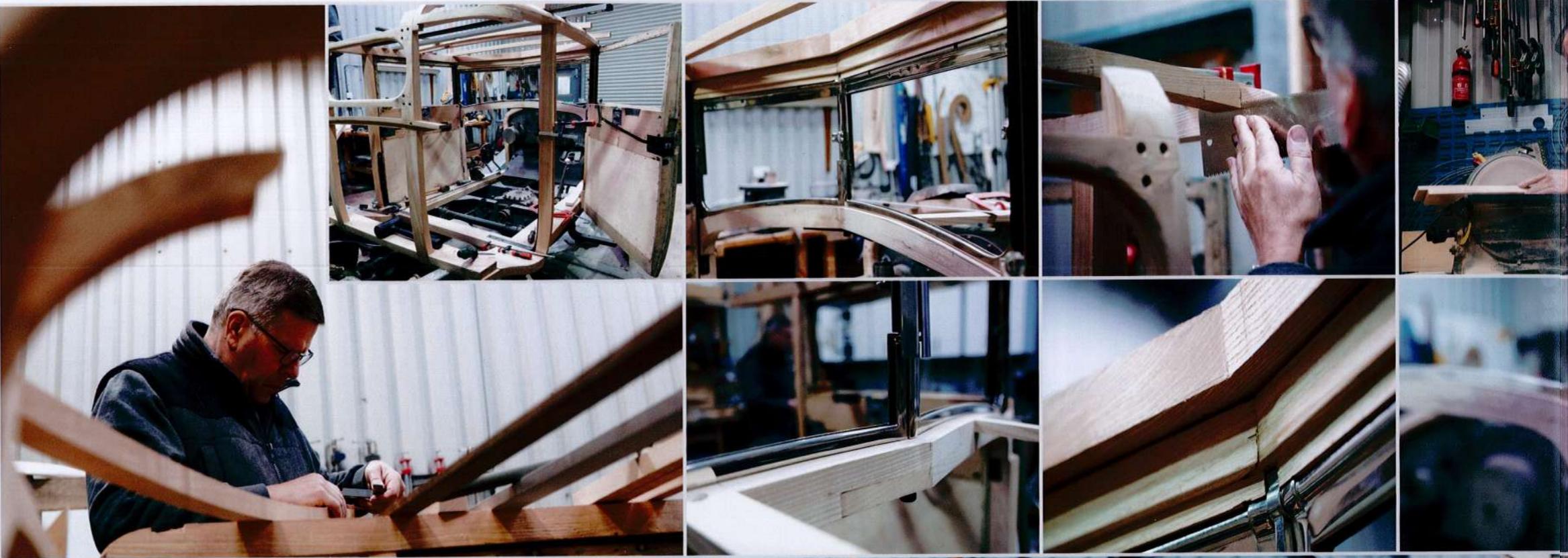
JANUARY 2020
oil pumps

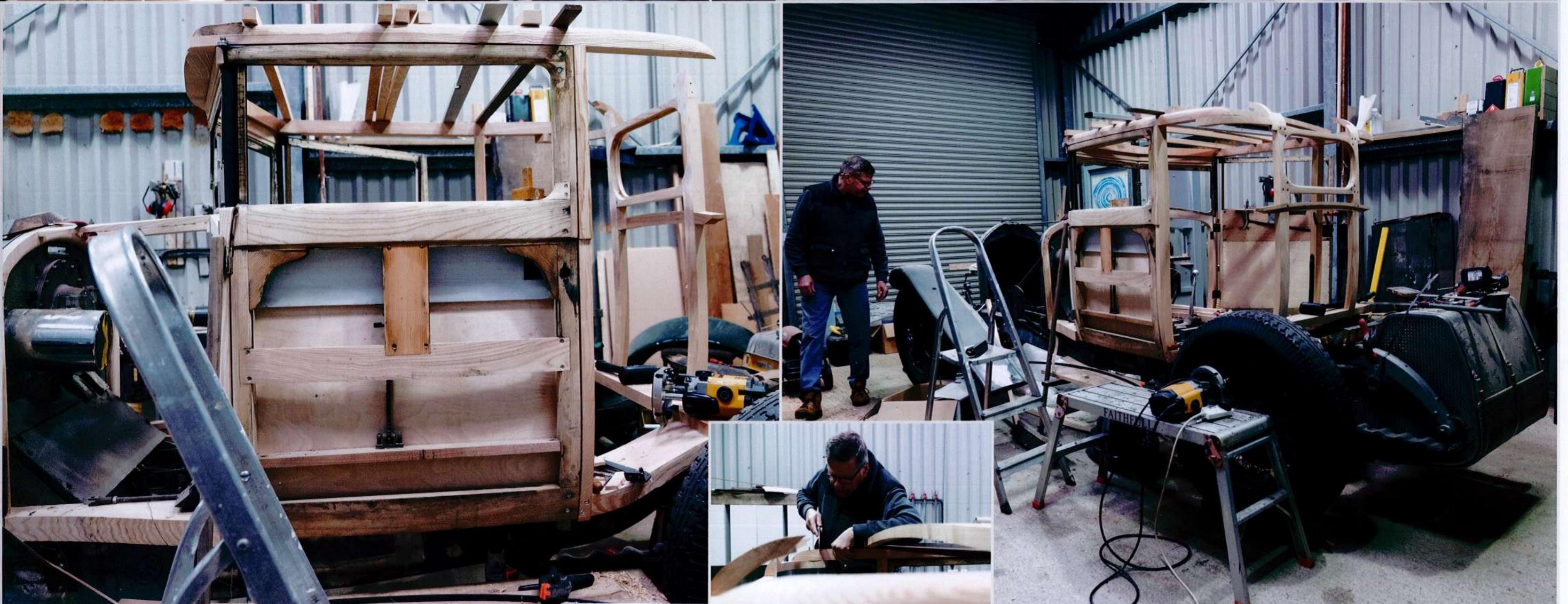
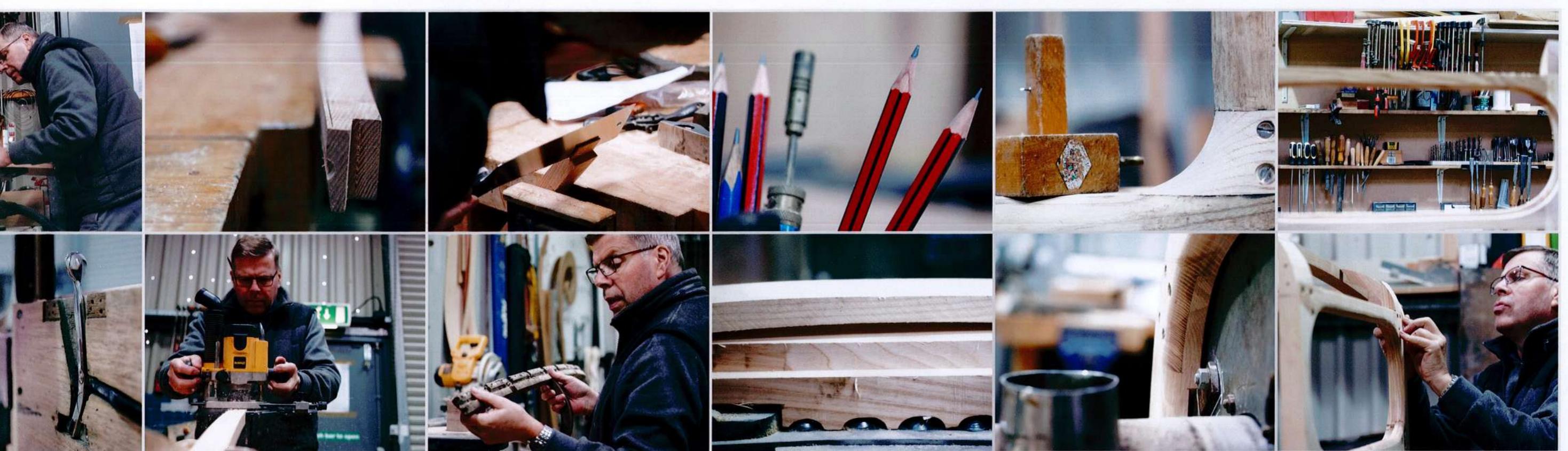


JANUARY 2020

A 'snuggledog' is a piece of wood grafted on to make it the correct size or shape it was meant to be. Basically, 'clanger rectification'

Restoring a frame can take longer than building a new one as a restoration uses the same techniques in the joints etc. as the original frame builder used.

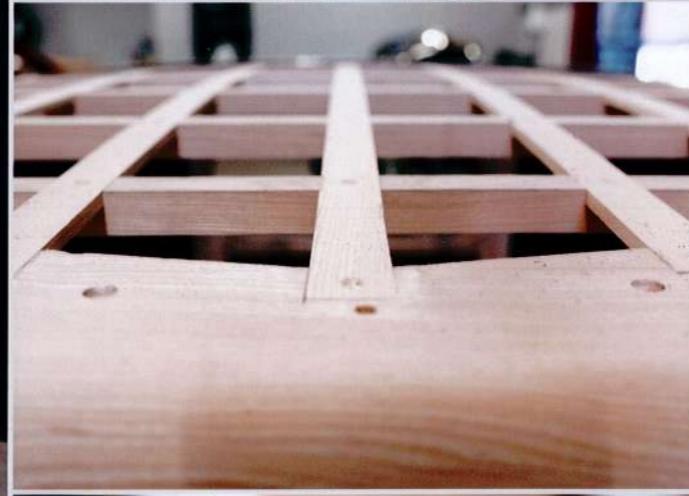




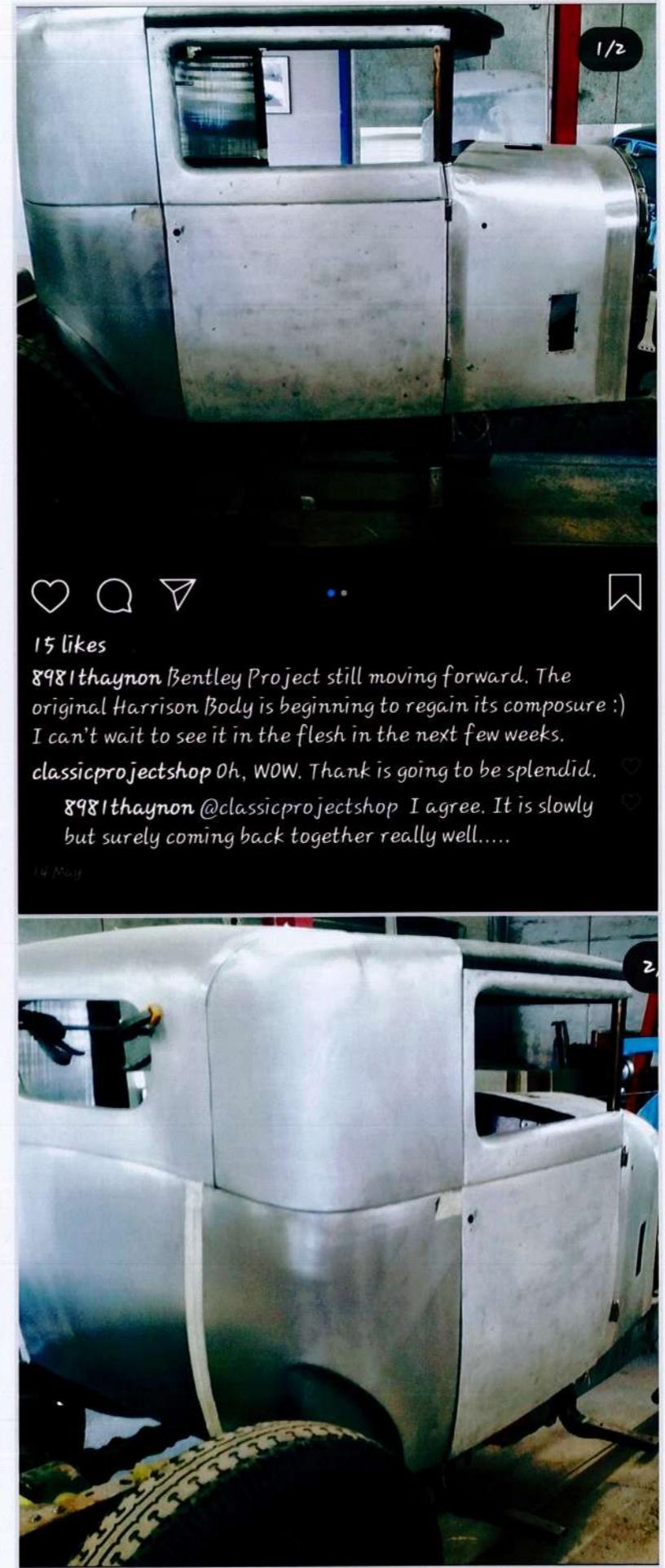
MARCH 2020

As the Coronavirus disease (COVID-19) becomes a worldwide pandemic small individual business can continue working.





MAY 2020



JUNE 2020



15 likes

8981thaynon Bentley Project still moving forward. The original Harrison Body is beginning to regain its composure :) I can't wait to see it in the flesh in the next few weeks.

classicprojectshop Oh, WOW. Thank is going to be splendid.

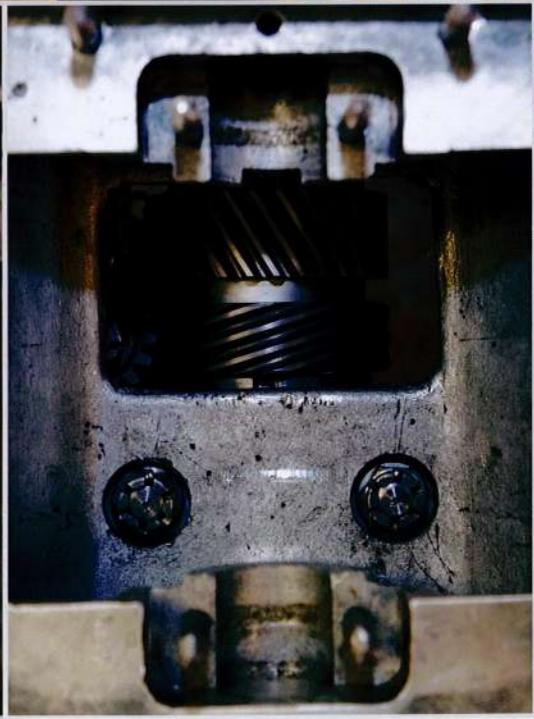
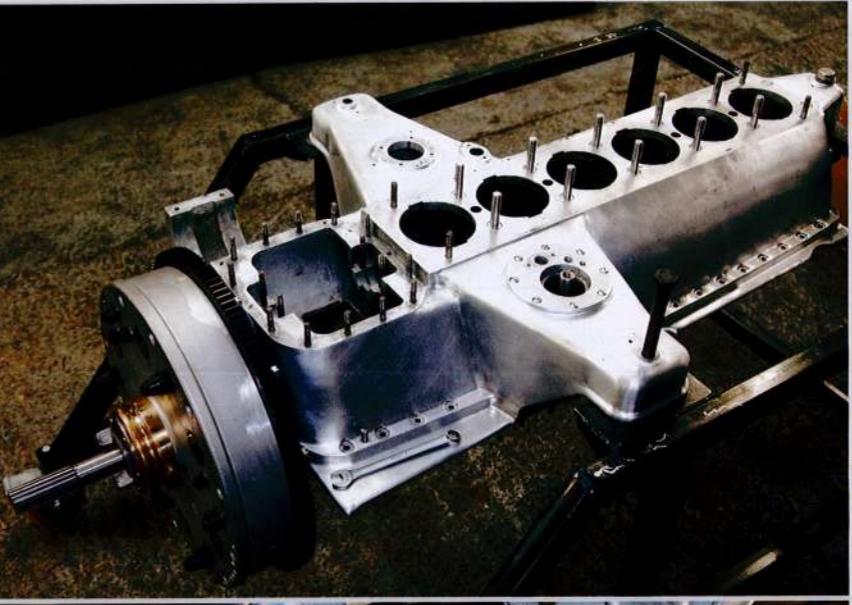
8981thaynon @classicprojectshop I agree. It is slowly but surely coming back together really well.....

14 May



14 likes

8981thaynon There's so many things I like about the Bentley project, and one of them is the puzzle of putting original bits of the dashboard jigsaw back together. The vision has been to use only original bits and replace any reproduction things wherever possible. There was a lot of the dash that was 80's reproduction. Not now. Stuff has come from all over; ebay, Amazon, prewarcars, David's shelves, and recently Graham Moss has been brilliant in helping with one or two things. Here is a selection of the stuff we've collected so far. My favourites are the oil pressure gauge and the clock :)) Weird? I know, but I'm excited so what the hell.....





We have been able to source original Andre Hartford Telecontrol Shock Absorbers sourced from Bentley, XT 3636, which was the second last 4.5 litre heavy crank chassis made. They were removed from the car almost 40 years ago when a new owner removed the original body and made it into a Le Mans Rep. I love the circular story of the shocks waiting to go back into a 'proper car' that is being returned to a saloon with an original Harrison saloon body (after having its Le Mans Rep body removed!!) The seller of XT 3636 almost 40 years ago was Olle Ljungstrom who, when he learnt that the shocks were being removed took them back and stored them for all that time in a heated garage. Fate has intervened and they will now be on this car forever.

David and Graham Moss said that it was very unlikely that we would be able to source a rigid Bentley steering wheel and that if we did, it would be ridiculously expensive. I have picked up a habit of ending every email and message about this car with the question 'you don't happen to know where I might find a rigid steering wheel by any chance?' I started posting pictures of the restoration on Instagram and after a couple of unconnected messages with one of my followers

I asked my favourite question. It turned out that he was sorting through his late fathers things and had come acrossa rigid steering wheel from a racing 3 litre Bentley special from the 30s? 40s, all safely stored in bubble wrap. It is almost as if the car is 'finding itself'. I made an offer and the owner refused to take what I offered - "it's too much, he said, and it is going to a good home"

So a deal was done on a lower price and it is now in the car.

Anthony Thompson 2021



Rear end research

This project has been the most challenging and so far, rewarding project I have been involved with.

I have owned many vintage and classic cars over the years, and many saloons. I have thought for some time that saloon cars have been underrated within the vintage world in particular, but I do understand the frustrations with lack of speed and in many cases the poor design aesthetic.

Basically you have a limousine type car (which is usually boring) or a slow ugly saloon (which is always boring).

I have also felt for years that within the Bentley world, there has been too much emphasis on Le Mans style open tourers and frankly, on the 3/4 ½ 5.3 formula. This is not to say that I do not approve, I just think that it now lacks some imagination and courage. And since the 60s it has also killed off too many gorgeous Bentley saloons.

For a long time I wondered what it would be like to restore a saloon. I have also loved the idea of a 6 ½ or 8 litre Bentley and didn't want to follow the crowd into the 4 ½ world.

Then I saw the body from Chassis BR 2365 languishing as a prop in William Medcalfs showroom and later at David Ayre's place.

As I looked at the body I wondered what the art of the possible might be to restore the body, but enhance its beauty. It was a unique prospect because by then the boat tail (ugly) element of the body had been destroyed - so it was perfectly reasonable to re-imagine the main coupé shape with a different back end.

There are of course precedents to 2 door coupé beautifully shaped big Bentleys such as the Blue Train, but I kept wondering what would happen if at the time someone had asked for this body without the boat tail, and what if someone had wanted to make it special and different at the time without it being a limousine or a Le Mans type car?

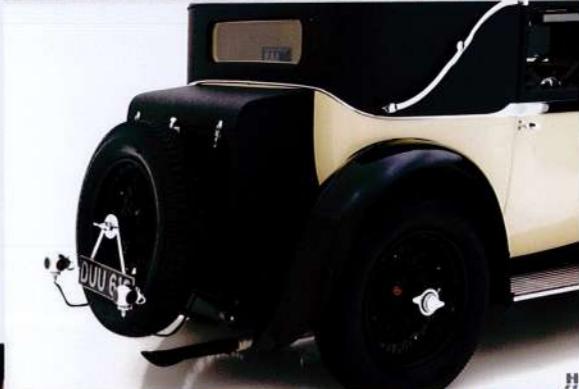
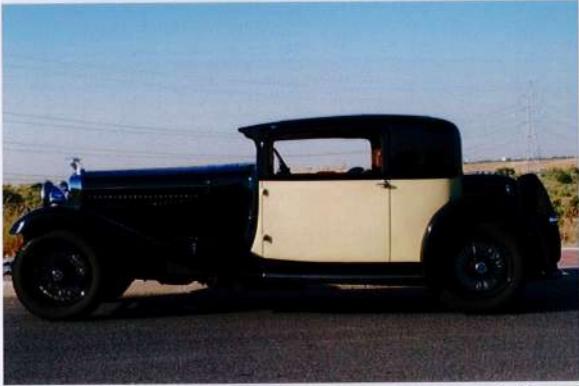
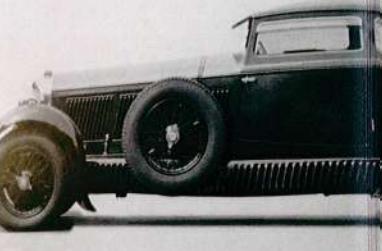
Maybe W.O. himself might have been prepared to countenance a fast 2 door coupé saloon if money had been in greater supply? And if so what might it look like? Whilst I was thinking this independently so was David, and we shared a similar vision from day 1 of the project.

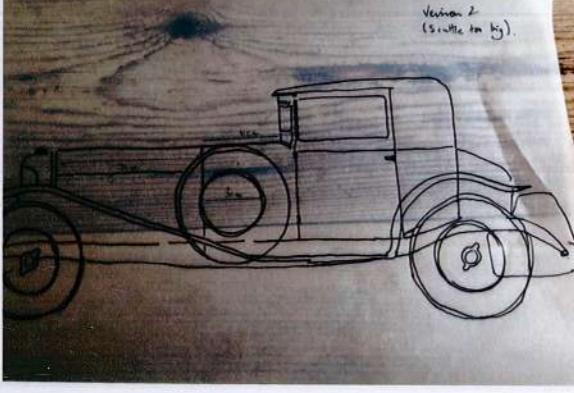
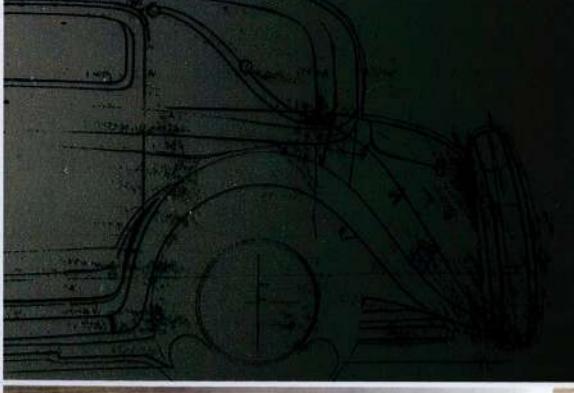
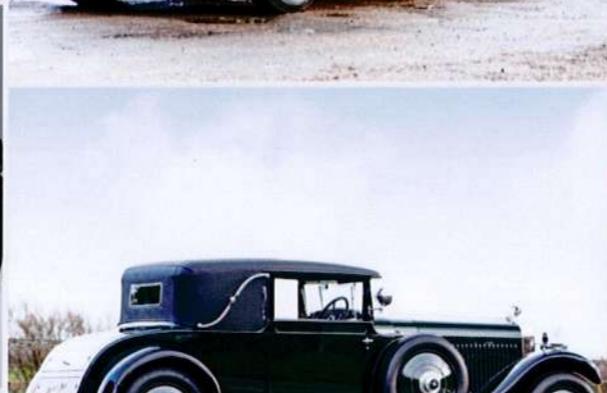
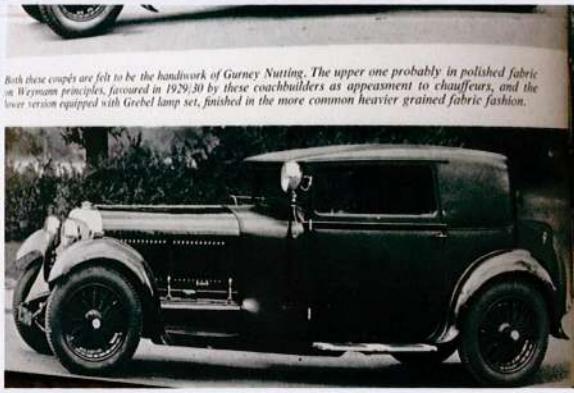
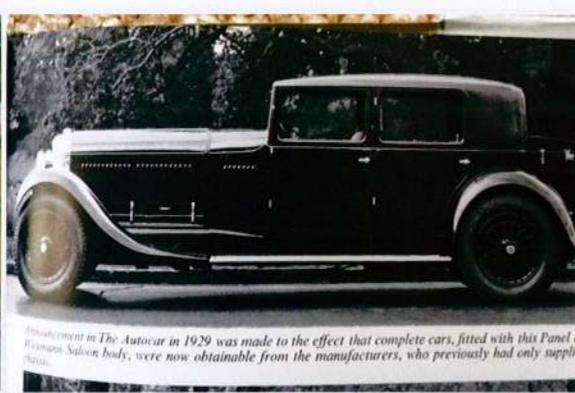
Then I learned about Chassis BX 2411. I have counted it has enjoyed five bodies already in its life and when we finish it will have a sixth life. Given that a matching numbers car had little matching other than the chassis and engine it seemed a fabulous opportunity.

What we will have is a car made up of thousands of pieces, but one central story. We are uncompromisingly bringing a saloon body back to life, but the new life that it has always deserved. Not as a clunky slightly dull 6 ½ litre boat tail, but a dramatic, confident, fast car that everyone will recognise as an 'original' and unique car. This is the car that should have been built. It isn't a replica or even a special in my opinion. But in fact, a car that 'might have been' and perhaps 'should have been.'

Anthony Thompson 2021

Woolf Barnato's 1930 Blue Train from Monte Carlo to London registered GJ 1811, this beautiful car has recently been restored and was displayed in the Dorchester Hotel in 1968 at the Bentley Drivers Club



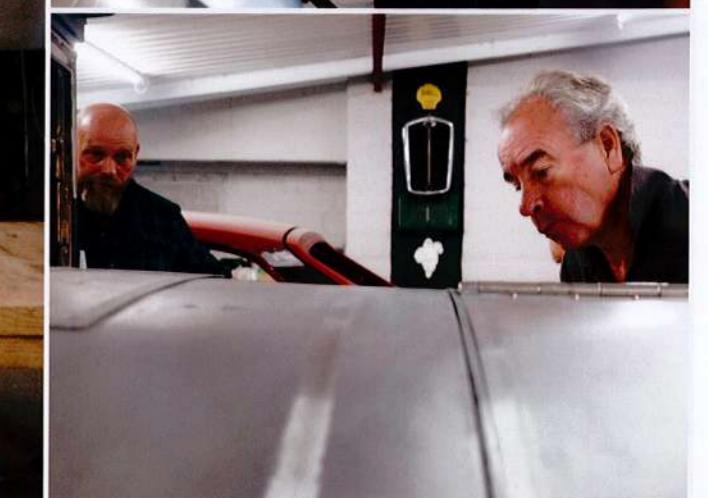
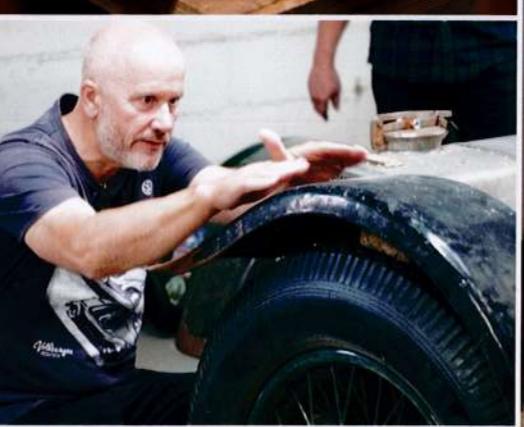


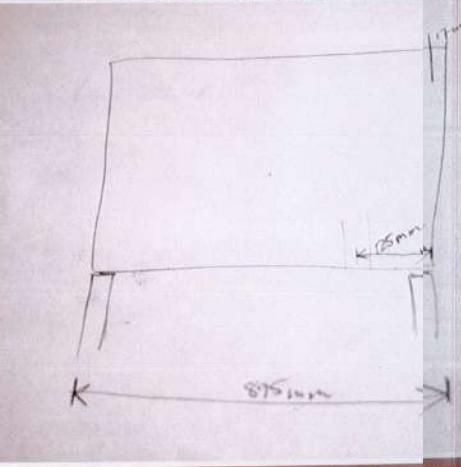
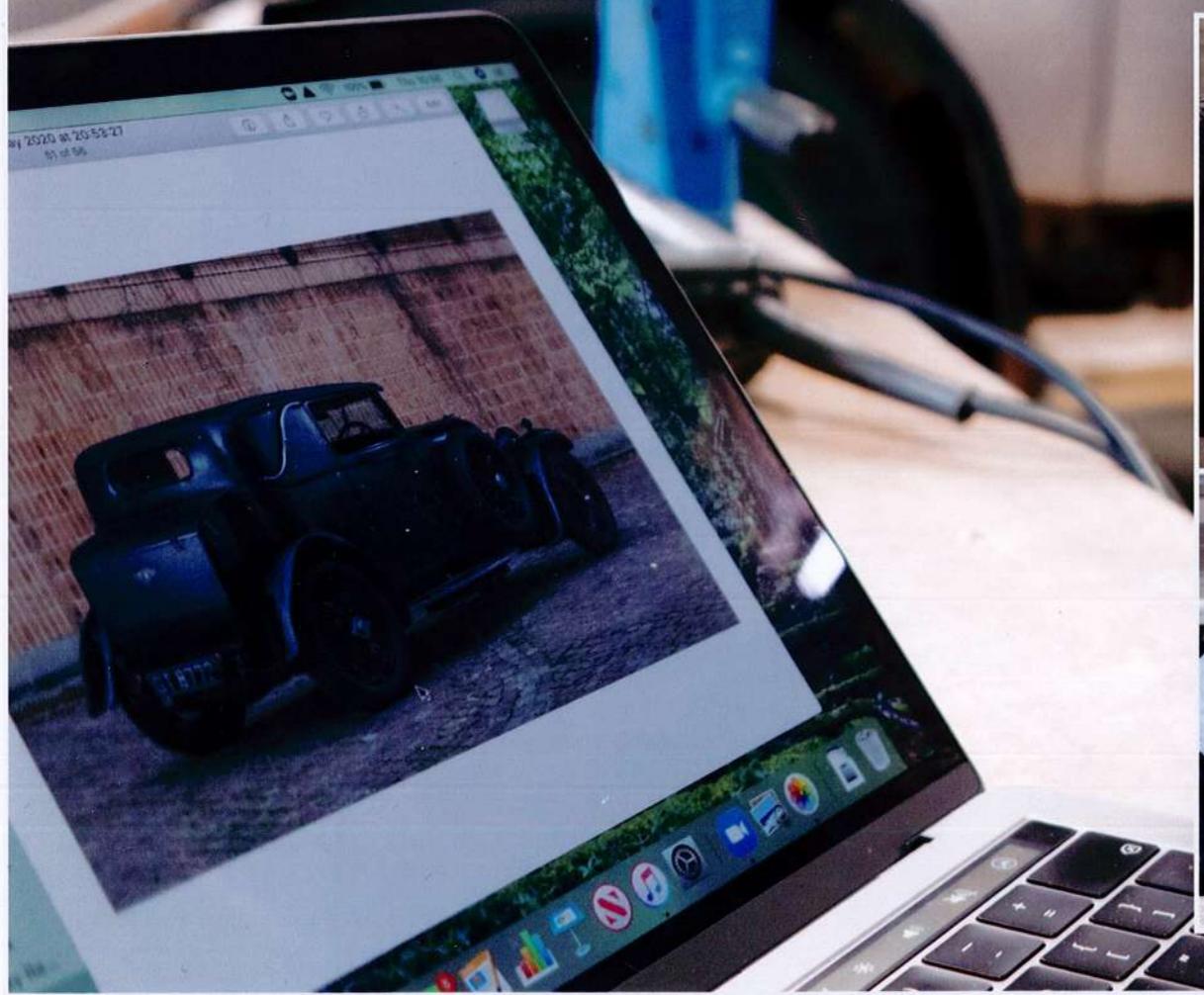
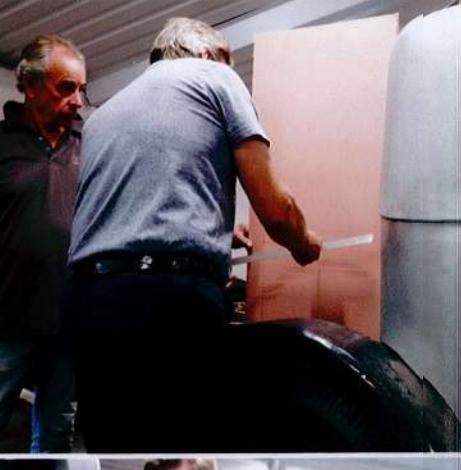
JULY 2020

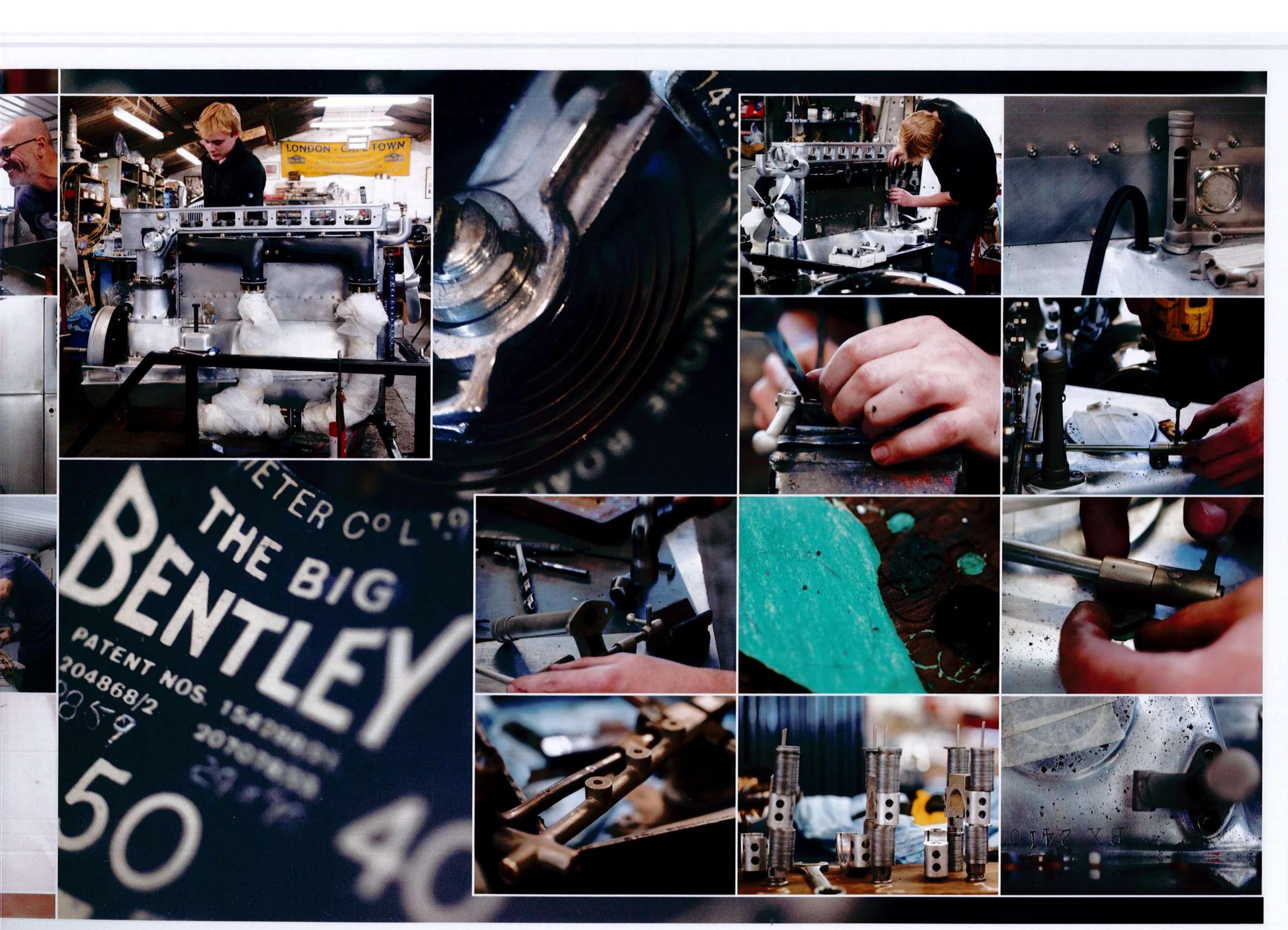
It's decision time for wings, scuttle details and the rear storage box.

Experience and research come together...



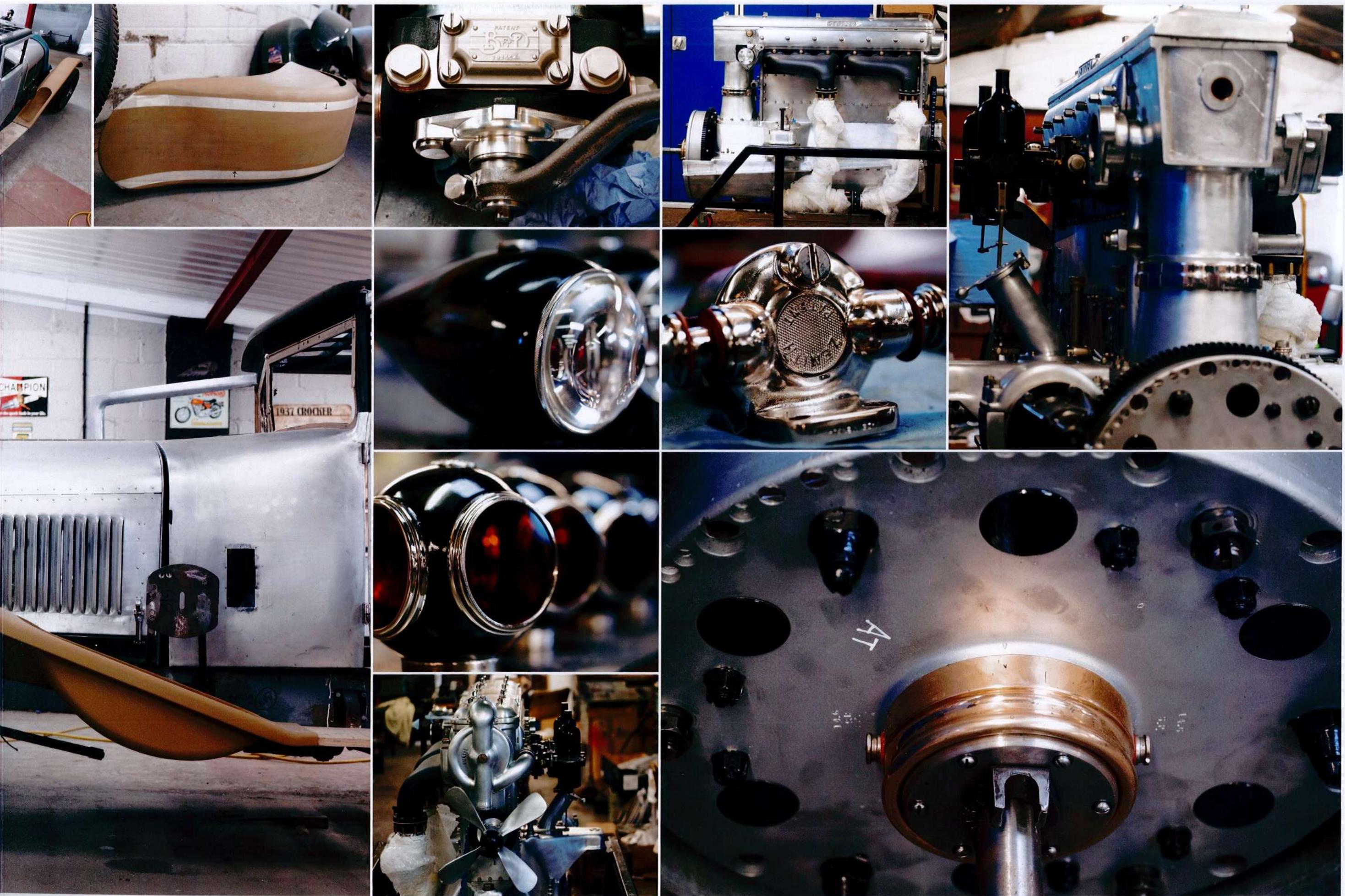




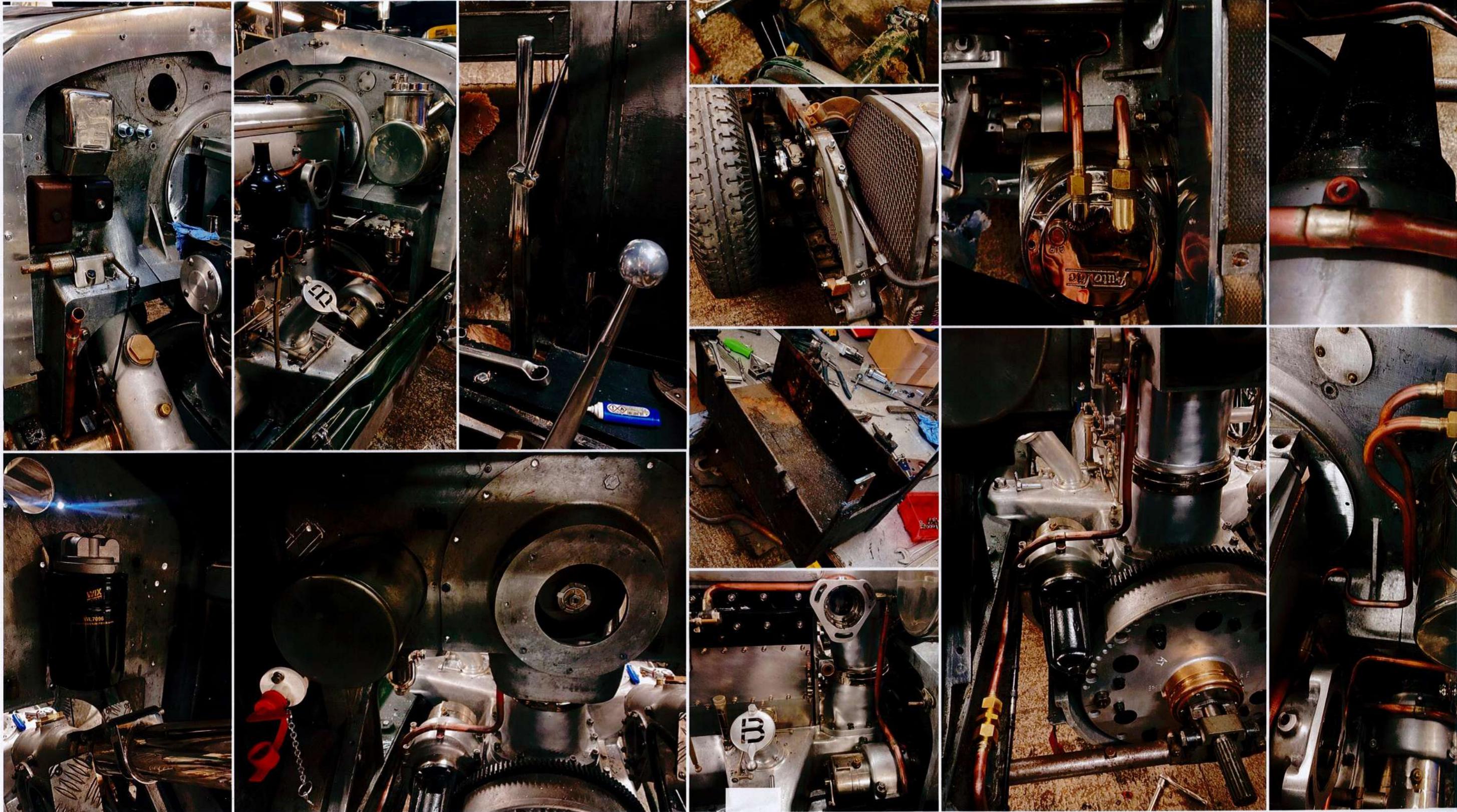


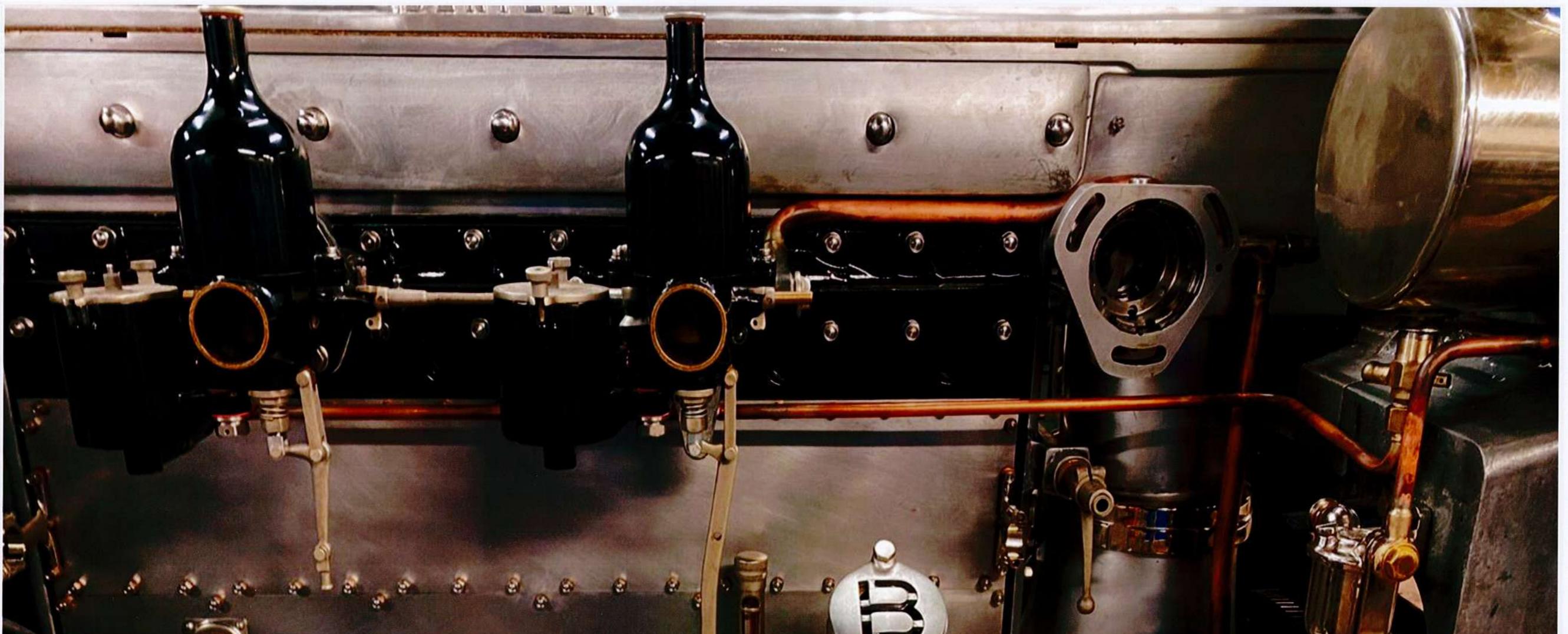
OCTOBER 2020





OCTOBER - NOVEMBER 2020





JANUARY 2021

Whether it is the autovac, fuse boxes, wiper gear boxes, the dynamo, original battery box, brooks trunk metalwork. Every single instrument on the dashboard is real. All of it.

No reproductions.

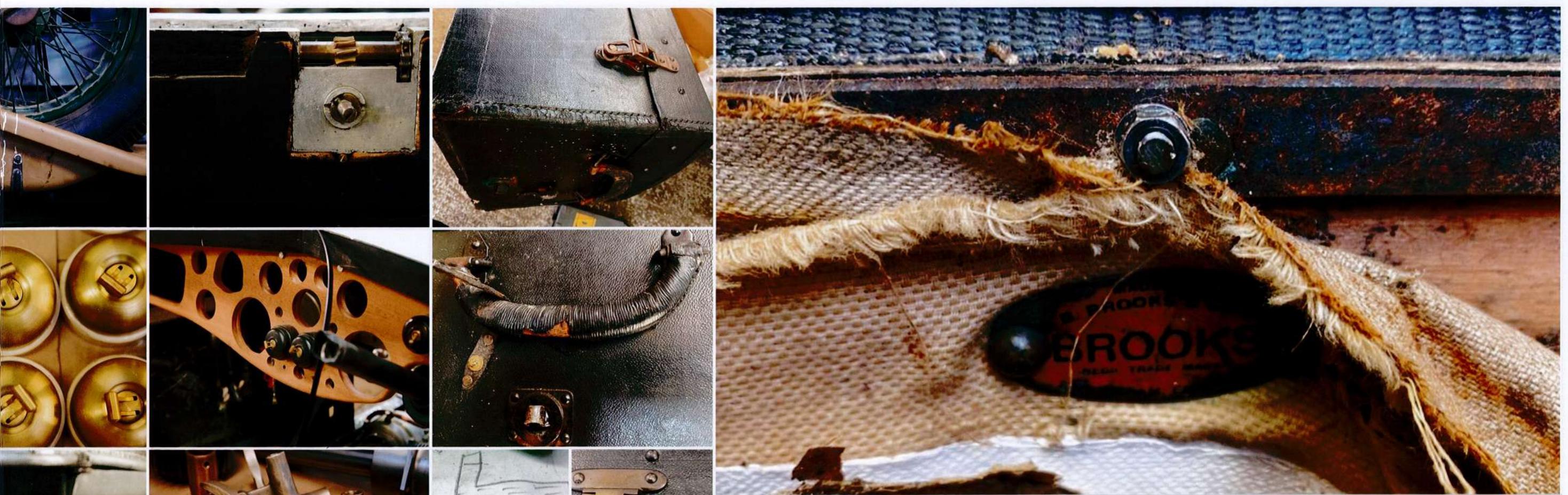
Nothing new or fake.

We have been uncompromising.

And it feels right.

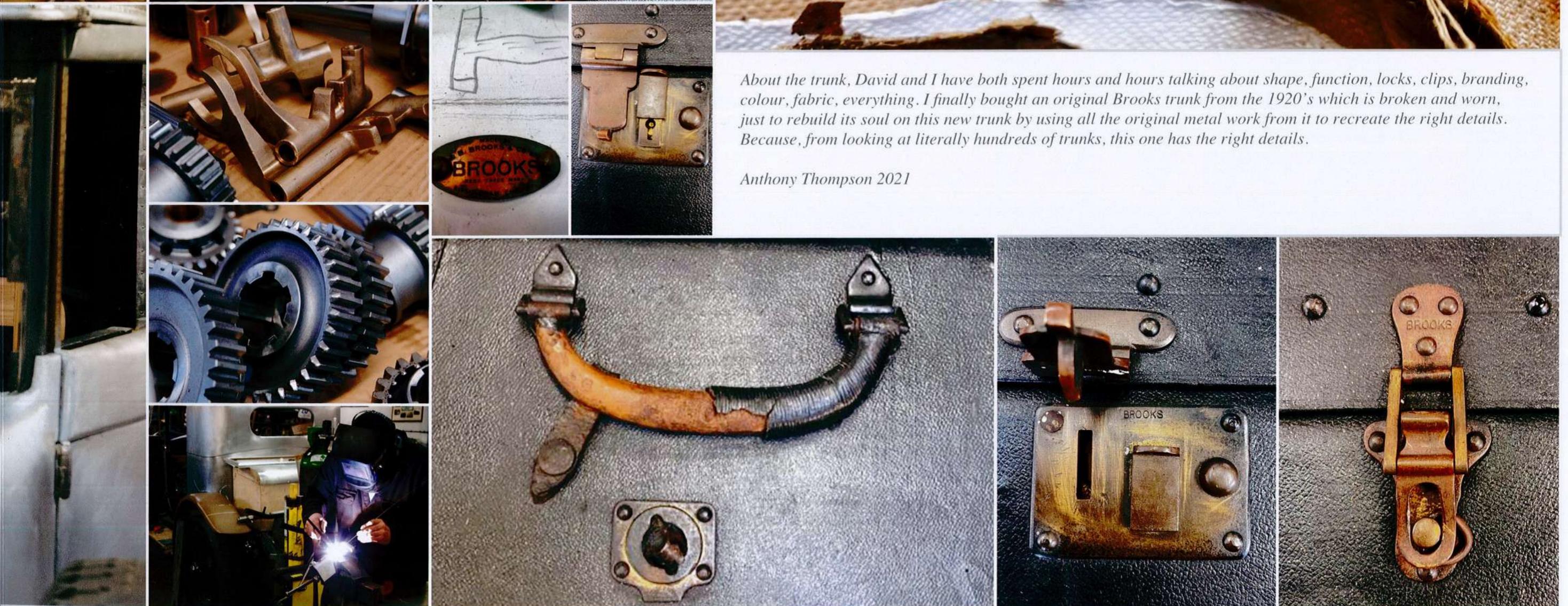
Anthony Thompson 2021





About the trunk, David and I have both spent hours and hours talking about shape, function, locks, clips, branding, colour, fabric, everything. I finally bought an original Brooks trunk from the 1920's which is broken and worn, just to rebuild its soul on this new trunk by using all the original metal work from it to recreate the right details. Because, from looking at literally hundreds of trunks, this one has the right details.

Anthony Thompson 2021



FEBRUARY - MARCH 2021

When I visited David recently he had made a floor out of one new piece of wood.

I have tried really hard to only use original pieces on this car but of course, the floor will be under a carpet. No one will see it except David and I when the car is serviced. But so what. If we can do something that is more authentic, more real, we should.

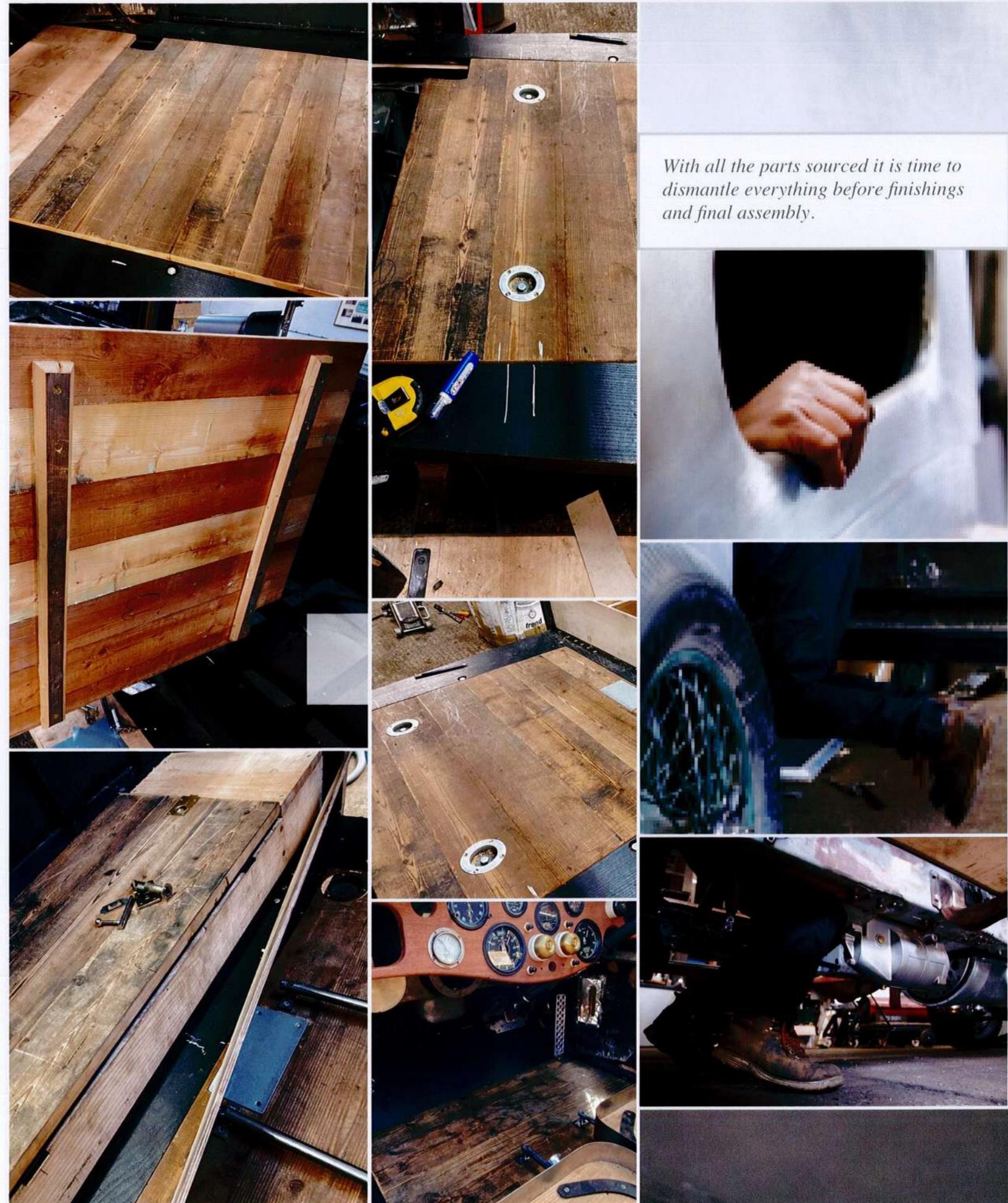
So we made a decision to change this detail. The wood we sourced is now like many pieces on this car. It has an interesting story. The planks were cut and laid in a building in the 1920's, when this car was being built. My brothers shop is an old Coop building in the North-West of England, and he is converting the upstairs of the building into apartments.

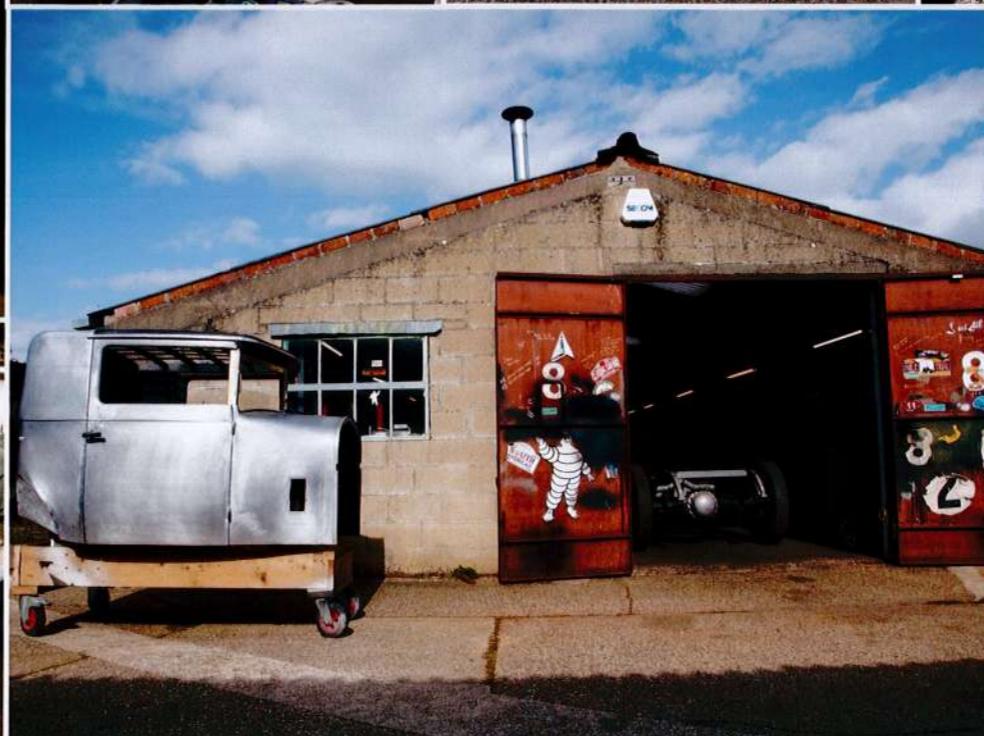
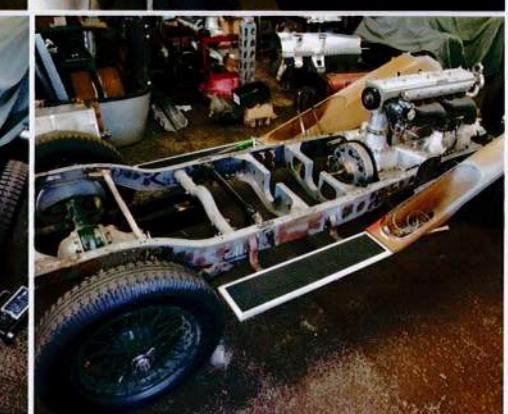
The wood in question is original bead and butt; these days the method used to join pieces together is more often tongue and groove because it is easier and less labour intensive. It was cut in very long strips and used to line the walls of the stockroom.

I have advised him to leave as much of it on the walls as possible, but the wood he supplied me was from a shelving unit in the store room in question and has aged accordingly.

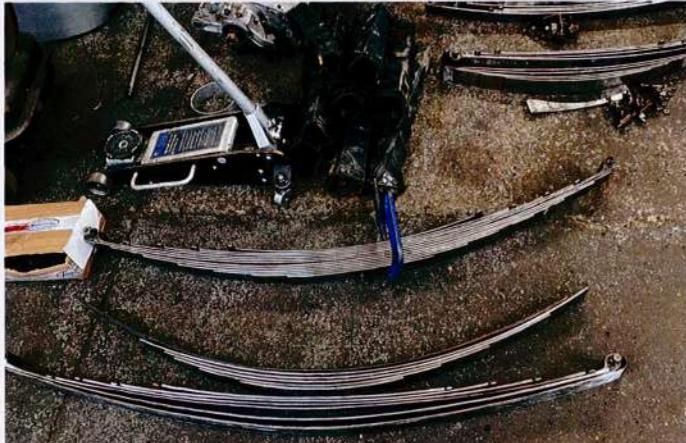
I love the fact that this wood has been 'hiding in plain sight' for many years and that gave us the best excuse ever to use original fastenings to hold the wood to the chassis. These fastenings are so rare it gave me a real kick to see them being beautifully positioned into the wood:

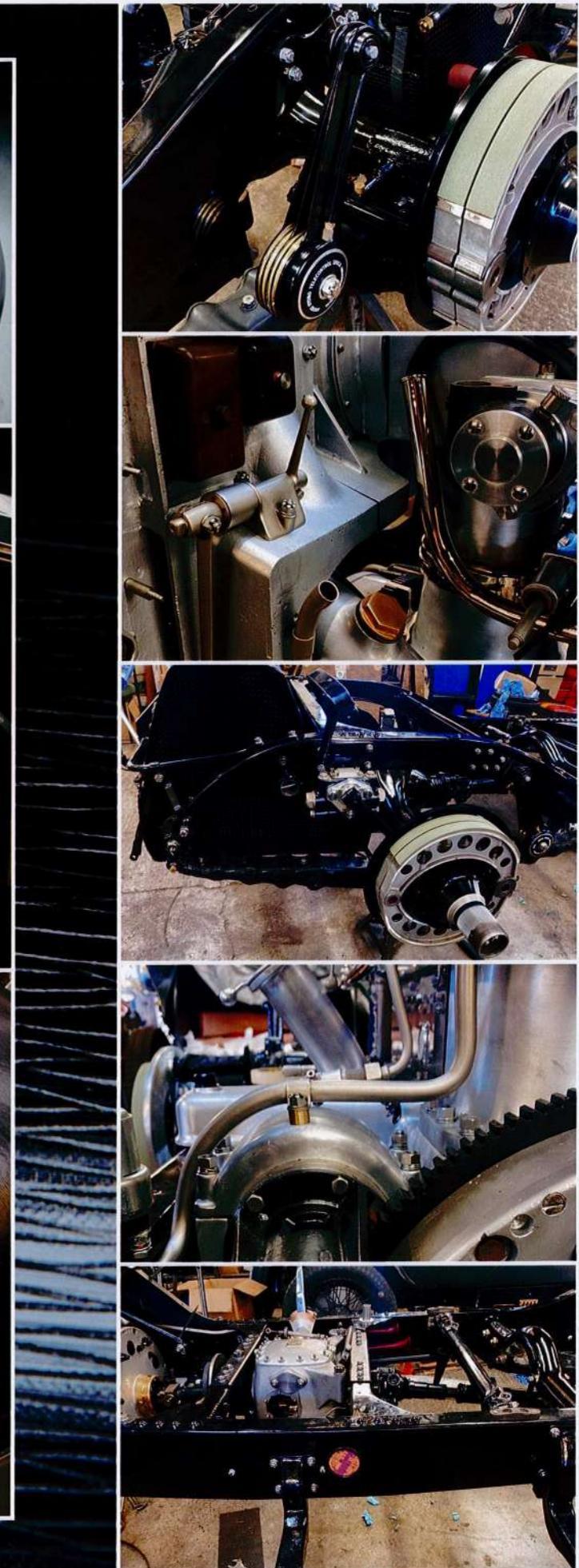
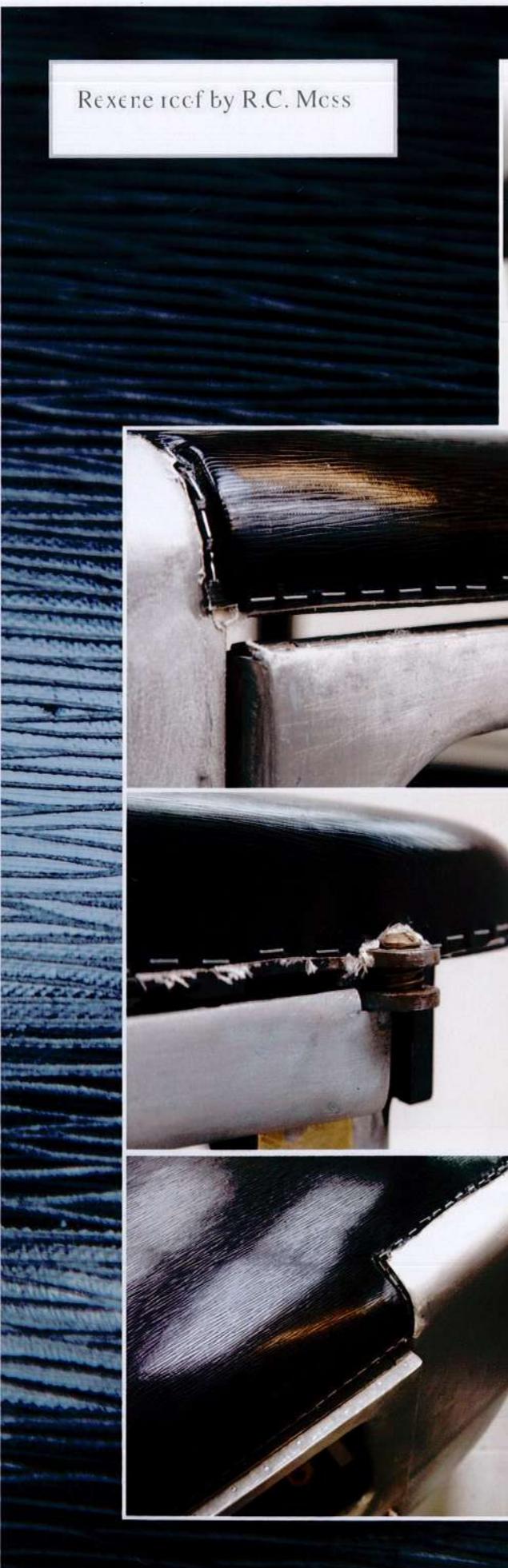
Anthony Thompson 2021





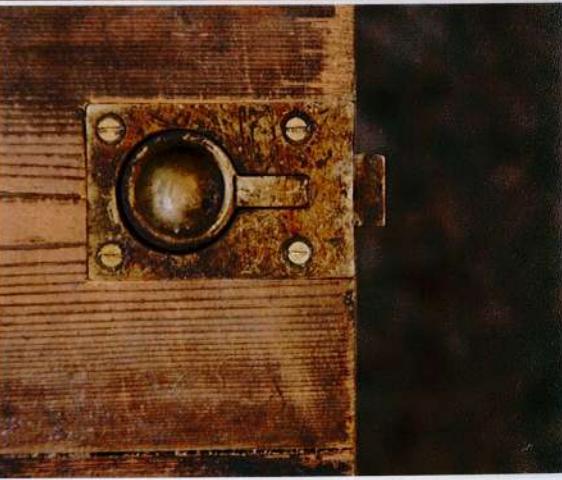
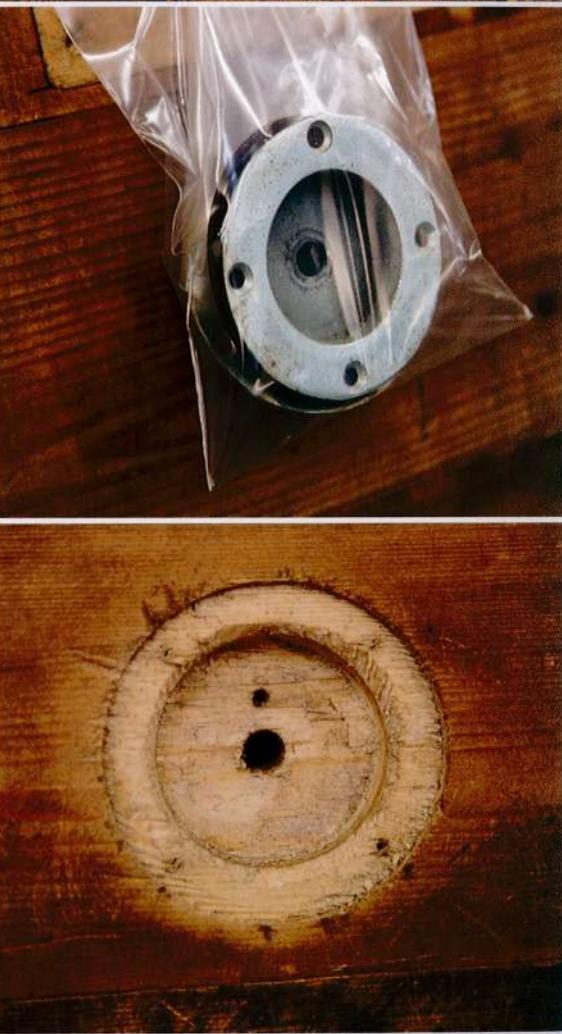
APRIL 2021





MAY 2021

"The messy stage."
Sean Watson



This isn't all about the big bits. I would prefer everything to be an original piece if possible. One of my favourite items is a bracket that Olle didn't have when he sent all the bits of the Andre Hartford pieces across.

Just before I bought the pieces from Olle, I managed to buy an original Andre Telecontrol Dash Unit. A bracket we could have made, but we have an original one.

My feelings about most things have been changing and challenged over the last year or so since I had my stroke. The Bentley has got wrapped up in all of this. I admire Davids immense engineering skills and his extraordinary talent and eye for detail. I too, love the detail and love design. And so it was one of those projects that was probably only going to work if two people like David and I decided to go for it. We have been aligned on the detail from the start and we have learnt from each other along the way. I think David has been surprised how much detail I have gone into in terms of things like the floorboards, the dash, the interior, the shape of the rear end body and trunk and so on. In turn I have been gobsmacked with his attention to detail on the engineering.

I am in awe. And I love it.

It has over run in time and budget and it seems to have no end. I suppose it was always going to be like this given that we have been uncompromising and I have added to the brief at times. It is what it is.

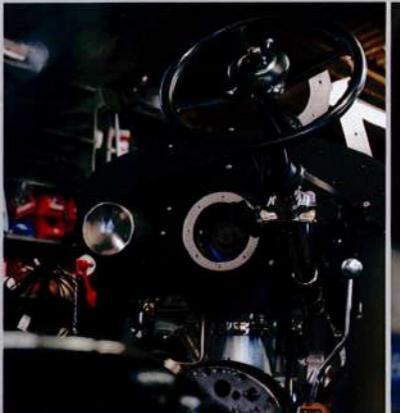
So..... I am excited for it to be over, excited to be able to drive it, unsure how I will approach it once it is up and running. It could be a car for life. It could be sold and on to the next project.

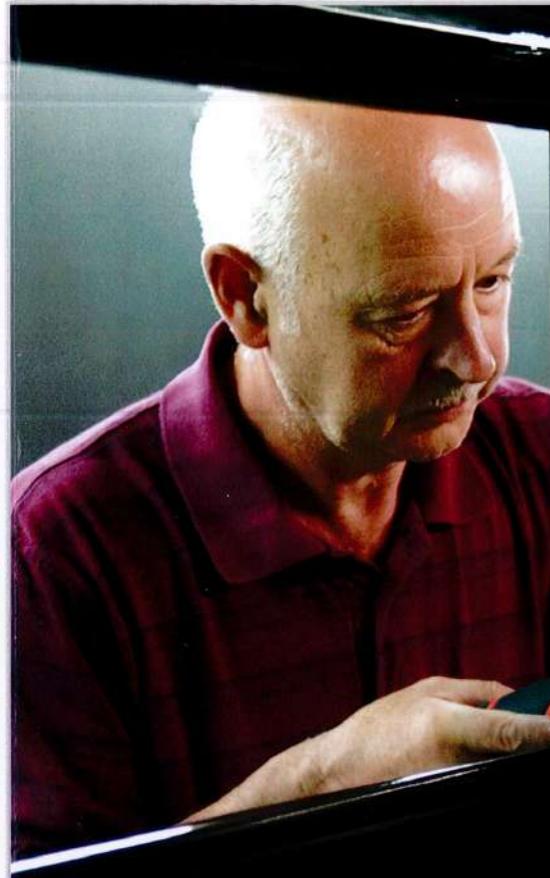
Anthony Thompson 2021



June 2021

Whilst Anthony takes on and successfully completes one of his biggest personal physical challenges - a Lands End to John O Groats bike ride of 1005 miles to raise money for charity, many elements of BX 2411 are starting to come together.

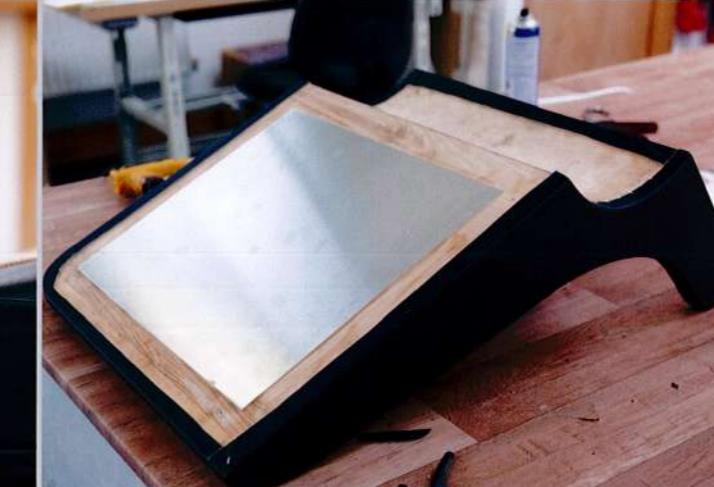




July 2021

BX 2411 was delivered to the R.C. Moss workshops for the upholstery work. The company strives for originality whilst working on some of the most exciting projects.









FEBRUARY 2022

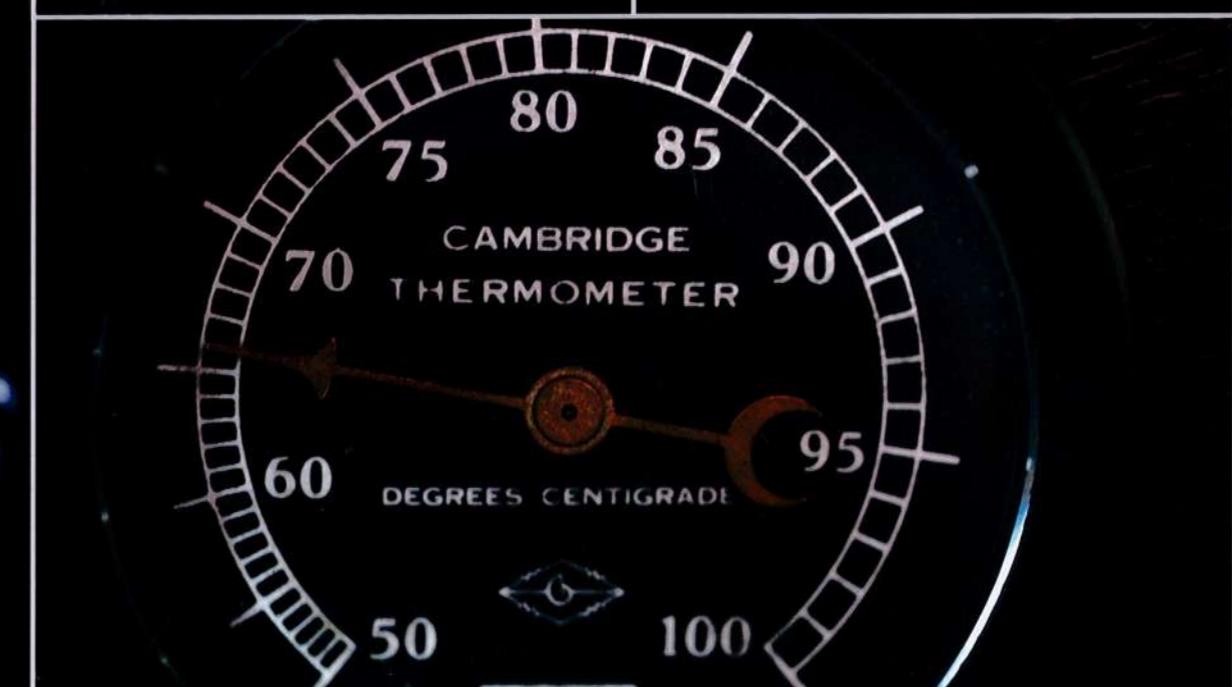
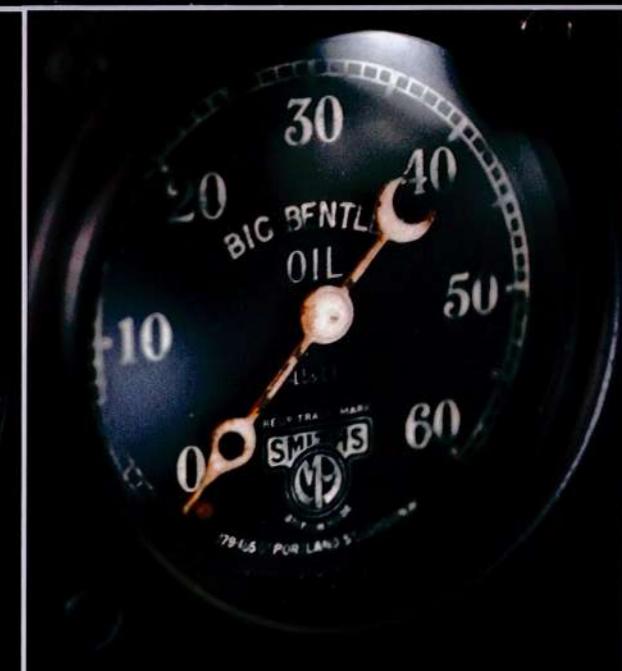
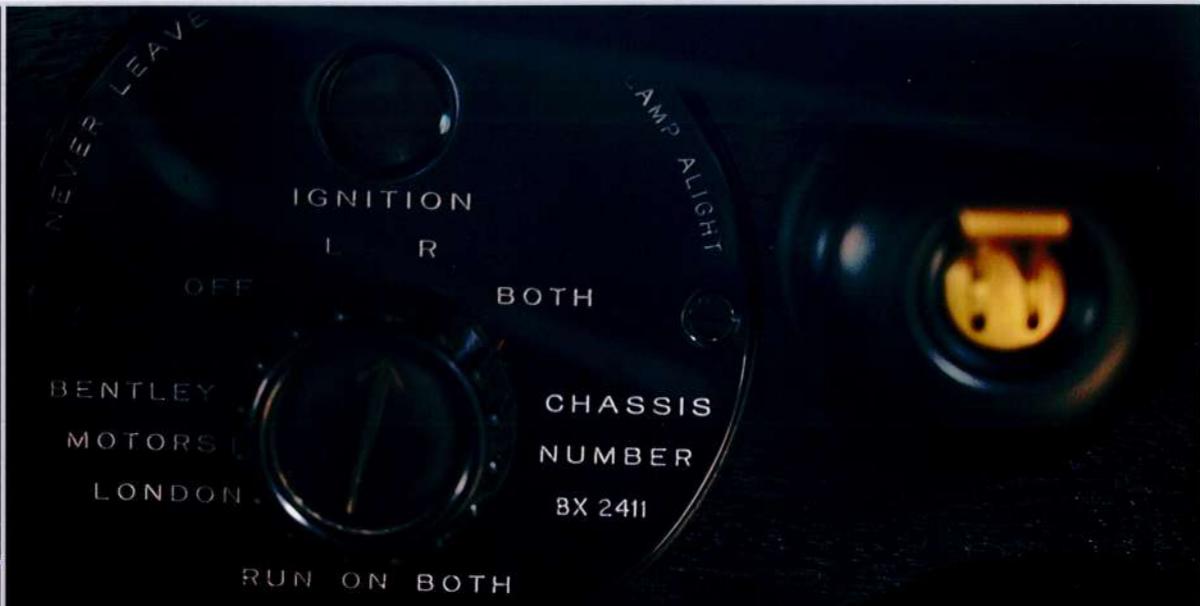
BX 2411 is ready for adventures.











CHRONOGRAPH

8 DAYS

MINUTES

0

TOTAL

15

10

20

11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30

