

*Clark & Carter
Restorations Ltd*

ISSUE 1 • 2019



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A WARM WELCOME TO OUR FIRST ANNUAL NEWSPAPER, A SHOWCASE OF THE LAST 12 MONTHS.

The whole purpose of this newspaper is to give you a round up of the year we have had. The workshops are as busy as ever, from minor alterations right through to complete rebuilds. We will continue to update you of the most recent works carried out via our social media channels.

In our first newspaper you will come across all things Clark & Carter, the success at Pebble Beach, the RREC Annual Rally, Salon Privé and some parts which have been produced that are no longer available from Bentley Crewe.

Steve Clark

PEBBLE BEACH

CONCOURS d'ELEGANCE 2019

“AN UNFORGETTABLE EXPERIENCE”

The world of motoring descends upon Monterey, California, every year to see the very best automobiles in the world gather on the 18th hole at Pebble Beach. Automobiles are judged on their style, history, technical merit, originality and accuracy of the preservation or restoration.

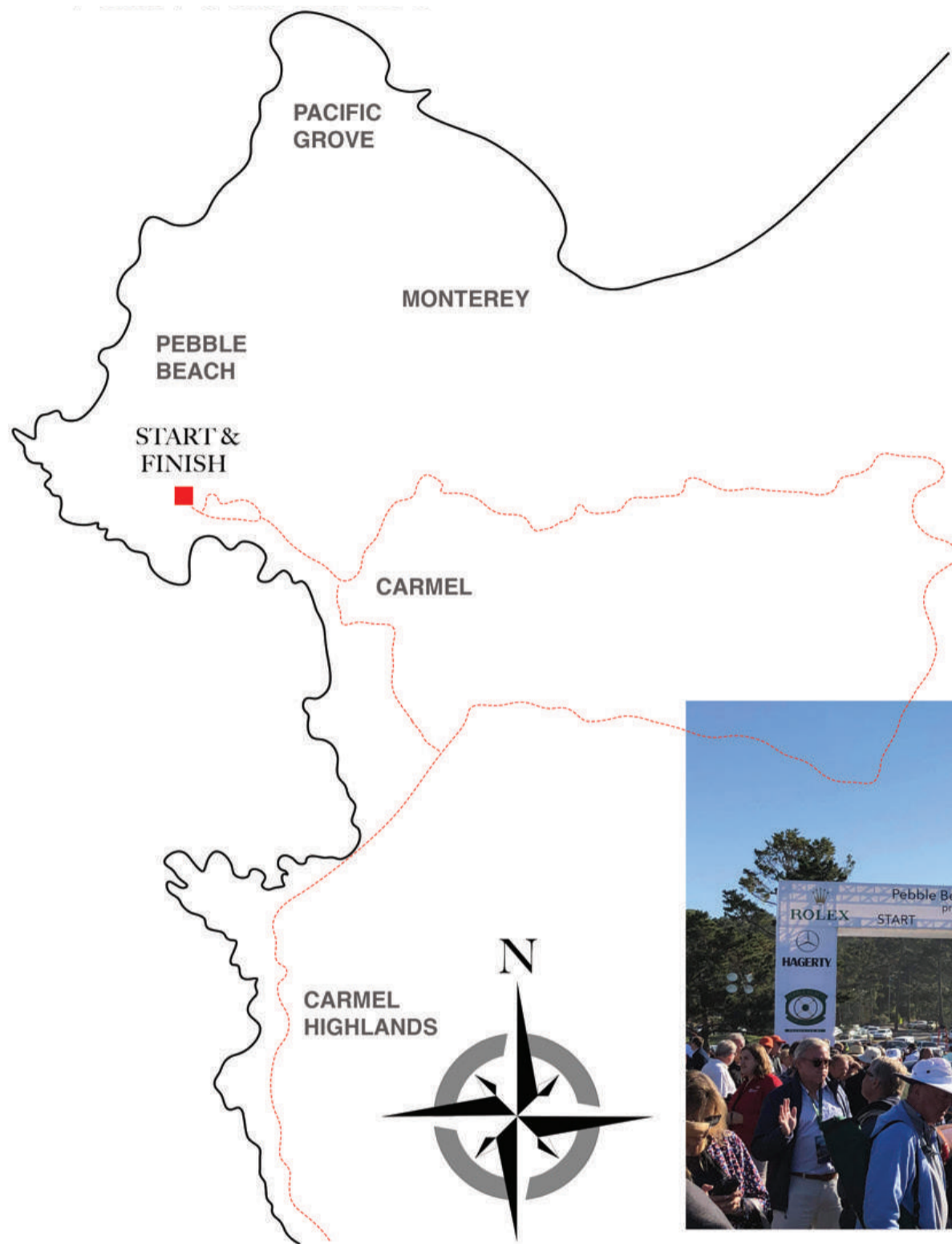
Firstly, cars must compete in the Tour d'Elegance, a 70 mile (approximately) tour which showcases the elegance of the automobiles in motion.

Cars must participate in order to achieve the highest score possible on the Sunday, when they are judged in the Concours.

With the golf course lawns dotted with a variety of new and old, the cars on display are some of the most exquisitely restored and maintained. Three of our cars featured on the lawns at Pebble Beach, the first time we have ever been to the event, and what an unforgettable experience it was.



“We travelled across the historic Bixby Creek Bridge in a 1939 Bentley 4 1/4 Litre Vanvooren Drophead Coupe”



At 7am the cars line up on Portola Road in Pebble Beach ready for the Tour d'Elegance, a tour which began 22 years ago, a way for organisers to prove the competition isn't just about aesthetics. Participation is also crucial for victory in the Concours d'Elegance.

The scenic trip around the Monterey Peninsula starts and ends at Pebble Beach Equestrian Centre, winding up the hills towards Tehama Golf Club, down to Carmel Valley Road and then straight round to Big Sur, over the historic Bixby Creek Bridge and back again, enabling the cars to be properly exercised.





THE BEST ROLLS-ROYCE — AT PEBBLE BEACH —

Once testing was complete at the factory in Derby, chassis number 3CP124 was shipped to J.S. Inskip, Inc. of New York via the S.S. Carinthia in July 1937. The Phantom III was then delivered new to Mrs Margaret Dunlop of New York in October 1937. Inskip built the first body for this car, a rather formal saloon. Mrs. Dunlop then later decided to change the body, and arranged for Inskip to build this unique, 2-door Henley coupe, which was mounted on her original chassis in December 1940.

The Phantom III changed ownership several times around America including Massachusetts, Connecticut and Ohio. In 1989 the car was then sold to noted Belgian collector George Howitt. It was then purchased in 2011 by its current owner, a respected collector in their own right.

A restoration project which started in 2013, the Phantom III has undergone a full restoration here at Clark and Carter. Catching the interest of both the judges and general admission spectators, the Phantom III was a real talking point. Taking the car to Pebble Beach has allowed us to showcase the car to an international audience.



The Phantom III was awarded First in Class in class H, Rolls-Royce pre-war. This is an outstanding achievement for this magnificent pre-war motor car. A 1928 and 1929 Rolls-Royce Phantom I finished second and third in class retrospectively.

The Phantom III was also awarded the Lucius Beebe award, an award which was the first perpetual trophy, apart from Best of Show, to be established at the Pebble Beach Concours d'Elegance. It has been awarded annually since 1966, and goes to 'the best Rolls-Royce', awarded in honour of the bon vivant early judge Lucius Beebe, who headed the judging team from 1954 until 1965.



FIRST IN CLASS

Chassis number B197MX was ordered by Baron Robert Gendebien in September 1939, and was in fact the last Bentley chassis to be exported to the Continent before the war.

Vanvooren completed the body in Paris. Once finished, the Gendebien family took delivery of the car at their family estate in Belgium, where it was kept safely hidden under a pile of wood alongside the castle drive in full view of the occupying German troops for the duration of the war.

The car was then passed down to Baron's son, Olivier Gendebien, a Belgian resistance hero and four-time Le Mans winner along with his Ferrari co-driver Phill Hill.

It is reported that the Bentley was Olivier Gendebiens transport

during his racing career. At the age of 38, Olivier retired from racing.

B197MX stayed at his home in Les Baux-de-Provence in the South of France until his death in 1998. The car was with family heritage and once released, was purchased by its current owner in 2006. Since then, B197MX has undergone a full nut and bolt restoration.

It was the first time the car was seen in the United States and what a great reception the car received.

The 4 1/4 Litre Bentley won First in Class at this years Pebble Beach Concours d'Elegance, a thoroughly well deserved win for such a beautiful looking car with such great history.



Originally supplied in July 1956 to Mr. A.J Challe with UK registration number SYP 701, this Bentley S1 Continental Park Ward Drophead Coupé is one of just thirty one left hand drive cars built between 1955 and 1959.

Chassis number BC26 LBG was fully restored by noted Bentley specialist Richard Gorman of Miami, Florida from 1983 to 1984.

This 1956 Bentley S1 Continental underwent a full nut and bolt restoration by ourselves, back to original specification in preparation for Pebble Beach, where it was awarded Third in Class in the category Bentley Centennial post-war.

THIRD IN — CLASS —

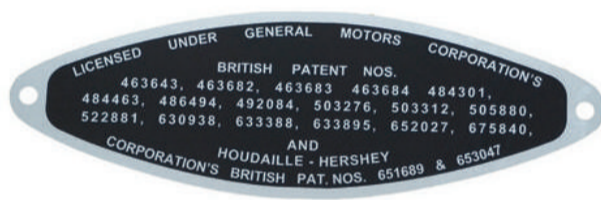


PARTS DEPARTMENT

As being a well-established restorer and repairer of classic vehicles we stock a large range of heritage parts for Rolls-Royce, Bentley and Porsche, as well as many other prestigious marques.

We are finding more parts are becoming no longer available from the factory at Crewe. When parts are unavailable, our specialist machinists and fabricators are highly skilled at hand-making and restoring selected parts.

Below is a selection of parts that are no longer available which we have re-manufactured. If you require parts for your beloved classic or vintage car please email parts@clarkandcarter.com.



Automatic gearbox plaques are used on automatic gearboxes from 1946 through to 1966. These plaques compliment all overhauled gearboxes for that concours finish.



PART NO. RD3186

This rubber grommet is fitted onto the bulkhead where the rev counter and speedometer cable pass through. This can be fitted to the following cars: Rolls-Royce Silver Dawn and Silver Wraith, Bentley MK VI and R-Type.



PART NO. DB1830

DB1830 - rubber grommet is fitted onto the bulkhead. This has a smaller hole where the water temperature capillary tube passes through. On R-Type Continentals there are 2 of these required, the extra one being for the oil temperature gauge capillary tube. This can be fitted to the following cars: Rolls-Royce Silver Dawn and Silver Wraith, Bentley MK VI and R-Type.



This R-Type Continental windscreen seal is fitted to early R-Type Continentals that have the two piece solid screen frame.



ON THE LAWN AT SALON PRIVÉ

Salon Privé is one of the longest running and most established events in the UK. Set on the South lawns of Blenheim Palace in Oxfordshire, it's a three day event which sees experts in their respective fields judge over fifty motorcars and twenty motorbikes. The 1950 Jaguar XK120 (pictured above), has undergone a full restoration with ourselves and came runner up in Class K, post-war touring.

Three cars were successful in the Bentley Concours d'Elegance, which is held on the last day of Salon Privé.

This consisted of the following cars:

- 1939 Bentley 4 ¼ Litre Vanvooren Drophead Coupé - First in Class
- 1956 Bentley S1 Continental Park Ward - First in Class
- 1954 Bentley R-Type Continental Fastback - Chairman's Choice

Bentley Drivers Club held their Annual Rally on the Sunday at Salon Privé where a new world record was set. 1,321 Bentleys gathered at Blenheim Palace making it the largest gathering of Bentleys in history. This was a great visual representation of the development of Bentley over the past 100 years and a truly fitting tribute to mark Bentley's centenary year.

100 YEARS OF BENTLEY

The EXP 100 GT is a zero-emission concept car which features unseen levels of AI, creating a brand new driving experience for both driver and passenger. It is a celebration of Bentley's 100th birthday, combining artisan craft and technology for the perfect blend. Four electric motors offer a 0-60 mph time of less than 2.5 seconds whilst delivering a range of up to 435 miles.



Originally lost in France in 1939 at the outbreak of WW2, Bentley have used original technical drawings to completely re-manufacture a new body on the only 1939 Corniche ever made. It was a radical step forward from traditional Bentley of the 20s and 30s, helping to streamline and influence post-war models, such as the R-Type Continental.



As part of the 100th celebration, Bentley's iconic 1929 team blower is to be reborn twelve times, each identical to the original - one for every race the original Team Blowers entered. The continuation series is a world first of a pre-war race car and is one of the most iconic cars from Bentley's history. Each car is individually handcrafted by Mulliner.





THE INTERNATIONAL CLUB FOR
**ROLLS-ROYCE
& BENTLEY**
ENTHUSIASTS



*RREC Annual Rally at
Burghley House*

21st - 23rd June



The RREC Annual Rally is held every year for all Bentley and Rolls-Royce owners, non-owners and enthusiasts. The event spans across the weekend, giving us the perfect opportunity to speak with suppliers, engage with customers and meet enthusiasts, all of whom hold an avid interest in our cars.

Taking eleven cars to the Annual Rally held at Burghley House enabled us to showcase our brand. The cars ranged from a 1956 Rolls-Royce Silver Cloud to the more recent 1990 Bentley Turbo R. This allowed us to offer something for everybody, from the earlier cars right through to late 20th century vehicles.

Despite taking eleven cars, it was our first Annual Rally in eight years where we didn't have any cars entered into the concours. This was due to preparing three cars for the Pebble Beach Concours d'Elegance held in California. As a result we were able to host clientele, speak with existing customers and meet with all owners and enthusiasts.

It was a superb weekend and another brilliant event organised by the RREC, an event we look forward to attending each year. The dates for next years event are 19th -21st June, to be held at Burghley House.

FOR SALE



AVAILABLE TO VIEW ON OUR WEBSITE

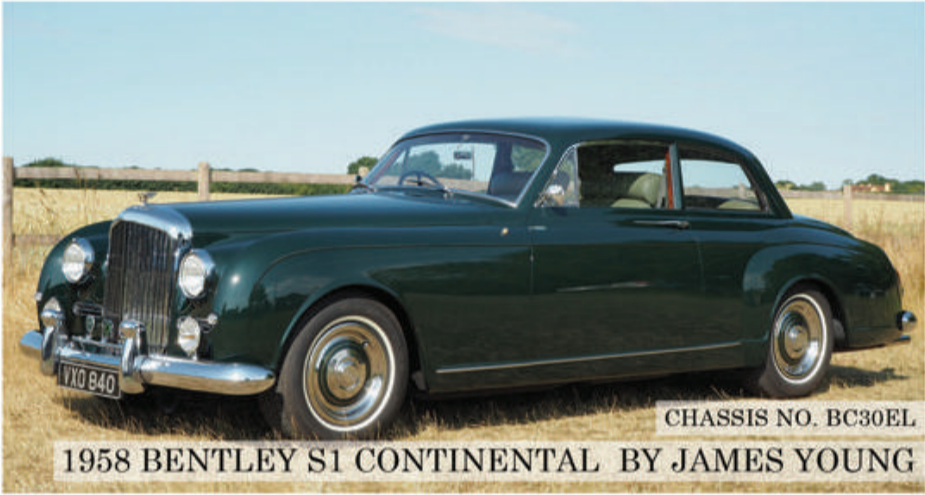




CHASSIS NO. BAL2
1962 BENTLEY S3 LWB HAROLD RADFORD



CHASSIS NO. BC1FM
1958 BENTLEY S1 CONTINENTAL PARK WARD DHC



CHASSIS NO. BC30EL
1958 BENTLEY S1 CONTINENTAL BY JAMES YOUNG



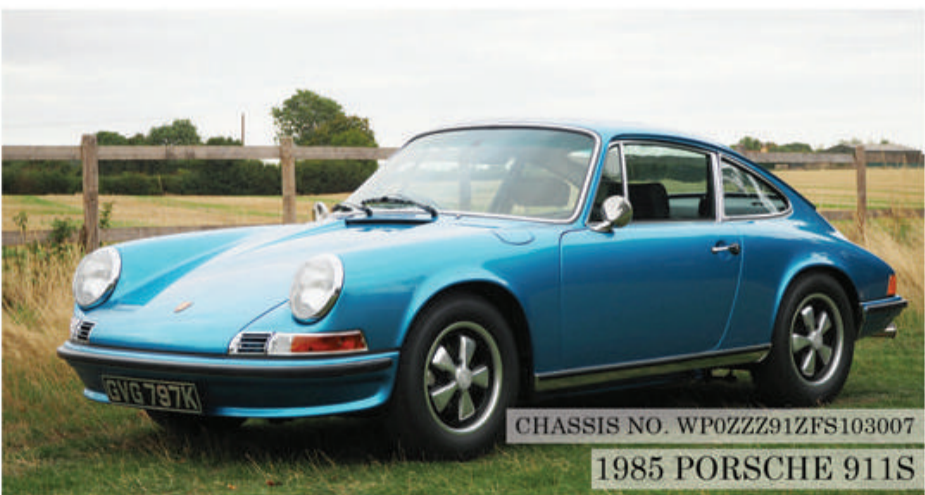
CHASSIS NO. B104CF
1949 BENTLEY MK VI BY JAMES YOUNG



CHASSIS NO. BC2FM
1958 BENTLEY S1 CONTINENTAL FLYING SPUR



CHASSIS NO. NCX40026
1992 ROLLS-ROYCE CORNICHE IV



CHASSIS NO. WP0ZZZ91ZFS103007
1985 PORSCHE 911S



CHASSIS NO. J2409
1932 MG J2

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