

RACING GREEN NEWS



Welcome to Racing Green News

Thank you all for such a tremendous response to our first newsletter. You liked it so much, we thought we'd do it again! As this issue comes hot off the press for Techno Classica at Messe Essen, we introduce you to some of the customers who own the cars that we will be showcasing on our stand as well as meeting up with our first ever customer Sam Averall ten years after taking ownership of his Bentley Special Speed 8.

We'll also be updating you on the latest news from our service centres around the World.

We hope you enjoy this newsletter and remember, we're keen to hear from you for future issues too. Thanks again for your continued support.

Peris, Nigel and the Racing Green team

A 'Special' line-up for Techno Classica

Racing Green will be out in force at Europe's biggest classic motoring show - Techno Classica with a 'Special' line-up of vehicles on our stand in Hall 4. We'll be showcasing motoring craftsmanship in the form of the B Special Speed 8, Fastback, Alpine, 3/8 Racer and the B Special No 1.



The B Special Speed 8 is based on the iconic Speed Six racing car of the early 30s, following the construction of the original Le Mans car, which was known to be WO Bentley's favourite design.

The B Special Fastback, described as the 'luxury express', is our interpretation of the design concept of H.J. Mulliner who produced one of the most desirable of cars, the R Type Continental, regarded by collectors worldwide as one of the most beautiful high performance Grand Tourers ever produced.

The B Special Alpine gets its name from the coachbuilder who produced a one-off high performance touring car on a Bentley

chassis in the late 30s. The bespoke Bentley was purposely built for its European owner to be driven in the Alpine Trials and it gives effortless continental travel for today's driver.

Following in the footsteps of the magnificent Bentley racing specials created in the early and mid 30's the Racing Green B Special 3/8 Racer is a Bentley for everyday use, rallies, or a blast around the track as it is easy to drive and great fun.

A strong contender in period rallies across the World, the B Special No 1 is our homage to the racing pedigree of the Bentley Speed Six immortalised in motoring history by Woolf Barnato, Henry Birkin and the Bentley Boys.



With over 190,000 visitors, Techno Classica is the ideal place to meet and catch up with customers old and new. Many of the people mentioned throughout this newsletter such as Anton Gonnissonn and Geert Demoor became customers and friends through an introduction at Essen and so we hope to see you there. Visit us on stand 107 in Hall 4.



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.

I was looking for an event that 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. It was something my wife and I could do together that would challenge the car and us.

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.

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.

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.



Since the Peking to Paris, we've further adventures planned. We're taking part in the ERA's Road to Mandalay Rally in February 2015, 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



The Great Ambassador



“People say I’m Racing Green’s greatest ambassador,” Geert Demoor tells us - and as the owner of every model of the Racing Cars produced, who are we to argue?

Geert has collected classic cars for over 35 years, his passion starting back in 1978 with his first VW Beetle. Collections of Mercedes Benz followed before he gathered a colourful collection of Cadillac Convertibles from the 1950s.

His passion for Racing Green’s cars began five years ago at the Essen show when he laid eyes on the Old Number 1. He asked for a test drive and as soon as he got behind the wheel, he knew he had to have it.

“I came home and my wife didn’t even have to ask if I was going to buy one,” Geert explains. “She could tell by the smile on my face that I would. What she didn’t know was I’d already ordered it the minute the test drive ended.

“I was so impressed with the driving experience of the car. It really separated the men from the boys. The noise from the engine alone makes you feel like you are the king of the road. It’s my favourite of the cars...but I still had to have them all.

“As much as I love the Old Number 1, there’s not much room in it for luggage if you are going on a longer trip so I bought the Speed 8. We take it on holiday every year, travelling throughout Europe in places such as Belgium, Luxemburg and Germany. In every village, people come to see the car and ask us about it.

“We already have the Alpine, our little lady, which we use in local rallies as she runs very smoothly. We’re expecting the Blue Train, which is a piece of art, to arrive in August.

“When we visit Racing Green in Wales, I always respect the workmanship and craftsmanship that the team create. The team takes such pride in their work and that shows in the cars. They are so reliable and perfectly built.

“Tell Peris and Nigel I’m ready to order the next one!”



Ten Years On.

After a decade of owning a Special Speed 8, Sam Avenell still uses his car on a regular basis and has no plans of letting the car go any time soon. "I'll never sell it," Sam says. "Even though the car has evolved over the years, I'm keeping mine. It's the original."

It certainly is as Sam saw the prototype of the car at the Goodwood Festival of Speed in June 2004 and placed the order there and then. The car was prepared and it was agreed that Sam would collect the car from the Goodwood Revival in the September.



Over the years Sam has driven the car across France and in the Swiss Alps as well as on the Silverstone Circuit – which also saw professional racing driver Austin Kinsella get behind the wheel - and Prescott Hill Climb in the UK. He even got dragged into the LeMans 24-hour parade lap as the marshalls thought he was a participant.

"It certainly opens doors for you," laughs Sam. "Wherever we go, we never have to worry about the car as people are drawn to it. We can park it anywhere because we know it will gather a crowd of people who will respect and care for it on our behalf. People respond completely different to how they would a super car. They seem to respond to the nostalgia of it and have an instant fondness."

Spread the word

We were thrilled with the response to our first newsletter and delighted when it was requested in electronic format so people could share it with other enthusiasts. Therefore each issue is now available as a download from our new website www.vintageracinggreen.com.

If you still prefer to read the old fashioned way, hard copies are available on request. Enjoy!

Antwerp win for HC Mobiles

Our friends at HC Mobiles, one of our Belgium based service centres, made quite a display at this year's Antwerp Classic Salon, winning an award for the best stand.

HC Mobiles was presented a cup for the stand which featured three Racing Green cars – the B Special Speed 8, the Old Number 1 and the striking Blue Train.

Antwerp Classic Salon attracts around 26,500 classic enthusiasts and spans four halls with 350 exhibitors and participants from 14 nations including Europe, the USA and Great Britain taking part.



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

Dealing with Odessa

Our UK Sales distributor, the Odessa Motor Company in Cheltenham has created a new opportunity for those interested in buying a Racing Green model as they are the only outlet that offers buyers the chance to part exchange their existing cars against their purchase.

"Part exchange for all makes and models, old and new, are welcome," owner John Winson tells us. "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 recently launched a new website that not only talks about its affiliation with Racing Green but its experience in engineering and servicing classic and vintage vehicles.

Visit www.odessamotorco.com for more details.

At your service

Don't forget we now have a group of authorized service centres throughout Europe and North America, all of which are experts in their field, at your disposal.

Racing Green's longest-established distributor and service centre in Belgium, central and north Europe is Vintage Racing, run by brothers David and Filip Bourgoo, operating sales and service support.

The Odessa Motor Company in Cheltenham supports Racing Green as a sales distributor, while looking after the needs of customers in the USA and Canada is 502 Motorworks, based in Louisville, Kentucky, which has just launched a new website (www.502motorworks.com).



HC Mobiles has supported Racing Green for the past ten years as an international and European rally support specialist. General manager Franz Lamot and his highly qualified team offer a fully equipped workshop where they can restore and service all types of vintage and classic cars.

Switzerland's Garage Louis Frey is a dedicated classic car operation, 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.

Finally looking after Racing Green's interests from its base near Kitzbühel in Austria is Fahrzeit, which is run by Markus Hirnsberger, who is perfectly located in the Tirol region to look after customers from Northern Italy and Southern Germany.

Contacts

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