



FOR IMMEDIATE RELEASE: (September 5, 2010)
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SPE[®] ACCE KEYNOTE BY ANTONY DODWORTH TO DISCUSS DEVELOPMENT OF BENTLEY MOTORS' T35 SPORTS CAR

TROY (DETROIT), MICH. – Antony Dodworth, principal research manager at Bentley Motors Ltd. (Crewe, Cheshire, U.K.), will give a keynote address at the tenth-annual **SPE Automotive Composites Conference & Exhibition (ACCE)** entitled, “*The Birth of the T35 Sports Car: It Took Courage to Release from the Familiar & Seemingly Secure to Embrace the New*” – about work on a new vehicle scheduled to launch in 2016. The company has used a steel monocoque body shell for all its vehicles since the T-series debuted in 1965, but in 2005 the company established a research group to investigate and recommend alternative materials and design concepts, which will be used for the first time on the new T35 vehicle. Dodworth, who also gave a well-received technical presentation at the 2009 **SPE ACCE** on some of Bentley’s innovative work with carbon composites, is the 2010 conference’s luncheon speaker on **Wednesday, September 15, from 12:30-1:30 p.m.**

Antony Dodworth has spent his storied career working for automakers and racing teams. Since February 2003, he has held the position of principal research manager at Bentley. His initial duties were to lead a small team investigating the adoption of composite materials. The team’s efforts were well received internally and externally, leading to at least 16 patent applications, a large capital investment, expansion of the team, and now the work is being translated through other members of the Volkswagen Group, which owns Bentley.

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Bentley Keynote will Discuss Development of New Sports Car at 10th SPE ACCE
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Before joining Bentley, Dodworth spent a year-and-a-half at Futura Design as a studio engineer, where he worked on mechanisms for door and vent openings, as well as the composite chassis for the Cadillac® *Cien* show car for then General Motors Corp. During his time at the company, he also worked on the chassis for a Jaguar® *F Type* show car for Ford Motor Co., and carried out feasibility work on the interior, main chassis components, and novel multilink powered front and rear door hinges for a show car being developed by Nissan Motors.

From January to October 2001, Dodworth was senior engineer-style feasibility for Rolls Royce and Bentley Motors Cars where he liaised between designers and engineers and supervised a small team of studio engineers working on vehicle concept designs – from clay models through production to intent. In this role, he was also responsible for producing design proposals and patents for unique features such as a retractable hardtop, composite chassis assemblies, and door hinging systems.

From 1996-2000, Dodworth worked in Germany for Hyundai Motor Europe as a studio engineer, where he was responsible for all aspects of studio projects, including packaging and feasibility. In this position, he primarily worked on show cars, and designed composite chassis and suspension components, as well as any additional mechanisms required to make parts function better.

From 1994-1996, Dodworth was chief designer for International Automotive Design España S.A. (now IDD) where he led the engineering team in design and development of the *MCC / Iberdroca* electric light van from blank sheet through to prototype testing and homologation. Another project Dodworth oversaw was the body-in-white for a new SEAT Motors Sport Rally kit car with a newly designed front suspension assembly.

Additionally, Dodworth has held positions at Ford Motor Sport, McLaren Cars, Ltd., Fondmetal Formula 1, Composite Technics Ltd., Leyton House Racing Ltd., March Engineering Ltd., Ralt Racing Cars, Peter Brotherhood Precision Engineering Co., and Schmidt Manufacturing & Equipment (UK) Ltd. He holds an Ordinary National Diploma in Mechanical and Production Engineering and a Higher National Certificate in Mechanical Engineering.

Held annually in suburban Detroit, the **SPE ACCE** provides an environment dedicated solely to discussion and networking about advances in the automotive composites industry. Its global appeal is evident in the diversity of exhibitors, speakers, and attendees who come to the conference from Europe, the Middle East, Africa, and Asia / Pacific as well as North America and who represent transportation OEMs and tier suppliers; composite materials, processing equipment, additives, and reinforcement suppliers; trade associations, consultants, university and government labs; media; and investment bankers. The show is sponsored jointly by the SPE Automotive and Composites Divisions.

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Bentley Keynote will Discuss Development of New Sports Car at 10th SPE ACCE
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The mission of SPE is to promote scientific and engineering knowledge relating to plastics. SPE's Automotive and Composites Divisions work to advance plastics and plastic-based composites technologies worldwide and to educate industry, academia, and the public about these advances. Both divisions are dedicated to educating, promoting, recognizing, and communicating technical accomplishments for all phases of plastics and plastic-based composite developments, including materials, processing, equipment, tooling, design and testing, and application development.

For more information about the SPE Automotive Composites Conference, visit the Automotive Division's website at www.speautomotive.com/comp.htm, or the Composites' Division website at www.compositeshelp.com/, or contact the group at +1.248.244.8993, or write SPE Automotive Division, 1800 Crooks Road, Suite A, Troy, MI 48084, USA. For more information on the Society of Plastics Engineers or other SPE events, visit the SPE website at www.4spe.org, or call +1.203.775.0471.

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Attention Editors: Medium-resolution digital photography is available upon request.