

First Ever Birkett Winning Car

See It On Display This Weekend

Bentley 4.5 Litre Special 1928 YV 9342 aka MKN 841

2018 marks the 67th anniversary of the 750 Motor Club's Birkett Relay Race, yet it is the 68th race thanks to two relays marking the event's 50th Anniversary back in 2001. Roll the clock another half century to 25th August 1951, and the first ever running of the event was orchestrated by Holland 'Holly' Birkett, where the inaugural winners in a field of 31 teams were the 'V.S.C.C. Bentleys'. One of those very cars – the 1928 Bentley 4.5-litre driven by David Chapman – returns to the Birkett this year thanks to current owner Steve Allen, and it will reside on display in the paddock.

History

Originally a long chassis four-seater H.J. Mulliner All Weather saloon, it was modified for racing, but rather than cutting and shutting the existing chassis, new owner David Chapman built the car onto a short, 9'9.5" chassis, commissioning a suitably lightweight body from GRA Coachworks of Welling, Kent. Major engine modifications were also carried out which included skimming the crankcase and the block to raise the compression ratio to 9:1, plus Bentley Speed 6 rods, Hoffman valves, special pistons, Alfin brake drums, a 'D' type gearbox and 19" wheels. David Chapman campaigned the car extensively in the late 1940s, '50s and '60s with the Bentley Drivers' Club, Vintage Sports Car Club and at the Brighton Speed Trials as well as the inaugural running of the 750 Motor Club Birkett Relay.

MotorSport magazine was generous in its praise of this novel event in its issue of October 1951, whilst the VSCC Team - consisting of Major Jack Bailey (Team Manager), Jack Williamson, David Chapman, J.H. Orr-Ewing, R.H.B. Mason and C.H.B. Bradshaw won the event with 175 driven laps plus 25 Credit Laps, totalling 200 at an average speed of 66.4mph. The VSCC team returned in 1952 to defend their title but sadly Jack Williamson's car failed in the words of Autosport "when there was a cloud of smoke, a loud explosion and bits and pieces of Bentley engine all over the track."



17.	ABINGDON II REGULARS (Dr. Michael King) 25 Laps Navy Blue & White	
A	C. type M.G. 140 cc	Mr. Marjell Pennell
B	M.G. C. type, Riley engine 100Kcc J. W. Parrell	
C	M.G. with Riley engine 100K cc	D. A. Tron
D	Riley Linn 100K cc	A. J. Smith
E	H.R.G. 1074 cc	J. H. King
F	'S.S.' Riley 100K cc	R. D. G. Smith
18.	T.C. M.G.s. (Cyril Jolly) 25 laps	Light Green
A	1250 cc	Cyril Jolly
B	1250 cc	G. E. Sisson
C	1250 cc	G. W. S. Hammond
19.	CHILTERN H.R.G. (Pat Green) 25 laps	Black and White
A	Aston 1496 cc	M. J. C. Keen
B	Le Mans Spa 1496 cc	D. Hestley
C	Le Mans Spa 1496 cc	Mr. R. B. Gibbs
D	3 motor 1496 cc	R. C. Green
20.	CHAIN GANG (Dr. D. P. Harro) 25 laps	Red and White
A	TT Replica 1660 cc	E. Bickerton
B	TT Replica 1496 cc	B. E. Brown
C	TT Replica 1496 cc	R. C. C. Palmer
D	1926 1496 cc	W. H. Lewis
E	TT Replica 1496 cc	C. M. Sears (max. 45 laps)
F	TT Replica 1496 cc	A. C. Sears
21.	SPORTING OWNER DRIVERS CLUB (P. Wootley) 18 laps	Blue
A	J.A.G. Special 3440 cc	P. Wootley
B	Riley Saloon 2 1/2 litre	G. Bunker
C	Mercedes Cabriolet 2 litre	W. Phillips
D	Allard series 5	John A. Bennett
E	Alfa Romeo 2.6 litre	Arthur Keating
F	R.M.W. 1971 cc	J. Beckwith-Smith
22.	V.S.C.C. BENTLEYS (Major Bailey) 25 laps	Green
A	1923 3 litre	Major J. H. Bailey
B	1925 4 1/2 litre	J. A. Williamson
C	1925 4 1/2 litre	J. H. Chapman
D	1923 4 1/2 litre	J. H. Orr-Ewing
E	1920 4 1/2 litre	R. H. B. Mason
F	1920/30 4 1/2 litre	C. B. H. Bradshaw
23.	BENTLEY DRIVERS' CLUB (B. M. D. Barker) 25 laps	Green and White
A	1926/8 3 1/2 litre	G. G. MacDonald
B	1928 4 1/2 litre	F. S. Crawford
C	1920 4 1/2 litre	P. Scott-Russell
D	1920 4 1/2 litre	Edmond Tait
E	1929 4 1/2 litre	R. E. B. Williams