



**THE MAGAZINE OF THE
LAGONDA CLUB**

Number 209

Summer 2006

DAVID AYRE



David Ayre in his 1927 H/C Lagonda during the London to Cape Town Rally

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FRONT COVER

Three of the cars outside the hotel for the North Devon Rally, see page 25.

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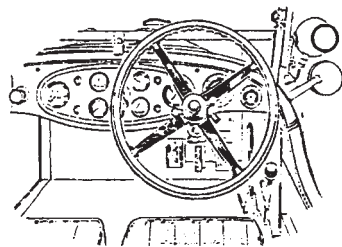
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From the Driving Seat

Ken Painter



OUR UNBELIEVING READERS will be startled to learn that work has started once again on the restoration of the editorial 2 litre. The Maserati has been passed on to my son, Adam and with a whole car space now free in the garage I can re-start the cutting out of new timbers for the body frame and still have enough space to work on major parts, such as the rear axle, the gearbox, or even the engine.

My renewed enthusiasm was given a boost, when I was able to buy a Marles steering column in good working order. I already had the new parts recently made by the Club, as it was my steering parts that were crack-tested and found wanting in the first place. These will be fitted as a precaution, since it makes no sense to keep the good parts on the shelf and risk major problems once the car is on the road. There are still many missing parts to identify, find and restore, but I have plenty of work to keep me out of mischief for some time to come.

We had hoped to publish an obituary for Ivan Forshaw in this edition, but the

first member who was asked to 'do the honours' felt that he couldn't really do justice to the life of the man who had, for many years, been the driving force behind the provision of parts and technical information to so many Club members. Ivan's son, Roger, is preparing a suitable tribute to his father, but was unable to complete it in time for this edition, so it will appear in the Autumn magazine. We are also considering reprinting Ivan's more significant technical articles and maybe printing technical advice he sent to individual members, so if you treasure such letters and feel that they deserve a wider audience, contact me to see how this might be done.

And now for something completely different... In spite of regular pleas, you still send photographs in panoramic format and these don't work well in the magazine, see below. As an exception, I have duplicated this picture as part of a centre-spread. Even so it had to be cropped to allow other pictures onto the pages, so PLEASE, stick to the traditional format for your pictures!



The Monsters, Not to Mention The Brown Bomber

Part two of Arnold Davey's latest search of the archives

THE NEXT EXPERIMENTAL Lagonda was a different animal altogether. David Brown had a soft spot for Lagondas and came to the conclusion, as, eventually, I think W.O. did, that the wartime decision to go downmarket was a mistake. It was based of course on the prewar situation where the Rolls-Royce and Bentley labels were attached to substantially different cars. They weren't to know in 1944 that postwar Bentleys and Rolls-Royces would be identical apart from the radiator. This change left a gap in the market for the well-heeled customer seeking something more sporting than the Rolls. So David Brown intended to fill it with a very advanced Lagonda, code named DP 117. Work started on its engine in 1951 and on the chassis in 1953. Whereas the Monsters were just a rebodging exercise on the existing 2.6 chassis, this one was new from the ground up. Eberan von Eberhorst, then the Chief Engineer, proposed a chassis with his favourite twin large, heavy gauge tubes, 5 inches in diameter. The suspension was independent all round by coil springs at the front and torsion bars with the rear spring rate adjustable by means of hydraulic rams acting at the half-way point and powered by an engine-driven pump. This ram was controlled by a switch on the dash.

A new engine design was entrusted to Willie Watson, newly returned from Invicta, and this was to be coupled to a 5-speed gearbox with an overdrive (0.82 to 1) top gear. The existing 2.6 litre rear axle wasn't strong enough for the projected 300 bhp, so a larger 81/2 inch axle was

also commissioned.

The new engine was to be, in the hallowed Lagonda tradition, a 4½ litre V12, code named DP 100. The simplest way to do this was to put two LB6 engines together on a common crankcase, reducing the stroke a bit to get the capacity right. But a weight problem loomed and also the feeling that the LB6 was a bit too long stroke now, so an 'oversquare' engine (3 ¼" x 2¾", 82.55 x 69.85 mm) was conceived, giving 4487 cc.. Watson then decided to make the whole engine of light alloy with wet steel cylinder liners. This was to prove a costly mistake. The principle of the LB6 engine, also by Watson, but with W.O. holding him back, was an iron block extending down below the crankshaft. The crankshaft together with the light alloy 'cheeses' that held its bearings was then threaded through the crankcase from the clutch end. As the original engine produced 105 bhp but was developed for racing to put out 220 bhp without exploding, the concept was clearly sound, but it depended for its success on there being dissimilar metals, so that as the iron crankcase expanded with heat the alloy cheeses expanded even more, tightened up the clearances and held the oil pressure. With an all-alloy engine, this didn't happen; the whole lot expanded as it got hot and the oil came out of the bearings faster than the pump could replace it.

Watson had used a similar design at Invicta for the Black Prince, but had left the firm before the shortcomings of this choice had become evident. To compound the error, Eberhorst suspected



1953 picture of DP117 on test as a bare chassis with a 3 litre engine installed pro tem.



The Blue Monster as a hardtop coupe in 1989



The Brown Bomber DP117 with body fitted. The nose foretells the DB Rapide front end. More pictures on page 10 and 17.



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there might be a problem, asked Watson if he had checked, was reassured and didn't have time to do his own calculations. Twin overhead camshafts were provided for each bank and plugs were fired by four distributors, since there were two plugs in each cylinder. Carburation arrangements were never finalised, as subsequent history will show.

Turning to the chassis, the front suspension resembled a beefed-up 2.6 with wishbones and coil springs, but the rear layout, briefly alluded to above, meant that the driver could effectively stiffen the rear suspension whenever he wanted. An engine-driven hydraulic pump was needed and having installed one, its output was also used to power hydraulic window lifts. (The original drawings for these, by Smiths, are in the club's archives). At the time, power windows were in their infancy and I believe the electric stepping motor, now used, had yet to be invented. It required some ingenuity to provide flexible piping into the doors that would stand the pressure and also the constant opening and shutting, but this was overcome. A bigger problem, which wasn't, was that you had to have the engine running to lower or raise a window.

Having established a powered hydraulic system, the built-in 'Jackall' jacks were re-invented, with the added convenience of dashboard operated controls. No pumping levers in the wheelcase now.

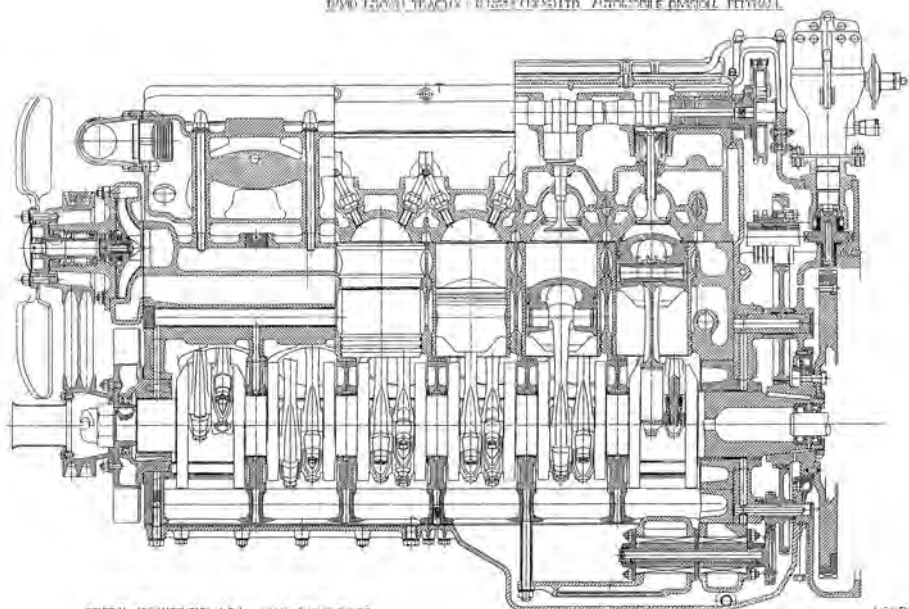
Frank Feeley did the body of course and produced a very handsome result, having at last overcome the tricky business of blending the upright Lagonda radiator shape into a modern body. In keeping with the advanced chassis he opted for curved window glass, very probably the first to do so. It was a very big car. The rear bench seat would accommodate four abreast, provided they were of reasonably slim build. To make it as anonymous as possible on the road it was painted a very boring brown,

giving rise to the factory nickname of the 'Brown Bomber', a reference to Joe Louis, still remembered as a boxer with a killer punch.

Frank Feeley had considerable problems with the two huge tubes. Accustomed to channel-section or box-section chassis frames, where all you had to do to attach something was drill a hole, he was irked by the work needed to design special attachment brackets and get them welded on wherever required. Also the two tubes, virtually straight, impeded access so that he had to make the car taller than he wanted. Eberhorst refused to put bends in them.

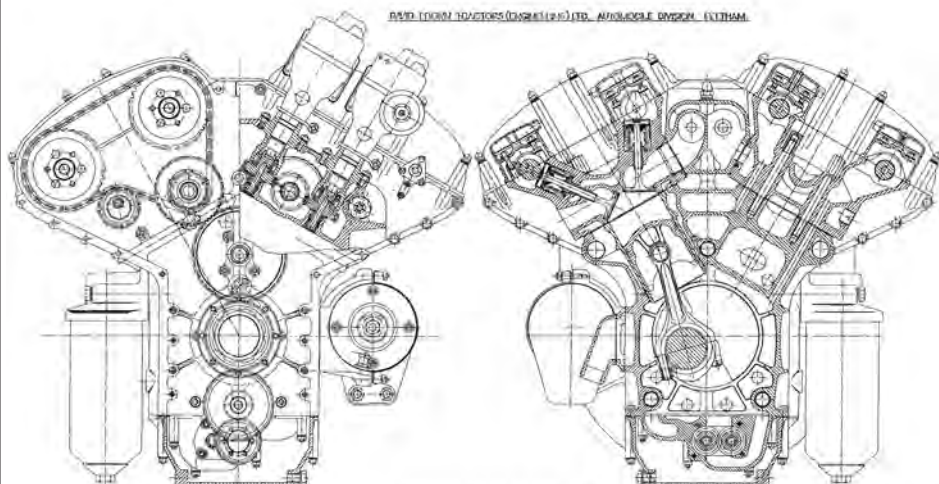
Although the chassis started two years after the engine, it was ready first, so a 3 Litre engine was installed and testing started on the bodiless car. In time the body was added and testing continued, although with only 140 bhp available for a large, heavy car, performance wasn't spectacular. Had the 300 horses envisaged been available, it would have been a different matter. The concept of the dual-rate rear suspension was to use the 'hard' setting when four or more people were in the car and the 'soft' setting for a lone driver or two-up. But the various testers took the settings to mean 'sporty' and 'comfy' or even 'corners' and 'straights'. The ease with which settings could be changed led to excessive use. Frank Feeley remembered frightening himself silly when, having forgotten he was already on the hard setting, he turned the knob the wrong way, dialling in the soft setting just before an acute bend taken at high speed.

Meanwhile, the development of the V12 engine had been entrusted to the Racing Department, who saw the 4½ litre as a Ferrari-eater. AML had suffered in sports car racing from only having a 3 litre engine available and there was a limit to the gains possible from the DB3S's agility. So a bigger version was planned, coded DP 115, to accept the new V12 and was sufficiently advanced to start the 1954 racing season. The first



GENERAL ARRANGEMENT 4.5 LITRE V-12 ENGINE 3000

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GENERAL ARRANGEMENT 4.5 LITRE V-12 ENGINE 3000

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car was tested, by David Brown himself among others, at Chalgrove airfield, but tests were cut short when the de Dion tube broke, rupturing the petrol tank and setting the car on fire. It wasn't badly damaged and certainly wasn't written off as some have alleged, but the loss of testing time meant that early discovery of the loss of oil pressure when hot was delayed, shortening the time available to try to correct it when it was found. One attack on the problem was to assemble the engine with absolutely the minimum possible bearing clearances, such that in cold weather the starter could not turn the engine until boiling water had been put in it and stood for twenty minutes. At a pinch, this might be acceptable in a racing engine, but you can't see A. N. Other, the tripe tycoon, putting up with it in his luxury barge.

The 1954 and 1955 racing season has been written about extensively and I shan't go over the ground again, but the upshot was that DP 117 never got its V12 engine. It was registered for the road in September 1954 as 24 CMT and testing continued with the 3 litre engine. But the racing department had despaired of the V12, partly because it diluted their efforts and then reinforced when the Le Mans accident of 1955 caused a panic reaction which brought in a 3 litre limit for racing sports cars, consigning the 4½ litre to non-championship events. Their negative reaction infected the rest of the company and so DP 117 was quietly abandoned, stored and eventually cut up. Which is a pity, because a relatively minor redesign of the bottom end of the engine could have saved it as a road car. It would have been an expensive car as a result of the high technology (for the period) that it featured, but I daresay would have sold against the contemporary Bentley on performance and handling.

Looking at the engine drawings, reproduced here in miniature, you sense

that the demands of the racing department had rather too much priority in the design. A dry sump, for example, has no place on a luxury carriage. It was probably added in the interests of aerodynamics, to get a low nose, and I believe the location of the timing gear at the back was for the same reason, but would cause nightmares for servicing a road car. Also, the question of longevity arises. When you look at the longitudinal section, the extremely thin walls between adjacent cylinders are striking. It might have made sense in iron, but in light alloy, with the possibility of dissimilar metal corrosion, one worries about engine life. Is it possible that, reversing the Rapier story, this one was designed in iron but built in alloy?

But this isn't quite the end of the story. Up to the mid '50s it was expected that racing sports cars would be driven to the track. In fact this was one of the few perks the mechanics got to offset their dreadful hours. Also, this was often the only running-in the cars received. But Mercedes-Benz led the way in providing high-speed transporters and AML had to follow suit. It had a side benefit that the cars didn't have to be road-legal. As it happened, although 24 CMT had been the only DP 117 to run, work had started and then stopped on a second chassis. The racing department got hold of this, welded on extensions to the two monster tubes to lengthen the wheelbase and added a forward control cab and flatbed back to make their high speed transporter. It too had a 3 litre engine and I imagine, much stiffer suspension to take the weight of a DBR1 added to its own weight. Certainly when I saw this transporter in the paddock at Goodwood in 1958 (or was it 1959?) the rear wheels took up the most extraordinary angles when the load was removed. Eventually, of course, AML like everyone else took to huge artics to ferry their cars about and the 3 litre HST was cut up in its turn.

Lagonda Rapide Shooting Brake

Jonathan Radgick creates the Lagonda that never made it into production

IT IS WELL known that the 1960's Lagonda Rapide was David Brown's personal project (He didn't become Sir David until 1968). The sales brochure, which unusually was signed by him personally stated "It has long been my ambition to build a car which would be equally suitable to drive or be driven in."

The Rapide was styled by Touring of Milan who had designed the DB4 and was essentially a stretched version of that car with suspension redesigned by Harold Beach to incorporate a De Dion tube rear axle and having a bored out 4 litre version of the Tadek Marek designed DB4 engine. The result was a stylish, fast, luxurious but hugely expensive saloon of which only 55 were built between 1961 and 1964.

It is less well known that David Brown also harboured a desire to produce an estate version. He had very much liked the 'woody' estate versions of the 2.6 litre Lagonda that AML had used as tender vehicles for the racing team in the 1950's, (what happened to these?) and he envisaged a more stylish version of the same concept which might appeal to the Aston Martin enthusiast with children, dogs and luggage to transport. He commissioned Touring to produce some preliminary sketches but it was apparent from the poor sales figures of the saloon that there would be an insufficient demand to make an acceptable market. It should also be borne in mind that John Wyer who was at that time General Manager at AML was against the whole Lagonda project, which he regarded with some justification as diverting scarce resources from the main business which was developing and selling the very much more marketable DB4.

The Touring sketches were assumed lost until about 18 months ago when they turned up on ebay and came into my ownership. At the time I was looking for a suitable dog wagon and decided to create the car that David Brown had envisaged. I bought Lagonda Rapide chassis number 107R and entrusted the work of conversion to the well-known specialists at Carrosserie Ltd of Barnard Castle in County Durham.

The framework of the modified bodywork was made in exactly the same superleggera construction as the rest of the car, and clothed in aluminium of the same gauge. The boot lid was cut down, the rear section forms the lower part of the tailgate thus keeping the family resemblance to the saloon. 29

29We planned to have a bespoke rear screen made but the quote from Pilkingtons was £14,000 for the first one...subsequent screens would be £150 each! It was decided to compromise and use a commercially available screen. Some modern components have been used, namely gas struts, a modern wash-wipe system and a load cover adapted from a C series Mercedes, because the overriding desire was to produce a car which is practical and pleasant to use on a daily basis, and this has been achieved. The rear seat folds down (the rear heater unit which is normally located beneath the rear parcel shelf is relocated beneath the squab) providing a huge load area.

The car has also been fitted with a modern Jaguar gearbox, which is a great improvement on the original David Brown box having a 70% final drive ratio rather than the 1:1 of the original and also producing much smoother and more rapid changes. It is intended that air conditioning will be added next winter.



Beautiful! Your Editor really covets this car.



Just as handsome from the rear.



The old roof cut off ready for the new.

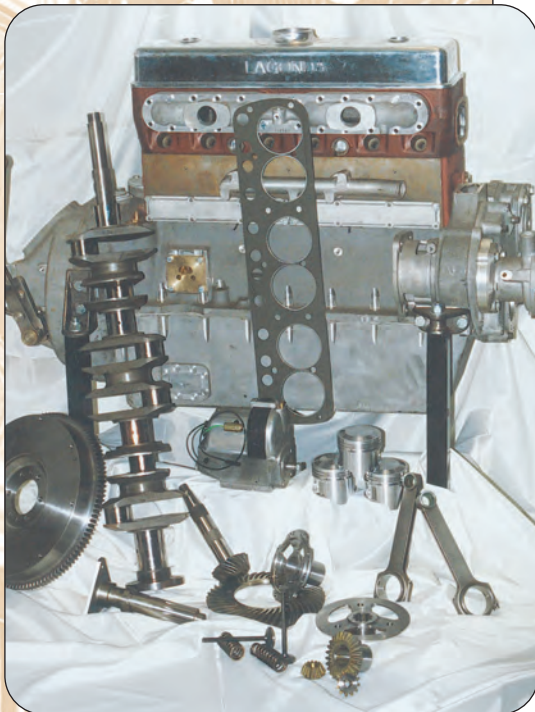


The tubular frame in place and ready for the new panels.

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The Blue Monster on sale at Bonhams in May 2001. This shows yet another new nose. restoration has been started and the body is in bare metal.



A sneak preview of the 2006 Christmas card. Get your orders in early!





Ian and Mary Macgregor emailed this picture of the Turners on the Vero Rally, reported in the last magazine.





Douglas Fox's 16/80 Lagonda. See his article on page 31.



..and the only Rapier in Malaysia.



North Devon Rally. Richard Reay-Smith's M45 at rest.



The Valentine V12 oversees its older cousins outside the hotel.



John Fitton, Rally Organiser, about to have fun.

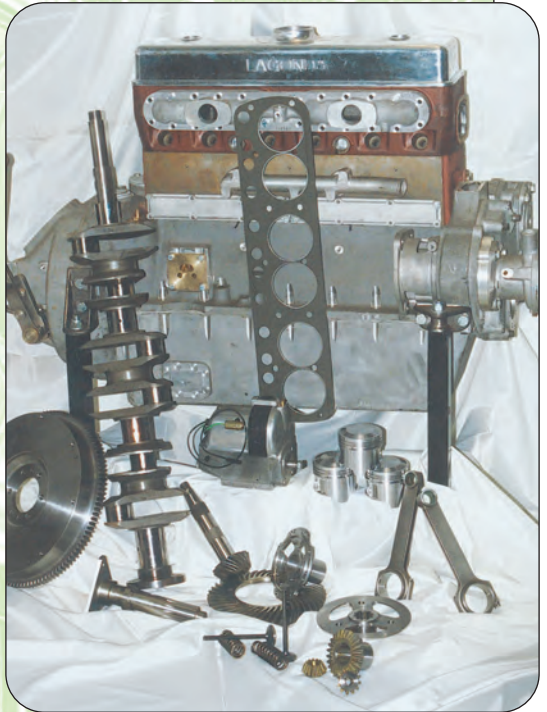


Peter Blenk removes the early morning dew.

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The cars at rest during the event.



North Devon Rally 9th to 13th April 2006

Richard Reay-Smith reports on a splendid event

THE WEST COUNTRY rally organised in April each year by John and Joan Fitton has now become something of an institution. It is the perfect way to start the season, meet old and new friends, enjoy dramatic scenery and nearly traffic free roads and visit some attractive destinations. This successful formula also includes taking over a comfortable hotel with good food.

So it was that on Sunday 9th April ten cars converged from most points of the compass on the Northcote Manor Hotel overlooking the valley of the River Taw fifteen miles south west of Barnstable. It had been a cold journey down, Charles and Emma Hobbins in their 16/80 came from as far away as Anglesey, but the warm welcome with tea and a roaring log fire soon repaired the damage. Dinner that evening soon confirmed the impression that the Fittons had excelled themselves in the choice of hotel.

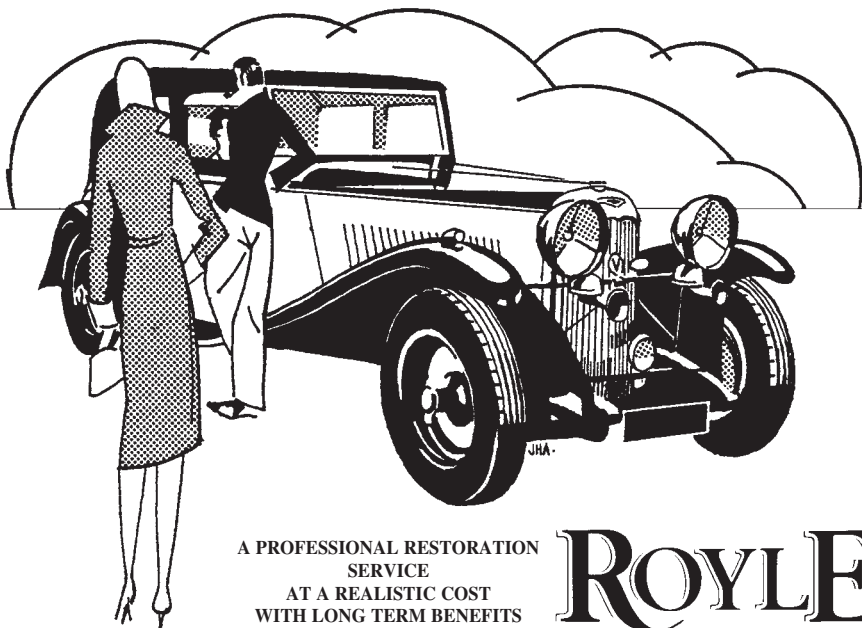
Monday dawned bright and sunny with a cold wind and stayed that way all day. Peter and Natalie Blenk must have been pleased that they decided to come in their immaculately restored LG45 Tourer, which has a heater, rather than the advertised supercharged 2 litre. Michael and Shirley Valentine also travelled in style and comfort in Mr. Bentley's ultimate expression of a gentleman's sporting carriage, their V12 DHC.

Geoff and Chris Clamp who had driven to the dinner on Sunday evening in a modern car had returned to Plymouth to nurse back to health their pretty 3 litre Carlton tourer complete with dicky seat. They rejoined the tour later.

The rest of us set out for Knightshayes Court, the National Trust property near Tiverton, with a stop for coffee at Bickleigh Mill. En route we enjoyed amazing views, substantial quantities of wild spring flowers and quiet roads, all commodities common in this part of the world but less so in the home counties.

Our cars attracted considerable interest in the towns and villages we passed through. This went perhaps a little too far in the outskirts of Crediton where one motorist was so captivated by the sight that he failed to realise that the car in front had stopped at a junction. We left the town to the sound of breaking plastic and strange Devonian curses.

Knightshayes Court, as M. Michelin would say, "vaut le voyage." It was built in 1870 by William Burges for the Heathcoat Amory family in the high Victorian Gothic style. The family had the good sense to reject the wilder excesses of Burges's designs for the interior and instead commissioned John Grace to produce a less extreme effect. Burges's designs were even more eccentric than those of his predecessor Augustus Pugin who is responsible for the interior design of the Palace of Westminster. Pugin eventually went mad and so would the Heathcoat Amorys if they had accepted Burges's ideas thus depriving the country of a Chancellor of the Exchequer in Macmillan's government and one of the greatest women golfers of all time. This was Joyce, Lady Heathcoat Amory who was the last member of the family to live in the house. One detail that caught the eye was a photograph of a family party setting out for Scotland by car in 1920.



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The caption identified each of the five members of the family sitting in the large open tourer and "The Mechanic" astride an archaic motorcycle. Perhaps we should institute a similar arrangement for our rallies, though it would not have been needed on this occasion. The cars attracted a plenty of attention drawn up in front of the house, where John Batt and Charles Hoggins were seen deep in the sort of conversation that one sees in documentaries about the trade in illegal drugs. In this case the objects changing hands were a set of gaskets for the "barn find" 2 litre that Charles is restoring.

Tuesday was forecast to be thoroughly cold, wet and windy and the forecast was right. John Fitton wisely substituted a trip to Clovelly, originally scheduled for Wednesday, for the longer planned journey to Boscastle. The journey to Clovelly was certainly wet and windy but nowhere was wetter or windier than the car park of the visitor centre which sits at the top of the steep cobbled path down to the little fishing port. Once we had descended to the harbour we were sheltered from the wind and found an excellent pub at the harbour side for lunch. The climb back up the hill on foot was more taxing and for once we 4½ litre owners were not able to claim that we had not noticed the hill. "Did it all in top, old boy".

Back at the car park the wind and horizontal rain had done their worst. Frank and Margaret Walton's 2 litre HC Tourer had been parked upwind of a group of cars and so had endured the full force of the weather. The engine was soaked, the plug holes full of water and the magneto declined to continue providing sparks in view of the unacceptable working conditions. Frank, who must have been a Boy Scout in his youth, had a spare magneto with the timing already marked up, (or do all 2 litre owners travel with a spare magneto?). It was but the work of a moment to dry the spark plugs, replace

the magneto and motor off into the blizzard in a calm and dignified manner.

Clive and Shirley Dalton in their 2 litre Continental went on to visit some friends who lived further west. They returned to the hotel just in time for dinner, telling of a magnificent high speed drive, now that the rain had stopped, over fast, deserted roads with the setting sun behind them. Little did they or we know that the Fittons had thoughtfully provided that route for us next day.

Wednesday was warmer and sunny. The plan was to drive to Boscastle in the morning and return via the RHS garden at Rosemoor in the afternoon. However, the Hobbins and Michael and Georgina Drakeford in their M45 Tourer, mindful of the long journey they would have the next day, spent an enjoyable day at Rosemoor. The rest of us, including the Clamps who had rejoined the previous evening, set out for Boscastle. The sun was out, scenery was available at every turn in satisfactorily large and magnificent chunks and for much of the way there was very little traffic. On one 23 mile stretch of the A30 the road book instructions were, "DRIVERS – Open up....Navigators – Close down." This stretch of dual carriageway had sweeping curves both horizontal and vertical and was an ideal opportunity to exercise all available horsepower. AUU 295 was in particularly good heart and Mr. Meadows' six cylinders did not feel the need to be constrained by speed limits that had not been a concern when they were young.

Boscastle had, of course, been very publicly all but destroyed by a flash flood on 16th August 2004. When one saw how high the waters had risen it was difficult to believe that the buildings, let alone the people, had survived. Thanks to luck and a massive relief effort, no one was lost, though many cars were swept out to sea and another 79 were recovered from the harbour. After a careful check on the weather forecast, we decided it

was safe to park in the spaces that had been reserved for us in the car park and repaired to the Wellington Hotel for lunch. There we were ably advised by John Batt on the best draft beer to choose. Later he recovered your correspondent's credit card, which had been found on the floor in the bar. Is there no end to the man's talents?

The Blenks and the Reay-Smiths spent so much time walking out to the coastguard station beyond the harbour entrance where we saw a seal fishing that we decided it was too late to go to Rosemoor. We went instead to Tintagel Castle, the legendary birth place of King Arthur, only four miles from Boscastle and worryingly close to Slaughterbridge, the supposed site of Arthur's last battle. The Blenks, as rational New Englanders,

cast doubt on the historical provenance of King Arthur but they must have fallen under the spell of Celtic mists and Arthurian legend as they stayed at the castle until it closed and so were late back for dinner. Geoffrey of Monmouth has much to answer for. Your correspondent, after deciding that even in better repair the castle would have been a very uncomfortable place to be born, thought of the fast drive back and the promised gourmet five-course dinner and left early.

At dinner that evening everyone agreed that this had been yet another outstandingly successful West Country Rally and thanked John and Joan Fitton for working so hard to make it so. The good news is that they are already thinking about next year's route.



A lovely period picture of a 1914 11.1 Lagonda, found at an Autojumble.

Obituary, Dr TB Catnach

WITH GREAT SADNESS on the 14th May 2006 Dr Tomas B. Catnach peacefully passed away at the age of 77, leaving a wife and four children to mourn his passing. His first real foray into the vintage world was as a student when he purchased a 30/98 as he couldn't afford a decent car! This car was tired but usable and provided his transport for his training and into his early years as a doctor, despite it having a cracked block. He met and married his wife in 1958 purchasing a Supercharged 2 litre tourer Lagonda, as he needed something more practical, paying some £225.00 for it. The Lagonda was promptly was put into action to transport him and his wife on their honeymoon to Ireland where some over exuberant driving broke the chassis, this was welded up by a local Irish blacksmith and the repair has remained sound ever since. This car was then used on and off throughout his medical career as a local G.P. in Peterborough. to visit his patients even as late as the early 70's, often as his only mode of transport.

Later he realised that the family was getting larger and a more practical mode of daily transport was required, there then followed a long stream of P4 Rovers, one of which was called Reg as its number was REG 16. This had been purchased for £10.00 from the local scrap dealer as destined for banger racing, which he thought would be tragic and 'positively criminal'. This car was maintained by his sons for many years and used as the family transport for very little cost. Reg covered over 50,000 miles a year for six years and was still running well when sold. The Lagonda was retained as a back-up for when Reg let him down.

He often commented that it wasn't his medical skills that helped many, but the sight of the Lagonda lifting their hearts on his daily rounds. This car still

remains in the family today, beloved, roadworthy and as he purchased it.

Later in life he purchased two 3 Litre Sunbeam Super Sports, I tried hard at the age of thirteen to persuade him to buy an ERA instead! Again these both remain in the family and gave him much pleasure as the twin-cam really used to provide a surge of adrenalin, but he always personally preferred the Lagonda.

He was a regular at VSCC, Lagonda and Sunbeam meetings and we made many friends in our expeditions and travels often returning from Silverstone in very high spirits. Despite having a large family by now, a very busy practice and many hobbies and interests, his greatest achievement was in restoring a large Georgian house to its former glory after many years of neglect. He undertook this challenge over many years, with his usual abundance of energy and enthusiasm, which he instilled in his ever-patient wife and children.

He was an inspiration to his family and many dear friends he gained throughout his very productive life, actively encouraging all around him to appreciate the engineering skills that sadly are now in decline. He was responsible for many learning to appreciate true engineering as he called it, and to learn new skills, mentoring and advising with immense depth of knowledge. During his entire life he had other hobbies despite being a husband, father and very busy G.P. He excelled at the repair and conservation of antiques, clocks and watches and again threw his abundance of energy and enthusiasm at their restoration and became a noted authority on all things horological.

He was a truly great husband, father and friend of many, an inspiration to all those who had the pleasure of his company. He will be sadly missed by many. His loyal son, James Catnach.

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16/80 In The Sun

Douglas Fox reports from Penang

MY 16/80 IS back on the road after a two and a half year restoration here in Penang, its first real rebuild for 70 years. The body required very little work. Most of the time was taken up obtaining engine parts from the USA and the UK with items such as cylinder liners being fabricated here. Brian Savill and Mike Truter have been very helpful. Some of Brian's lubrication modifications have been implemented. The gearchange mechanism has been converted to levers, instead of cable, as done by our Editor when he was the owner of what is now the Truter 16/80. Gear shifts are now wonderfully precise.

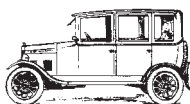
My need for head studs prompted a bulk order, courtesy of Brian Savill, which means that Lagonda Club Spares is now carrying stock. It is only the second time the car has had a repaint, the first occurring in 1970. It was, unfortunately, necessary to replace the original carpets, upholstery and door panels which were disintegrating but it has been possible to do this quite sympathetically.

Our latest claim to fame was driving Formula 1 World Champion Alonso for the pre-race drivers' parade at the Malaysian Grand Prix this year (unfortunately not good enough quality to reproduce). Better picture (with Kestrel alongside) taken at Kuala

Lumpur Vintage and Classic Car Concours on 18th March (organised by me as Hon. Secretary of the Malaysia and Singapore Vintage Car Register on behalf of KL City Hall) also attached. The car was much admired by the Malaysian Prime Minister who is an historic car enthusiast and spent three hours talking to the owners of the 86 cars present. He drove to the event in his own 1961 Mercedes 190SL. The Malaysian government is very old car friendly, e.g. road tax for the 16/80 is £6.00 a year and £1.15 for the Kestrel, with no silly restrictions or inspections.

I attach a photo of what is thought to be the only Lagonda Rapier in Malaysia. It was imported a few years ago by the former chairman of Sepang International Circuit, Tan Sri Basir. Unfortunately it is not running well and still sports the 16 inch wheels fitted by the previous owner, which to my mind detracts from its otherwise good looks. It is also regrettable that it has a modern metallic finish. The Rapier Register badge was inherited with the car and I wouldn't think that Tan Sri Basir is a RR member.

I can't speak for the Rapier world, but my first 16/80, a 1934 car, had a metallic silver-grey finish from new and it was very slightly lighter than the Rapier appears here. K.P.P.





A second Autojumble find - 2 litre at le Mans.

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2006 Northern Dinner

Roger Firth reports on one of the Club's friendliest meetings

ONCE AGAIN, THE Lagonda Club members set forth for Monk Fryston and the annual Northern Dinner. Having moved the event from April to May some years ago in order to achieve better weather, this year confirmed that it was not a good idea, the clouds emptied themselves upon us. Being aware that there was a considerable shortage of water south of Watford, made some of us somewhat uneasy and hopeful that this would transfer itself further south so to relieve the anxiety that this must be causing members who will not be able to clean their cars, fill their swimming pools, water the golf course and many other non essential things for the foreseeable future.

Numbers were a little down this year due to other events clashing and people unable to attend due to illness, but 56 of us sat down to a splendid meal which we of course have come to expect from the hotel which we have frequented on an annual basis for 43 years.

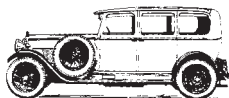
We had the usual entertainment from David Hine (Mrs Hine was unable to be present this year) and Alan Brown and this was very much appreciated. We were pleased to welcome our Chairman and his Lady.

New members to the dinner included Stephen Cleminson (3 litre).

Robert Sloan (2 litre), Duncan Arthurs (no Lagonda yet, but many others), Andrew Brackenbury (LG 45) and Stewart Skilbeck (Non member but very welcome)

We normally have a splendid array of club silverware and pictures at our event but, alas, someone had been rather tardy with their efforts in this direction and not even all the trophies to be presented had been transported north and indeed the name of one member had been incorrectly engraved on two items. A rather unsatisfactory situation, and whilst I appreciate that the Directors have a lot on their plate at the moment I would hope that by the date of next year's Northern Dinner 11th May 2007 they will have a system in place to ensure that this does not happen again.

We have an additional event on the 3rd December 2006, which is the Northern Christmas Lunch at The Moorside Grange Hotel. Disley, this is close to Buxton and Macclesfield. We have a number of people who have already shown interest, please put this date in your diaries, a booking form will be enclosed with a future newsletter. Overnight accommodation will be available on either the Saturday or Sunday



Letters

Dear Ken,

How sad to read of the death of Ivan Forshaw in the Newsletter, but he had a good innings.

In late '61 I visited our local garage at Burley on my recently acquired 2 litre Crossley tourer. There I met John Shutler of Invicta fame, who ran the garage and Charlie, his mechanic, who would not have looked out of place in the Paddock at Brooklands. On seeing the Crossley John and Charlie both enlightened me on the link with the 16/80 Lagonda and how there was a splendid chap called Captain Ivan Forshaw at Longham, who knew all about Lagondas. Immediately, and for many years to come, I visited Lagonda Farm on that dangerous corner, with the orchard packed with decaying Lagondas. Words cannot describe the thrill at seeing room upon room piled high with every imaginable spare part, not to mention the high chassis 3 litre Invicta and the partially rebuilt Napier in the front room.

For many years I was averaging over 10,000 miles a year in the Crossley, which took its toll, requiring frequent recourse to Ivan's spares scheme. To this day I have a very useful head gasket box from Ivan, still showing the address label underlined in red biro.

I quite often visited Ivan in the "Aston Services" office at Longham, which sported not a rubber plant or aspidistra, but a pristine Vincent Black Shadow! On one occasion he admitted considerable irritation at, I think especially, overseas members who expected UNIPART availability and prices for precious and rare parts. He always had time for a chat and loved to

see the Crossley in regular use and parked on the forecourt.

Ivan was a key element in my persevering with the Crossley in the very early '60s, when it was unreliable and tatty. Of particular significance was a sheaf of notes he sent me on the refurbishment of fabric bodies. Stationed at Tidworth, I spent That Winter of '62-'63 re-covering the tourer's fabric body following Ivan's notes almost to the letter. Now, 43 years later it still looks presentable, if somewhat "patinated".

Thank you, Ivan, for your friendship, help and guidance and, incidentally, for introducing me to the Lagonda Club, distant memories, but not forgotten.

With best wishes,

Stephen Weld

Dear Colin,

At the end of the Transappeninica I took the enclosed photograph of eight Lagondas nicely lined up. A rare sight on the Continent, except for the annual meeting.

Actually, ten Lagondas were scheduled: Karlheinz Jung's Rapide tourer had problems with the clutch and never made it, Jan Westphal's LG6 DHC was with us but he arrived too late for the picture.

With kindest regards

Hans J. Worms

See the centre spread - and the Editorial! Unfortunately, I can't identify the individual cars and owners, but it is a splendid sight. K.P.P.

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Congratulations to Dr Richard Lisman. And Clive Doyle



For the 5th year Dr Richard Lisman and Clive Doyle have successfully completed the Mille Miglia. EPE 97 once again ran faultlessly and we were delighted to receive the following emails: -.

*Thanks so much for all you have done. EPE was sensational and we finished first amongst the Americans and received a very nice prize for the highest USA finisher. Wonderful time etc. **Richard.***

*Congratulations to all the staff from Richard and I, on another successful Mille Miglia. This was our best effort so far and was a tribute to everyone concerned in the careful preparation of EPE. **Clive***

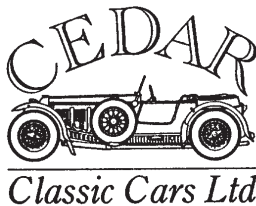
It has been a great privilege for us to be able to look after this wonderful car for 18 years.

We all hope you are enjoying your summer motoring and that the trusty steeds are behaving. If not bring them in for a free appraisal of the problem over a cup of tea or coffee.

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