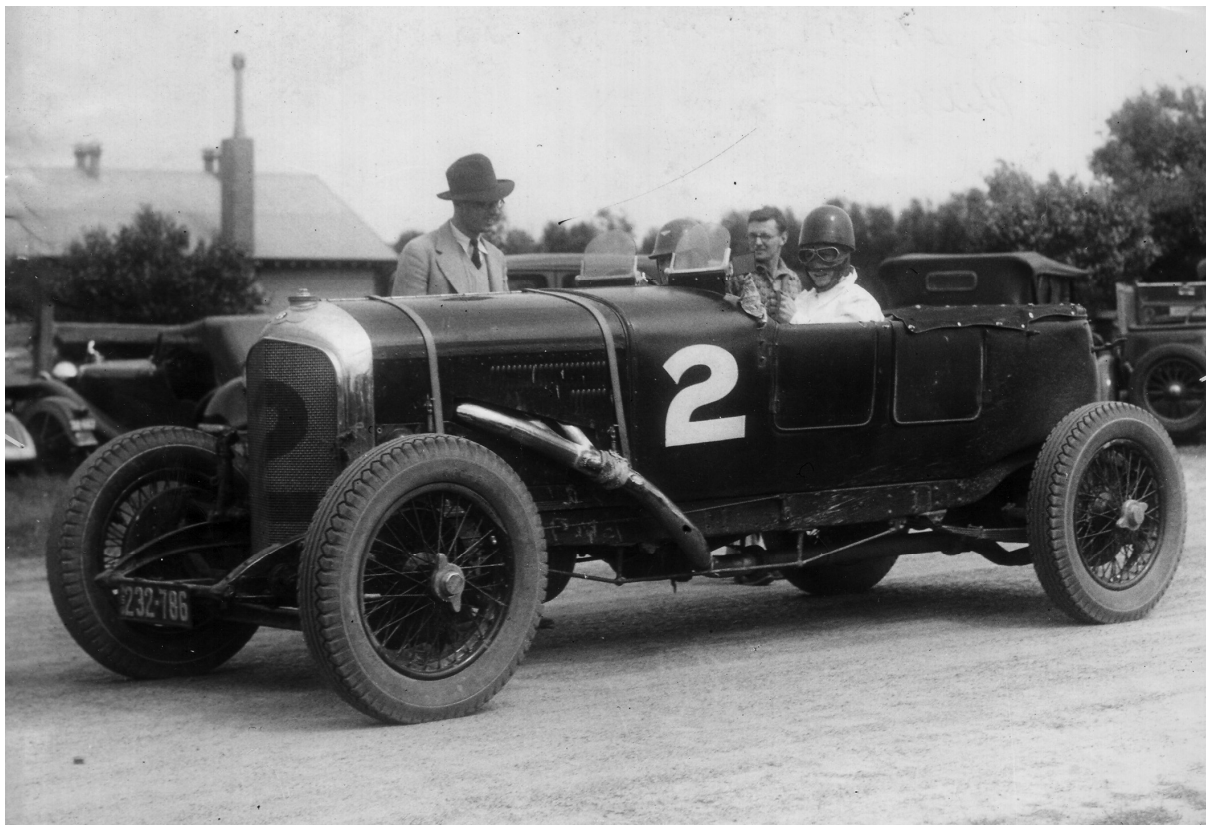


## FROM THE ARCHIVES No 34

Tim Shellshear

Continuing on with the recently donated Dave Dent photos, via Club member Bill Bishop, we have this issue some unbelievably good shots of the Bentley 4.5 litre of Tom Peters. These photos are all taken at various positions around Phillip Island including two at the old schoolhouse corner. As yet I am unable to find out the dates or the events although I suspect approximately 1932. In 1935 Tom Peters bought the Bugatti T37 from AGP



winner Bill Thompson and is reported as having raced the 4.5 Bentley before that. He is not listed as entering the Australian Grand Prix until 1937 and 1938 in which he ran the Bugatti then the Mackellar. John Crouch, who knew him, told Barry Lake in his book 'Half a Century of Speed' that "Peters lived at Palm Beach and was a wealthy playboy type who, he thought, had never had a job in his life. Those were the good old days he said". I hope to find out more about him as he owned some very special cars in his time. The event may not be well known, but at least the car is. This is Bentley 4.5 litre, manufactured in August 1928 with chassis FT3217, engine FT3218 and was originally registered in England as YX 4245. The Vanden Plas body is No 1508. The first owner was Tom Elder Barr-Smith, the renowned Adelaide pastoralist and philanthropist who is connected with bequests to Adelaide university and the Elder pastoral company. He kept this, and another similar Bentley, in England for his continental trips, the other one being 4.5 litre Bentley FT3158 which is now owned by Club member Fred Hemming.

The subject car is the 4.5 litre that was owned for many years by early club member Geoff Collins who was associated with the Wensum presentation Vauxhall. After Geoff's death the car was purchased by Lance Dixon of Melbourne who commissioned Rod Warriner to restore it. Rod says that the Bentley was probably the worst he had seen when it came in for



its rebuild and its condition was truly appalling. Little was left of the timber frame and numerous valuable parts such as carburetors, windscreen and instruments were missing. The evidence of the outside racing exhaust remained in the fabric body however. Its original colour was blue and has been faithfully reproduced. Thanks Rod for the info.

