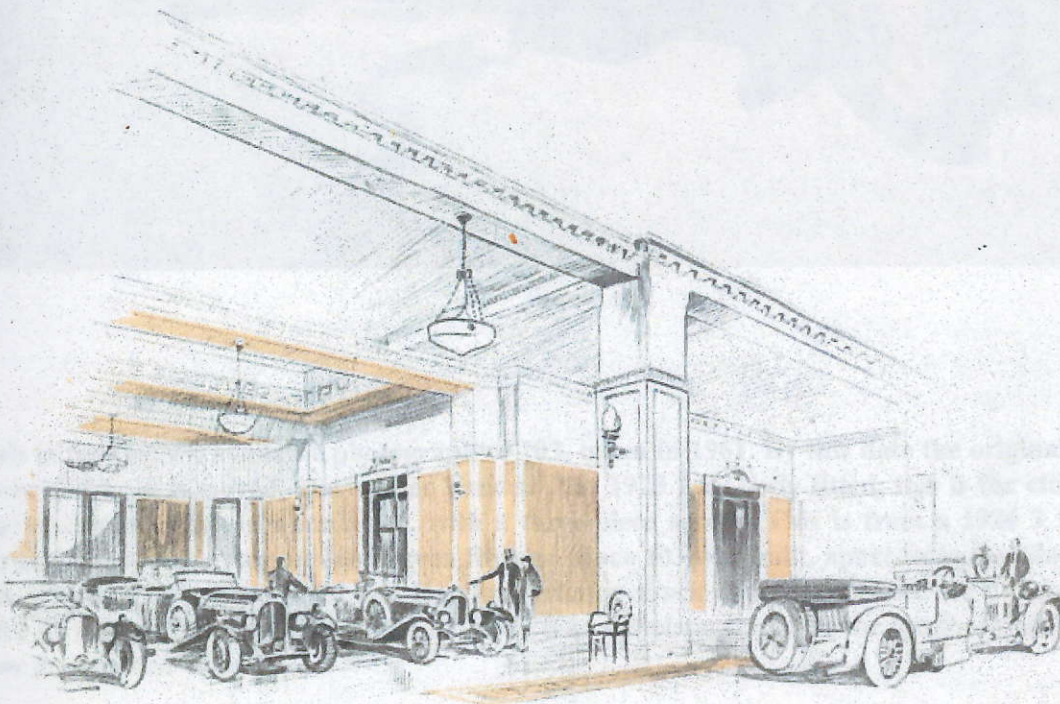
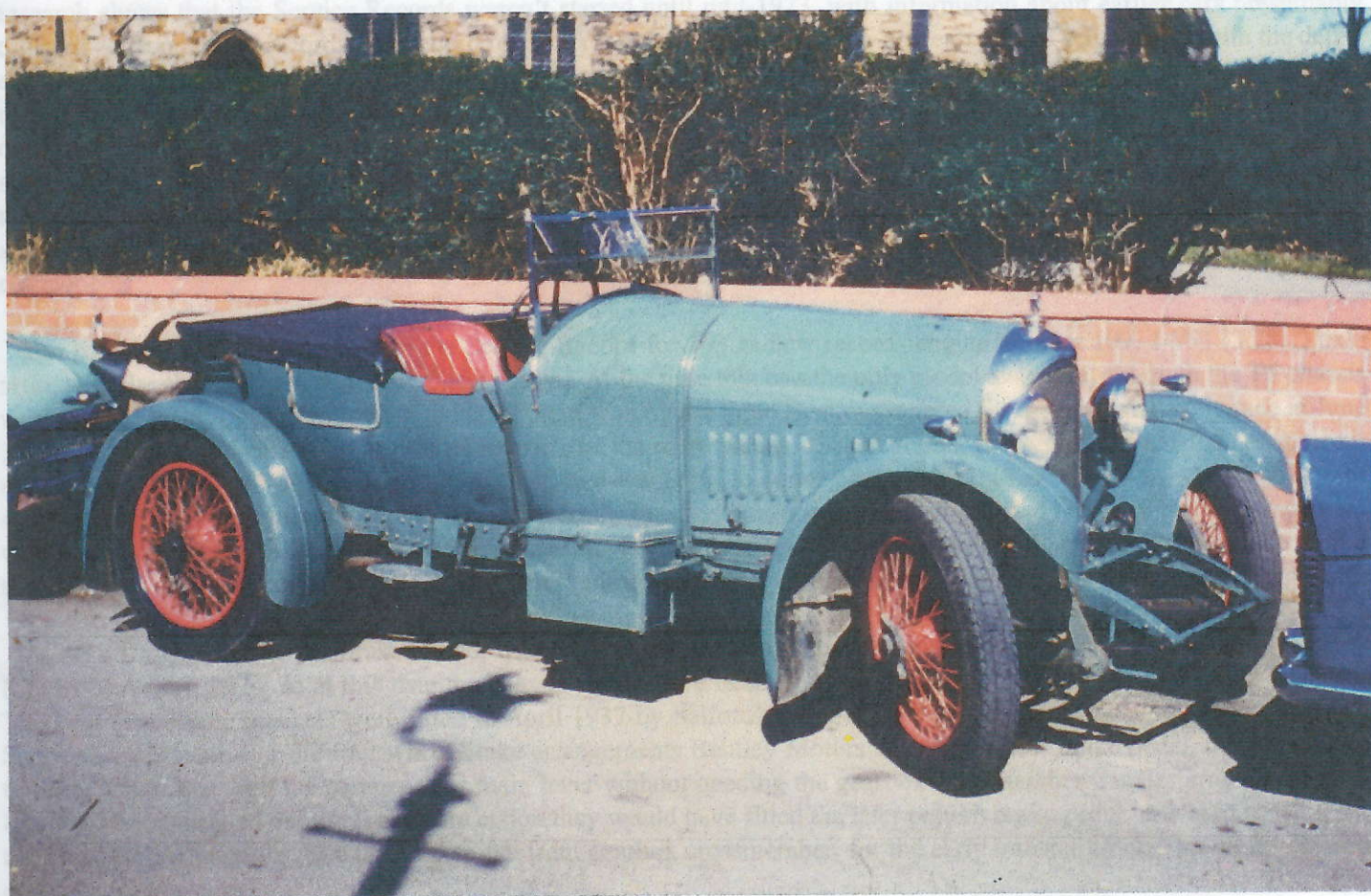


3 Litre Bentley Chassis 103



A CORNER OF THE POLLEN HOUSE SHOWROOMS

Report on 3 Litre Bentley HO9620 chassis 103



This is the earliest available photograph of 103, taken in 1961. By this date the original Vanden Plas 1917 Ltd. body had been removed, and a later Vanden Plas 1923 Ltd. body fitted, this is the classic Vanden Plas sports four-seater panelled in aluminium, with a three-piece screen. This is from a 1926 3 Litre so it has the later arrangement with external windscreen fittings. Since 103 was built, apart from the change of coachwork, front wheel brakes have been fitted and Hartford friction shock absorbers. There are no known photographs of 103 with its original Vanden Plas 1917 Ltd. body. The upholstery may be the original to the body, this was finished new in cobaltine blue.

Report on 3 Litre Bentley

HO9620 chassis 103

This report is compiled for [redacted] from photographs and documents.

Chassis 103 is an early production 3 Litre, and unfortunately the records for the early cars are incomplete. In particular research shows that the Service Records weren't started until mid-1923, with information about earlier cars presumably transcribed from earlier records. The record for 103, reproduced overleaf, has a first entry dated 2 June 1923 with the delivery date 4 August 1922 (reading back five years from the guarantee expires date of 4 August 1927), so it is likely that the record for 103 was started some time after delivery. For some early chassis the owner listed at the top of the page has turned out not to be the first owner, as cars sometimes changed hands in the first few months before the Service Records were started. In the case of 103 the Vanden Plas body record confirms that Major Robinson was the first owner from new. In terms of specification, there is a certain amount of data available. Bentleys introduced a 1923 Model at chassis 161, the spare parts list given to owners with their new chassis records some of these changes, thus identifying the pre-chassis 161 components.

The principal information given in the Service Record for 103 as new records engine number 109, 14/53 (3.78:1) axle ratio, with the chassis listed as a 1922 Short chassis. At the time this was the only model available, although the TT chassis was about to be introduced following the team prize won by the three Bentleys entered for the Tourist Trophy race in June 1922. The chassis specification otherwise consists of the early pattern chassis frame, pressed out of steel sheet approximately .144" thick, with unbraked front axle, and two-wheel brake compensator with brakes to the rear wheels only with separate hand and footbrake shoes, the former typically lined with cast iron. As built 103 had the early pedal arrangement with the clutch and brake pedals made from the same straight forgings, with the brake pedal spaced to the offside with a transfer bracket to the front gearbox crossmember to line up the brake rod with the main lever on the compensating shaft.

As now 103 has four-wheel brakes fitted, with Stage 2 pattern Perrot shafts. The conversion was carried out by Bentley Motors in August 1924, so at this date the chassis would have been fitted with Stage 1 Perrot shafts and frame brackets. The later type frame brackets were fitted in April 1937 by Salfords Garage, Surrey, with the parts supplied by Bentley's Service Department. For the four-wheel brake arrangements Bentley Motors designed a new brake pedal, this is cranked to bring it into line with the compensator main lever without needing the gearbox crossmember transfer arrangement. As Bentley Motors carried out the brake conversion they would have fitted the later pattern brake pedal, it is hard to tell from the available photographs. The drillings to the front gearbox crossmember for the early transfer bracket are visible in one of the photographs below.

The cone clutch was fitted with two splined joints to the clutch to gearbox shaft, with the "A" type close-ratio gearbox. Chassis 103 was fitted new with a very early pattern clutch with ball races to the withdrawal mechanism, running direct on the thrust housing. This was changed at chassis 161, with solid rollers fitted to the withdrawal mechanism with a thrust race incorporated into the forward clutch splined housing (later chassis were also fitted with a Hardy disc to the gearbox input flange rather than a second splined joint). The speedo drive was possibly fitted to the gearbox case by this date, very early 3 Litres have a belt-drive system from the propshaft. The first entry in the Service Record, dated 2 June 1923, is for a change of gearbox, for a box with 7/9DP ground gears. There were problems with the early gearboxes as the selector forks were made too thin, this may be the reason for the change. The gearbox as now is an early "A" box no. 156, this is presumably the box fitted in June 1923.

The diff unit should be the very early 3 Litre pattern with 3/8" bolts, with a Bentley-designed pot-joint propshaft. Although serial numbers to components vary for early chassis, the back axle usually matches the chassis so I would expect to see the numbers 103 to the diff casing and to the banjo. Available photographs show that the diff unit is no. 301, from a 1923 Model 3 Litre, with the ratio marked to the casing as 13/55 and as 13/51. The diff number is prefixed JM, this is for John Moore, a fitter and later the foreman of the Back Axle Shop at Bentley's Cricklewood works. The Service Record for chassis 301 shows that it was built as a TT replica with a 14/53 axle ratio, so diff 301 was probably not fitted new to chassis 301. There are many anomalies for numbering with the early cars. My understanding is that the banjo was no. 268, from a 1923 Model 3 Litre chassis. The back axle was sent by Jack Hilton to John Hunt for reconditioning, and a decision was made to fit a new back axle banjo, as seen in photographs below. This axle is stamped 103. The old banjo no.268 was

44 dealer Sammy model. Vanda Blair

103 1922 103 BA mess. Bordon, Hants
 6 Yargo Road, Larkhill ^{Camp} ~~camp~~ ^{Salisbury}.

Engine 109 - Short Chassis - 14/53 rear axle Ratio - Guarantee Expires 11-8-24
 2-6-23 heavy overhead gear - 79 gears fitted - Steering - light Overhaul - Chassis lubricated throughout
 Radiator seal to hub - direct oil feed to Camshaft 4-9-23 Brakes - extra pull off springs fitted - Chassis
 Chassis lubricated throughout - Camshaft done for reverse
30.4.24 Lubricated throughout
 18.8.24. F.W.B. fitted. Clutch slipping rectified
 Engine turned up and adjusted

1025

3-2 Lubricated throughout. Brakes compensated 2-10. Play in bottom links & magneto
 cross shaft taken up. Handbrake relined 9.3 front F.W.B. relined. Rear brake drums shrouded up.
 Second hand pair of 14 type 40 vertical barrels fitted. Engine decarbonised. Latest type high
 compression B & B pistons fitted. Overhead gear quickened. Large type greaser & non return valve
 fitted to water pump. Starting handle retimed. Clutch slipping rectified. Slack in rear end of front
 aft rod taken up. Slack in front wheel hubs & bearings taken up. One side of front brakes relined.
 F.W.B.s recompensated & adjusted. Units sealed. 1926

20-7 Oil leaks rectified. Heavy rear axle rectified. F.W.B.s recompensated & adjusted. 1st front spring changed. 14. Fuel for
 transfer of guarantee work to be done by Withers & Co. 10.2. Tested after work (unsatisfactory).

1927.

10-2. Test for transfer of guarantee 19.3. Cylinder block ground to 80.5 mm. Latest type B.N.B.M.C. pistons
 & compression rings fitted & clutch modified & spigot rebushed by J. Withers & Co. Mileage 9245
 21.10. Test on general condition. 12.11. Top barrels adjusted by J. Withers & Co. 2-4.11. Rectified oil
 light dripping in. New thrust ball fitted. Top control seal cases.

J. B. Cooper, 48, Bridge Street, Cambridge.

5-8 Following parts sent to Fox & Nicholl 1 set of Big end bearings 1 set
 main bearings & 1 Gudgeon pin & buttons & 12 3/32 x 80.5 piston rings
 & scrapers & complete set Big end bolts. 26.8. 8 gudgeon pin buttons sent to Fox
 & Nicholl.

1931.

G. Simon, 358, Lordship Lane, N 17.

J. B. Butcher, Butchers Garage, 1 Dewberry St, Poplar. E. 14.

11.9. New Bendix drive fitted. Minor adjustments. Handbrake ratchet & pawls fitted. 20.10. Following
 parts sent to owner. 4 Valves, 16-.005 oversize guides, 2 1/2" rocker rods. 2.11. 1 S.H. level pump
 sent to Butchers Garage, Poplar 2.11. 2 Cam oil drain tubes complete sent to owner.

1934

Steering is by worm and wheel with the high ratio (6:1) box with long drop arm designed for 820x120 beaded-edge wheels and tyres. The serial number to the steering box should be close to 103, for early chassis these often vary by a few digits from the chassis number. The column as now is no. 104, this will be the original to the chassis. The small letter M next to the number is possibly an initial of the fitter who assembled the column, there are no records for these. The radiator is early pattern with no header tank but it is not, I think, the original, as it has standard width bonnet tape flanges and not the 1922 pattern with thin bonnet tape. According to the spare parts list the radiator specification was changed at chassis 161. The spare parts list also notes that chassis up to 103 were fitted with a Boyce Motometer to the radiator cap. As new a straight top water pipe was fitted, as now 103 has been fitted with a thermostat housing and by-pass pipe. This assembly was not fitted until the 1923 Model, from chassis 161. There may be a Gallay badge to the back of the header tank with a serial number, a badge is just visible in the available photographs. Suspension is by leaf springs all round with shock absorbers most likely the DN lever-arm shock absorbers usually fitted to the Short Standard chassis, although it is possible Hartfords were fitted from new. The shock absorbers as now are Hartfords all round. The bonnet has louvres to the side panels, very early chassis have bonnets with plain sidepanels. Bonnets are numbered to the sidepanels, from the available photographs the bonnet as now is not numbered.

Turning to engine 109, this was built new as to 1922 specification with six-bolt camcover, Smiths 45VS carburettor, and ML G4 magnetos. The sump is the early pattern with rounded nose with the drain plug to the very front of the lower tank, as far as I can tell from available photographs the early pattern lower tank is still fitted with the drain plug thinned down to clear the track rod. The track rod is further back with the front wheel brake axle, so Bentleys redesigned the front of the lower oil tank with the rounded nose flattened off and the drain plug relocated. As now the later pattern sump/filter union pipe is fitted with two take-offs, for the overhead oil feed and for the oil pressure gauge. Early engines have the valve gear feed from no.5 main bearing with a single union to the sump/filter pipe for the oil pressure gauge, this was changed at, I think, chassis 161. 103 may have been retro-fitted with the later arrangement by Bentleys. The camchest is the correct early pattern with no inspection plugs for the camshaft crownwheel. The engine is numbered 109 to the crankcase and to the magneto turret. The original ML G4 magnetos and Smiths 45VS carburettor have been changed for later ML CG4s and SU G5 "sloper" carburettors, these changes are not noted in the Service Records so were not Bentley Motors updating.

As a 1922 chassis 103 has the early geared-up dynamo drive from the back of the camshaft, with the bulkhead casting to suit the higher dynamo position. The dynamo is a Smiths type D4, driven at 1½-times engine speed (the camshaft runs at half engine speed, the geared-up drive is 3:1). This arrangement is now very rare as it was fitted to the first 160 chassis only, few chassis have survived from this early, and a number of these have been converted to the later arrangement with a different bulkhead casting with a Smiths type 2DB dynamo driven at camshaft speed straight off the back of the camshaft. With this bulkhead casting the accelerator pedal has a slightly different mounting bracket, as compared to the pattern fitted to the 1923 and later bulkhead casting. Available photographs show the correct accelerator pedal, and floor-mounted starter switch to the lower bulkhead closing plate. The Autovac has been spaced off the bulkhead with the filter and the lower Autovac mounting clip missing, these are offset inwards so the Autovac should be fixed direct to the bulkhead spaced towards the centre of the car to clear the bonnet.

For coachwork, this is noted in the Service Record as "4-seater touring model Vanden Plas". At this date the firm was Vanden Plas 1917 Ltd., operating out of an old aircraft factory in Kingsbury, close to Bentley Motors' works. Vanden Plas

THE THREE-LITRE BENTLEY

A HIGH SPEED SPORTING
CAR WITH A FOUR
CYLINDER 80 BORE
ENGINE



BENTLEY MOTORS LTD.

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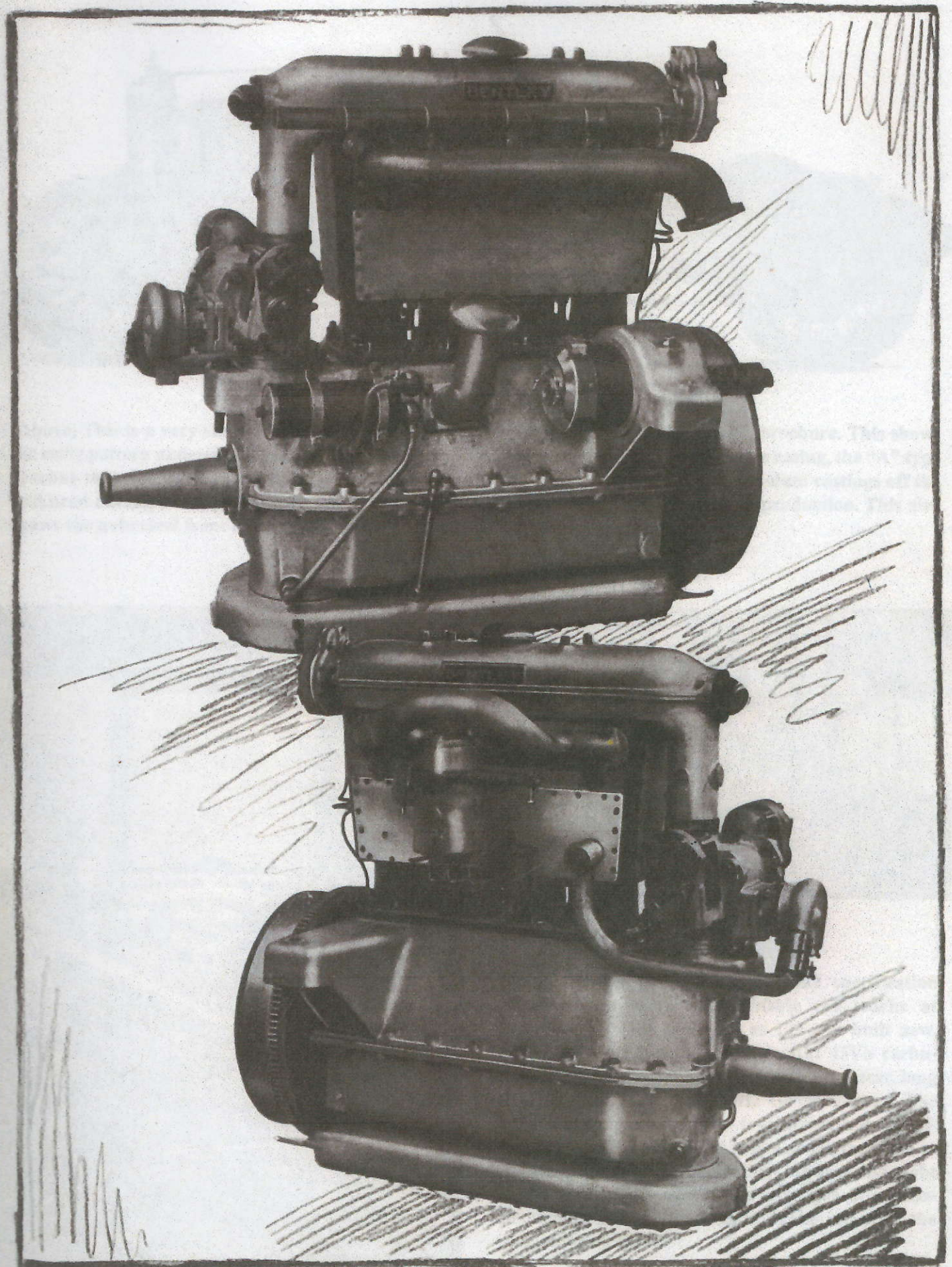
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Works

OXGATE LANE, EDGWARE ROAD
LONDON : : N.W. 2
Telephone : : Willesden 2140

Directors

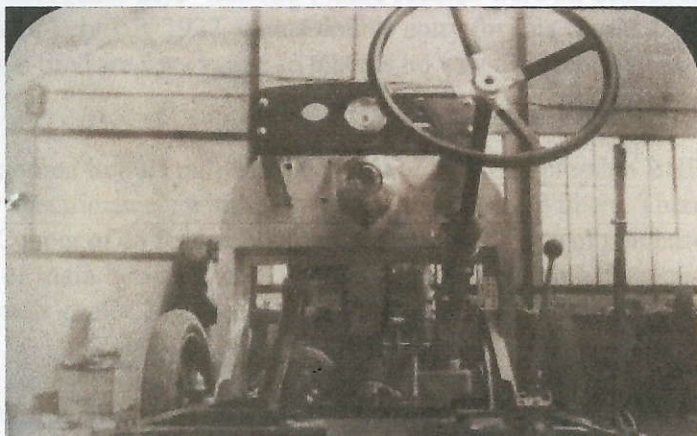
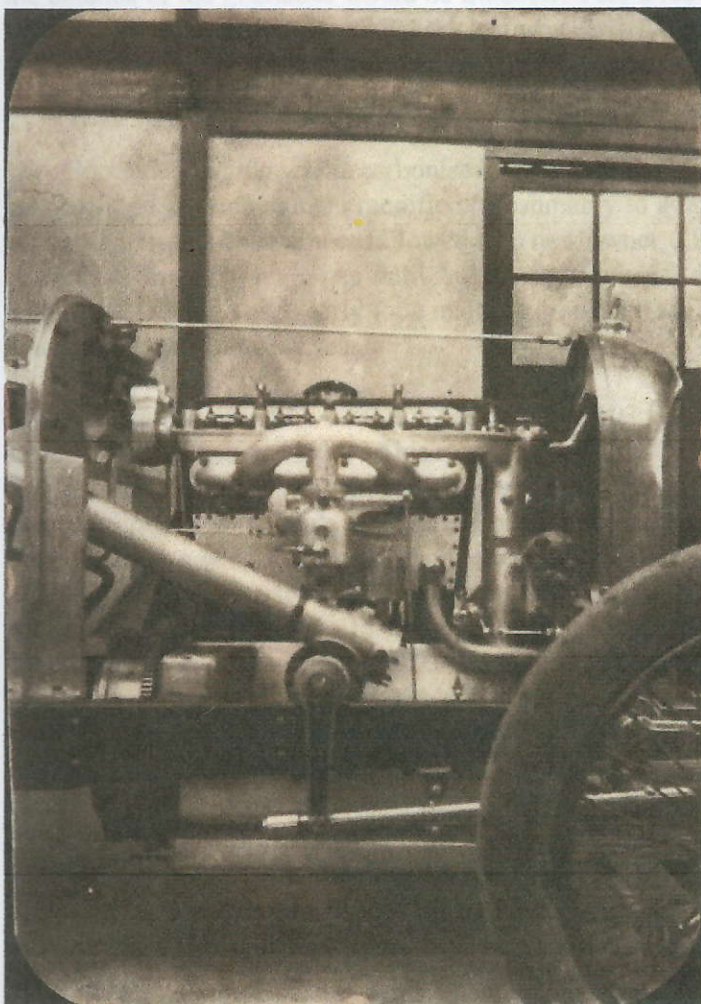
W. O. BENTLEY C. L. BREEDEN
H. M. BENTLEY C. F. STEAD
W. S. KEIGWIN H. PIKE G. A. PECK



to the sump oil pipe. Engine 109 was built to more or less this specification new, but most likely with a production



(Above) This is a very early 3 Litre production chassis, slightly earlier than 103, from a brochure. This shows the early pattern undertray extending from part-way along the sump to behind the gearbox casing, the "A" type gearbox that would have been fitted to 103 from new, and the early arrangement of aluminium castings off the bulkhead casting to support the instrument panel. These were abandoned fairly early in production. This also shows the unbraked front axle arrangement.



There are few photographs of 1922 specification chassis, these were taken inside the works at Cricklewood. This chassis is as 103 was built new, with geared-up dynamo drive, Smiths 45VS carburettor with production manifold with no spacer, long steering drop arm, and ML G4 magnetos. The unbraked compensator goes together with the original arrangement of straight brake pedal, the same as the clutch pedal, spaced further towards the right with a transfer bracket to the front gearbox cross-member to line up the master brake rod with the compensating shaft.

body to suit the chassis, the body record for no. 3187 on chassis 85, reproduced below, showing that Bentley Motors were heavily involved in the design. This car was I think used for a time by Bentleys as a demonstrator. The body record no. 3194, built on chassis 103, notes that it was built to the same specification. A photograph of chassis 85 is reproduced below, this is most likely how 103 looked from new (there are no known photographs of 103 with its original body). The original body was wider than that fitted now, with the handbrake inside, with twin sidemounted spare wheels, finished in scratched aluminium with black paint to the wings and chassis, with the upholstery initially specified as red, changed to grey before completion. The chassis was delivered to Vanden Plas' works probably shortly after the order was agreed, on 10 May 1922. The body order was closed on 31 July 1922, and invoiced on 2 August. The five-year guarantee was issued on 4 August 1922, dating back from the G.E.—guarantee expires—date of 4 August 1927.

As noted the first owner was Major L. Robinson, at the Royal Artillery Mess, Bordon, Hampshire, later at Bulford Camp, Salisbury, in Wiltshire, then at 6 Fargo Road, Larkhill Camp, Salisbury. The registration number allocated was HO9620, a Hampshire number. The ledgers survive in the County Archives in Winchester, this reads Leonard John Wishaw Robertson[sic], Pound Cottage, Headley (allocation books frequently list little more than owner, address, and taxation class, as private for private cars). The void cards for Hampshire are with the Kithhead Trust, a copy of this is reproduced below. This gives a date of first registration as not available, suggesting that the records had already been partially lost (there is no date in the allocation book), with the earliest available form dated 30 September 1946.

The first entry in the Service Record is dated 2 June 1923, for a change of gearbox, as noted. In August 1924 Bentley Motors fitted front wheel brakes, entailing a new front axle assembly complete, brake compensating shaft, and brake pedal and master brake rod. The engine was decarbonised in October 1925, with high compression BHB (Bentley-Hewitt-Burgess) pistons fitted. In November 1926 there was a test for transfer of guarantee by Jack Withers, a major London Bentley dealer. Withers had their own service department under licence from Bentley Motors, it was common for dealers to have the guarantee transfer test carried out so they could advertise a secondhand car with the balance of the guarantee transferrable. Bentleys offered this as a service, with any work required to be carried out at the owner's expense after which the balance of the guarantee would be transferred for a fee of £5. A note says "See file", these records were all destroyed before the war. A further unsatisfactory test was carried out on 10 February 1927, with a double entry for this but no mention of a new owner. Jack Withers' adverts in *The Autocar* at this time are very vague so there is no way of identifying 103 among their secondhand offerings.

In March the engine was decarbonised again with the block bored to 80.5 mm and a new set of high compression BHB pistons fitted, with the clutch modified (presumably to a later specification), with the work carried out by Withers. There is an entry dated 24 November followed by a new owner, J.B. Cooper of 48 Bridge St., Cambridge, but the date of purchase is unclear. There is then a gap until August 1930 when a set of main bearings was supplied to Fox & Nicoll Ltd., along with other engine parts, clearly for a major engine overhaul. A new owner, N. Johnson of 358 Lordship Lane, London N17, is listed for the following year.

Although it is hard to be sure, it is possible that 103 is the 3 Litre advertised by a Mr Fitt in *The Autocar* 30 May 1930, as per advert reproduced below. This reads "Special Short Chassis Speed Model Bentley, Le Mans wings, special high compression pistons, camshaft, etc., rev counter, Triplex [windscreen glass], tonneau and hood cover, just been coachpainted 2 shades of green, chassis late 1922, since been modified and later type Vanden Plas 4-seater sports body fitted, wonderful acceleration, a real sports car; £250; taxed; no trade offers.—Fitt, Harmorden, Gerard Rd., Harrow." This sort of extensive rebuilding work is consistent with a gap in the records between November 1927 and August 1930, as 103 may have met with an accident, accounting for the replacement back axle (banjo 268, diff 301). It is of course hard now to be sure, but the coincidences are remarkable. 103 is a late 1922 chassis, as it is August 1922, with model years running from October to October in the UK because of the date of the annual Motor Show. The wings could be described as Le Mans type, the chassis modifications presumably refer to the fitting of front wheel brakes and perhaps clutch updating by Withers, and 103 was fitted with high compression pistons.

The body as now is also an original "later type" Vanden Plas 1923 Ltd. sports four-seater. Photographs supplied show the body number as 1261, fitted new to 3 Litre chassis PH1463. This car met with a bad accident in March 1928, and was fitted with a replacement chassis frame. It may have been rebodied, but there is no record, and its Service Record shows that it was worked on by Jack Smith Ltd. of Golders Green, North London, in June/July 1934. However at this date Jack Smith was advertising a 1926 3 Litre Bentley short chassis Vanden Plas sports four-seater, presumably PH1463. So it is possible this advert doesn't relate to 103, but it seems a remarkable coincidence. If so the body on 103 was presumably fitted some time before 1946, to go by Mr Chapman's recollections.

3184

Bentley Motors Ltd. Order No. 2688 4-Doorer Chopped No. 1.

28. Chassis - Bentley No. 85. £ 275 0 0

March 1. Extra cost of fitting up car temporarily for delivery 7 10 0

Complete with wings, Valances, Running Boards, Hood Box, Battery Box, Double Front Screen, Rear Bench & Screen, Mahair Hood, all as seen by us, & arranged with the Mr. Peck.

Modelled on the 4-Doorer Round Body seen by us, with modifications discussed.

Body to be upholstered in Real Leather, painted & varnished in first class style. Colours to be chosen later.

All Panels in Aluminium.

Floorboards to be of Hardwood, underside lined with felt.

Body to be bolted on with felt packing.

Provision to be made for two spare wheels.

May 16. E. 3294 Supply & fit Rear Screen. (Order No. 3467) Extra 21 4 0

Delivery - within six weeks from date.

May 10. After Step Drows & fill up holes where removed. 1 1 0

March 8. Necessary alterations to be made to wings as explained, with a view to increasing the length of the running board & improving the general appearance. Front wings to remain straight as per sketch.

But out Bench & Rear Screen in order that the rear door may be brought forward 7/8". Size of rear door to remain in accordance with increased dimensions which were given us.

Rear Seat Board to be sloped & let into Chassis frame at rear, & to be left same height in front as per sketch.

13. Front Seats to be of the sliding type instead of built in Body. Omit Rear Screen & Bench.

14. Running Boards to be fitted flush on Step Drows, &

not to be raised 1" as originally arranged.

22. Trimming Compulsory Antique Leather 111.142.

Painting Polished Aluminium & varnished. Wings Black.

Hood & Hood Box Steel Grey Alpaca No. 2635. (than letter 23-3-22)

By Allowances on Credit Note 117-26.7.22 £28-17-0.

JOS No. Closed. Invoice No. 3295.

297

Major Robinson.

3194

Bentley Motors, LtdFour-Seater

1922

May 10

Order No. 3428

Chassis Bentley No. 103.

£2700

As job No. 3184.

Painting Body to be finished scratched Aluminium,
Chassis, wings & Valances Black.

Upholstery Connolly's O.G. Red Leather.

Hood to be as standard. Hood cover to be supplied & fitted.

Carpet to match upholstery.

Wings to be fully valenced.

Provision to be made for two spare wheels in front wings.

Side Lamps on front wings.

Front Seats to be adjustable.

Rear Seats to be lower than on other Chassis No. 44.

Instrument Board of Polished Walnut.

Hand Brake to be inside Body.

Instruments & Accessories as supplied, to be fitted by us.

E 3310. Putting up Number Plates & Licence Holder.

July 5 Trimming to be in Connolly's Grey Leather No. 86.

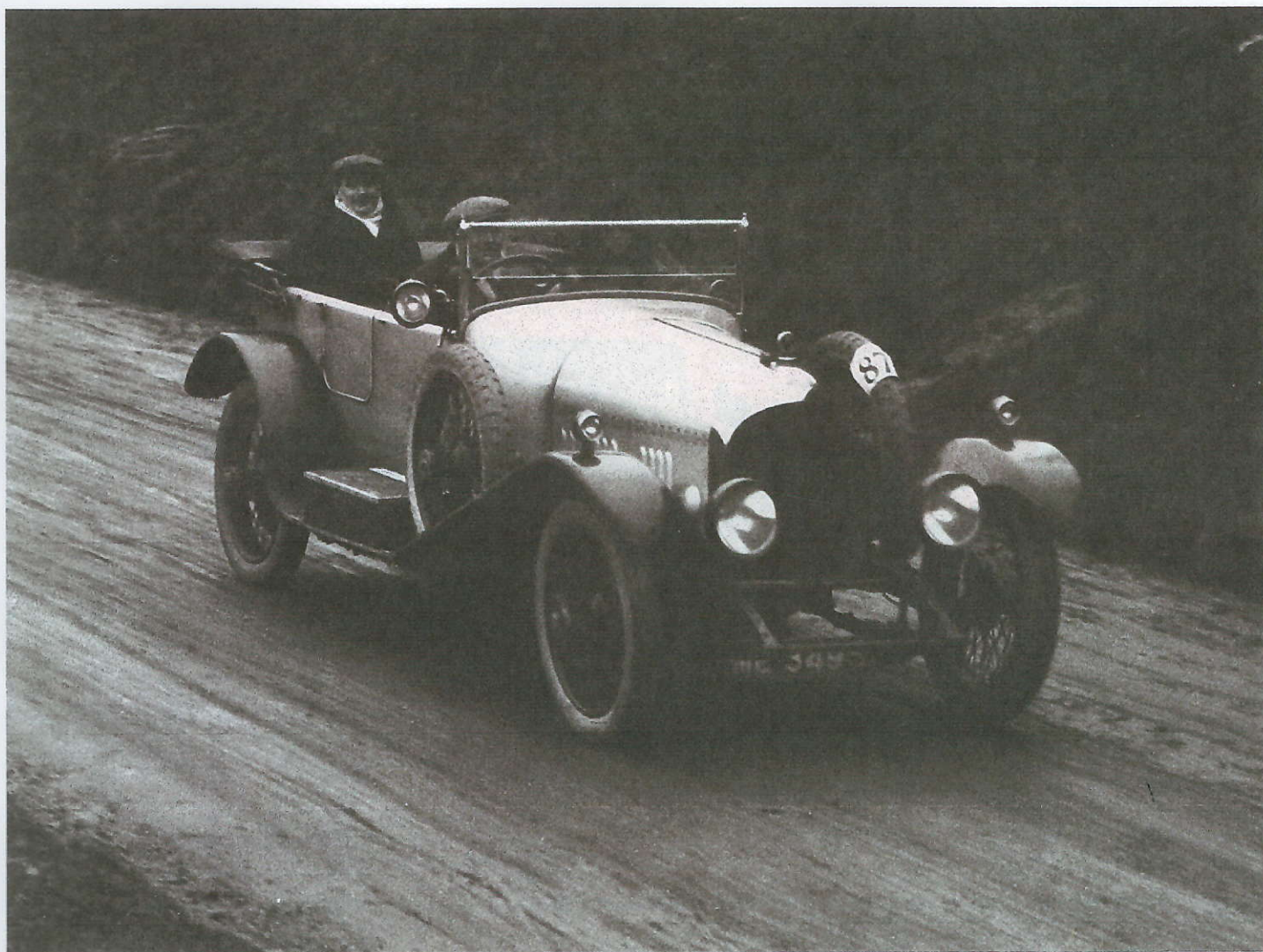
Not required by 18th inst.

£270.15

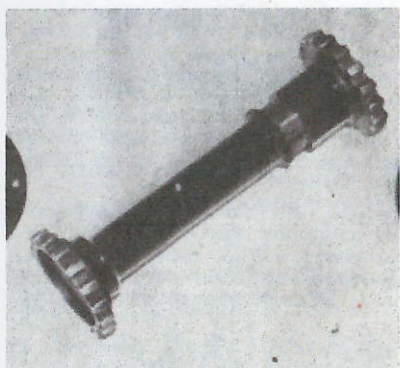
Job No CLOSED 31.7.22.

Invoice No. 3301 - 2.7.22.

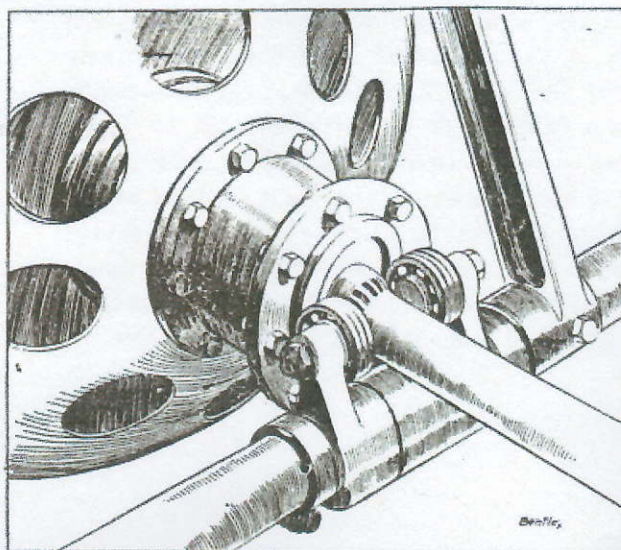
(Opposite) Vanden Plas (1917) Ltd. body order for an open four-seater fitted to chassis 85, illustrated overleaf. This was their first four-seater body on a Bentley chassis, described as a torpedo, meaning a body with a straight line from the radiator through to the back of the body when viewed from the side. (This page) Vanden Plas (1917) Ltd. body record for body no. 3194 on chassis 103, for Major Robinson. This body was built to the same specification as that on chassis 85, still with the handbrake inside. The colour scheme is scratched aluminium to the body and presumably the bonnet, with black paintwork to the chassis and wings. The upholstery was specified in red, changed to grey before completion, with carpet to match. Full weather equipment was fitted, with the instrument panel in polished walnut, and two spare wheels, in the front wings. The order was placed on 10

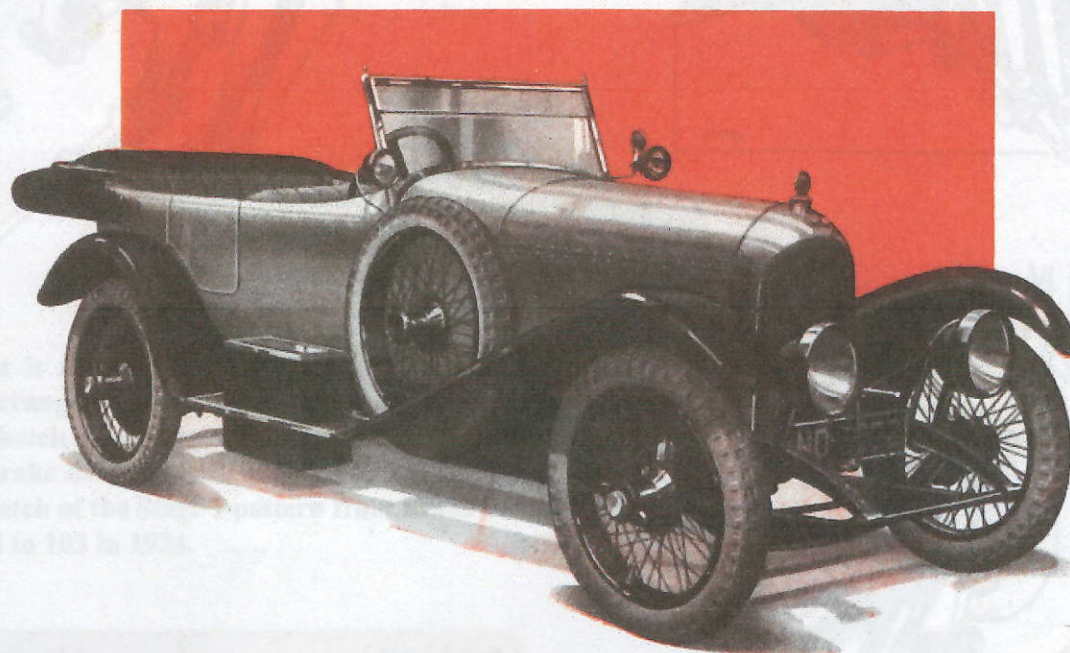


(Above) This is chassis 85 fitted with the first open four-seater body by Vanden Plas 1917 Ltd. (two earlier 3 Litre chassis were fitted with allweather bodies). This chassis was bodied for Bentley Motors, perhaps used as a demonstrator. The body was close to what H.M. Bentley had in mind, but not quite. This is body no. 3187, as new 103 would have looked like this. (Opposite) From an early catalogue, this shows the Standard four-seater model, his time chassis 30, with body perhaps by Easter. The style is generic, a touring four-seater with inside handbrake, built by any number of coachbuilders, with slight variations.



The first 160 chassis are fitted with a double splined clutch shaft, as above, with ball thrust races to the clutch withdrawal mechanism running direct on the forward housing (as right). At chassis 161 the arrangement was changed with a Hardv disc fitted instead of the rear splined con-

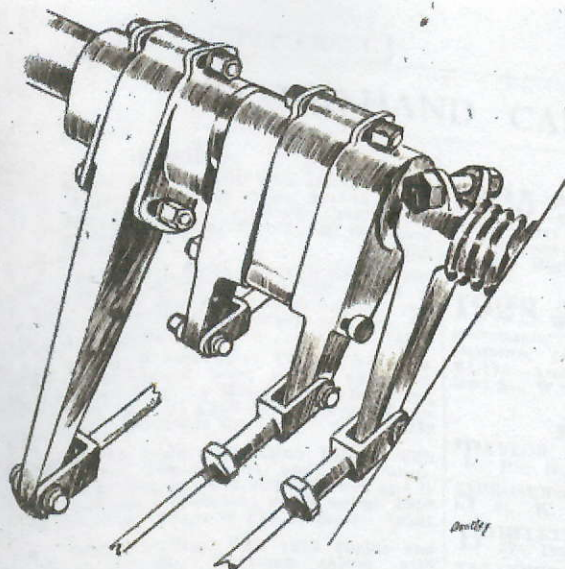




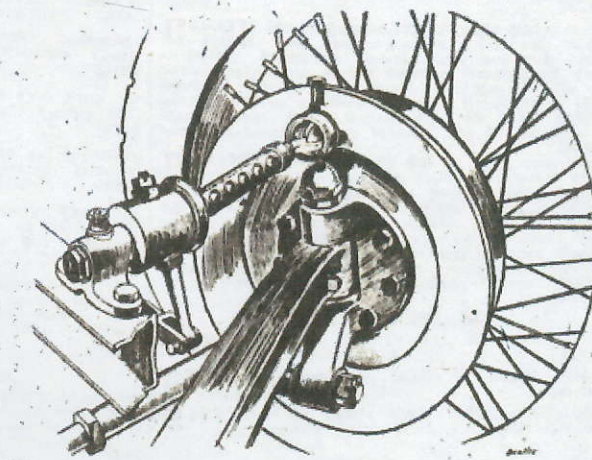
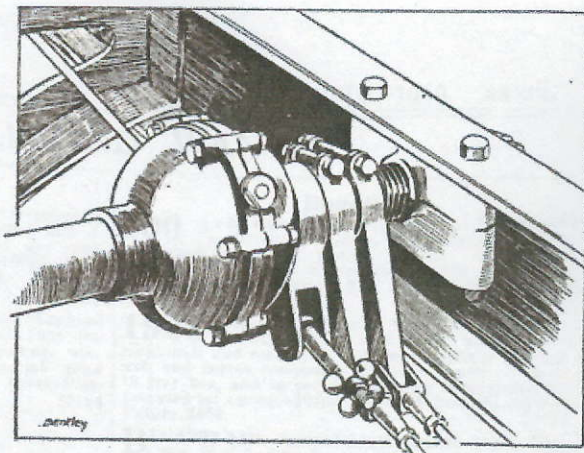
STANDARD FOUR-SEATER MODEL

THE front seats are adjustable to suit the driver. The height of the body and sloping windscreen afford ample protection from draughts to the occupants of the rear seats. This is an admirable touring body, with very comfortable seating accommodation.

Price, complete as illustrated, £1,375.



(Above) This is the four-wheel pattern brake compensator, this arrangement was fitted to 103 by Bentleys in 1924. The sketch above right shows the earlier pattern two-wheel brake compensator, as fitted to 103 from new. (Right) A sketch of the Stage 1 pattern front brake Perrot shafts, fitted to 103 in 1924.



VE.16/1B

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Make BENTLEY

Type of Body TOURER

Model

Chassis/Frame No. 103

Engine No. 109

U.W./Capacity 16 H.P.

LATEST DATE 30/9/1946
Date of First Registration N/A AVAILABLE

Last Licence Expired 31 MAY 1963

Last Known Owner

Name CHRISTINA SMITH

Address STEWARTS,
LYNSTED LANE,

(Left) Void card from the Kithead Trust for HO9620. Date of first registration not known, the only paperwork available when this card was raised dated from September 1946. This shows a last licensed date of 31 May 1963, in the name of Christina Smith in Sittingbourne, Kent. The registration number presumably lapsed because the Bentley was exported to the States. (Opposite) Small adverts from *The Autocar* for 30 May 1930. Although it is hard to be sure, it would be a remarkable coincidence of the advert placed by Mr Fitt wasn't for 103.

SECOND-HAND CARS FOR SALE AND WANTED

MAY 30TH, 1930. XXXIII.

Bentley.

1927 Bentley, 4½-litre, with 1928 improvements. Mulliner drop head coupe, perfect condition, guarantee transferable, privately owned, any examination. London district. £1,100. Box 3443. The Autocar.

BENTLEY 1930 Model Speed Six, with special four-seater coupe by Martin Walter; this car is in excellent condition and scarcely used; cost over £1,850, price £1,795.—Gordon Watney and Co., 31, Essex St., W.1. Marfair 0267-9-9. (4872)

1928 Bentley 4½-litre Short Chassis 3-4-seater leather covered body, bigskin upholstery, motor seat and red, many La Mure features, new tyres, new lamps, travel for £750.—Thomson and Taylor Brooklands, Ltd., Brooklands Track. (4038)

1928 Bentley 6½-litre Weymann Saloon, with division, Triplex glass, and many accessories, licensed for year, had very little use, and is in excellent mechanical condition; would accept £850 at quick sale.—Box 6250, c/o The Autocar. (5591)

1928 Bentley 6½-litre, with 1929 engine and improvements. Weymann saloon with division, Nutting, Triplex glass, taxed, luggage trunk as new; 895 guineas.—Berkeley Motors, Ltd., 20, Bourdon St., Berkeley Sq. 3592 Mayfair. (3755)

BENTLEY MOTORS, Ltd., are pleased to supply information concerning the history and condition of any second-hand car on application being made to their Service Department, Kingsbury Lane, The Hyde, Hendon, N.W.2. The chassis number must be quoted. (0639)

1925 Bentley 3-litre Short Speed Chassis, fitted with Gurney Nutting 2-door Weymann saloon, 2 spare wheels, chromium plating, £375; another, similar at £350.—Bertram Alvarez and Enall, Ltd., 8, Woodstock St., W.1. Marfair 3213-4. (1647)

400 Good Used Cars, including Bentley, various models; highest allowance in part exchange, altered payments; write for list, or visit Henlys' Used Car Olympia, Hawley Crescent, Camden Town, N.W.1 (2 minutes Camden Town Tube). Phone: Hampstead 417. Open daily 9 a.m. to 7 p.m., Sundays 10.30 a.m. to 4 p.m. (4000)

SPECIAL Short Chassis Speed Model Bentley, Le Mans winner, special high compression pistons, camshaft, etc., rev. counter, Triplex, tonneau and hood over, just been repainted 2 shades of green, chassis no. 1922, since been modified and later type Vanden Plas 4-seater sports body fitted, wonderful acceleration, a real sports car; £250; taxed; no trade offers.—Titt, Hamerton, Gerard Rd., Harrow. (4171)

1924 light, light cream finish, chassis No. T.B. 253, fitted with special dicker hood and screen to match bodywork, Triplex glass throughout, works maintained, privately owned, owner driven, superb condition throughout; sale, subject to Bentley guarantee and Bentley examination to purchaser; £925.—Frank Herold, Ltd., Central Garage, Evesham. Phone: 54. (4153)

TRUSCOTT For Sale.—Bentley 1922 3-litre 2-door coachbuilt sports saloon, really splendid chassis, recently overhauled, very attractive appearance, genuine Bentley performance, completely equipped, including 6 wire wheels with discs, 2 new Dunlops, new battery, etc.; a genuine bargain, £1000; exchanges deferred.—173a, Westbourne Grove, W.11. Park 7755. (5567)

SPEED Six Bentley, the Winner model; one only to offer at special price, £1,550; fitted with 4-door attractive Weymann body, cream and black, all Triplex glass, all chromium finish, nearly all new tyres, 12 months old, run small mileage; at this price showing great reduction; a superb car in every way.—Apply Bentley Yorkshire Car Distributors Central Garage, Ltd., Town Hall Square, Bradford. Phone: Bradford 794 (4 lines). Offered subject to being unsold. (0822)

SPEED Six Bentley, the Winner model; one only to offer at special price, £1,550; fitted with 4-door attractive Weymann body, cream and black, all Triplex glass, all chromium finish, nearly all new tyres, 12 months old, run small mileage; at this price showing great reduction; a superb car in every way.—Apply Bentley Yorkshire Car Distributors Central Garage, Ltd., Town Hall Square, Bradford. Phone: Bradford 794 (4 lines). Offered subject to being unsold. (0822)

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SPEED Model Bentley, short chassis, fitted one of the handiest low built coupes special body by Mulliner, Stockport, on the road, most exclusive, first built, November, 1925, one ownership since new, overhauled, overhauled and modernized at works, perfectly maintained by careful owner, Triplex glass, adjustable seats, pneumatic upholstery, capable 75 m.p.h., 3rd gear, full Bentley equipment, 6 months' written mechanical guarantee; £335 (stock equal 1930).—Taylor, The Sports Car Specialists, Wheeler St., Birmingham. (4051)

400 Car List Post Free.—1924 to 1930 models, including Bentley used cars, new cars, drop sided cars, prices from £30 to £2,950; bargain prices for guaranteed cars (used), including 250 new cars, from 15 p.p. to 45 p.p.; 250 cars actually in stock, including: 2-seaters, landaulets, limousines, sports cars, etc.—The Autocar, 31, Essex St., W.1. (4000)

Bentley.

1925 Bentley 3-litre, F.W.B., in exceptionally good mechanical condition, fitted with 4-door 5-seater all-weather body by Mulliner, any trial, any distance; £325.—Oswald Tilletson (1929), Ltd., Summit Works, Burnley. Phone: 2201. Grange. (3928)

1928 Bentley 6½-litre Double Enclosed Weymann Limousine, fitted all 1929 improvements, Triplex glass, chromium plating, etc., guarantee transferable; cost £2,450, special price £1,175.—Archie Simons and Co., 94, 95, Great Portland St., W.1. Langham 1243. (5124)

Bentley Cars Wanted.

TAYLOR, Wheeler St., Birmingham, wants Vanden Plas Bentley cash. (4062)

SPOUSEN'S Want Bentleys—111, Great Portland St., W.1. Langham 1212. (4298)

BARTLETT for Sports Cars, including Bentley—27a, Pembroke Villas, W.11. Park 0523. (0031)

WANTED, 1925-26 27 Sports Bentley; immediate cash—Alpe and Saunders, Providence Court, North Audley St. (2155)

HAROLD SIMONS Pays the Best Cash Price for Bentley; try me and see.—Harold Simons, 311, Euston Rd., N.W.1. Museum 9764. (5514)

H. M. BENTLEY and PARTNERS will buy Bentleys in good condition for cash—3, Hanover Court, Hanover Sq., W.1. Marfair 3422-3. (0251)

HIGHEST Cash Price Given for Bentley Cars; distance no object; write, phone or call.—H. P. Edwards, 175, Great Portland St., W.1. Welbeck 4161. (2419)

BERTRAM ALVAREZ and ENALL, Ltd., are definite cash buyers at highest market prices of modern Bentleys.—Bertram Alvarez and Enall, Ltd., 8, Woodstock St., New Bond St., W.1. Marfair 3213-4. (5435a)

Beverley Barnes.

1927 Beverly Barnes Straight Eight, fitted with sportsman's drop head coupe body, with box at rear, one owner, 6 wheels, and in excellent condition.—Andrew's Garage, Derby. Phone: 533. (5546)

Bianchi.

BIANCHI 10-30hp, 8.5 Sports 4-seater, enclosed hood, 1929 model, as new; £195. (4195)

BIANCHI 15-60hp, Type 20 Sports 4-seater, 1928 model, good car; £225. (4225)

SEVERAL Other Older Models From £45. (445)

ERNEST OSBORNE, Ltd., Main Distributors, 17-18, Rathbone Place, Oxford Street, W.1. Museum 9865-6. (0770)

£165 !!!—Bianchi, 1928, fitted with very smart coachbuilt 3/4 coupe, in 100% condition throughout, cost £450 new, supplied on one week's approval.—Bell Motor Mart, Ltd., Bath Rd., Crippenham, near Slough. Phone: Burnham 149. (4581)

Brocklebank.

BROCKLEBANK New (shop soiled) 15hp, 6-cyl. Weymann 4-door Saloon; list £450, our price £225.—Archie Simons and Co., 94, 95, Great Portland St., W.1. Langham 1343. (5125)

Bugatti.

BARTLETT for Guaranteed Sports Cars.

BUGATTI Special Racing 1½-litre Supercharged Straight Eight Full Grand Prix; £425. (425)

BUGATTI 1929 (late) 4-cyl. Grand Prix 2-seater, full equipment; £285. (4285)

BUGATTI 2-litre Straight Eight Full Grand Prix; £245. (4245)

BUGATTI Special 1½-litre Straight Eight Full Grand Prix; £225. (4225)

BUGATTI, first registered late 1929, 2-litre Straight Eight sports 4-door Weymann saloon; £195. (4195)

BUGATTI 1929 Type 40 3-4-seater; £195. (4195)

BUGATTI Late Model Straight Eight Sports 2-seater; £135. (4135)

LARGEST Stock of Sports Cars in Great Britain; exchanges, deferred.—27a, Pembroke Villas, North Hill Gate. (4920)

SPOUSEN, Ltd.—Sports cars, fully guaranteed.

SPOUSEN, Ltd.—1930 1,500 c.c. Grand Prix Bugatti, new, in stock, full makers' guarantee, substantial reduction. (4000)

SPOUSEN, Ltd.—1928 (June) 1,500 c.c. Grand Prix, fully equipped, blue, many extras, magnificent condition; 275 guineas. (4275)

SPOUSEN, Ltd.—1928 (August) 3-litre fabric body 4-seater sports; 275 guineas. (4275)

SPOUSEN, Ltd.—1929 type 40 4-seater, blue and ivory, negligible mileage, paintwork, etc., as new; 235 guineas; exchanges, deferred; 80 sports cars.—111, 235 Guineas; exchanges, deferred; 80 sports cars.—111, Great Portland St., London. Langham 1212. (4905)

1929 Type 40 Bugatti 11.9hp 4-seater Sports, new June, 1929, 7,000 miles only; a bargain, 200 guineas.—Hove Service Garage, 117-121, Holland Rd., Hove. Phone: 5174. (4307)

Bugatti Model 30 2-litre 8-cyl. Sports Tourer, 1927, 11.9hp, 4-seater, 7,000 miles only; a bargain, 200 guineas.—Hove Service Garage, 117-121, Holland Rd., Hove. Phone: 5174. (4307)

Bugatti.

100 m.p.h. Grand Prix Bugatti, specially balanced by Levallois, 1½-litre, full touring equipment, well shod, chromium plating, Marchal hood lamp, privately owned, superb condition; £240; 6 months' written guarantee.—Taylor, 27a, Wheeler St., Birmingham. (4049)

1928 Supercharged 4-cyl. Grand Prix Bugatti, recently fitted 1930 type pressure fed crankshaft and connecting rods, new bearings throughout, and engine completely overhauled, new set gears to gear box, and in perfect condition throughout; all prepared for racing.—Paworth, 41, Filmer Rd., S.W.6. Putney 3652. (0711)

BUGATTI 1926 licensed 1927 Straight Eight, Vanden Plas 4-seater Bentley body, engine, rear box stripped, overhauled, perfect, new battery, 2 carburetors, repainted red, black, wire wheels, starter, Bosch horn, Lucas head lamps, Andre Thomas, Triplex, thermometer, speedometer, 100 miles genuine purchaser, £125; exchanges, deferred.—Martins, Broadway, Winchester. (4198)

BUGATTI Special 4-seater 1926 Straight Eight, cable F.W.B., wire wheels, tonneau cover, well shod, all-weather, beautifully shaped smart box body, red leather upholstery, engine recently despatched and renovated, license paid, superb condition; £135; 6 months' written guarantee; Bugatti Grand Prix, 1½-litre, as new, £245; Bugatti type 40 1928, £195; terms, exchange.—Taylor, Wheeler St., Birmingham. (4052)

BUGATTI type 40, 1927, but in 1929 condition, just finished overhauling, cylinders rebored, new Hepolite pistons and gudgeons, every main and big end journal ground true and bearings bedded in, valve seats refaced and ground in, capable 80 m.p.h., very high class collapsible head coupe (with dicker), by Compton, saxe blue, leather upholstery to match, black wheels newly cellulosed, perfect everywhere; £165.—Felix Schrenk, Alma Works, Bradford. Phone: 3444. (4529)

Bugatti Cars Wanted.

SPOUSEN'S Want Bugattis—111, Great Portland St., W.1. Langham 1212. (4299)

BEASLEY'S, best cash buyers of Bugattis—374, Euston Rd., Museum 7600. (4621)

BARTLETT for Sports Cars, including Bugatti.—27a, Pembroke Villas, W.11. Park 0523. (0613)

Buick.

NUMBER of Buick Bargains.

1928 Master 6, special 3/4 landaulet body by Mulliner, 7-8-seater, lace forward seats, total mileage just under 10,000, one owner, entirely privately owned, very excellent order; £225. Also (4225)

1927-28 Master 6 Buick Monarch 7-8-seater, special rigid all-weather equipment, magnificent order throughout, one private owner only, at bargain price; also several other models; exchanges and easy payments. (4225)

W. JORDAN, 61, Lancaster Mews, Craven Terrace, Lancaster Gate, W.1. (5374)

BURTON and TWEEDY for Buicks.

1926 Master Chassis 7-seater Open Tourer, 2 extra seats; £120. (4120)

1927 Master Chassis 7-passenger Enclosed Drive Limousine; £185. (4185)

1928 20-60hp, 5-seater Open Tourer, wire wheels, 2 spares, taxed; £175. (4175)

THE Above Cars are in Excellent Condition and Carry 6 Months' Guarantee.—115, Great Portland St., W.1. Langham 2822. (4525)

BUICK Bargains with Written Guarantee.

1927 20-60hp, Buick 4-door Saloon, excellent order; £125. (4125)

1929 25-80hp, Buick 2-3-seater, special English coachwork, indistinguishable from new; £225. (4225)

1927 Buick Master Chassis Prince's Sports Tourer, magnificent order; £135. (4135)

1928 Buick 20-60hp, Dominion Saloon, leather upholstery, Triplex glass throughout, small mileage; £165. (4165)

1928 Buick Light Six 2-seater, colour green and cream cellulose, magnificent order; £165. (4165)

1928 Buick 25-80hp, Empire Saloon, blue cellulose, furniture hide upholstery, magnificent order; £255. (4255)

1929 Buick Master Chassis Magnificent English Drop Head Coupe, black cellulose, wheels, silver red furniture hide, fitted with Desandre servo brakes at a cost of £40, many extras, wire wheels, 2 spares, small mileage; original cost £900, price £350; definitely the most handsome Buick on the road. (4350)

ARCHIE SIMONS and Co., 135, Tottenham Court Rd., W.1 (opposite Maple's), Museum 3264. (3344)

1928 Model Buick Empire 4-door Saloon blue and leather; £165. (4165)

1928 Buick Master Chassis, fitted 7-passenger limousine by Vanden Plas chromium plating, 2 spare wheels, cost £795, magnificent condition; £425. (4225)

1929 Buick Empire Saloon, maroon and leather, wire wheels, as new, choice of 2; £285. (4285)

ARCHIE SIMONS and Co., 94, 95, Great Portland St., W.1. Langham 1343. (5123)

LANDAULET—1925 Buick 20hp, F.W.B. DeLgravia 7-passenger; £95.—Hove. (4307)

LANDAULET—1927 Buick 20hp, enclosed drive 6-7-passenger; £95.—Hove. (4307)

Order No. 1261 Date 6th Feb. 1926

Chassis Bentley P.H. 1463 Price _____

to be sent in _____ and finished by _____

For Bentley Motors Ltd. Price: £ 160

of _____ Est. Bk. Fo. _____

Body by Standard with Sports
Hood Black

Wings.....

Bootings.....

Steps.....

Upholstery..... Cornwall's Red Leather or

Front Seat.....

Painting..... Body + Bonnet Parsons Cobaltine Blue

Misc + Chassis Parsons Cobaltine Blue
Wheels Black

Joiner.....

Mountings.....

Heraldry.....

Tyres.....

Lamps.....

Mats.....

Extras.....

Vanden Plas' body record no. 1261, for a standard panelled sports four-seater body fitted to 3 Litre Speed Model chassis PH1463. The finish is Parsons cobaltine blue paintwork with red leather upholstery.

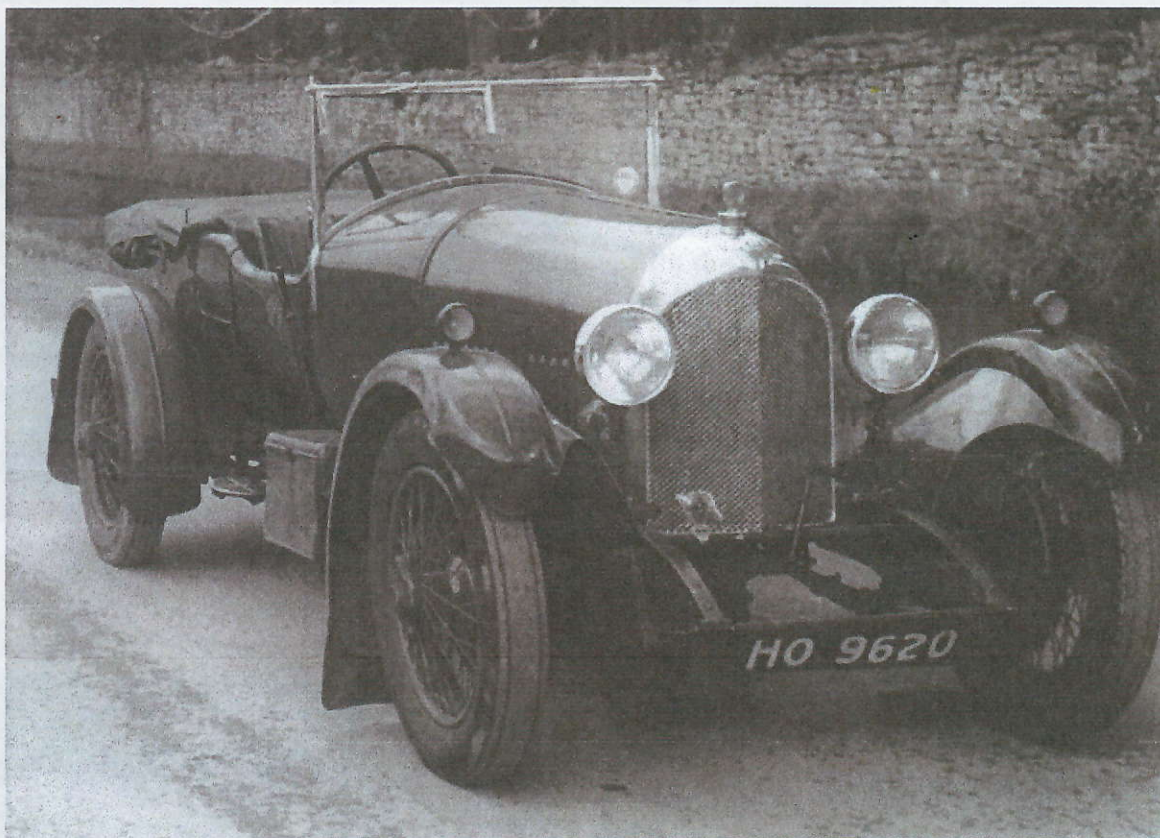
the body has been changed for a later Vanden Plas 1923 body, no. 1261, from chassis PH1463. At the time of writing exactly when this change occurred is unclear.

Going back to the Service Record, Mr Johnson's ownership was short lived as 103 is listed almost immediately to J.B. Butcher of Butchers Garage in Poplar, east London. In September through to November various minor work was carried out by Butchers Garage, with a set of oversize valve guides and four new valves, along with a pair of rocker shafts for steel rockers, sent out by Bentleys. There is then a gap until June 1934, when a shackle bracket was sent out to Street & Duller, in London NW6. They reconditioned the propshaft in September and fitted a secondhand back axle 14 tooth bevel pinion in November, for a 14/53 crownwheel and pinion set. There is then a further gap until April 1937, when propshaft parts, a set of valve guides, and a pair of late type Perrot shaft frame brackets were sent to Salfords Garage in Surrey. The last entry in the Service Record is dated 1938 for a change of owner to E.J. Warner, of the Royal Artillery, I think, at Connaught Barracks in Woolwich. The Service Records all end in 1939/40, as Rolls-Royce closed down the old Bentley Motors Service Department soon after the outbreak of war.

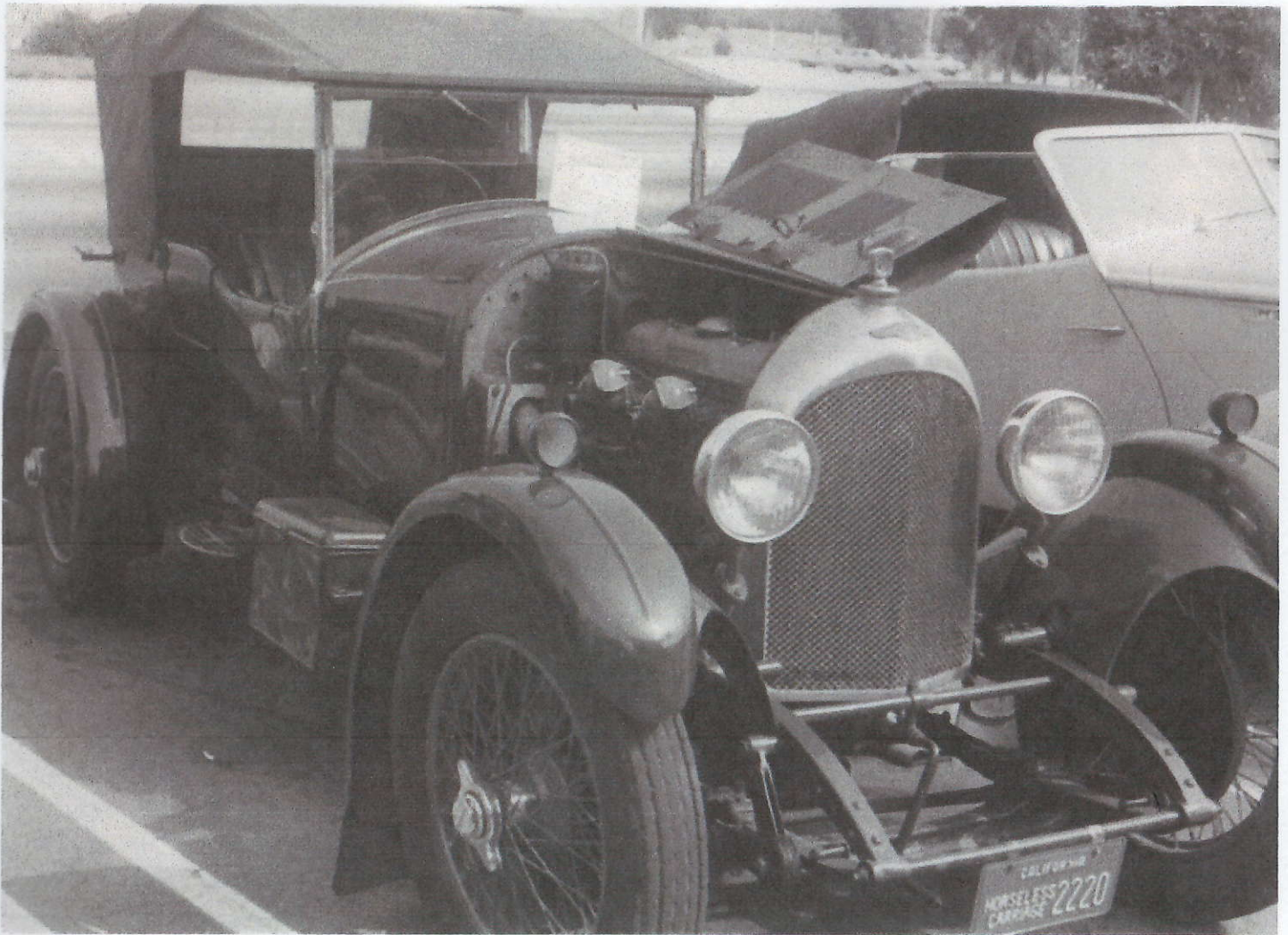
After the war 103 was bought by Mr Chapman, on his return from India and the war. According to his son, P.S. Chapman, a year later he sold the Bentley to a man who laid it up in a garage. Some years later, circa 1961/63, the son was able to buy the car back, but sold it on his marriage to "a wealthy young man from the Slough area". The next owner was Christina Smith in 1963, from the void card in the Kithead Trust archives. The next recorded owner is H.R. Crown in 1965, to go by the 1966 BDC Members List in Van Nuys, California. 103 later belonged to John E. Milchik in 1968 in Glendale, California, then Dr Keith C. Gerard in Long Beach, California, in 1971. The next owner I have is Jack Hilton in California in 2003, before the present owner, [REDACTED].

Clare Hay.

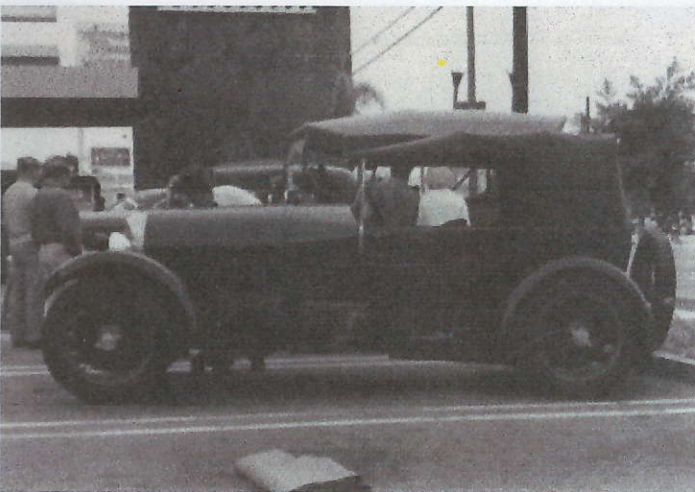
Clare Hay 9 February 2019

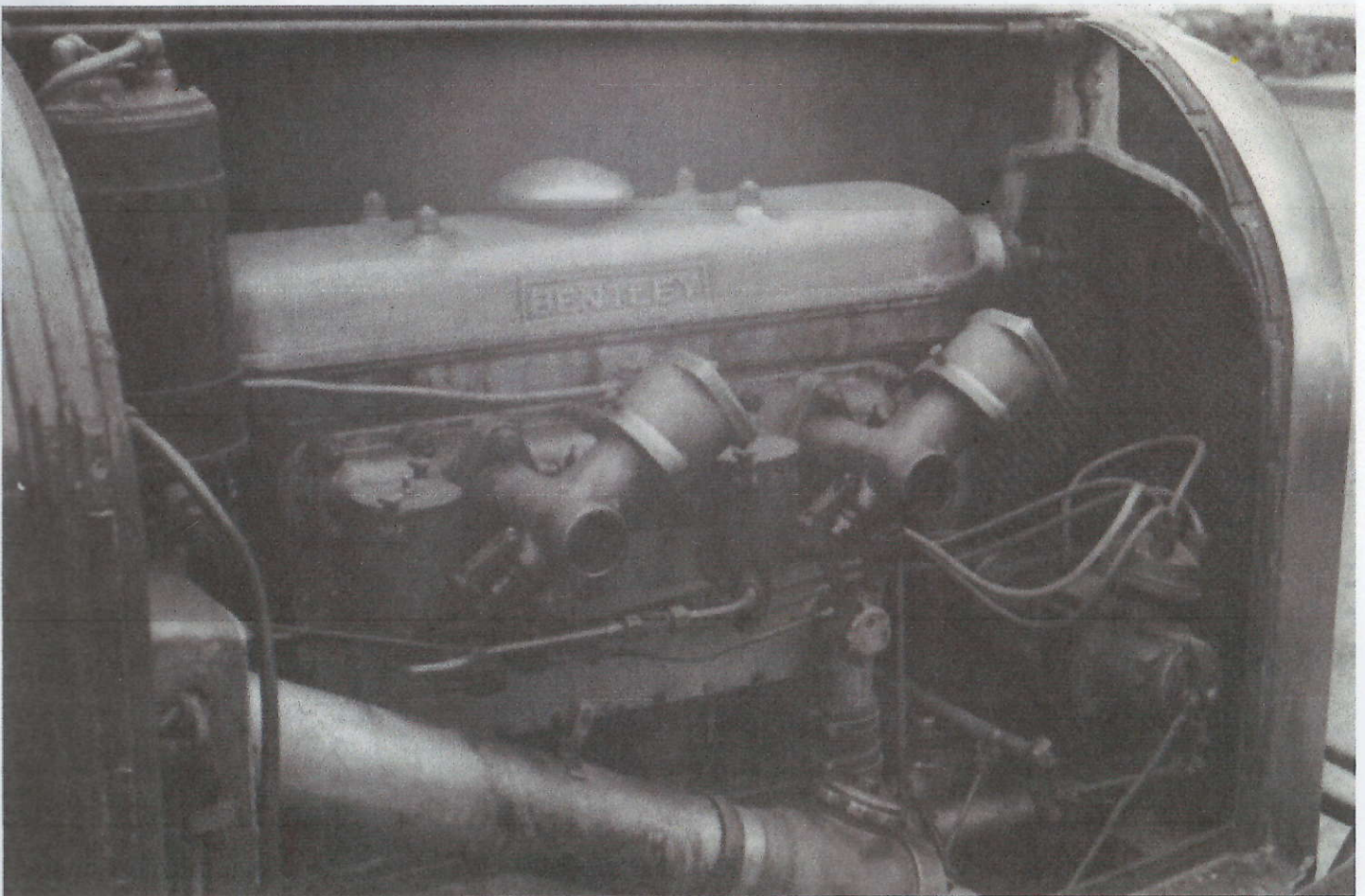
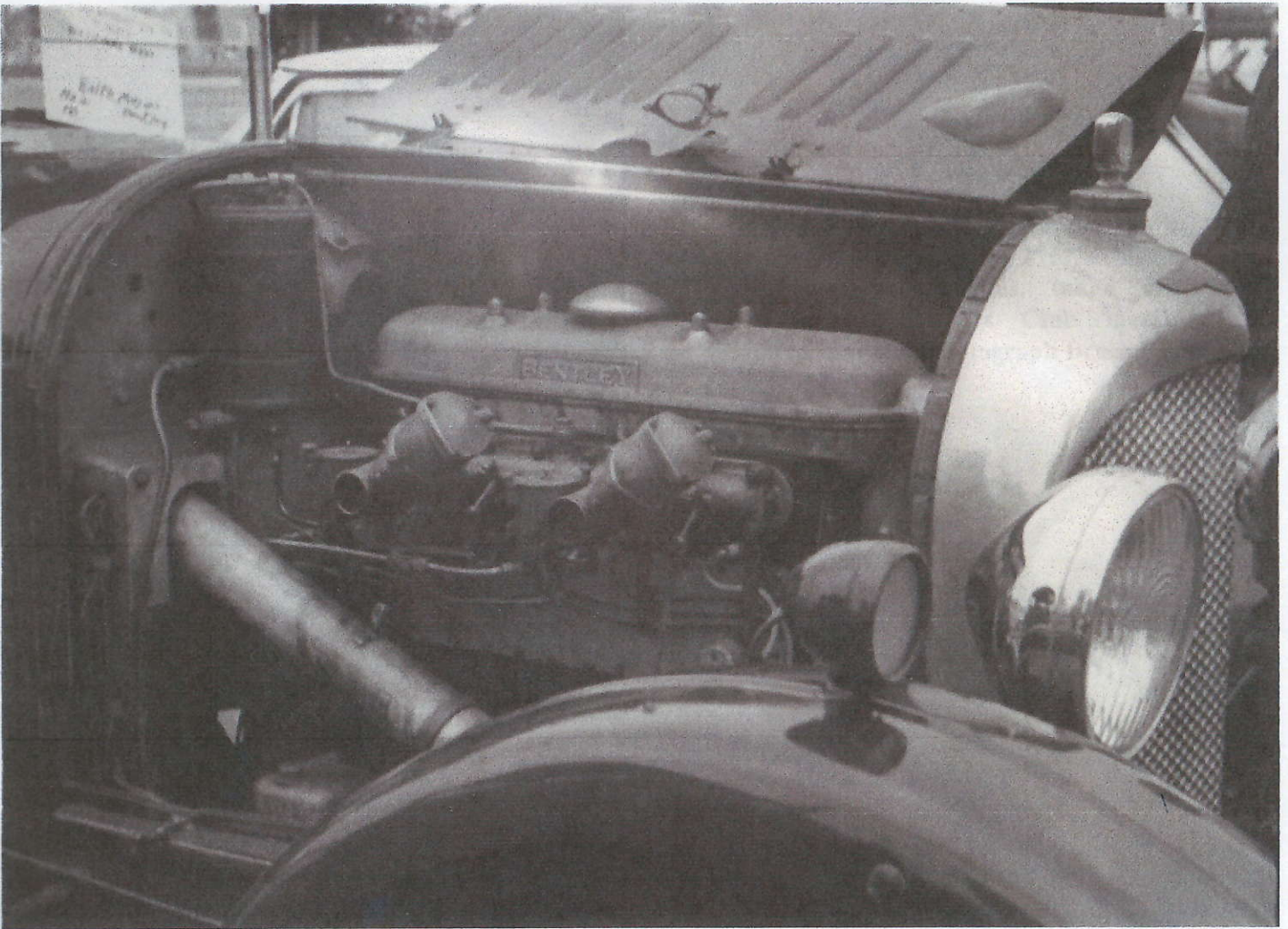


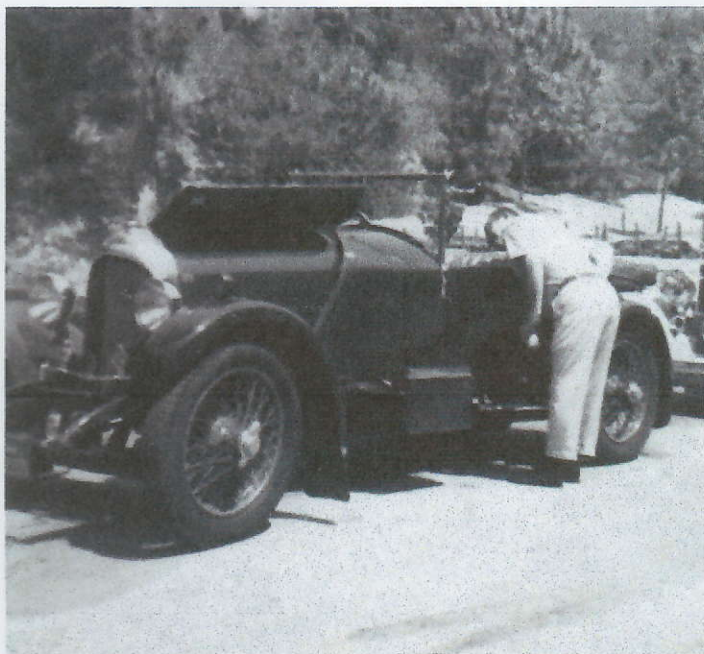
An undated image of 103, probably from the early 1960s when owned by P.S. Chapman, before export to the States. The Bentley looks to have been repainted in a darker colour since the colour photograph at p.2. at this



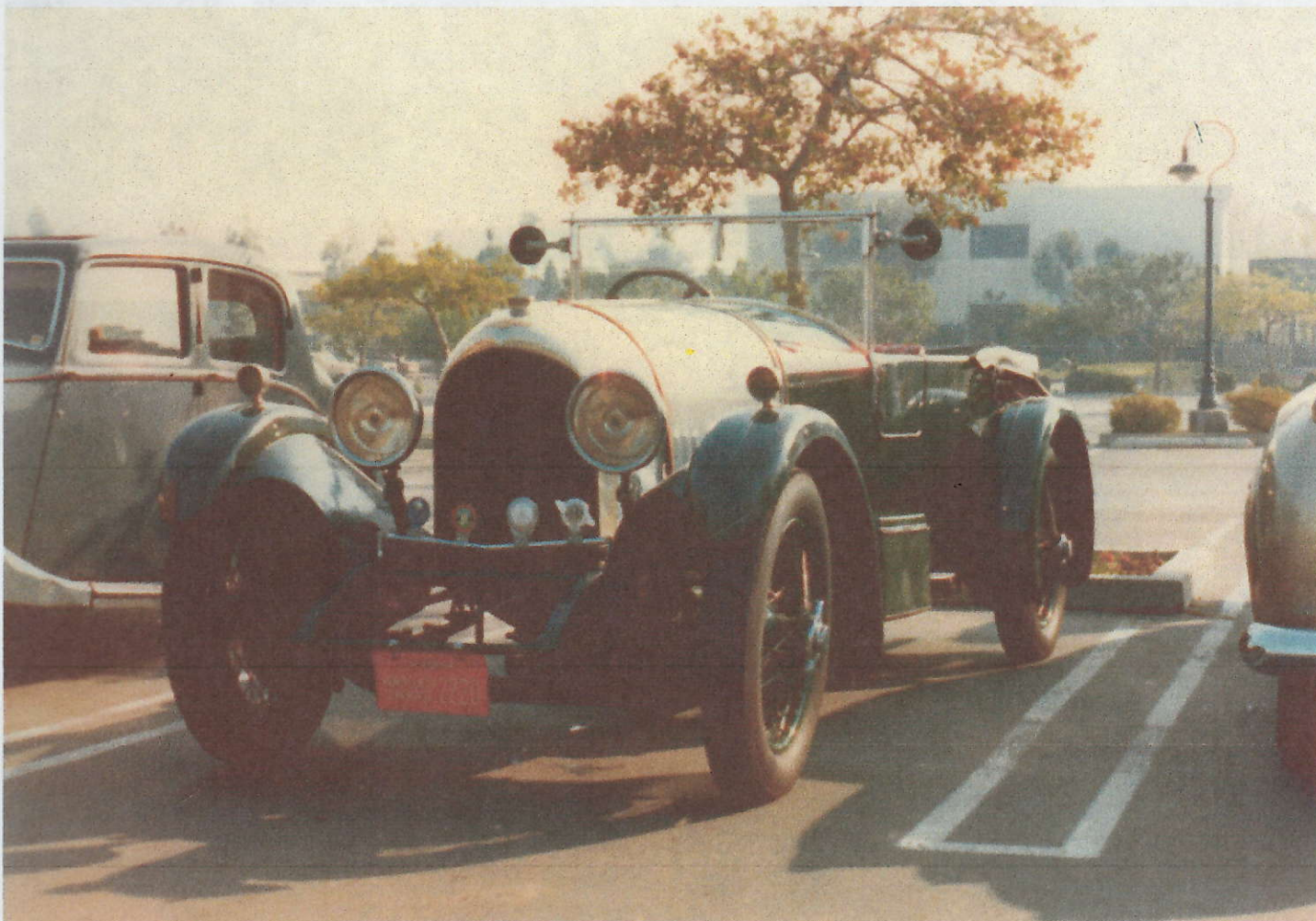
(This page, opposite) A series of photographs taken by Peirce Carlsson in the late 1960s, of 103 at an event in California. These show late pattern Perrot shaft brackets as supplied by Bentley Motors in April 1937. The underbonnet photograph shows original wooden deckboards and Autovac position, with the holes in the bulkhead evident where the filter has been removed and the pipe union closed up. The wiring to the bulkhead leg has, I think, the original clips. The carburettors are SU G5 "slopers", with ML CG4 magnetos. The lower cylinder block water pipe has been crudely remade.







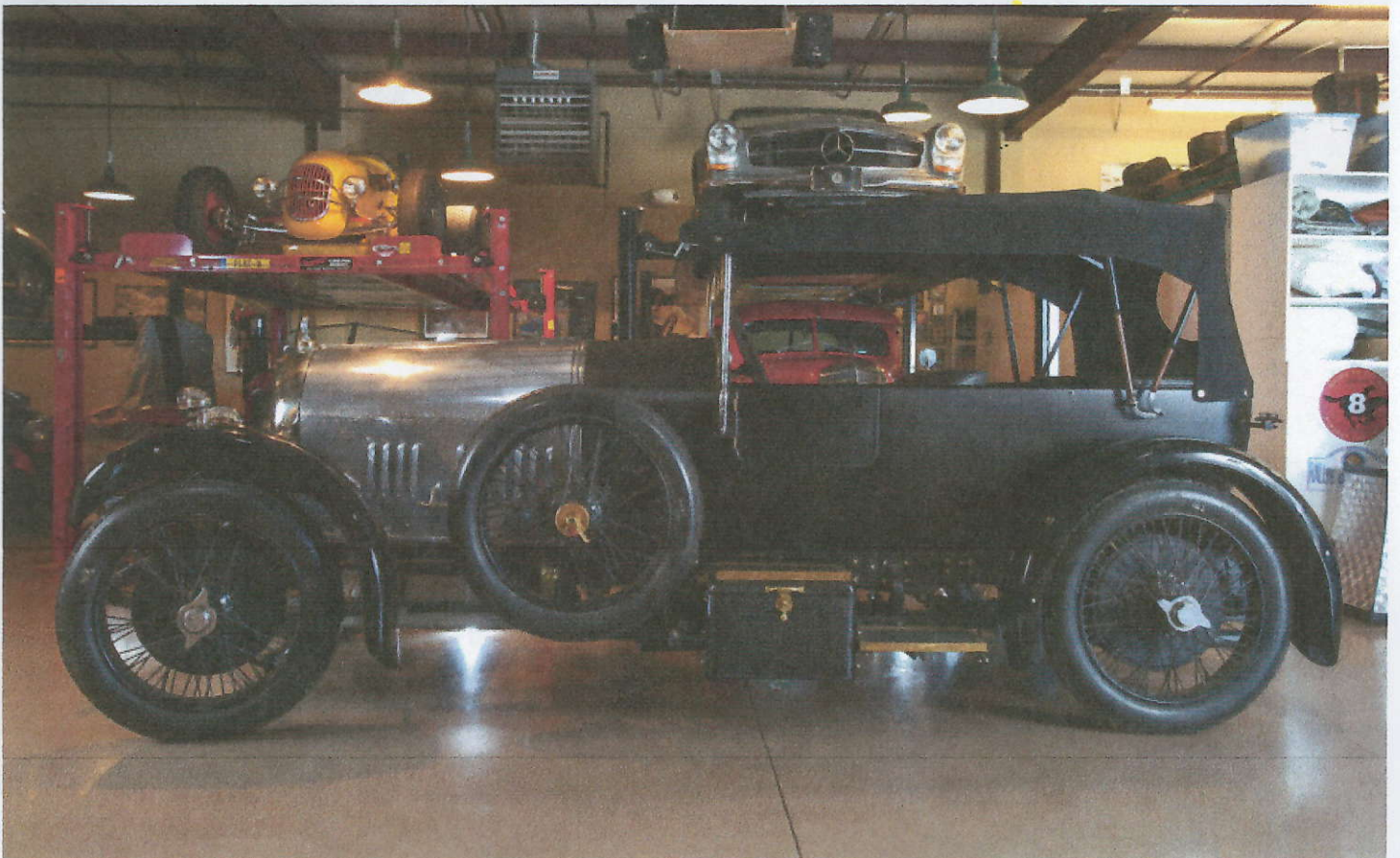
(Right) This photograph appeared in BDC Review no. 91 for January 1969, owned by John Milchik in the States, taken during a BDC/Bugatti Owners Club meet on 8 September 1968. (photograph Bruce Fagan)



(Above) 103 during Keith Gerard's ownership, I think, in the States with the bonnet in polished finish with a bonnet strap, with the headlamps changed for Lucas P80s.

(Opposite, following pages) 103 in 2018, photographs from [redacted]. The Bentley has been refinished in black this looks to be eggshell paint over the aluminium panelling. A Motometer has been added to the radiator





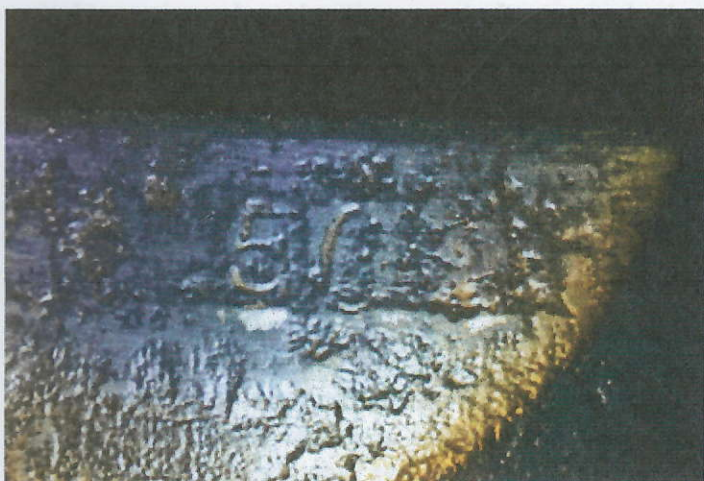
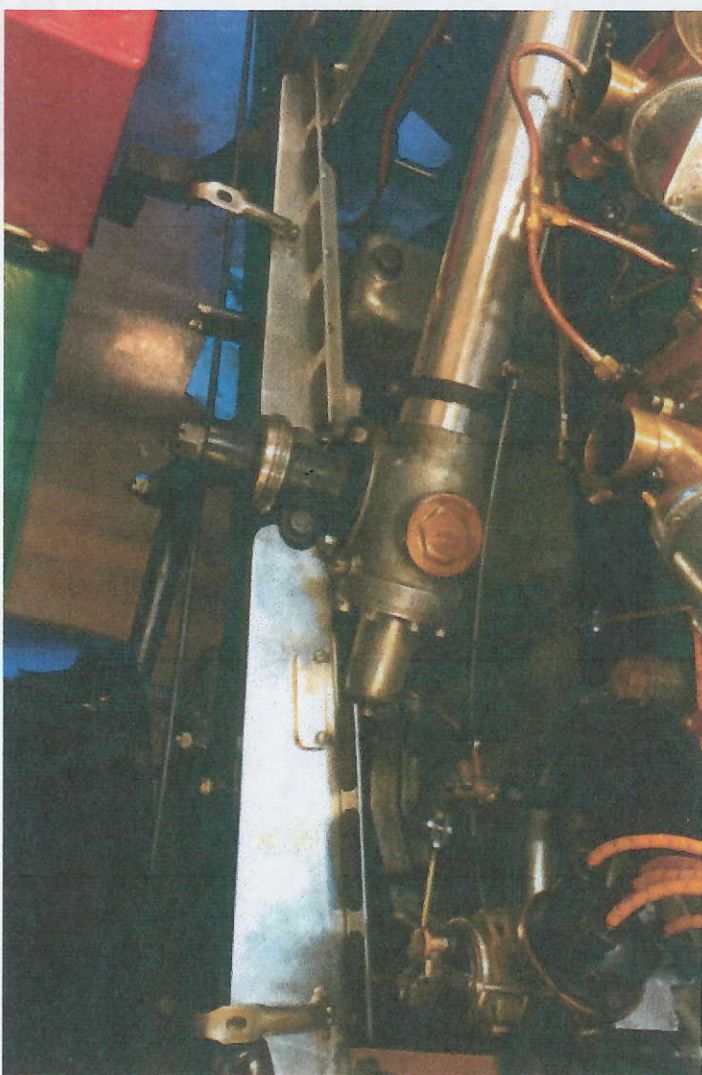


Further views of 103 as now. The body is a late Vanden Plas sports four-seater, not the original Vanden Plas 1917 Ltd. It isn't clear exactly when this body was fitted, to go by P.S. Chapman's recollections it must have been before 1946 and possibly by 1930. The wings are not original either, these are nicely proportioned but it is hard to put a date to them. Data for early cars is hard to come by, and for lighting there was little standardisation. Early 3 Litres typically have a set of five Lucas lamps in black, but I'm not sure if there was a standard lighting set in 1922. The chassis looks to have been fitted with Tecalemit oilers throughout (oil, not grease—the only place on a Bentley chassis where grease is used is in the front hubs), 1922 chassis were fitted with a different arrangements with plugs in the fittings that have to be removed before a screw-in oil gun is used. The 820 x 120 beaded edge wheels and tyres are correct.

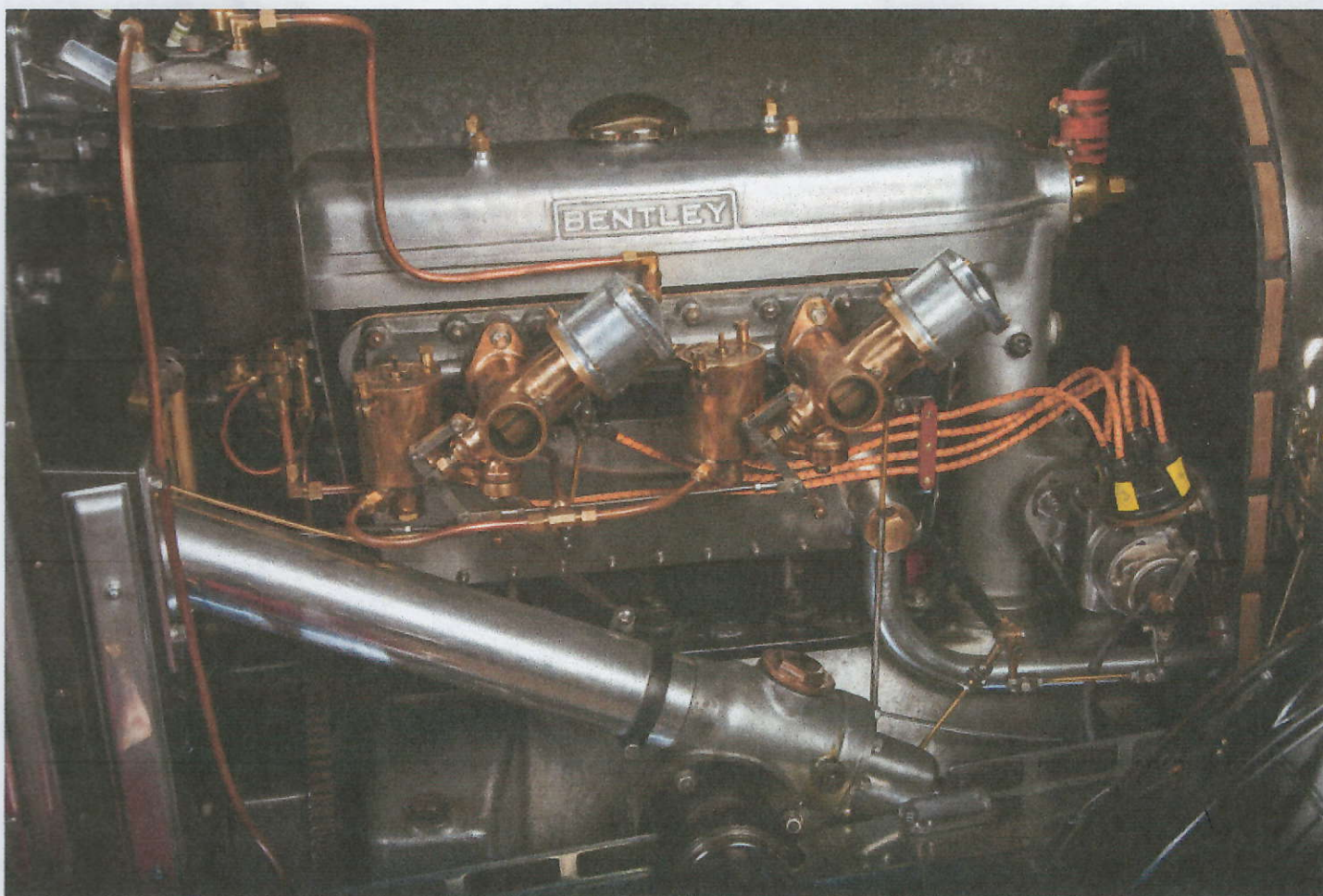
1.25. The front axle number looks to be 36, the top image is as used, the lower image has been enhanced to show the 36. This will be a new four-wheel brake system also fitted by Bentley Motors in August 1922. The original wooden jackboards, with aluminium steel overlays, have been changed for new



(Left) The chassis is stamped 103 to the front crossmember. The original bonnet catches were the screw-down pattern, these have been changed for spring-loaded catches. (Right) The bonnet is the louvred pattern, very early chassis have plain bonnet sidepanels, by 103 I think this had been changed for louvred. From the photographs I've seen there is no evidence of a number to the bonnet, it isn't clear whether or not this is original.



(Left) The front axle number looks to be 50, the top image is as sent, the lower image has been enhanced in Photoshop. It may be 56. This will be a new four-wheel brake pattern axle fitted by Bentley Motors in August 1924. (Right) The original wooden deckboards, with aluminium sheet covering, have been changed for new

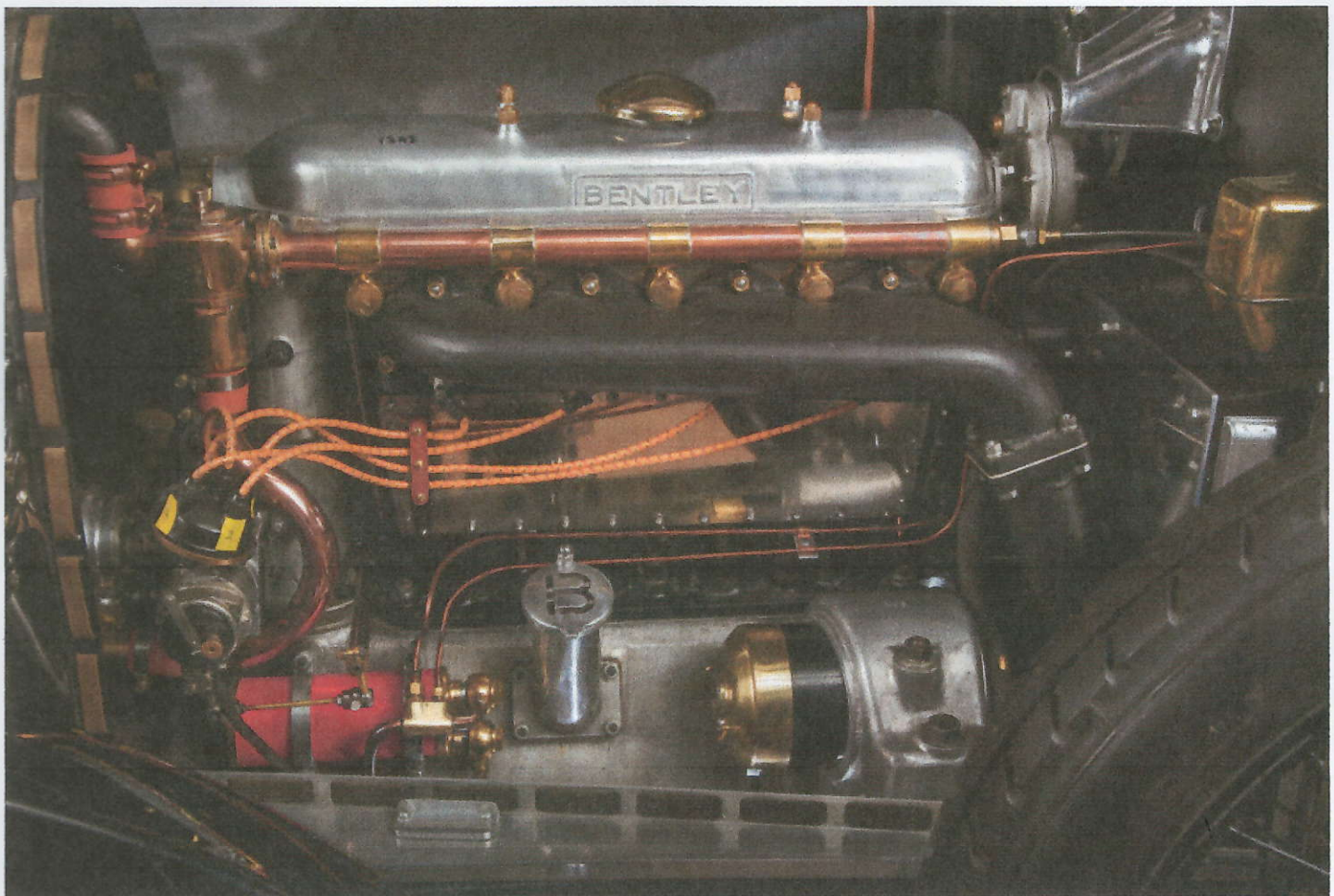


Engine offside. The water roll is the later pattern with three studs having this was introduced for the 1923 model at chassis 141. 1923 chassis have a straight water roll filter neck has lost its bend from opposite the location for the water pump to the camchest and the oil pressure gauge.

(Above) Engine offside. The original carburettor is a Smiths 45VS, this has been changed for later SU G5 "slopers", the original ML G4 magnetos have been changed for late ML CG4s. The camcover is the correct 1922 pattern with four studs and a central breather, the camchest the correct 1922 pattern with no inspection plugs by the camshaft crownwheel. The flywheel is the standard cone clutch pattern, lightened somewhat (the bolts are visible). The bulkhead is the correct 1922 pattern for the geared-up dynamo drive, this has been fitted with the later pattern wiring covers (the early bulkheads do not have wiring covers). The Autovac is also mounted incorrectly, and the filter is missing (c.f. p.19).

(Right) The steering column is marked 104, this will be the original to the chassis. In the early days bentleys weren't too careful about matching component numbers to the chassis, up to chassis 1240 typically only the back axle matches as it was chosen by ratio. The M adjacent to the number is possibly the initial of the fitter who built the column.





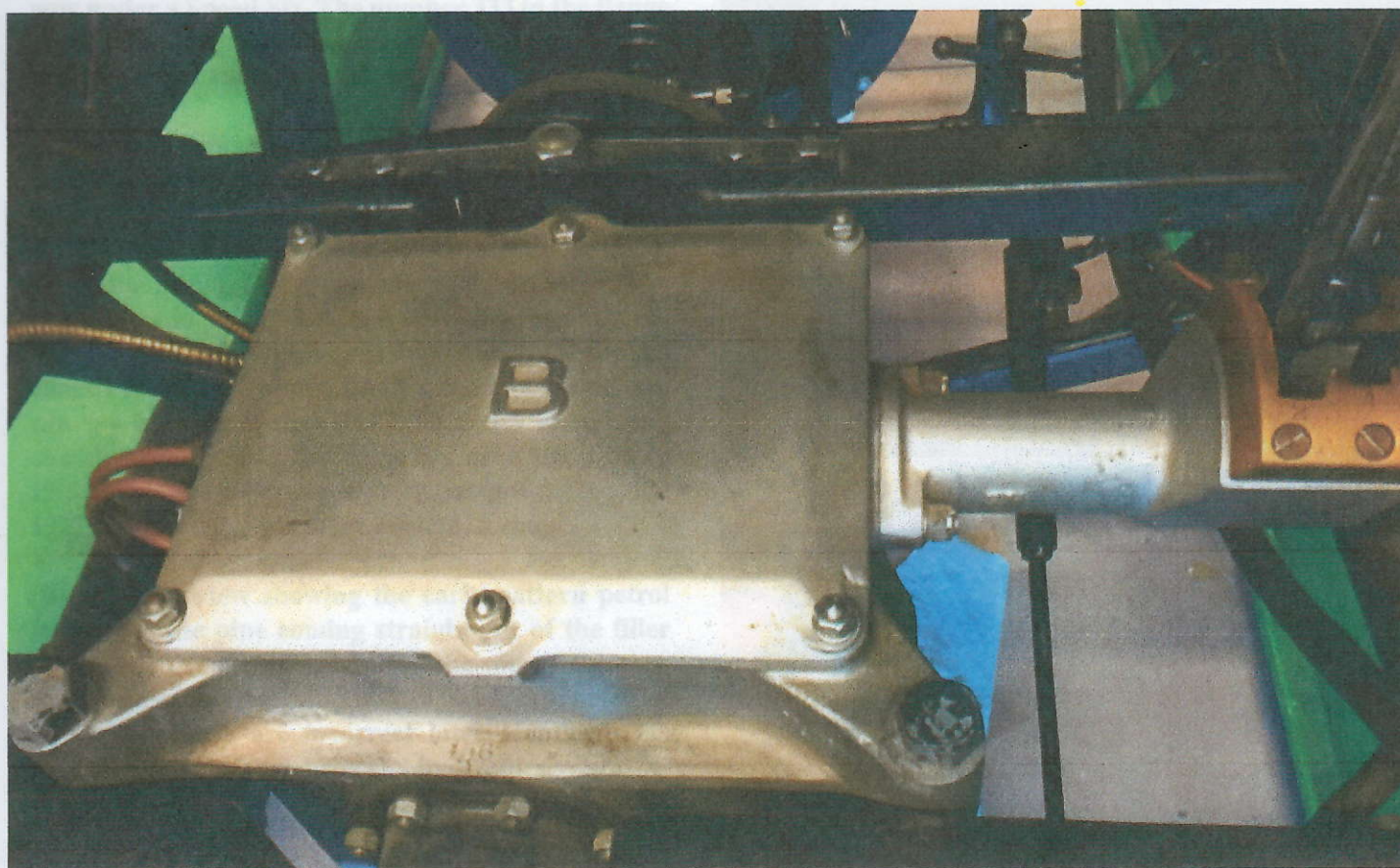
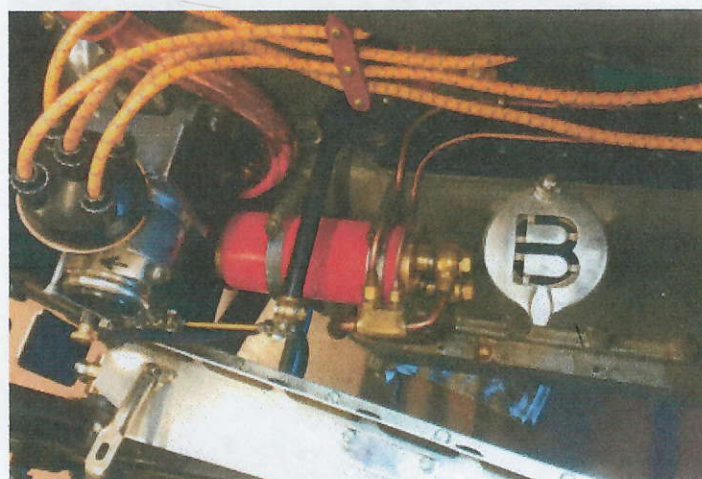
Engine offside. The water rail is the later pattern with thermostat housing, this was introduced for the 1923 Model at chassis 161. 1922 chassis have a straight water rail with no thermostat housing and by-pass pipe. The oil filler neck has lost its knob from opposite the locating bolt. The oil filter banjo is the late pattern with outlets for the oil feed to the camchest and the oil pressure gauge, as standard 1922 engines have the camchest oil feed off no.5 main bearing with a single outlet to the is pipe for the oil pressure gauge. This may be Bentley Motors' updating, not all of which would have been recorded in the Service Record. The Smiths starter is correct.



(Left) From this angle the 1922 pattern dynamo set-up can be seen, with the early pattern bulkhead for the geared-up 3:1 dynamo. For 1923 Bentleys introduced a new bulkhead with direct-drive dynamo, at chassis 161. The Smiths cut-out looks to be the later pattern with a Bakelite base. A correct floor-mounted starter motor switch is fitted to the lower bulkhead closing plate, this should be a Smiths. As standard the bulkhead casting was left unpainted. In 1924 Bentley Motors fitted front brake rod supports made out of red fibre, these have been changed for the later pattern aluminium castings. (Right) The original wooden deckboards are with the



The engine is the original, marked 109 to the crankcase (above) and to the magneto turret (above right). (Right) Showing the later ML CG4 magneto and thermostat by-pass pipe. The filter casing was usually black, I think. There should be closing plates between the sump and the chassis siderails, the flange to the sump with a series of tapped holes is for these plates. (Below) Chassis midships, showing the "A" type gearbox. As far as I can tell the clutch has been updated to the later version with a separate thrust pad and a Hardy disc. A four-wheel pattern brake pedal was fitted by Bentley Motors in August 1924, the holes to the front gearbox crossmember in front of the gearbox gate are for the early pattern transfer bracket to align the original brake pedal with the two-wheel brake compensating shaft.



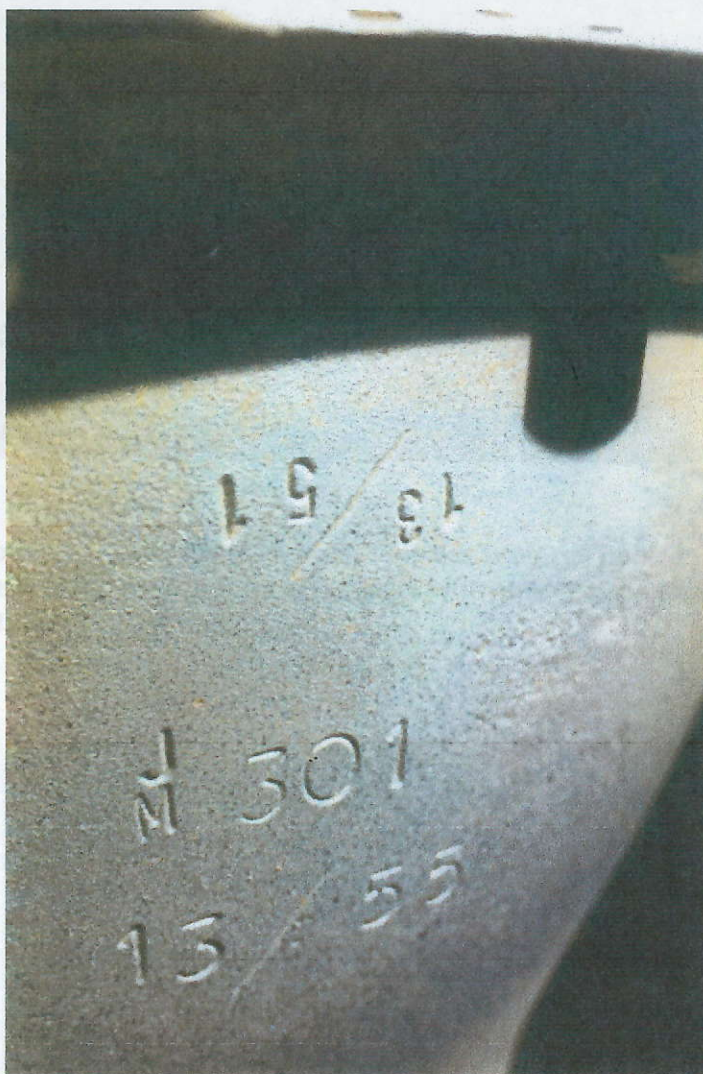


(Above) The gearbox is no. 156, this is slightly later than the chassis and consistent with the gearbox change noted in the Service Record for June 1923. This gearbox would not, I think, have been fitted with a speedo drive. 1922 chassis usually have the speedo belt-driven off the propshaft, with a pulley to the pot-joint shaft driving a cable to the nearside of the chassis behind the rear gearbox crossmember. I am not sure how the speedo to 103 as now is driven.

(Above right) The banjo is of recent construction, with an arc weld bead down the centre. I am not sure why this was changed, the previous banjo no. 268 is now under a Speed Six. The number 333 to the flange of the diff casing is an internal works sequence number, this is not the diff number.

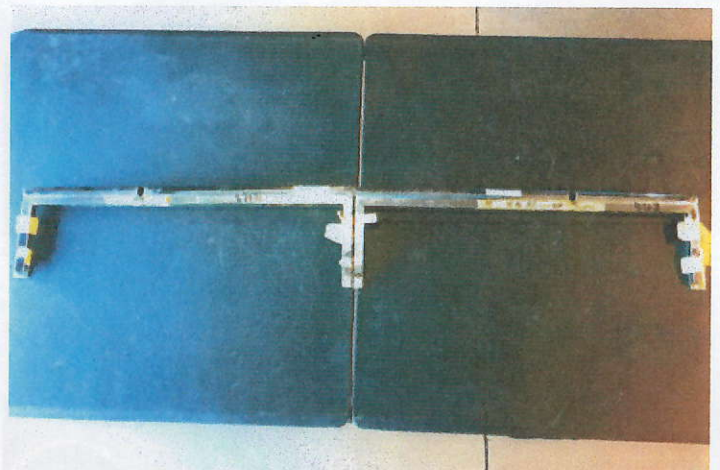
(Right) The diff casing is from a 1923 chassis, presumably no. 301 (back axles normally align with the chassis number by this date). This was built new by John Moore in the Back Axle Shop at Cricklewood, hence the initials JM as a prefix to the number. The original ratio is 13/55, this is however inconsistent with chassis 301 which was built as a TT replica chassis fitted new with a 14/53 axle ratio. So all one can say for sure is that this is from a 3 Litre Long chassis around 301. The ratio has been changed to 13/51. This is the stronger, later pattern casing, the 1922 pattern casing is more conical in shape.

(Right) Rear view showing the early pattern petrol tank, with the pipe coming straight out of the filler neck and straight forward over the top of the rear chassis crossmember, with a fibre block support. The shock absorbers are incorrect later Hartfords, as new these would have been DN hydraulics.





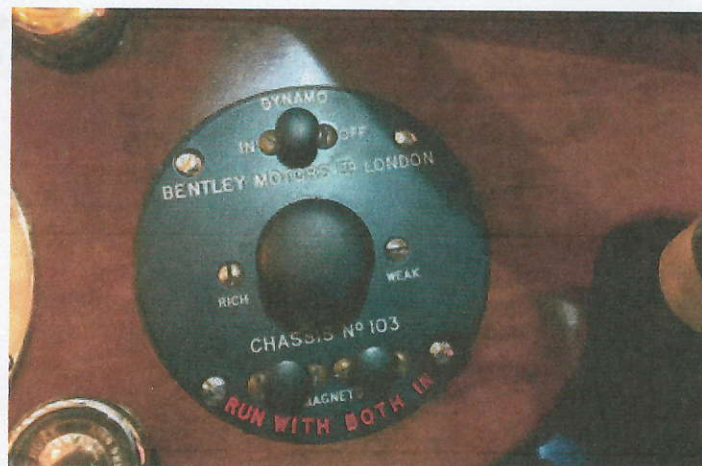
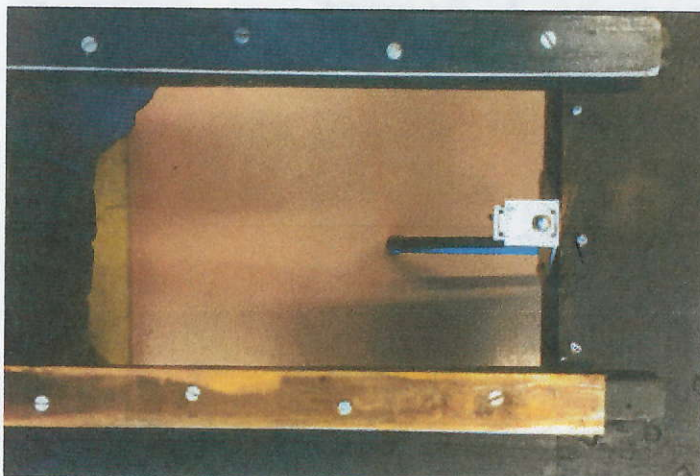
The body is a Vanden Plas 1923 Ltd. body, not a 1917 body, as doorplate seen here. This has been retrimmed throughout more or less as originally done. The windscreen is the later pattern three-piece with outside fittings, correct for the body. The gearlever is the standard "A" type.



(Left) One of the original Vanden Plas (England) 1923 Ltd. doorplates. The original body on chassis 103 was built by Vanden Plas 1917 Ltd., this was somewhat wider with an inside handbrake. Vanden Plas went into receivership and were bought out by the Fox brothers, who reconstituted the company as Vanden Plas (England) 1923 Ltd. The firm were based in Kingsbury and had close links with Bentley Motors, leasing buildings to Bentley Motors for their Service Department. (Right) The windscreen is a standard three-piece with outside pillars, correct for a 1926 Vanden Plas body.



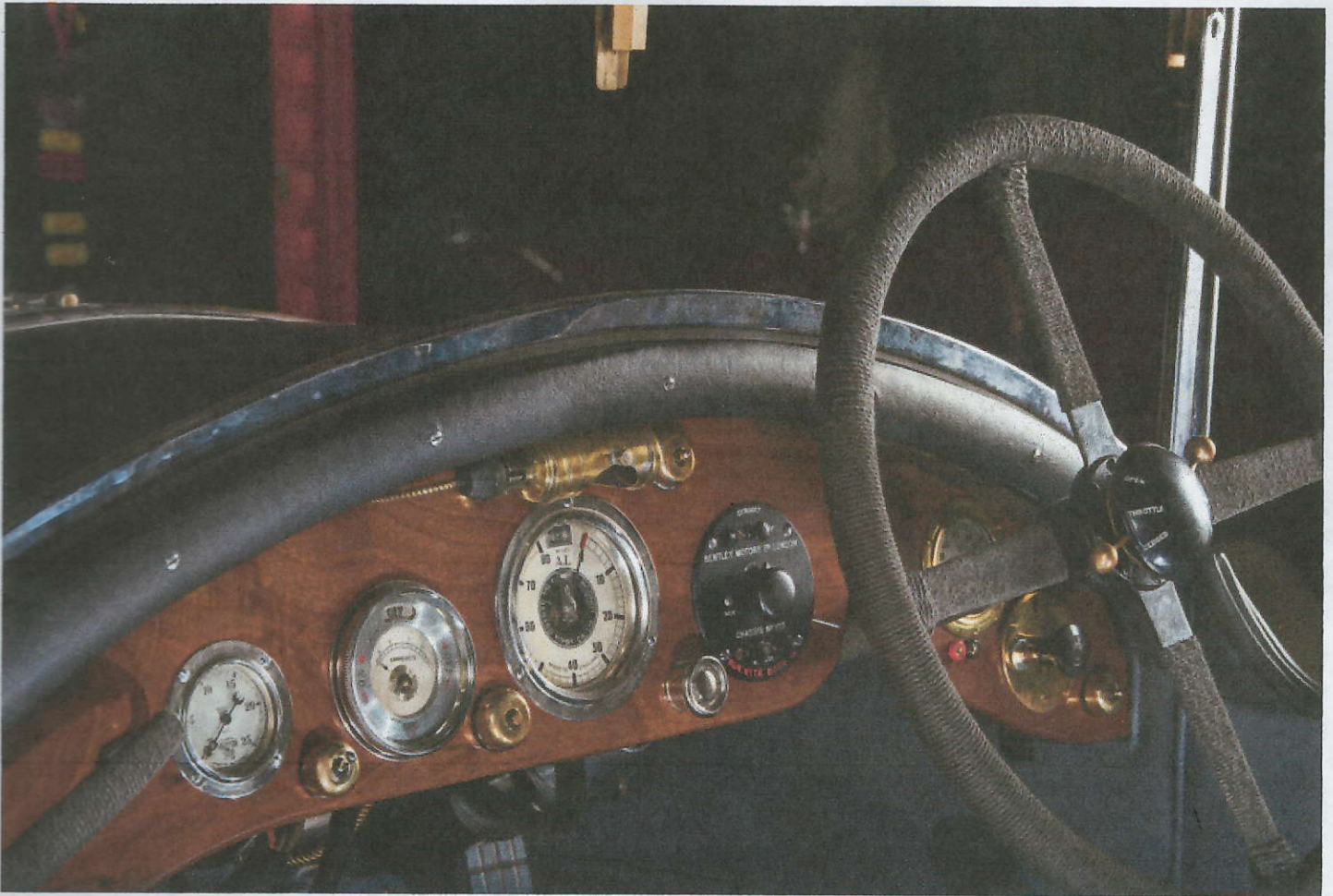
The seats look to be standard Vanden Plas for a body circa 1926, with clearance to the drivers seat (above) for the gearlever. Originally the open centre of the seat was fitted with a plywood panel. The seat catches, runners, and catch plates to the floor were supplied by Widney, however the seat catch seen to the passenger seat (right) is non-standard.



(Left) The magneto switchplate as fitted to 103, and (right) a new switchplate as fitted now. I'm not sure if the old switchplate is an original with the chassis number erased and re-engraved, it is from a 1926 or later chassis with the Bentley Motors Ltd. London lettering. This lettering was introduced after Bentleys moved their showrooms from Hanover St. to Pollen House, Cork St., in mid 1926 after Barnato bought into the company. Earlier switchplates as 103 would have been fitted with from now are lettered Bentley Motors Ltd with Hanover St



The body is an original 1926 Vanden Plas sports four-seater no. 1261, with the body number stamped to the underside of the seat dropcatch plates (top left), and with the last two numbers 61 stamped to the shank of one of the hood supports (above left) and to the inside of the base of one of the windscreen pillars (right). The O to the latter is for offside. This body was originally fitted to chassis PH1463, the body record is reproduced at p.16.



The instrumentation is more or less correct, with silver face instruments (black face came later). The oil pressure gauge is a correct 0–25 lbs Smiths, with a correct Smiths bezel switch/ammeter with charge only, from 0–15. The AT speedo may be correct, it is hard to be sure. The switchplate is new, it is curious that the original Smiths push-pull choke knob is fitted to the panel between the speedo and the switchplate. The instrument to the right of the steering wheel is unfamiliar, the Lucas dimmer switch was supplied as an option with Lucas headlamps. The steering wheel should be the BM850 pattern solid wheel with cast aluminium centre and spokes, the wheel as here is a later pattern Bluemel spring wheel. The scuttle capping should be in polished wood to match the panel, not covered over. The steering column looks to be the correct 1922 pattern with a plain aluminium top bearing.