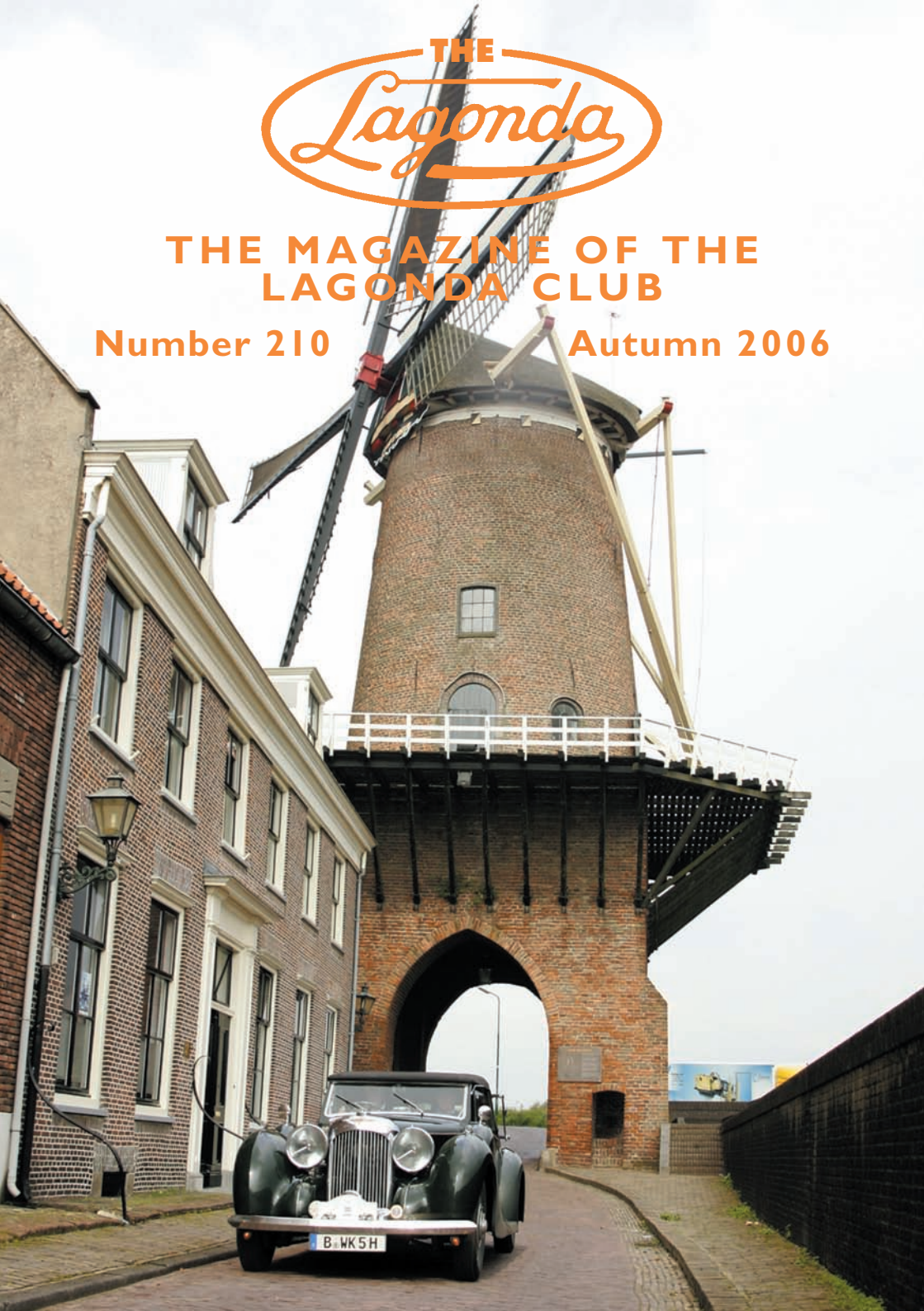




# THE MAGAZINE OF THE LAGONDA CLUB

Number 210

Autumn 2006



# DAVID AYRE



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## Contents

From the Driving Seat .....	5
4th Continental Rally .....	6
Angoulême .....	11
Southern Area Events. ....	19
Stainless Steel Fasteners .....	22
The AGM Weekend .....	29
Letters .....	35

### FRONT COVER

*It can only be Holland... See the report on Page 6*



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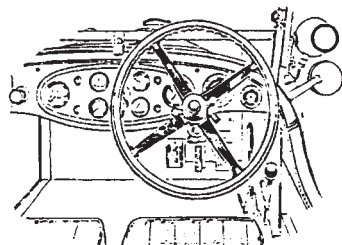
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# From the Driving Seat

***Ken Painter***



NOTHING REMINDS YOU more of your mortality than the death of a good friend who is younger than you and, just a few weeks ago, Julian Collins, Editor of the Alvis Owner Club Bulletin died at the very young age of 60. Julian edited the Bulletin, a magazine printed and distributed in England, from Singapore. In spite of the complications of having to take over an editorial office from thousands of miles away, the Alvis Owner Club has found a replacement Editor very quickly and Rex Harvey is now in post. Our two clubs exchange magazines every quarter and I am sure you will all join with me in wishing him well in his new rôle.

Julian's sad death very forcibly brought home to our Board the issue we have been discussing for some while, contingency plans for the rapid replacement of 'key' officers, such as myself, our Secretarial Team and our Club Registrar and Newsletter Editor. Our Chairman wrote to you all about this some time ago, but no volunteers came forward. Taking my cue from Oliver Twist, I am asking for more. I have no plans for my imminent departure and would like to produce a hundred magazines before I hand over. If memory serves, I think I have edited 74 so far, but at four a year, I would then be in my mid seventies and the Board, or our members, may well have decided that the job should be handled by a younger person long before I reach my personal target.

So, is there anyone out there who would like to join the Editorial team? Computer literacy is essential - as is general literacy! Experience with Mac computers would be an advantage, as they have become the industry standard and the copy is sent to the printers in virtually 'print ready' format. If anyone is interested, please contact me and we can discuss the idea in more detail.

At the recent Beaulieu Autojumble and our AGM, several members asked how the long delayed restoration of the Editorial 2 litre is progressing now that my Italian Mistress has found a younger man. Let me assure all of you that work really has re-started and more missing parts have been replaced. My first priority is to complete the fabrication of the wood frame, because the huge planks of ash take up far too much working space. Once the frame members are shaped, work can begin on restoring and assembling the major components such as engine, gearbox and rear axle, which can then be attached to the chassis and free up even more working and storage space.

Many of the parts still needed for the engine are available from our spares scheme, so I only need the necessary funds to add them to the collection, but it is the odd parts, like the headlamp brackets, original Weymann door lock assemblies and the heavy iron wing brackets for the long 2 litre wings, that are proving hard to find. Any offers?

***LAST DATE FOR COPY FOR THE SUMMER MAGAZINE IS  
... SATURDAY 22ND DECEMBER 2006 ...***



# 4th Lagonda Continental Rally 2006

## “Sharing your emotions is enjoying life to its fullest”

### *Robin Harms reports on another successful Continental event*

AFTER NÜRNBERG, GERMANY, Hamburg, Germany and Vienna, Austria the turn was now to the Dutch. Macko Laqueur and Herman Arentsen took upon themselves to organize the 4th Continental Rally in the eastern part of the Netherlands.

Since this is an article on a continental meet, all distances etc. are noted in metric with between brackets the imperial values. This as a preparation for those British friends who consider joining the 2007 rally in Neuchatel, Switzerland or the 2008 rally in Graz, Austria.

The organizers were able to assemble a large variety of cars. From 2L in various versions via 3L and 4½L to several V-12's. Even a post war DB 3L was there. The participants formed a real international company with 10 German, 9 Dutch, 4 Austrian, 4 Swiss, 2 Belgian and 2 British teams.

The last long weekend of August presented itself with typical Dutch weather: rather sunny and here and there (but why always here and never there?) a fairly heavy shower. To illustrate this last: at a certain moment it rained really hard. Not too far away from where we were fell 130 ltr. rain per square meter (2.7 gallon/sq.ft.) that day, where normally 70 ltr./sq.m (1.5 gallon/sq.ft.) falls in the whole month.

A rather thoughtful idea of the organizers was not to offer alcohol when driving. Therefore after arrival on Thursday afternoon, the whole group of about 60 people were shuffled into a coach and brought to Herman's house, where the alcohol flowed freely. Herman showed his nice collection of British sports cars and was particularly proud of his most recent purchase: a Riley Big Four Blue Streak barn find. His big problem: leave it in its original state with unbelievable much patina, or restore it...

The dinner at Herman and Elza's house was a treat. Many prizes were awarded. Even one for the most recent member, Marc, who bought his V-12 DHC only one week before.

The next morning the serious work started. Although how can you speak of serious, taking into consideration the perfect organization. Not less than 3 service vehicles were accompanying the wolf pack. A technical truck, a photo team and a zero-car.

A very clear roadbook was supplied; everyone could individually find his way. Only one British team had a little problem. Maybe they were a little bit confused by driving on the right hand side of the road. Anyhow, at one point they turned left, where clearly right was instructed. But with the traditional British flexibility he was able to find his



*Just some of the cars on the Continental Rally.*



*Robin Harms, our reporter, enjoying the rally.*



*Two more pictures of the Continental Rally.*





way to the finish, not losing more than one hour...

The total trip was over 400 kms. (250 mls.); there were only a few minor technical problems. Although at the end, Paul with one of the M-45's had a bearing damage on his recent rebuilt engine.

The tough luck prize went to Colin. He had the eldest car (2L 1927 with lots of charm and character) with only one modern part. Yes, indeed, this oil filter was pinched by a stone and he left a beautiful track on the wet roads. Very easy for the police and fire brigade to track him down. While we were enjoying our dinner, it took the fire brigade about the whole evening to clean the 6 kms. (4 mls.) oil trail.

The weekend was touring, not racing. So for awarding the prizes the classification was made on basis of the right answers to some very difficult questions. As an example, the participants had to guess the contents of seven different bottles. Such as engine oil, gear box oil, cooling fluid, brake fluid, petrol, diesel, screen wash. Or name the correct part from a board of samples: acetylene generator; shock absorber adjuster; carburetor damper; emergency lamp for acetylene generator; some part from a brake; spark plug tester; brake shoe actuator and water filter.

Here is another one: screw within 1 minute as many bolts and nuts together as possible, from a bin with many different sizes and threads.

Taking into consideration that the

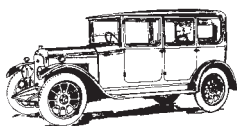
jury was rather flexible in the explanation of the sometimes very humorous answers, it is needless to say that they had all freedom to allocate the many prizes.

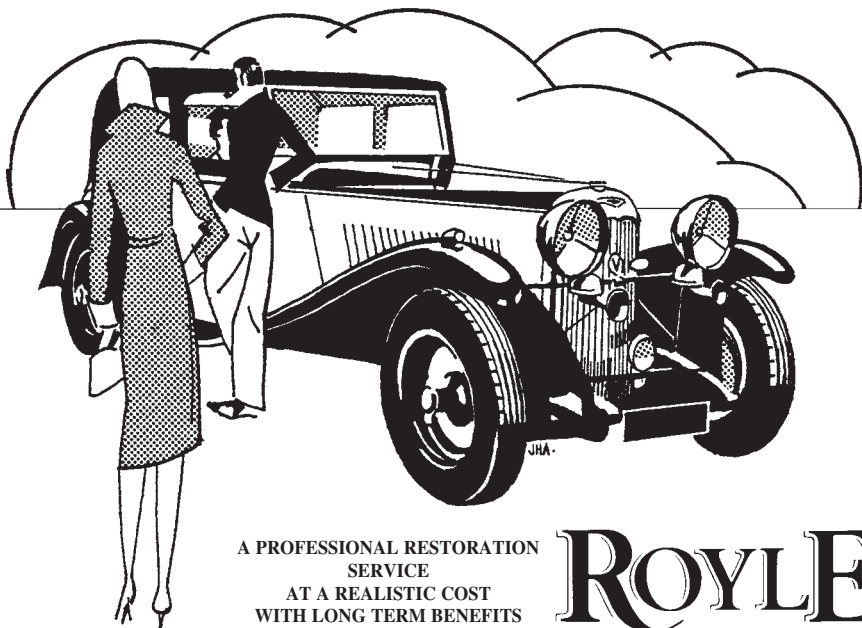
For the royalty watchers amongst you it might be interesting to know that Gudrun, Princess of Prussia, who was married to one of the grandsons of the last German Emperor, was one of the participants. It was a lovely sight, she and her small dog in the big V-12 Saloon.

Driving through the damp woods, early in the morning with golden sunrays scattered through the trees and in your rear view mirror the majestic front of a nearing roaring V-12 Rapide makes your heart jump. Add to that that everyone was driving individually, not in convoy and nobody was afraid to hit the accelerator, the title of this article is clearly understood.

Even for me as a Dutchman it was a surprise to experience that there are that many scenic small scale country lanes in our overpopulated country. Driving Lagondas at reasonable speed through them certainly strengthens your arm muscles. An effort which all of us accepted with much pleasure.

A big compliment to Macko, Herman and their respective wives Renee and Elza for a perfect long weekend. Luckily the sponsored technical help from LMB racing was not much needed and the photo coverage of each individual team, sponsored by Fiona was well appreciated.





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# Angoulême, and back, just!

## 13-19th September

*Michael Drakeford reports on a very special week*

THIS MAY BE the last time that the Circuit Des Remparts is run at Angoulême. So, inspired by a suggestion from Jeremy Oates, Tim Wadsworth requested The Grand Touring Club to offer members an event package the highlight of which would be an all Lagonda grid for the race itself. After much hard work by GTC, the authorities finally agreed that one of the eight races would be exclusive to Lagondas, and 15 cars were entered with a further 18 cars taking part in the Rally.

It all started with tea at the Medieval Barn at Great Ditcham, belonging to Margaret and Jeremy Oates. Some had elected to join in France, but most were there and provided a superb spectacle. Unfortunately there were three non starters. David and Sally Brock-Jest with the V12, Rodney and Judith Westhead who were driving their modern for medical reasons, and Roger and Ann Seabrook's 2 litre. With typical generosity Jeremy had lent Roger his 1939 Bentley 4¼ saloon. Majestic comfort for the parents while son Peter drove the Rapier out for Roger to race. At least that's how it started off until the Bentley's battery gave up on the quay side at Portsmouth to provide the first incident of many.

Our first stop was to be the Le Mans Circuit and Museum. However the directions through the city lacked some detail, and only eight cars made it in time to lap the tight Bugatti Circuit which is laid out just behind the main grandstand.. If fastest is best, Erez

Yardeni driving with Ou Baholodhin in the V12 Le Mans rep, managed 110mph. but most others were far more sedate with so far yet to go. Great fun none-the-less and a wonderful photo opportunity.

From Le Mans it was a short trip to the old Aston Martin team hotel in La Chartre Sur Le Loire. Not everyone could be accommodated here and some spent the night in a former monastery, full of the most amazing wooden beams and turreted stairways. The fabulous French food and inclusive table wine set the standard for the weekend and was well deserved after an initial journey of 205 miles from the ferry.

Angoulême was a further 185 miles away. It had started to rain overnight, and continued to do so in ever increasing intensity for the rest of the day. Erez and Ou had trouble starting the V12. but Monsieur le patron called on local effort for a bump start, and all was well. With no hood and no luggage space these two heroes braved the weather, taking it in turns to wear the crash helmet. Once in Angoulême their first port of call was to a laundrette to tumble dry the clothes they stood up in!

The steep hill into the centre of Angoulême and the heavy traffic caused problems for most, but particularly for Jeremy Oates' 2 litre, whose clutch totally failed. Paul and Carol Collins, in their beautiful LG6 Rapide, suffered too, and on arriving at the hotel enquired if the burning smell from underneath his car was normal for Lagondas, the answer was a resounding yes. Eventually all

crews arrived in time for the Lagonda Club Dinner held that evening in the centre of town.

The plans for the next day included the major event for non-racers, le Rallye Charente Internationale, around the beautiful countryside. This was to be proceeded by a grand send-off with the cars starting on a ramp while the commentator introduced and explained the individual cars. However, the rain was so great that the vast majority at the Mercure decided to opt out. Of those that were brave enough The Blenks made it to the ramp, the Reay-Smiths found the directions too problematic, and the Fittons were sufficiently discouraged by the rain water lifting the manhole covers, that they all soon returned. Eventually a few did make the Rallye, and found the directions to be the best of the tour, and the scenery quite magnificent. The less adventurous joined the Rallye just for lunch at the Cognac air base.

To the great relief of all, by Sunday the rain had cleared and the racing drivers assembled for practice at 10.30. The only car not to start was the 2 litre of Jeremy Oates now with terminal clutch problems. Alan Elliott had to do a rapid coil change in the paddock and both Richard Reay-Smith and Peter Golding were seriously down on power. Frantic work on the Golding V12 during the lunch break, with the help of Pat Elliott's nail varnish, got it back on to 12 but Richard conceded the probability of a blown head gasket and sadly withdrew planning to nurse his car gently back to the UK.

For the race, John Boyes, who had trailered out his 1.5 litre s/c Rapier, was in pole position. The disparity in speed between the 4½s, the V12s, and then the 2 litres and the normally aspirated Rapiers did nothing to mar the enjoyment of the race for the spectators, who had turned out in their thousands,

and the drivers who were each having their own private battles. The spectacle of so many enormous Lagondas on this very tight street circuit was in great contrast to diminutive Formula 3s, and the Brescia Bugattis, and was greatly appreciated by the locals who cheered and waved throughout the race. The winner was John Boyes, second was Roy William's in his LG45 sports racing special, followed by Peter Golding who drove to a good third in his now revived V12.

Following this superb display, the Lagonda Gala Dinner Chez Paul was bound to be a success. Natalie Blenk presented prizes to the "pilots", and medals to all tour participants. A vote of thanks was given to Tim and Philippa, combined with various presents, thoroughly supported by all.

Monday saw the last trip, this time to the circuit at Mas du Clos. Here it had been hoped that a run of the circuit would be followed by a visit to the private Ferrari Museum of Monsieur Pierre Bardinon. Sadly he decided not to allow this, as had been half expected. The crews that went, including the DB 2.6 litre of David Stone-Lee, the LG45 of Roy Williams, the M45 of Richard Mann, the LG6 of Benjamin Hargreaves and the 2 litre of Tim Wadsworth enjoyed the freedom of the track for nearly 2 hours, having uninhibited fun swapping passengers and drivers. Roy unfortunately suffered a leaking head gasket, and although he had a spare on board, decided in the end to have his car recovered back to the UK.

Those that did not go considered that the round trip of nearly 300 miles was just too much, and instead took a gentle tour to the last stop at St. Maure, south of Tours. At this splendid hotel, with dinner at 8.00pm there was a uncomfortable wait until 9.00 for the first participants from Mas du Clos to arrive.





*The cars line up at Le Mans.*



*The start at Angoulême.*



*What the well dressed Continental tourist is wearing, L to R: John Blake, Trevor Swete and Richard Mann.*



*GPPanelcraft*

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On the way to the ferry, Roger and Ann Seabrook's Rapier, driven by their son Peter, had not one but two punctures, probably due to running on low air pressures. The other Rapier of Binky and brother John had done well, particularly during the race with Binky driving. The only happening hitherto had been as Binky briefly went topless when her hood came off. Luckily there was no damage. Sadly, she was not so lucky on the last day, when the magneto failed after leaving the hotel. The Oates' had the dubious honour of having two cars trailered home. At least the Bentley kept going to the end.

Even then the problems were not over. Michael Drakeford suffered a puncture due to a split seam on leaving the ferry, but much worse was to happen to Roger Threlfall. He and Val had extended their tour by a few days and

were within 50 miles of home when, for no explicable reason, a rod came through the side of his engine causing enormous damage.

Regardless of the problems it had been a fabulous tour. The cars really had been tested, and 90% returned, after a gruelling 7 days. As ever, the best feature had been the friendship and camaraderie of all those taking part. What cars, and what a club!

Others taking part not previously mentioned were: John and Susie Batt, 2 litre; Geoff and Elizabeth Clamp, 3 litre; Michael and Barbara Heins, 2 litre; Charles and Emma Hobbins, 16/80; Ian and Mary North, 16/80; Jeff and Gill Ody, 2 litre; David and Francesca Rowe, 3 litre; Robin and Janice Saddler, 3 litre; Trevor Swete, Invicta; Paul and Christine Tebbett, LG45; Kip and Carmen Waistell, 3 litre and Nigel Walder, M45.



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*Tony Loch's M45 on the Three Counties Amble. See page 19.*



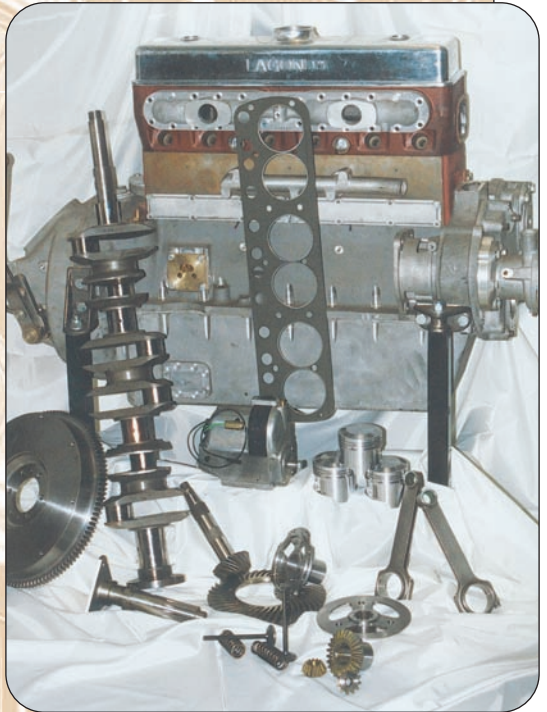
*...and Johnathan Oppenheimer, V12 prototype, on the same event.*



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*Another picture from the Continental rally.*



*... and another from the Angoulême event, the car park at the final dinner.*

# Southern Area Events

## *Michael Drakeford reports*

### **Painshill Park, 23rd July**

At the suggestion of Richard Reay-Smith, Vice-Chairman of the Painshill Trust, the club was invited to hold a picnic at the magnificent gardens in Surrey. These have been the subject of a restoration project over the last three decades and the 160 acres which now truly reflects the garden as it was first created. It was, at its zenith, one of the most important 18th Century parks in Europe, Created by the Hon. Charles Hamilton between 1738 and 1773.

The visit to Painshill came after a long hot spell and the absence of sun was, amazingly, a blessing. The picnic area was freely chosen next to one of the many lakes, where the Lagondas could be assembled. Normally cars are not allowed in the park. We were delighted to see Walter and Rosie Thomson, all the way from Evesham. The fact that they were in the course of a visit to their daughter and family gave them a good excuse to attend en masse. We were also delighted to see a number of new members,

After lunch members were given an extended tour of the gardens by the most knowledgeable of guides. Even Richard and Sue Reay-Smith learned more about this fascinating experience.

### **Three Counties Amble, 13th August**

For the second year running, a cavalcade of Lagonda cars descended on the hamlet of Great Ditcham, on the borders of Sussex and Hampshire.

The purpose of the Amble was for club members to meet in either Sussex, Hampshire or Surrey, have a cup of coffee, and then with the help of a map

showing a special route away from the main traffic flows, proceed to the West Harting Hill. After an ascent at moderate speed, the cars would glide back down the hill and end up at a barbecue at Great Ditcham. All this was intended to take place in the amazing sunshine which had been the feature of the summer of 2006.

Patrick Daniell provided Coffee for the Hampshire set at his home in Itchen Abbas. There was to be found a magnificent garden created by himself, which is periodically opened to the public. In Sussex, David and Polly Stone-Lee, who volunteered to cater for the Sussex area, met at the Camelia Botnar Centre, Cowfold, in the knowledge that their home in Eastbourne was a bit too far for some owners to travel. As for Surrey, and attracting those from London too, Georgina Drakeford provided coffee, with a free showing of the roses. A little attention was required to the hood of the Foulsham's 2 litre. It had the habit of lifting at speed. Extravagant use of strong wire fixed the problem. I do hope that they can undo the work for next summer.

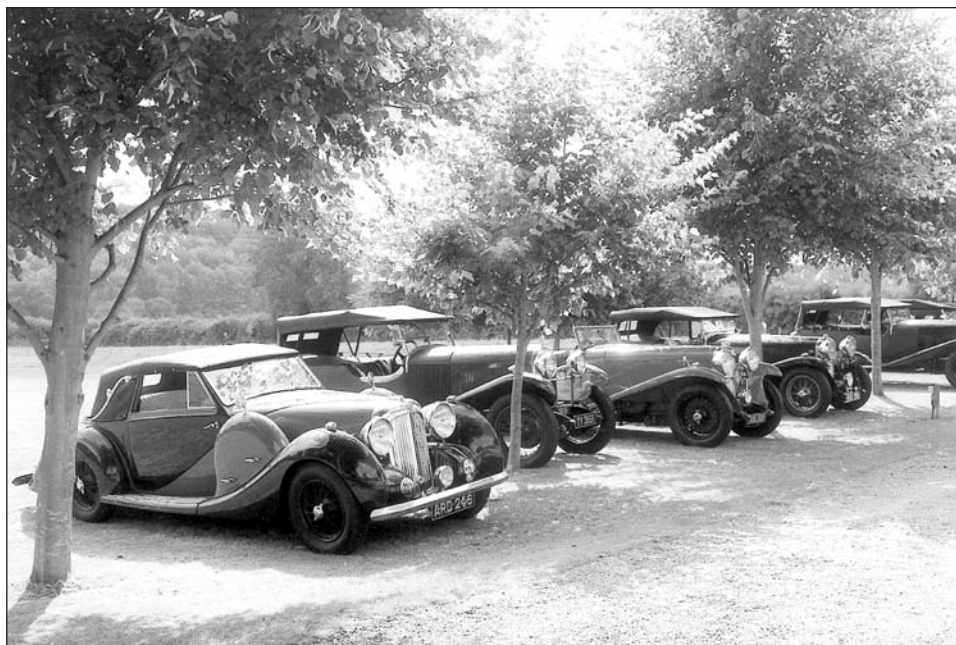
The weather was not at its kindest. For gardeners, the drizzle was great, moisture at last in this drought stricken area, but to dodge the showers to look at the gardens was a bit hard on the members who had expected the long hot summer to continue for this Lagonda event at least.

Following sustenance, directions were individually provided by the hosts. Some chose to follow these in detail, and marvel at the audacity of the writers, taking them through previously unknown highways and byways of the





*David Rowe's 3 litre.*



*The cars at rest. All pictures from Peter Lloyd.*



splendid countryside. Others got lost on their own. Speaking as a participant and indeed the scribe from the Surrey start, there were doubts about the stretch of single track road around Midhurst. The thought of our lovely cars being forced to reverse in front of a tractor pulling a load of slurry caused a few minutes of worry, but was quite unnecessary.

In order to look for and help stragglers, the author in his M45, left the coffee stop some 15 minutes after the main party and, in the knowledge that he was following the more sedate Rapier of Marion and Malcolm Burgess, and the 2 litre of John and Daphne Foulsham, expected to see them by the halfway stage. In fact it was at the end of the single track that the other cars were spotted, and at the A272, the Rapier was happy to stretch its legs at 55mph, along with David Rowe's 3 Litre, and the 2 Litre of Peter Minnett and Pat Heather. After a short spell on this more major road, the cars turned off towards Elsted for South Harting. At a long straight, the author allowed himself the privilege of a short burst of the throttle, and to overtake a modern, and the three member cars. The resulting roar of the Meadows engine brought from Mr Burgess the biggest complement of the day when he later described it as "a remarkable and spine-tingling sound".

The hill at South Harting was used in the 1920s as a popular hill climb for car and motor cycle enthusiasts. At the time there were fewer trees and the road had no tarmac. Here, in a more measured environment we took our own time to ascend in a leisurely fashion, or as fast as our steed could manage within the realms of the prudent motorist. Most us will have spotted Peter Lloyd, our member photographer taking shots of the cars as they ascended.

The directions took us back through South Harting and to Great Ditcham. Here was the welcoming smell of lamb

roasting on a spit in the open air, where a local farmer was to provide a sumptuous fare for the barbecue. Jeremy and Margaret Oates had again made available their mediaeval barn along with the magnificent view to the South Downs. What a wonderful setting for a summers afternoon.

It was pleasing to see John and Joan Fitton, all the way from Somerset, and Alan and Nancy Audsley, members of many years standing. Peter and Maureen Evans graced us with their lovely 16/80, YY 62, which is not often seen at these events. Perhaps that will change. This all added up to 20 Lagondas/Rapiers and 41 attendees, the maximum that could be catered for.

To add to the enjoyment, Jeremy provided a tour of his workshops where we were able to see the 11.9 racing Lagonda, the very original M45 saloon, his 2 litre, which he frequently uses for racing, and Binky's Rapier. Not to mention the various post-war Lagondas waiting for attention, his newly acquired AC saloon, and also the Bentley and Alvis' used to ferry brides on their wedding day.

After a small hiccup last year estimating the cost of the event, we made sure that we were adequately covered on this occasion, albeit by a relatively modest charge for the food and administration. To the great pleasure of all concerned C.W.Fordam, Catering Equipment Hire, of Hindhead, graciously waived their entire charges, thus reaping a small profit for the Club.

Our thanks go to Jeremy, Margaret and of course Fordhams.

Just for the record, this splendid day ended for some with a goodly soaking on the A3 on the way home. My guest commented with water pouring down his neck as he tried to duck his 6'3" frame under the windscreen of the open Lagonda, "It is just like being on a motor bike"

# Stainless Steel Fasteners

The following article was written by Ian Hopley, Status Office, Department of Engineering and Technology, Manchester Metropolitan University, John Dalton Building, Chester Street, Manchester M1 5GD. Ian has now left the department but we have been granted permission to publish this.

I have recently noticed an increase in the popularity of stainless steel nuts, bolts, self tapping screws and other fasteners. I feel that a few thoughts on the subject inter-spaced with a few "pearls of wisdom" from my metallurgist colleagues in the Department may be of some use to the readership.

Firstly, there's stainless steel and there's stainless steel! It is available in various grades and each has its own advantages and disadvantages. The two most common types are grade 304 stainless and grade 316. 304 is also commonly called "A2" or EN 58 E or class 70 (18/8). 316 is often called "A4" and, doubtless a few other things besides! All of this makes finding out what you're buying somewhat complicated. However, the story does not end there! Both A2 and A4 are available in at least three different material conditions and the properties vary dramatically. Interestingly, there is no difference between the mechanical properties of the two grades. Secondly, while the corrosion resistance of stainless steels in general is not in question, please be assured that it is NOT immune from corrosion. This is where the difference between the two grades becomes more important. A4 is generally regarded as having better corrosion resistance (in most environments) than A2. This is because it contains slightly more nickel than A2 and also some molybdenum. It is also slightly more expensive and less suitable for high temperature (above 300°C) applications.

Another thing worth remembering is that when placed in electrical contact with a dissimilar metal (mild steel is quite dissimilar enough!) and kept in damp conditions, there is the potential for electrolytic corrosion to take place. This is a process whereby whichever metal is most likely to lose electrons to oxygen attack does so sacrificially to the benefit of the other. There is a well established "league table" of metals in this respect and it is known as the "electrochemical series". Metals high up in the table (like Gold) are very good at hanging on to their spare electrons whereas metals low down in the table, like zinc, are very bad at it and corrode easily. When a metal from high up in the table is put in electrical contact with one low down in the table and an electrolyte like water is present, the lower one corrodes and protects the one higher up by donating its electrons. This technique is well known and is used to protect ships and oil rigs from attack. The further apart in the table the two metals are, the more vigorous the reaction is likely to be.

The Electrochemical Series:

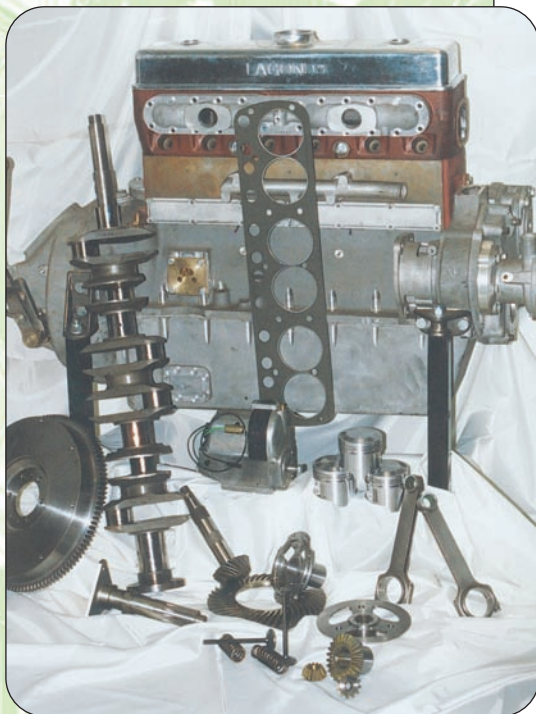
Platinum  
Gold  
Titanium  
Copper  
Brass  
Lead  
Stainless Steel  
Cast Iron  
Mild Steel  
Cadmium  
Aluminium  
Zinc  
Magnesium

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*Alan Heard's Fanshaws event. L to R: V12R of Sir Charles Chadwyck-Healey, M45R of Neville Jamieson and DB 3 litre of Peter Gilkes.*



*Peter Biggs' DB Rapide.*



This is where the good old bright zinc plated (or zinc passivated) carbon steel bolt is our friend. For as long as the zinc coating lasts, neither the bolt nor the chassis will corrode in the vicinity of the bolt. Once the zinc has gone, at least we have the comfort of knowing that chassis and bolt are made of the same stuff and one will not corrode at the expense of the other. There is some argument that says that the chassis will be powder coated and therefore not in electrical contact with the bolt. While this could well be true, I think most people would agree that in reality, it is unlikely to be so perfectly coated as for this to be the case. If one considers the case of a self-tapping screw into a chassis, the idea of electrical insulation between the dissimilar metals evaporates completely. It is worth remembering that because stainless steel is higher up the tree than mild steel, it will be the mild steel that suffers!

We should also consider the other material properties carefully. Stainless steels are generally not as strong as their carbon steel counterparts and can have inferior fatigue strength. Where a bolt is used in constant tension or shear, this shouldn't be a problem but where a load case involving repeated bending loads exists, great care should be taken in the selection of the bolt. The tables below give various properties of bolts commonly used and may serve as a useful reference guide.

Before the tables mean anything, an explanatory note about the terminology is required.

Firstly, the column entitled "Grade" refers to the grade of the bolt. The first three, (8.8, 10.9 and 12.9) are all commonly available grades of "high tensile" carbon steel bolts. The grade is usually stamped on the bolt head and means something. The first digit (say "8") means that the approximate "Ultimate Tensile Strength" (the stress at which it breaks) is about 800 N/mm<sup>2</sup> (or about

80kg/mm<sup>2</sup> or about 50 tons per square inch). The second number represents the percentage of the first number at which the bolt starts to yield (permanently stretch). So, for example, an 8.8 bolt would snap when the stress got to about 800 N/mm<sup>2</sup> and it would start to stretch when the stress got to about 80% of that 640 N/mm (or 40 tons per square inch).

Unfortunately, stainless fasteners don't have the same classification system. The categories I have chosen are A2, A4, A2SH and A4SH. A2 figures represent values for A2 stainless steel in its softest state and A2SH refer to properties for the same material in its strongest "strain-hardened" state. A4 figures follow the same convention. As one can see, there is a vast difference in each case and the only way to know what you are buying is either to test it (we can do this at minimal cost) or obtain some kind of guarantee (a certificate of conformity) from your supplier.

One final note. All the loads I have quoted in tonnes are theoretical loads applied in pure tension (like a cylinder head bolt). They take no account of the stress concentration at the root of the thread so a real life failure load could be considerably lower. Similarly, if there are any bending loads on the bolt (and most cars have something loaded in bending!) the carrying capacity of the bolt will be further substantially reduced.

The second table, showing maximum working loads also refers to bolts in pure tension. It is based on the bolt bearing a stress equivalent to 70% of its yield stress (the stress at which it starts to stretch). These are the kinds of loads that one might be regarded as foolhardy to exceed in service. Obviously, the application and any likely overloads encountered in service need to be considered very carefully if you use a bolt in shear or bending, please make further allowances for this!

# Tensile Breaking Loads in Tonnes:

Grade	M6	M8	M10	M12
8.8	1.6	3.0	4.7	6.
10.9	2.1	3.9	6.1	8.
12.9	2.5	4.5	7.2	10.5
A2	1.1	1.9	3.1	4.5
A4	1.1	1.9	3.1	4.5
A2 SH	1.8	3.2	5.1	7.4
A4 SH	1.8	3.2	5.1	7.4

# Max. Working Loads inTonnes (Tension):

Grade	M6	M8	M10	M12
8.8	0.9	1.7	2.6	3.8
10.9	1.3	2.4	3.7	5.4
12.9	1.5	2.8	4.5	6.5
A2	0.3	0.5	0.9	1.2
A4	0.3	0.5	0.9	1.2
A2 SH	1.0	1.8	2.9	4.2
A4 SH	1.0	1.8	2.9	4.2



*John Hutchby's 2 litre at Fanshawes, John and Alan Heard are behind the car.*

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*Part of the M45 display at the AGM. We don't see John Sword's 2 seater often enough!*



*David Cree's M45 Rapide. See also page 32!*





*The proud award winners line up for a photo shoot.*



*Nick Hine having fun in the Gymkhana.*



# The AGM Weekend, 16th and 17th September

THIS YEAR'S AGM was ably organised by Johnathan Oppenheimer, with the help of Andrew Brackenbury, who ran the gymkhana on the Saturday and a team of concours judges, led by John Breen. The weather was kind on both days and, although there were fewer cars attending than in previous years, mainly because of the large contingent attending the French jollifications at le Mans, Angoulême and the Charente region, the weekend was a great success, with standing room only for the General Meeting itself and around 43 cars on display. The minutes of the meeting have been circulated to all members, so this report will concentrate on the more informal activities of the weekend.

Andrew had planned a series of devious tests of skill for the gymkhana, but because of a misunderstanding between him and Johnathan, they were originally set up in the wrong place! With the help of Derek Green, they were quickly re-laid in the proper place and a good time was then had by all. The tests included the Can Can, where drivers had to drive between a series of poles with painted cans on their tops, stop at each pole and exchange the cans, then reverse to the start. To make things more interesting, they had to do it all twice and record the same time each run, with ten penalty points awarded for each second adrift. Another test required the driver to drive forward, drop into neutral and coast up to the finish line without touching the brakes. Johnathan overshot badly in his lovely V12, so changed into neutral much earlier in the Rapier - and stopped far too short of the line! The most challenging test was probably the one where the driver wore

an elegant bucket on his head and was navigated through a series of poles by the navigator, who was only allowed to give verbal instructions. Once they reached the end of the course, the bucket was removed and the driver had to reverse through the course and try to record the same time as the 'blind' run. Oh, and to make the whole thing more interesting, the instructions were written as a mirror image of reality. All this involved some very enterprising reversing by the participants.

Shock Horror! Andrew Rothwell didn't win this year! He must be losing his touch! The winner of the Rapier class was young Joe Oppenheimer, driving the Rapier for the very first time, he soundly beat his father and Charles Hobbs in the process, so he is clearly a young man to watch out for. The 3, 3½ and M45/LG45 classes were combined due to a sad lack of entrants and was won by Stephen Matthews. The LG6/V12 class was convincing won by Johnathan Oppenheimer, since his V12 was the sole entry in the class. His beautiful car was covered in dust by the end of the contest, so he must have stayed up all night to clean it, because it was spotless again for the Concours on Sunday. The overall award for best performance, the Vokes Trophy was won by David Bugler in the family LG45 Team Car Replica. Andrew Brackenbury is to be congratulated for organising such an entertaining afternoon's fun.

The dinner featured the usual hilarious and totally politically incorrect speech by our President, David Hine, who gave a wonderful description of Johnathan Oppenheimer's business successes in setting up Cheeses of Nazareth!

For Sunday's Concours, John Breen had marked out the area, with each class of car having a signed and designated parking area. He carefully and clearly signposted a 'way in' to the concours field, which was equally carefully ignored by most of the cars as they arrived, except for one, who attempted to park between the two arrows. The work of the team of judges began as soon as there were sufficient cars on site, but as it is a well known fact that Lagonda Club members have a somewhat cavalier attitude to timetables, the trickle of late arrivals seemed to extend to well past the lunch break. Ignoring these problems, the judges managed the impossible and completed their difficult task with good humour and on time.

Members brought fewer surplus spares for sale or exchange than we have seen in earlier years, but business still seemed to be fairly brisk, with mutually satisfactory deals being struck throughout the day. Robin Cooke, our newly appointed Spares Officer was there to meet members and to take orders for parts and he too had a busy day, Club regalia was on sale, with the new design of umbrellas proving popular, even though the weather was warm and sunny. The Christmas cards sold steadily, but the very elegant thick winter fleece jackets stayed mainly on the racks. The newly completed "Vintage Manual" was on view in unbound form and promises to be yet another "must have" book for owners of 2 and 3 litre cars, it certainly seemed to attract a lot of keen interest.

Most of our members simply don't appreciate how much work is involved in regalia sales at this time of year, with the Beaulieu Autojumble the week before the AGM. Before these two weekends, stock levels have to be checked and, if necessary, fresh supplies organised. For each of the events the stocks are packed and fill the Secretarial Landrover from floor to roof, then they are unpacked on site and displayed. At

the end of each event they are re-packed for the journey home, then everything is re-checked, re-packed in the proper labelled bags and boxes and the accounts reconciled with the stock holdings. Thank you, Valerie and Colin!

Lunch is taken after the formality of the AGM and the hotel offer a barbecue for those who have not packed their own picnic. For the concours judges this offers a very short break in their busy day, but for the rest of us, peace and quiet descends on the scene for a while.

By mid afternoon, the judging was complete and the results confirmed by the team. The results were as follows:

1. 16/80 Class: Peter Evans YY62
2. 2 litre Class:  
Richard Walker, GK8901 3.
3. Litre Class:  
David Baker, YV 5820
4. M45 - LG45 Class:  
David Creef, CPC743
5. LG6/V12 Class:  
Eberhard Thiesen. KPA 637
6. David Brown Class:  
Robert Watts, NYU 812
7. Rapier Class:  
Joe and Adam Openheimer, BBJ 160
8. Car Club Trophy, Best Over All Car  
Robin Horinga, AUF 45
9. Seaton Trophy:  
David Humphreys, YV 262
10. Ladies Trophy:  
Jonathan Oppenheimer, ARD 246
11. Vokes Trophy: David Bugler,  
LG 45 Team Replica AYS 620.
12. Merit Award:  
Warren King, Rapier Special

The awards were presented by our President, David Hine and the lucky winners photographed for posterity. This brought the weekend's activities to a close, the cars were packed and our members began their journeys home

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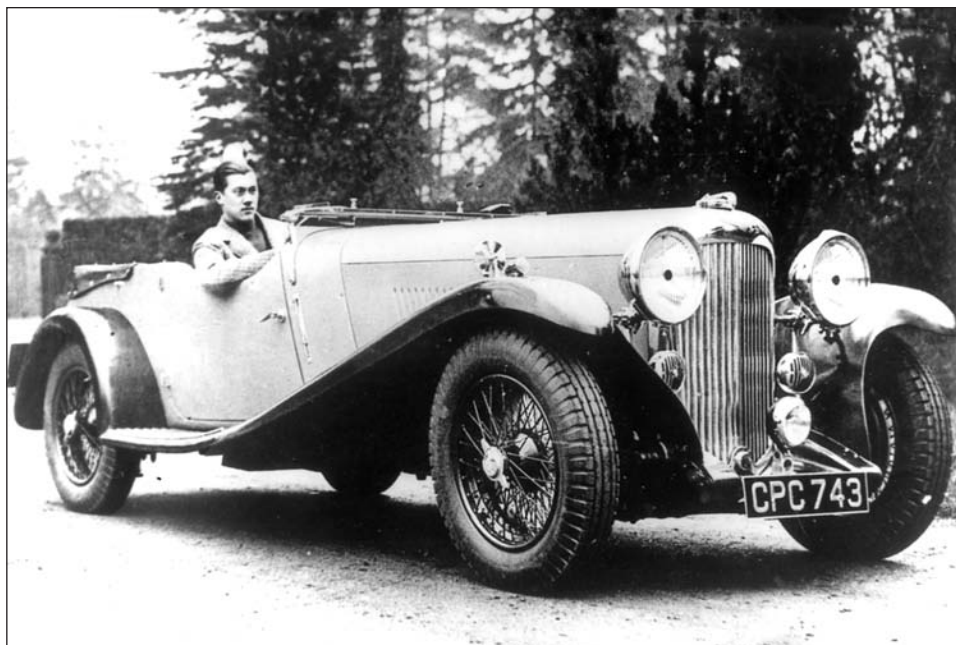
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*Two more autojumble finds. Hindmarsh refuelling BPK202 in the 1935 Ulster TT.*



*CPC 743 was originally owned by Leslie Charteris. Is he at the wheel here?*





*Binky Oates, winner of the Belini trophy for 2005, receives her award from Tim Wadsworth*



*Monty Rothwell at just three hours old, with proud father, Andrew. Congratulations!*



*Another proud father. Ruth Painter and father prepare to leave for her wedding to Justin Beyer. The 2 litre was generously loaned by Peter White for Ruth's special day.*



*Jeff Ody transports the Fete Princess of Seend, see "letters". Picture courtesy of The Devizes Gazette and Herald.*

# Letters

Dear Ken,

In 1970, when the late Alastair Innes-Dick was restoring his M45R, he discovered that Cellon Ltd, Lagonda's paint supplier pre-war, had been taken over by Pinchin Johnson, so on the off chance he wrote to them asking if they had any records of the paints and processes used in 1935. Most firms nowadays would just ignore such a request, but they didn't. In fact they routed out a pre-war employee of Cellon and he found the records. The following is his schedule, using Cellon's original paint codes.

**Degrease** with TSH 26 thinner.

**Priming:** 1 coat by spray of SH590 red oxide primer, thinned to 50 seconds with TSH 26 Air dry, minimum 4 hours.

**Filling & Stopping:** 2 or 3 coats of 2SH591 grey filler by spray. Air dry 2 hours between coats and overnight after last coat. Stop where necessary between coats.

**Guide Coat:** Black cellulose.

**Flatting:** Wet flat using water. Wash thoroughly after and dry well. Minimum of 2 hours. Use 280 grade wet and dry paper.

**Surfacer:** 2 coats grey surfacer by spray. 3DL 432 surfacer thinned to 40 secs with TDL8 thinner. 2 hours air dry between coats.

**Flatting:** Wet flat with soap and water. 320 grade wet and dry paper. Wash thoroughly and air dry, 2 hours minimum.

**Finish:** 3 coats of cellulose (CFD cellulose finish), thinned to 50 secs with TDL8 thinner. 2 hours between coats, air dry overnight after last coat.

**Flatting:** Wet flat with soap and water 400 grade wet and dry paper. Wash and dry as before

**Final Finishing Coat:** 1 coat of cellulose CFD finish, thinned 25 parts cellulose to 75 parts TDL8 thinner. Air dry 4 hours

**Burnish & Polish:** Use cutting compound 8MH33, thinned with white sprit. Polish with 2MH33. Either by hand or by mechanical polisher.

All viscosities are by No. 4 Ford cup at 70 degrees F.

I make that ten spray coats and a minimum of 4 days, no wonder the cars looked so good. And that's just for a single colour. If the customer had ordered a fancy two-tone job, you can add on the masking and delays that that involved.

Regards,

Arnold

Dear Editor

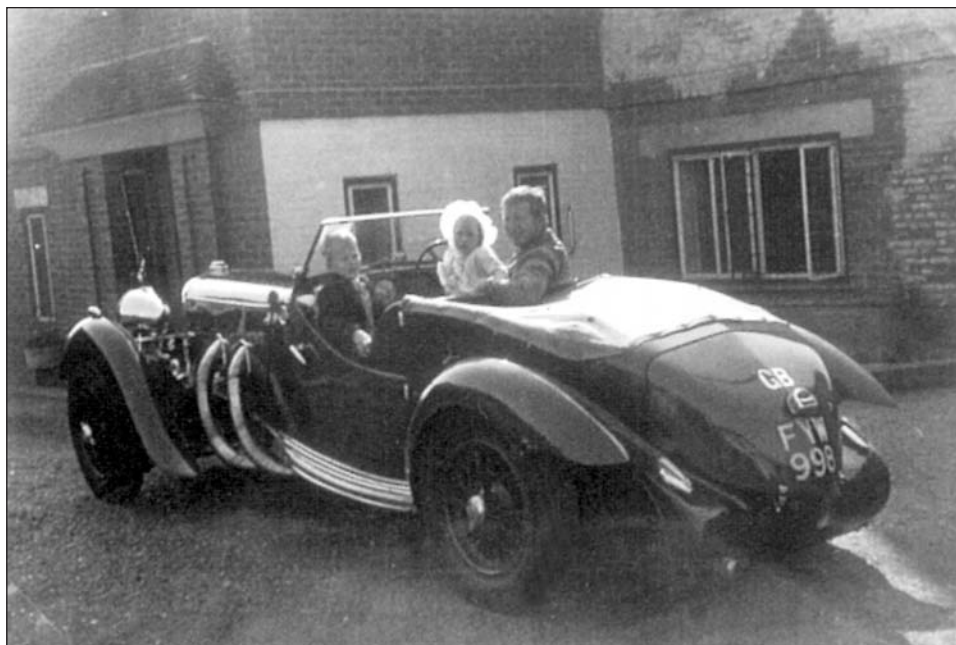
As one of the limited number of long established vintage and classic motor car restoration firms which employs a highly skilled team of craftsmen and engineers, I am concerned that the services we offer and our skills will disappear in the coming years.

Due to the labour intensive nature of





*Canon Burnside's 1924 Lagonda, see letter on opposite page.*



*Richard Cookson visits the Rickards in the 1950's. The car is now owned by Bart Peerless.*



the work involved in the construction of pre-war and coachbuilt motor cars, it is inevitable that the work can be costly. This is especially so when the years and salty roads have taken their toll. For this reason, it is not possible to charge the work at normal commercial rates, rates which modern garages are able to make for their relatively straightforward diagnostic and servicing jobs. In fact, specialist firms like Royles, are only able to charge their time at less than half that of even modest modern garages even though it is highly skilled work in most respects.

The low hourly charges and the years it takes to train people in our wide range of skills, makes it impossible for us to employ trainees. In fact, with the passing of the apprenticeships with indentures, those specialist firms which have trained young people have sometimes found that they have undermined their own business when the trainees leave and set up in competition against them. I know of such cases when long established SME specialist companies have had to close down as a direct result.

Whilst the government has now become aware that this country's skills base is shrinking, I can see no means by which owners of fine vintage and classic motor vehicles will be able to draw upon the skilled engineers and craftsmen necessary to keep them running in the medium to long term. Government training schemes are not adequate and do not cover the costs involved.

Many of those people who established the restoration companies as I did, are now reaching retirement. There is now the pressing need to create the circumstances necessary to ensure that we in this country can maintain our skills, in order to restore and conserve the many valuable motor cars which have given us all such pleasure down the years and keep them on the road.

If any of your readers have any suggestions or are connected with training organisations and have any

ideas as to how our many specialist skills can be passed on, I will be pleased to hear from you.

Yours sincerely

David A C Royle

Dear Ken.

May I via your editorship make a comment regarding Ann & Peter Walby's Ulster Rally, studiously not wanting to go into the usual "we got up at 7.37 and 17 seconds and the sun was shining" brigade.

The organisation was superb. They conjured up the most wonderful scenery and interesting places, appreciated by Joyce and me who visit this area on a yearly basis. Added to this are the interesting, demanding and unique roads of Donegal, what a motoring treasure.

It was noted that due to the quality of our cars all came through with flying colours.

Thank you Ann, Thank you Peter. My diary is open.

Brian Savill

Dear Mr. Painter,

At the expense of being a nuisance to you I would be interested and grateful to know, if the picture on page 32 of the Summer magazine might be of the car driven by my late father in law Clive Gallop and E. Hayes at Le Mans in 1928 where they drove car number 18. The driver looks to be wearing a helmet, perhaps unusual, though as a wearer of glasses Clive Gallop might well use a visor. If there is a connection can I purchase a copy of the photograph from you for the family's records?

The enclosed copies from my mother's and my own photo albums

might be of passing interest. In the 1924 photo the Lagonda belonged to my grandfather, Canon W.F. Burnside, who never learnt to drive always having a chauffeur/handyman, and is outside St. Edmunds School, Canterbury where he was headmaster. My father then aged 22 is at the wheel and four years later married M.A.B. . The LG45R had been lent to Richard Cookson who had called in to see my father on his way back from a concours at Ramsgate at sometime in the early 1950s.

At last after all too many years just sitting in my garage, I am hoping to have my M45R out on the road again in 07. It will look shabby, but should be mechanically sound.

Yours sincerely

J.B.Rickards

*Letters from fellow members are never regarded as a nuisance! The car on page 32 is that driven by Clive Gallop and Eddie Hayes and a complementary copy of the picture has been sent to John Rickards. Good to know that the M45R will soon be back on the road, but it is unlikely that the Editorial 2 litre will make it next year...  
K.P.P.*

Dear Editor,

Once again as a old Lagonda employee I would like to express my appreciation for the latest Spring edition of the magazine. I am the only remaining member of Frank Feeley's experimental and prototype body shop where all the racing body shells were also made,

When I saw photographs of the Brown Bomber it did bring back memories as I was very much involved in the building of these cars I do

remember they were built on large diameter tubes designed by the Professor Von Eberhorst, the two door was built first, followed by the four door, I think the ride and performance was quite impressive as David Brown used it driven by George Walters his chauffeur for a very long time.

I would like to mention that I recently went to the funeral of David Hodge M.B.E. I first met him at the Lagonda works during the war, he was living at that time at Crystal Palace in London and cycled to work and back each day. After the war like myself we found ourselves at Feltham with D B, he was involved in starting production at Farsley as mentioned in the magazine, he was also manager of racing workshop, only leaving when everything was transferred to Tickfords. His next job was with B S M, responsible for the driving instructors, later starting up business on his own modifying cars for the disabled this would have been about the time of the thalidomide people reaching driving age, At the time of his death he would have been in his early ninety's.

Yours truly

John Biggs

Dear Ken,

One of the responsibilities of a District Councillor is to support local events and I am no exception to this duty. As evidence of my personal commitment, I enclose a photograph of our 2 litre being pressed into service as the ceremonial carriage of the Fete Princess at Seend, a nearby village in Wiltshire.

Kindest regards,

Jeff Ody

# EXCELLENCE



*V12 Prototype, 2005 Winner of the AGM Car Club Trophy*

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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***

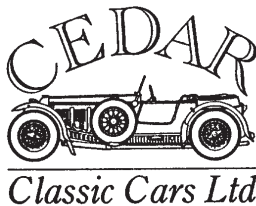
It has been a great privilege for us to be able to look after this wonderful car for 18 years.

**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.**

**GOING RALLYING, RACING OR JUST POTTERING? TALK TO US**

### **RESTORATION**

Come and talk to us about your requirements, we have highly skilled and experienced engineers fully conversant with most vintage and classic cars.



### **SALES**

We are always happy to discuss selling your car on a commission basis. No sale. No fee.

*See our web site for details.*

**Derek Green**

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