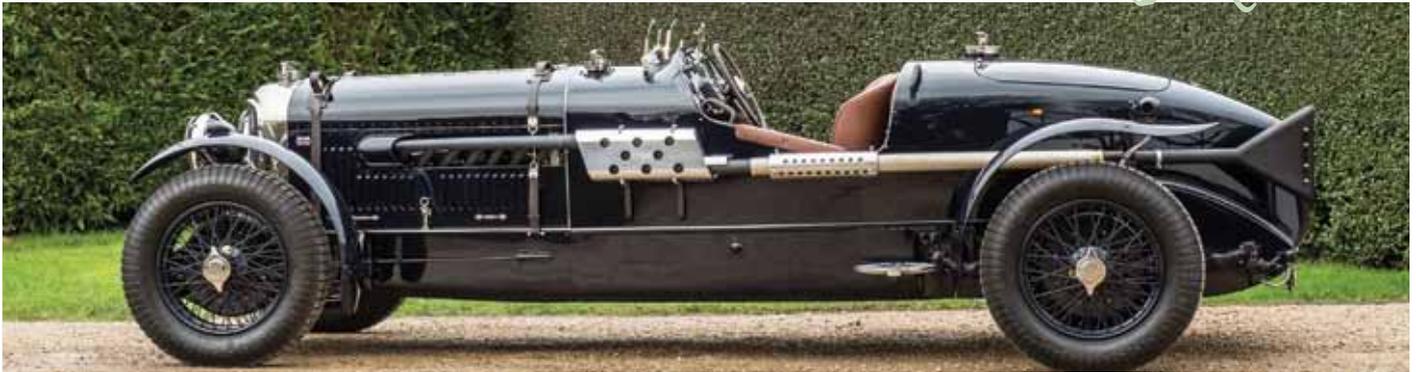


RACING GREEN NEWS



Welcome to Racing Green News

A new year deserves a fresh new look and we are delighted to invite you to enjoy this insight into Racing Green, our cars and our customers. Find out about our new service centres throughout Europe as well as meeting Anton Gonnissen, owner of a Bentley Special and participant in the 2013 Peking to Paris

Rally. We also have rally reports from Franz Lamont from HC Mobiles as well as some dates for your diary. We hope you enjoy this newsletter and we're keen to hear from you for future issues. Thanks for your continued support.

Peris, Nigel and the Racing Green team

Keeping us on the move

With customers all over Europe, we have to make sure that when a car leaves our head office, it is in safe hands – and there are non safer than the Virginia Water Motor Company.

Working with owner Julian Sainsbury since 2007, his company is our preferred supplier when it comes to transporting highly valuable and cherished cars to Western Europe. A specialist in supercar transport, Julian's team uses ten bespoke 'triloaders' – single capacity lorries with container units that slide off the chassis and drop down almost flush with the deck to accommodate cars with low clearance. They also have four larger transporters that can carry up to three of Racing Green's cars.



As a supercar specialist, VWMC is the transporter of choice for manufacturers and distributors of Lamborghinis, Ferraris and McLarens but because of the fantastic service it provides, Bentleys and Rolls Royces can also be found on its transport list too. "Ultimately, you're representing the company you're working with, be it Lamborghini, Racing Green or whoever," explains Julian. "They're endorsing you so you need to project similar brand values and top flight levels of service."

Julian's team not only has in-depth knowledge of the cars they are maneuvering and delivering but also of the European road network, better than any Tom Tom or Garmin system.

Every delivery starts with a thorough Google Street View reconnaissance of parking options at the destination and while the car is in transportation, Julian emails the client every night to let them know exactly where their pride and joy is parked up. "Well, you'd want to know, wouldn't you," adds Julian.

New website launched

The redesigned Racing Green website is now up and running, with exciting new imagery of our range of cars and details of specifications as well as a brief history of the vehicles.



For those who enjoy tales from the road, visit the travel log for stories of the various journeys and adventures that our customers have taken in their Racing Green cars.

You can also find information on our network of distributors and service centres across Europe and the USA as well as discovering more about our head office in South Wales. Please visit www.vintageracinggreen.com

Save the date

Once again, we'll be taking the Racing Green fleet to Europe's biggest classic motoring show Techno Classica, held in Essen, Germany from the 27th to 30th March, with a preview day for trade and the media on 26th March.

Over 193,000 visitors from 41 nations visit the show each year, which has 20 halls and four open air areas filled with vintage, classic and prestige marques, motorsport cars, motorcycles, classic motoring clubs and an extensive trader village of parts and spares.

You can find the Racing Green team in Hall 4 on stand 107, in the centre of the exhibition, where we have been for the past eight years. We would be delighted to see you there.



For the love of the road



For Belgian Anton Gonnissen, it was love at first sight when he saw Racing Green's Bentley Special Speed 8 at Techno Classica in Essen, Germany in 2011. Since then he has taken his new love and his greatest love – his wife Inge and undertaken what is said to be the World's greatest motoring challenge, the Peking to Paris Rally. Anton gives us an insight into this new motoring passion.



I was charmed by the Speed 8's looks and just had to have it. My interest went from 0-100 in a second, it was that fast. It was love at first sight, serious stuff! For me, a Bentley has beauty, elegance and seriousness.

After competing in the Paris Dakar Rally three times and taking part in various endurance rallies on motorcycles, I decided to put the Bentley, my first car of this kind, to the ultimate test – and there is no bigger test than the Peking to Paris Rally.

I was looking for an event that my wife and I could take part in together but I wanted something to challenge both us and the car. As soon as I discovered the Peking to Paris I knew that was the event that we would tackle.

Organised by the Endurance Rally Organisation (ERA), the Peking to Paris Rally takes place over 33 days, starting from the Great Wall of China in Beijing and driving through Mongolia and the Gobi Desert as well as Russia, Ukraine, Slovenia, Austria, Switzerland and finishing in the heart of Paris, France. More than 100 cars from various eras and manufacturers, representing 26 countries, started the event, with around 85 vehicles covering around 12,250km to the finish line.

With no preparation other than gathering a box of tools and a day's lesson on map reading and how to use the GPS system, we set off on our marvelous adventure.

Mongolia without question was the greatest challenge. There was only one way in and one way out. We enjoyed as drivers finding that route and pulling each other out. I've seen a lot of things in my life and been across the globe, through Africa for example, but Mongolia was very beautiful. There were areas we passed that were clearly untouched by man, no signs of past campfires even.

As stunning as it was, it also went from minus four to over 40 degrees each day, which was physically challenging given the terrain we were driving across.

The biggest concern you have during the rally is the car but with the Bentley Special we had no worries. Yes there were minor jobs that had to be done on the car that I wasn't expecting. I soon realised I was not prepared to look after the mechanical issues but the beauty of these cars is the logical approach to their build and the practical methods used to repair them. I came to enjoy the two hours I spent at the end of each driving day, checking the car over to make sure it was ready for the next. It gave me a sublime satisfaction in completing and fixing each task. Now I can manage the basics but I still rely on Racing Green in South Wales to keep



the car in its original state, happily making regular trips to the workshops and enjoying the Welsh hospitality.

There is excellent camaraderie with the other participants on the rally, all of who have entered for their own reasons. It's mildly competitive but it's more about 200 people with their noses pointing in the same direction.

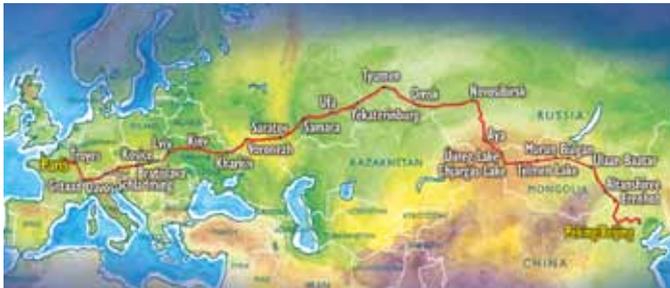
The reception at the various towns and cities is amazing. Rural and urban people love you, even the noise. They greet you in a way they would not with a modern car. When we stop off, people come out to meet us and we are reluctant to pull away but always smiling because of the people's reaction to the car.

Inge and I finished in tenth place in our class but in our minds we won. My favourite part of the whole experience was being able to share the journey and car with my wife. Driving through these amazing places with the roof down so you can smell as well as see the environment you are in and feel apart of the outside is fantastic.

Since the Peking to Paris, we have further adventures planned with Benny, that's what we call our Bentley. We are taking part in the ERA's Road to Mandalay Rally in February 2015, which takes in Thailand and Burma, and our own adventure, taking the car from Belgium to New York and across the USA to San Francisco.

If you are thinking of undertaking an event such as the Peking to Paris, my advice would be don't hesitate and to just go for it. Pick a good car (like mine) and a great partner (like mine – but she's taken), pay your fees so there is no backing out and do it. You'll never regret it!

For more information on the Peking to Paris Rally, visit www.endurorally.com



Stateside Success for Racing Green Trio

Three Racing Green Bentleys took part in the 2013 Tour America, covering 4,200km from New York to Miami all without using a single strip of US Highways.



The cars, which comprised a pair of Alpines and a Speed 8, driven by Franz Lamot, completed the tour without a single mechanical complaint. Franz of course, owns HC Mobiles, Racing Green's Belgium outpost and international rally support specialists, so while participating himself, the team from HC Mobiles was on hand to offer their full support to his fellow drivers.



160 Belgium classics took part in the non-competitive tourist rally, with the cars receiving a warm welcome along the route from New York to the sunshine of Florida.

Elsewhere, Franz enjoyed a class win, again in the Speed 8 in the National Classic Rally from Pisa to St. Tropez in May. Franz's win was the first in a new class, which has been derived especially for cars like the Racing Greens that find themselves caught between being too new for the pre-war classes but too old to compete against faster classic machinery.



All part of our service

At Racing Green, we treat our customers how we treat our cars – with care, consideration and a bit of polish. Part of this polishing is the launch of a group of authorized service centres throughout Europe and North America, partnering with companies, all of which are experts in their field.

Racing Green's longest-established distributor and service centre in Belgium, central and north Europe is Vintage Racing, run by brothers David and Filip Bourgoon, operating sales and service support. Their family business was established 50 years ago and has built its reputation by constantly striving for perfection in service. With a successful Audi and Bentley dealership in Knokke-Heist, Belgium, their after-sales team is expertly trained to keep your B-Special Bentley in top condition for many years of carefree motoring.



Closer to home, the Odessa Motor Company in Cheltenham is supporting Racing Green as a sales distributor. A classic car service centre, Odessa liked the cars so much, they ordered three! Owner John Winson appreciated the engineering aspect of the cars' production as he has a history in engineering himself, and found like-minded souls in the Racing Green team. "Odessa is run by enthusiasts for enthusiasts and we want customers to enjoy their cars as much as we do and share that passion with others. Odessa has a Speed 8 and Blue Train but it's the No.1 that caught John's eye. "The Bentley No. 1 is an incredible car," he added.



HC Mobiles has been a supporter of Racing Green for the past ten years. An international and European rally support specialist, General manager Franz Lamont and his highly qualified team offer a fully equipped workshop where they can restore and service all types of vintage and classic cars. In addition, they also provide a fully equipped service support vehicle used to assist or as 'back up' during a rally or any other competition all over the world. As well as offering mechanical support on events such as the National Classic and Tour Americal, Franz and his team also enter rallies as competitors so have indepth knowledge of what the car and driver need for a successful race.



Founded in 1923, Switzerland's Garage Louis Frey opened a dedicated classic car operation in 1985, focusing on restoration and repair. With experience and knowledge passed down through three generations, its experts can manufacture, repair and develop parts no longer in existence. Such is this wealth of knowledge, owner Louis Frey is the Technical Advisor for the Swiss Motor Veterans Club. Located in the Muri region, this traditional garage that is steeped in automotive history, is a sight to behold and we're delighted to be associated with them as a service centre.



Looking after Racing Green's interests from its base near Kitzbühel in Austria is Fahrzeit, which is run by Markus Hirnsberger. He began his links with Racing Green when our customers who live near him brought their cars to him to be serviced. Since then Fahrzeit has grown to become one of our most flourishing centres, as it is perfectly located in the Tirol region to look after customers from Northern Italy and Southern Germany.

For customers in the USA and Canada, they have 502 Motorworks, based in Louisville, Kentucky on hand for advice and support. Given the synergy between the two companies, it made sense to develop our partnership from that of a sales distributor to an additional service centre for Racing Green.

This affords an easy build and ownership experience for our customers, allowing 502 Motorworks to be a single point for purchase, build, transfer, and service. Customers have the benefit of a qualified service facility that is familiar with their specific automobile on their doorstep, while also maintaining a direct line to our head office for spares and accessories if needed. Run by enthusiasts with a long-established appreciation for cars of the 1930s and 1940s, '502' is a fine ambassador for the Racing Green marque.

Keep in touch

We'll be sharing our news throughout the year via more issues of this newsletter and our website but we would like to hear from you too. Share your motoring adventures with us. Tell us where in the world you are going in your car or where you are planning. Get in touch with us by emailing info@vintageracinggreen.com

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