



**THE MAGAZINE OF THE
LAGONDA CLUB**

Number 228 Spring 2011



DAVID AYRE



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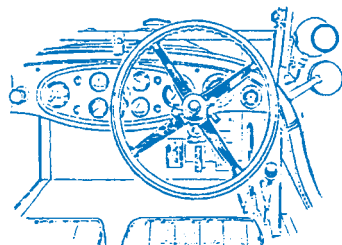
Connie, the Editor's new toy, just pulled out from 14 years hibernation.

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From the Driving Seat

Ken Painter



WITH EFFECT FROM this edition, "The Lagonda" will now be printed using new digital technology eliminating planning and film, this means that we can use full colour on any page. We are no longer limited to just eight pages of colour pictures and can now mix text and pictures on the same page. This does not signal an end to using early black and white pictures of course, they will continue to be featured as often as possible. So much of our cars' early pictorial history was recorded in black and white and it would be a serious mistake to ignore these important links with the past. For the time being at least, there will be no increase in the number of pages and there are no plans to increase the magazine size from A5 to A4. The additional production costs are small and the Board unanimously agreed that we should make the change.

Immediately after the Summer magazine is sent for printing, your Editor will be off on a long summer break, visiting Alaska and New Zealand and not returning until shortly before the Annual General Meeting. This will mean that there will be no flexibility with the Summer printing schedule and all contributions must be submitted by the date shown in the box below. I shall be taking my laptop with me and will still welcome emails from members, so have no worries about the production of the Autumn edition, the production schedule will be back to normal by then.

It is a sad fact of life that, as the average age of our membership increases, we feature more and more obituaries in these pages. To feature two, each mourning the passing of a member from a different continent is unusual though. Many of our longer serving members will still have vivid memories of Valerie May, who served as our Secretary for over 30 years and we all send our profound sympathies to Tony and the family. Not so many will have met Jim Whitehead, who lived in Australia, but those who had met him on one of his visits to this country will remember him as a true enthusiast.

Connie, my 12/24, is back on the road and I am looking forward to attending suitable events with her both before and after my summer adventure. My article about her purchase seems to have been well received. The follow-up, until the point when she was back on the road appears in this issue. There will be no more on a routine basis! It is fascinating to learn just how many members have fallen for the charms of these early models at some point and surprising to find how many are still in regular use. Her picture features on the front cover for the simple reason that this happened to be the only photograph I had for this edition that was suitable for use in 'portrait' format.

***Last date for copy for the Winter magazine is
... SATURDAY 26th June 2011 ...***

Lagondas in the Peking - Paris Rally

TIM WADSWORTH SUGGESTED that the Club grant a year's free membership to the Club to those entrants who were not Club members, but took part in a Lagonda. The Board approved this and Tim wrote to them, as follows:

The Lagonda Club Board noted your entry in last year's Peking - Paris Rally and were delighted that through your participation, and those of others, the Lagonda marque was well represented. The board would like to acknowledge the enormous effort this sort of event requires and in recognition are pleased to offer you a year's free club membership starting April 1st 2011.

Please return a copy of this e-mail with your subscription renewal form. Well done and many congratulations,

Best Regards

Tim Wadsworth

Here are their answers and some of their photos of the event

From: Chris Lunn

Dear Tim,

Many thanks for this it is a lovely gesture. It was more demanding this time but still a marvellous adventure. I am sure our paths will cross at some race meeting in the not too distant future.

If I can help the club in anyway do not hesitate to ask.

Many thanks again,

Chris.

From: Nigel Gambier

Dear Tim

What a great gesture from the Lagonda club - thank you very much

indeed. What is remarkable is that 4 of the 2010 Lagonda Peking to Paris entries had also competed in the 2007 Peking to Paris. Their 2007 / 2010 car numbers were 31/43, 37/47, 38/25, 41/56. In particular I think the 1927 4.5L Lagonda High Chassis T1 car 31/43 is a superb rally car with excellent power and great clearance.

Some photo of us attached - we had 16 people on the car at the finish and we bought the hats off a Kazakstani Policeman in Kazakstan !

Kind regards

Nigel

From, From: Gerd A. Böhle

Dear Tim,

Thank you so much for your congratulations. To have been part of the P2P 2010 is an unforgettable experience. We've spent a lot of effort (and money) in the preparation (frame and technic) of our "Lady" - she deserved it and gave it back with an excellent reliability and performance.

We checked and greased her every day (and night), gave her our full attention on rest days and suffered so (except of one!! puncture) no breakdowns on the whole Rally.

It's an honour to join the Lagonda Club and I hope to have time to be part of some future club activities.

Yours sincerely

Gerd

From: Richard Cunningham

Tim,

Thank you so much for the clubs kind gesture, the money saved will go towards refurbishing the old girl.



The four pictures on this and the next page were all sent by Nigel Gambier.





If you are interested in reading of our adventures (and there were certainly plenty!) then please have a look at our blog;

["http://aua117p2p.blogspot.com/"](http://aua117p2p.blogspot.com/)
<http://aua117p2p.blogspot.com>

The Lagondas on the rally were crewed by an exceptional collection of people. Nigel Gambier and Hugo Upton (Lagonda T7), Jorg Lemberg (D) and Rene Mueller (D) (Lagonda HC), Martin Egli (CH) and Gelleon Graetz (CH) (Lagonda M45 Tourer), Chris and Nicola Lunn (Lagonda M45 Tourer), Gerd Buehler (D) and Thomas Feierabend (D) (Lagonda LG45), Richard Cunningham and James Chancellor (Lagonda M45 Saloon) all, despite numerous and wide ranging mechanical challenges completed the rally. Sadly Maarten Hoeben (NL) and Jan Bruinties (NL) (Lagonda 3L Special) didn't complete the journey in their Lagonda having suffered a catastrophic mechanical failure in Mongolia. 6 out of 7 wasn't bad!

Nigel and Hugo won the Spirit of the Rally prize.

Regards and many thanks

Richard

From: Maarten Hoeben

Dear Tim,

Thank you very much for the recognition and the gesture; I highly appreciate it!

The rally was not only my first endeavor in long distance rallying, it was

also my first acquaintance with owning, working on and driving a prewar motor car. When I started looking for a prewar car eligible for the rally, a Lagonda was high on my wish list. Not only has the Lagonda marque by itself an important place in the history of the motor car, its unique connection with Bentley and Aston Martin in later years made it for me one of the most attractive of English marques. I was delighted to find a 3 Litre in exact the right condition and haven't regretted acquiring the car for a moment.

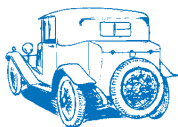
I learned a lot from working on the car and the experience of driving it through the Mongolian desert will stay with me forever, as will the 3 Litre. The fact that we had to retire was initially a big disappointment but it also immediately made it clear I have to finish the rally in the same car in a future entry to the rally (possibly 2013). In the meantime the car will be restored and prepared for any future adventures.

I would like to take the opportunity to thank the Lagonda community, and in particular the Lagonda club, for its excellent support and friendly advice. I have seen many clubs over the years of classic car ownership, but never felt more at home than at the Lagonda club.

Best regards,

Maarten Hoeben

We welcome them to the Club and pass on our congratulations to all of them. K.P.P.



The Most Despised Lagonda in England

Austin Lucas tests a top quality US restoration now back in England.
Photography - Craig Pusey

OWNER ROGER LEARMONTH from West Sussex tells us. *"I'm regularly surprised by the reaction of other English Lagonda drivers. They really do seem to dislike my car."* Which is a shame he thinks, as almost everyone else loves it to bits.

The car started life with green bodywork and black wings and left Lagonda's Staines factory in July 1938. The first owner was a Mr C G Chaplin (sadly not the great Charlie) who ordered the car through English Motors of New York. Not a great deal is known about how he got on but we do know that he returned the Lagonda to the factory in 1947 for a complete refit. The car was shipped back to him across the Atlantic some months later.

Nothing more is known until the early nineties when Harold Happe, then president of the US Lagonda club, commissioned Al Prueitt and Sons of Pennsylvania to restore the car to show standard. They took everything apart and put it back better than new.

Roger comments; *"I'll admit, it was a slightly of over-the-top restoration. The emphasis being perhaps a bit too much on 'show' rather than 'go' but having said that, the US restorer did a good job because although it took me a couple of years to get the 'go' aspects right, they provided a wonderful base. Ten years after I acquired the car and nearly seventeen since Prueitts did the work, she looks almost as good today as when she left their Pennsylvania shop, a tribute to the quality of US workmanship."*

So why do the English feel so negative about what has been achieved?

"You've only got to look at her to see that the colour is all wrong," Roger tells us. "I doubt any Lagonda left the factory with that tomato-red hue although I think it suits the car beautifully. I'm not sure what paint has been used but I suspect she's a bit too shiny for the British in-crowd. If you add in the chrome wheels and the generally flashy impression, I'm onto a loser."

We all know that when the great W O Bentley, who had built the vintage Le Mans winners, joined Lagonda, he set out to build the best car in the world. His piece de résistance was of course the V12 that had the same in-house Frank Feeley designed body. I don't know if it was because they had a few Meadows, six cylinder engines (used on earlier models) still in stock but the factory decided also to offer a 'poor man's' version of the twelve. Sporting the Meadows engine, the LG6 came in a few hundred pounds cheaper than the flagship V12. There was quite a difference between the performance of the twelve and the six with zero to sixty coming up in about 13 secs from the 156 bhp, 4½ litre twelve. The same capacity six only managed 125 bhp and a 16.4 sec 0-60 time. The V12 drophead was priced at £1,575, the LG6 at £1,250.

Surprisingly, they weren't able to fit the straight six into the twelve's chassis right off and were forced to add a few inches at the front. Roger observes, *"Not only is the chassis longer but they also had to increase the length of the bonnet,*



Kathleen and Roger Learmonth with their "despised" Lagonda.



The car looks just as elegant with the hood up.

which I think is quite noticeable and, in my view, improves the overall aesthetics. The poor folk got a prettier car."

Roger has kept up the car assiduously during his period ownership. *"If it needed it, it got done," he tells us. "Some years ago during the huge scare about the withdrawal of leaded petrol, I perhaps foolishly, had the head fitted with hardened valve seats. There's has been a host of other jobs along the way but on the positive side she hasn't missed a beat wherever we've taken her. I've kept her more or less standard but as I get older, I think I'll have to consider fitting electric power steering."*

There can be no doubt that Roger's LG6 has enormous presence at the kerbside and certainly on the road but how well does it go and stop? The first thing you need to remember as you slip behind the wheel is that, aluminium body notwithstanding, the laden car weighs in at near 3500 lbs. The gearbox is a revelation with both the syncho and the change working beautifully. At parking speeds the steering quickly brings out beads of sweat on the forehead but when she's underway it's positive and reasonably weighted. It's not a car to throw around although on the right roads she's happy to flow, cruising at seventy plus if required. W O's aim was to create a modern car and move away from the vintage Lagonda image of the time so the big car is equipped with torsion bar front suspension and hydraulic brakes. Driving it for the first time I was a bit disconcerted by the long pedal travel before I got the brakes to bite but I quickly acquired the confidence that they would do the job when called on. For so much weight to pull up, they work surprisingly well. Bentley also specified telescopic shock absorbers and I was intrigued to find a small column mounted lever that allows the driver to select the ride quality.

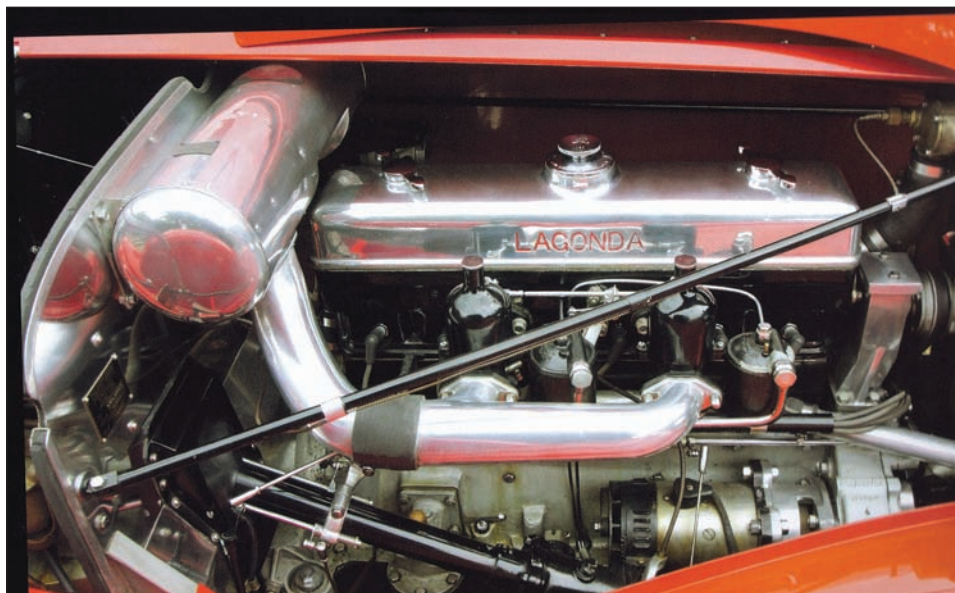
With 4½ litres, which is a lot for a pre-war British car, the Lagonda goes very well indeed. Once on the move, top

gear is all you really need. On English country roads, you soon gain the confidence to handle the sheer size and you can hustle the car along quite nicely. The whole experience however lends itself more to wafting along in elegant, relaxed style than to sprinting.

Like a lot of quality thirties cars, the interior is beautifully constructed; all wood and leather but without the plush luxury of a more mundane limousine. Another surprise is the lack of an ignition key. For some reason Lagonda only provided a dashboard switch that allows the driver to select either number one, two or both magnetos to fire the twin-plug cylinders.

Clearly, Roger is a committed fan. *"A British dealer found the car for me in the US and I flew over to New York and drove to Connecticut to see her. It was love at first sight. We've taken her across the Channel to the Paris-Deauville Rally on a couple of occasions and came away with a prize each time; the French really love the car. One of the features of the event is a presentation of the cars at the Deauville racecourse where each competitor has to give a brief performance. If I had a pound for every time, back home, I've heard the aside, 'If he fitted ladders and a bell, he could earn a bit of extra cash,' I'd be doing OK. In the event that is exactly what we did. My wife Kathleen and I drove up in front of the grandstand packed with locals and within a few moments transformed the old Lag into a fire engine, complete with bell, ladder and a big, blue flashing light. We both donned some real fireman's gear and drove off with light and bell on the go. I think the crowd got the joke."*

I'm not quite as sure as Roger about people's attitude. On two occasions while doing the road rest, once at some traffic lights and again when we filled up with petrol, people came up and complimented us on the car. The lady at the garage said it was the most beautiful car she had seen. Once he had thanked her and she had moved away, Roger turned to me, *"must be foreign,"* he said.



American restorers do like shiny engines.



Playing firemen at Deauville.

Two Into One Makes Sixty

Arnold Davey reminds us of how the Club was formed

AS THE 2 LITRE and 14/60 are to be the featured models at this year's AGM, it was suggested that I wrote something about the 2 Litre Register, its relationship to the Lagonda Car Club, and their eventual merger in 1951. This year is of course the 60th anniversary of that event and of this club. To put it all into perspective I will start with the pre-war Lagonda Car Club.

This grew out of the factory-organised Lagonda Fetes held at Brooklands from 1928 to 1930. C. G. Vokes, founder of the filter firm and a keen Lagonda owner, was cross when the Brooklands authorities abruptly banned all such events and in the autumn of 1932 he got General Metcalfe's agreement to circularise 100 owners, names supplied by the service department, seeking to form a car club. At the same time he wrote a letter which appeared in Motor Sport saying the same thing. Only 12 people responded (nothing has changed there, then) but these people met at Vokes's factory in Putney and the Lagonda Car Club was formed with Vokes as both Secretary and Treasurer, Brigadier-General Metcalfe as President, Bill Oates as Chairman and Mike Couper as Trials Secretary. There were four more Committee members: Eric Carr (a director of Lagonda Distributors, London), C.C.L. Brown, P.J. Field-Richards and A.D. Jaffé. The subscription was to be one guinea (£1.05) with another guinea for a car badge, which they had recruited F. Gordon Crosby to design.

The first event was a rally at Hanworth Air Park on 18th March 1933, which combined rally features, such as an award for the member who had

travelled furthest, with gymkhana-like activities involving hurling potatoes into buckets while driving as fast as possible. The first annual dinner was held at the Park Lane hotel the following February where Gillie Potter, a top radio comedian of the day, rather failed to dispel the gloom brought on by the knowledge that General Metcalfe was gravely ill and unlikely to survive. (He died on the 26th). The AGM in May appointed Sir Edgar Holberton as President in his place.

Most of 1935 was dominated by the company's Receivership and the club went into suspended animation until the autumn, when the new Alan Good company agreed to back the club again. This was encouraging news and led the club to organise a rally to Bournemouth and invite entries from the Bentley and Bugatti clubs.

By the time war broke out in 1939 Vokes was too busy to handle club affairs and Josh Sieger had taken over the secretaryship. He attempted to preserve all the paperwork, but several successive house moves meant it eventually got lost.

VJ Day and the end of hostilities did not mean the end of restrictions on motoring. There was no basic petrol ration and tyres were completely unobtainable. Spare parts, however, were plentiful as so many cars had been scrapped during the war as owners got killed or the storage bills grew to be more than the car was worth. In some cases a matter of only a few pounds. In October 1946 Peter Densham, facing difficulties with sourcing parts for the 2 Litre tourer which he had owned since 1936 and had contrived to move from garrison to garrison for most of the conflict, placed

an advertisement in Motor Sport seeking to start a 2 Litre Register, so that owners could get in touch with one another, swap parts and tips and generally communicate. It was not intended to be a 'car club' in the generally accepted sense of organising events or competing with anyone.

Peter devised a form which he sent to people who responded to his advert and issued a number to each car as he got replies. (This number system, registering cars rather than owners, was to give trouble later on). The first issue of Peter's 'Notes' was dated November 1946 and records 15 cars joining so far.

Within a year the pressure from members to hold a meeting grew irresistible, so on 20th April 1947 a space at the Royal Aircraft Establishment, Farnborough was home to an amazing 60 plus Lagondas and their owners. The impetus was now in place to become a proper club, not just a list of owners, and by June there was a committee. The President was to be Air Marshal Sir Alec Coryton, Hon. Secretary Peter Densham and members Ivan Forshaw, Clifford Rees and H.H.Brookes.

Peter was by now travelling extensively in his job and constantly changing digs, so he arranged for all correspondence to be sent to his bank in central London. (Banks in those days actually tried to help their customers). Before long there was trouble when an idiot member sent him a gearbox to the bank address, bringing forth a stern letter from the manager demanding he remove this heavy piece of oily engineering at once.

Peter's original insistence on only 2 Litres had now gone, so that 3 Litres were allowed in, then 16/80s and eventually Rapiers, but never 4½s or V12s. These larger Lagondas were still very expensive vehicles in 1947 and their owners tended to be affluent. But some pre-war owners still had them and eventually it was proposed to re-form the

Lagonda Car Club. A meeting was set up in Shepperton which resulted in the new club with a committee consisting of Wing Commander Lionel Powell as Chairman, John Paston-Green as Vice-Chairman, Vivienne Davies as Secretary (she was married to Bay Davies, who had been Service Manager before and during the war), and J.H.Nicholass as Treasurer. Committee members were Major G.D.Pillitz, who had raced a 1930 Team Car at Brooklands, Squadron Leader A.W.Deller and T.P.Child. Just as before the war, the subscription was to be one guinea.

The factory, although it had yet to produce any cars for sale, agreed to back the club and agreed their use on the notepaper of the new radiator badge with the turned down wings. For a car badge, though, they opted to revive the pre-war one.

Going back to the Register, the September 1947 issue of 'Notes' recounted the adventures of the Leo brothers in taking their car to Milan. The UK had still only a basic petrol ration but fuel was freely available in Europe. The second rally had been held at Brimpton Grange, near Oxford, and 43 cars had attended. Peter Densham and Clifford Rees had been invited to Bournemouth in October to meet members of the Car Club, which had already revived the pre-war Bournemouth Rally, based on their member Vincent Smith's hotel. The purpose of the joint meeting was to explore areas of common interest and even a possible merger. The Register resisted this, claiming that the owners of their older cars faced different problems to the later ones. So the feelers were rejected. But it was noted that there were already people, like Ron 'Steady' Barker, who belonged to both clubs.

The Register 'Notes' for January 1948 recorded a revised committee with a Vice-President, R.G.Goslett, Joint Hon. Secretaries, Peter Densham and Clifford Rees, Spares Registrar H.H.Brookes,

Technical Adviser Ivan Forshaw and one member, Geoff Hibbert. Note: no Treasurer. The big news was that a car badge had been designed and they were being made. The new badge appeared as the heading on the February 'Notes', which revealed that there were now 102 members owning 167 cars.

They changed the committee again in October, with Mike Bosworth appointed Treasurer and A.C.Tomlinson and F.M.Fox as extra members. It was announced that a booklet containing a full list of members plus hints and tips was in production. It was the following March before it appeared. David Brown was given honorary life membership in June 1949 and the 1949 AGM defeated a move to change the name to the Lagonda Register. At this point the format of the 'Notes' changed with improved print quality and extra sheets featuring reproductions of factory drawings, starting with the 3 Litre engine. Three new committee members joined; Henry Coates, Dennis King and G.W.Allen. Also, for the first time, audited accounts, which showed the turnover for the year to have been £176 19s 1d (£176.95).

By the end of 1949 the Car Club had reached 117 members, one of them in the USA, the wonderfully named Allerton Hickmott and Arthur Jeddere-Fisher was complaining that in the three years of its existence there had not been a single daylight event. Two Lagondas took part in the 1949 Lord Mayor's Show, the factory's 2.6 litre demonstrator, which boiled incessantly, and Hamish Moffat's 12/24, which didn't. W.T. Franklin entered his LG6 into the Monte Carlo Rally, but crashed several times and was eliminated. He later wrote up his experiences for the Car Club Record and I shall attempt to persuade our Editor to reprint this. It is well worth it.

In March 1950 the Car Club was one of the newly formed Eight Clubs, dedicated to more accessible race

meetings. For the record the other seven were the Lancia OC, Hants and Berks MC, AC OC, 750 Club, Cemian MC, Harrow MC and Chiltern CC. The new organisation's first event was a Silverstone race meeting on 3rd June, followed by a rally on the 4th. This event, added to the Bournemouth Rally (6/7th May) and the Night Navigation Trial (4/5th March) shows that the Car Club was considerably involved with competitions, in contrast to the Register's, totally social meetings.

In fact a perception was emerging of the differing nature of the two clubs. The Car Club was seen, by the opposition, as a bunch of toffs careering about the country in ludicrously expensive cars and socialising in Mayfair whereas the Register, in the eyes of the Car Club, consisted of oily-fingered amateur engineers who spent their days constantly taking their cars apart to find out why they still worked. Neither view was accurate, of course, but there was a germ of truth there. I must say that the members of the Car Club did have a large number of addresses which ended 'London W1' and a few which looked like 'Buggins Grange, Shropshire'. On the other hand, lots of Register members seemed to have two or more 2 Litres, one on the road and the rest steadily being stripped for parts. It was this tendency which began to show that Peter Densham's original idea of numbering the car rather than the owner was a mistake. When a car changed hands the new owner took over the number with the car, so a new member buying a car which was very early on the register gained this prized early number. So suffixes appeared, with an 'a' denoting that this was a second owner. It got worse when members started collections of cars, as each new one, if not already registered, got another entry, so Joe Soap, who had four cars, would appear in the Register four times.

Nevertheless, there were stirrings of interest in a merger. The March 1950 issue of the Car Club 'Record' carried plans to invite the Register to a meeting at Pagham after the Easter races at Goodwood and their AGM in London agreed to keep up good relations with the Register, leading to an invitation to join the Bournemouth Rally and the post-Silverstone pub meet at Adstock.

The March 1950 issue of the Register's 'Notes' carried a mention of Peter Densham getting engaged. This must have been a huge life-style change for him as there then was a big gap before the next issue in September. He had rarely missed a month before, but this issue carried his resignation as joint Hon. Sec., his place to be taken by Mike Bosworth. J.C.Vessey and H. Gabb joined the committee, who were charged with obtaining RAC recognition, which would enable members to take part in competitions. There were now 300 members. The RAC agreed in January 1951.

In July 1950 petrol came off ration and brand names were soon to follow, spelling the end of the barely flammable Pool. The Register celebrated with a 'No Ration Rally' and the Car Club stepped up its pub meet calendar with one at Croxley Green, near Watford with an aim to make it monthly. The long-awaited new Car Club car badges were now available. They reproduced the pre-war design, but in a simplified form. Before the war the basic shape of a miniature Lagonda radiator had had fastened to it a normal enamel winged radiator badge. Now it was all one piece, probably because the then current 2.6 radiator badge was curved, so it would not fit easily to a flat badge. It also said 'David Brown', which may have had something to do with it.

The Car Club suggested a joint meeting at Thame, Oxfordshire, in the autumn of 1950 and although the Register turned this down, they did

appoint a sub-committee to explore the issues and implications of a merger. The Thame meeting went ahead and made the pages of Motor Sport, with a picture of five 11.9 and 12/24 cars all lined up for Bill Boddy to examine. In November the Car Club issued their first Christmas card, a cartoon by G.W.Allen, and sent out the first register cards to its 154 members, 100 of whom did not reply. (No change there, either).

The Car Club's AGM in February 1951 produced the first results of the talks which had been going on between the two clubs. Henceforth the Register's 'Notes' and the Car Club's 'Record' would both disappear and be replaced by a joint publication, to be called 'The Lagonda' in a new format, 8½ inches by 6½ inches (210 x 170 mm) instead of the foolscap of the 2LR and variable LCC publications. It would have a single editor, Dennis King, but all three secretaries would have oversight, Lewis Leo for the Car Club, Clifford Rees and Mike Bosworth for the Register. Both Presidents made a statement in the first issue welcoming the move to greater co-operation and pointed out that the editor was a member of both clubs, so would not unduly favour either. The first issue appeared in March and ran to 24 pages with a centre photographic section, although the very ordinary paper used did not lend itself very well to reproduction. The cover design was the result of considerable discussion. Both club's badges appeared in the bottom half and above them a compromise badge based on the 11.9 radiator badge with its Wilbur Gunn ellipse. 'The Lagonda' was to appear quarterly.

A month later, in April 1951, the Register agreed to circularise all members to see what they felt about a merger. There was some urgency as, by chance, two secretaries had announced their resignation, Mike Bosworth for the Register and Lewis Leo for the Car Club. The Car Club followed suit and the

results were declared in August. They were:-

Car Club; 125 for 4 against

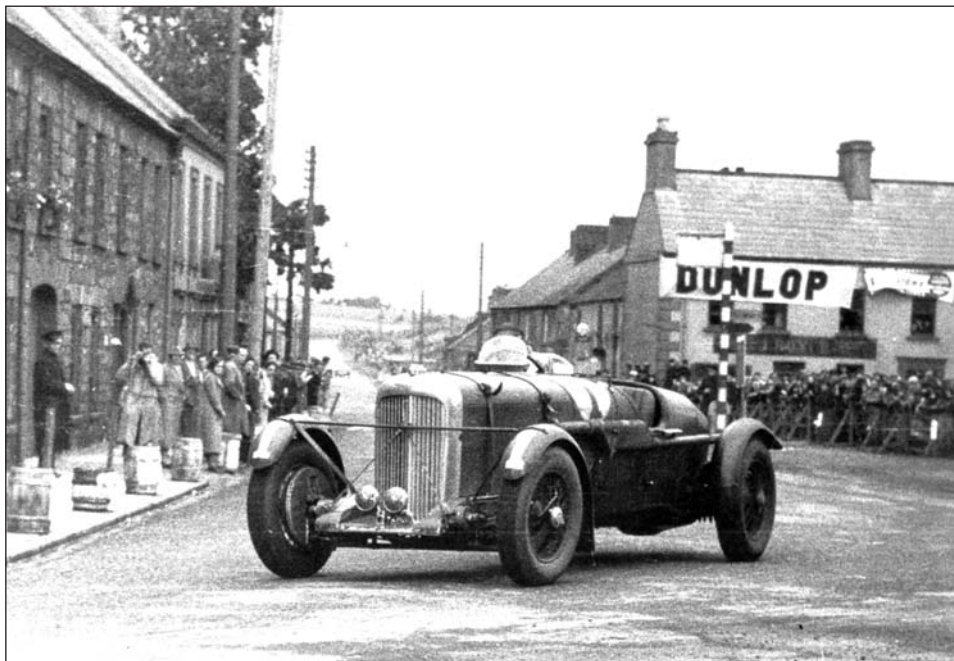
Register; 32 for 21 against

So the totals were 257 for and 25 against, pretty conclusive. Administrative wheels were then set in motion, with the Car Club holding an EGM on 10th October, which confirmed the decision and the Register holding theirs on 23rd September, with the same result.

The first meeting of the new Lagonda Club was to be at Thame on 21st October 1951 at which the assets of the two clubs were combined and a new committee set up. The two Presidents became Patrons and Alan Audsley was to be Hon. Secretary;. Treasurer was Charles Elphinstone; Editor Dennis King; Spares and Technical Adviser, Ivan Forshaw; Northern Secretary, Henry Coates; Competition Secretary, Arthur Jeddere-

Fisher; Photograph Album, Bill Hartop. To begin with no chairman was announced but Bob Freeman-Wright became chairman shortly afterwards. The subscription was to be fifteen shillings (£0.75)

After the three issues of the joint production in 1951, only the single new badge graced the cover from issue 4 in December 1951. Advertisements appeared for the first time and soon glossy paper for the photos. At first the Register habit of printing members' changes of address persisted but a change of editor for issue 6 brought in G.P.W. (Tortoise) Taylor, who dropped it as it took up too much space. 'Tortoise' also introduced a kind of wry, slightly acerbic, humour to its pages that made the magazine essential reading and one of the key benefits of belonging to the club. It still is.



Another picture from the Editorial collection. Note the high tech safety barrier at the left of the picture!

Edgar James (Jim) Whitehead

1917 - 2011

Peter Docker reflects on a long life

A LITTLE WHILE ago over a scotch at his home in Walcha NSW Jim asked me to write his obituary when the time came for the Lagonda and Alvis Car Clubs. Not surprisingly, we were talking about Lagonda engines and I did not give much thought to his request as being serious. However, here we are and it is indeed a privilege to do this for Jim.

Jim grew up in Roseville, a garden suburb of Sydney's North Shore, during the hard years of The Depression. Jim was always a thorough gentleman - quiet, reserved and rather serious person, who from an early age had a passionate interest in thoroughbred classic English cars, a subject he was always ready to discuss.

When the Second World War broke out Jim joined the Royal Australian Navy and served for six years rising to the rank of Lieutenant/Acting Commander. In the latter years of the war he married Nancye and they lived initially at Warrawee, then at Avalon, on the scenic northern beaches of Sydney. When the war ended he went back to study Architecture at Sydney Technical College, as did many ex servicemen. Soon after graduation Jim established the Architectural Practice of Whitehead and Payne, which became a leading Sydney firm of Architects.

Jim was an excellent architect, businessman and entrepreneur, quickly expanding the practice. He was the first to recognise the need for good regional shopping facilities in Australia and was the major driving force behind the design and building of the Roselands Shopping Centre in Sydney in the early 1960s, then the largest shopping centre in the Southern Hemisphere. The immediate

success of this ground breaking project led to many more, in Sydney, Canberra and interstate, designed by his practice. Jim's success as an architect continued until his retirement in 1980. After retirement he went to live near Port Macquarie on the NSW north coast, then in about 2000 he and Nancye moved to Walcha to be near their children's grazing properties in the lovely wide open countryside of the New England tablelands of NSW.

The love of Jim's life after Nancye was Lagonda and Alvis cars. He was a knowledgeable, meticulous and capable self-trained motor engineer with specialised knowledge of the WO Bentley designed V12 engine in the Lagondas of the late 1930s. In Australia he was recognised as the authority on Lagondas and influenced many people to acquire a Lagonda (a "proper" classic car). Also Lagonda ownership gave you an immediate priority communication with Jim, he would talk for many hours about the most complex mechanical details and history of these cars. At any one time he had at least nine Lagondas and three Alvis in his motor house at Walcha some beautifully restored, some being restored and others awaiting restoration.

Among these classic cars were icons such as "Peaches and Cream" a Lagonda DB Rapide V12 dhc special, "Red Ruby" an Alvis 4.3 litre dhc and "Black Bess" an Alvis 4.3 litre saloon. I can remember seeing four magnificent V12 engines and an Alvis 4.3 engine he had restored all looking like new sitting on their stands in his workshop waiting to go back into the cars. What a wonderful sight!

Jim was well aware of the lack of performance of the V12 engine due to the cam-shafts not being manufactured as designed by WO, resulting in inadequate valve lift. When the original WO design cam-shafts were fitted the engines came to life and their potential was realised as the best V12 of its time. Also he had a specialised knowledge of the deficiencies of the oil flow to the overhead gear in the V12 and successfully redesigned the oil flow distribution box to eliminate this problem.

During his working years Jim drove his Lagonda and Alvis cars as his every day transport to and from his office, they were not just collectors cars sitting in a garage, they always looked immaculate and turned many heads.

Throughout his retirement years at Walcha Jim maintained his interest and expertise in restoring his cars. His son Mark tells me that he went to his motor house at Mark's property nearby every morning without fail to work on the cars for 3 or 4 hours. At Walcha friends were always graciously received by Nancye and Jim at their home, but it would not

be a short visit, as in no time the conversation would get to Lagondas and Alvis and many enjoyable hours would pass. In quiet moments Jim would enjoy classical music or reading some English literature.

For more than fifty years Jim was a member of the Lagonda Club. He joined the Alvis Car Club in June 1951 and Red Ruby became the Club 'Flagship'. Jim was appointed Patron of the Club in 1959. When he retired from this position he was made an Honorary Life Member. He was driving up until the day he was hospitalised, nine days before he died.

Jim had an interesting and productive life and enjoyed a wide circle of friends specially Lagonda and Alvis owners, who will all have special memories of wonderful times with him and Nancye. He will long be remembered for his professional expertise, his wit and dry sense of humour and his friendship by all who knew him.

Jim is survived by his wife Nancye and family Christine, Mark and Victoria and seven grandchildren and a great grandson.



Jim, doing what he loved the most.

Valerie May, 1929 to 2011

An obituary by Arnold Davey

WHEN YOU LOOK back, the Lagonda Club has been extraordinarily lucky in its key officials. After the initial few years we have had only two secretaries in 54 years, both outstanding, similarly with Chairmen; more of them of course, but never a disappointing one. At the outset in 1951, when the two clubs merged, Alan Audsley took on the secretaryship, handing over to Mike Wilby in 1954. But the club was growing rapidly, having 700 plus members by now and the time when the secretary could do it in his/her spare time while holding down a full-time job was passing. So in 1955 professional assistance was sought and the 'Secretariate' (sic) was set up, run by Miss Povey of an agency in Southampton Row but under Mike Wilby's direction.

At the time the club's treasurer was Charles Elphinstone, whose day job was to run the Egg Marketing Board, a government quango spun off from the Ministry of Agriculture. Charles' secretary was Valerie Wilhelme (as she then was) and, as bosses are wont to do, Charles unloaded some of the routine but vital club work onto her, which included the secretariat link. Her involvement grew, to the extent that two years later the secretariat vanished and Valerie became the sole secretary. The same year she married Tony May and they set up home in Winchmore Hill, North London, near Valerie's parents in Southgate.

1964 saw a move to Eastbourne at the behest of Tony's employers. He had by now become the editor of the club magazine, taking over from Ian Smith early in 1963. It made for very efficient communications if the secretary and the

editor lived in the same house. The births of son Ian and daughter Hilary and a further move to Lindfield in 1970 did nothing to interrupt Valerie's running of our affairs. In those days the committee met monthly, in the evenings, in central London. For a long time the venue was James Crocker's office but later in hired rooms. It was extremely rare for her to miss a meeting; even the change to limited company status in 1988 and the associated extra bureaucracy did not seem to deter her.

As the workload grew, the chore of printing and dispatching the newsletter (which had by now become monthly) was contracted to the Automatic Addressing Association, who had to be kept informed of new members, changes of address and members dropping out. In those pre-computer days AAA used the Adrema system which involved an embossed metal plate for each member. As these plates could not be altered, a change of address or a mistake meant a new plate, for which we were charged. As we had (still have) members who join, drop out, rejoin, and drop out again endlessly, Valerie invented the system whereby the old plates were not destroyed but placed in a kind of limbo, ready for later re-use. This monthly duty of updating AAA's system and correcting their rather frequent errors became a large part of the secretary's work then, which nowadays should just be a mouse click or two.

As our secretary, Valerie was a haven of commonsense in a sometimes mercurial committee and several Chairmen will recall her putting down her notebook, waiting patiently until the turmoil had subsided and then saying to

him "Will you please dictate a minute to record what has been decided". It was commonly quite difficult to determine what had been decided. Valerie had the ideal temperament for the job she did so well. Always cheerful and positive, full of common sense (so rare) and, perhaps, vital, possessed of an ability to tolerate fools, if not gladly, at least with tact.

By early 1990 Valerie was beginning to feel the need for more spare time and so decided to retire from being Secretary. In addition, the Committee were concerned that Valerie was leaving their meetings fairly late in the evening to travel home alone on public transport, although a taxi to Victoria was provided and Tony would be waiting at the other end of the journey. Therefore no-one seriously disagreed with her decision. She handed over to Colin Bugler at the end of the 1990/91 financial year. Heaven knows, she had deserved a rest. We knew how much she would be missed and made her an honorary life member, so that we would not lose

touch, and a club-wide collection resulted in a handsome leaving gift, a small tribute to over 30 years of devoted service. Even after retiring she was sometimes consulted by members of the Board and others, seeking her memory of some earlier event, and she and Tony still came to local club meetings.

Everyone who knew her will be saddened by Valerie's going, particularly since she seemed to have successfully recovered from last year's cancer and had been 'signed off'. Everyone's sympathies go to Tony, Iain and Hilary at this trying time. It is perhaps some little consolation that she will never be forgotten, for the amount she did for the club, the friends she made and the legacy of sensible systems that we use to this day.

Here is a strange coincidence. Valerie worked in tandem for many years with Mike Wilby, who at one time or another held nearly every post on the Committee. Mike died on February 27th 1971. Valerie died on February 27th 2011, exactly, to the day, 40 years later.



Tony, Hillary's boyfriend James and Valerie May at a recent birthday party.

Connie, Back on the Road

Ken Painter brings his new toy back to life

A LEISURELY CHECK of Connie quickly revealed some very minor problems to be sorted, but nothing serious. The good news was that the engine was free and turned over easily. There was a bolt missing from the fabric coupling behind the gearbox, the silencer had rusted through where the down-pipe from the manifold connects to it and the speedo drive was damaged and needed some remedial work.

As I lay down on my back, contemplating Connie's underside, it occurred to me that the exhaust system looked very similar to that on a Morris Minor Traveller. I have a local Minor specialist just a few miles from home, so I removed the rusty remains and took them to his emporium. I laid out the pieces in sequence on his floor and explained my theory; he fetched a new system from his store and laid it on top of mine. I was obviously not the only one who had this idea. The old exhaust was indeed from a Traveller, but one part had been turned back to front and a short length of additional pipe inserted.

Minor spares are cheaper than Lagonda parts, so I treated Connie to a new system in stainless steel. At just over twice the price of a mild steel system, the stainless version with a lifetime guarantee was a bargain. There is one slight difference between the two qualities, it was obvious that the maker of the stainless system was unable to bend the pipes to as tight a curve as those on the mild steel version, so the 'hump' over the rear axle is done with four bends instead of three. This actually worked to my advantage, as it meant that I had no need to cut the long tail pipe into shorter lengths and turn it round, as had been done with the old mild steel version.

The pipe from the Morris manifold to the silencer is, of course, completely different, but that on the 12/24 is, by comparison, a couple of fairly simple curves. As it happens, the neighbouring unit to the Morris specialist is run by Nick Paravani, who is possibly the country's most highly skilled pipe bender still working in the traditional way, with the pipe filled with dry packed sand, brought up to red heat with the biggest blow torch I have ever seen and then bent to shape. The result was a pipe with no kinks and a perfect finish and all done to order in less than a week.

The sump needed a clean-out to remove what was actually a relatively small amount of congealed sludge. There is a fairly large inspection plate on its base and it is cleaned through this, as the sump itself remains in place if the engine is taken out. It took longer to clean my fingernails afterwards than it did to clean the sump... The gearbox oil drain plug needed a four foot tommy bar to loosen it, had it been sealed with superglue? The oil was relatively clean, but the rear axle oil oozed out more like soft grease than oil, not a pretty sight.

The speedo drive assembly next to the gearbox looked very sorry for itself. It is belt driven from the back of the gearbox and you would think that any problems would simply have broken the belt. Not in this case! The assembly was seriously distorted and had bent its pivot bolt so badly it had to be cut through to remove it. The pivot points were twisted out of line in two directions and things looked bad, but a little heat and some gentle pressure with a very large Stilson wrench pulled them back into line perfectly. I think the two ball races supporting the speedo drive itself must



Connie from the driver's side.



And from the other side, note, the car has just the one door.

have become loose at some time and some of the ball bearings fallen out, the whole thing then seized, bent the pivoting ends way out of line and, once the damage was done, the drive belt broke!

The beautiful radiator badge had lost much of its enamel many years ago and I have commissioned a new replacement. Surprisingly, this works out cheaper than restoring the damaged original, which will be saved for the purists of future generations.

Not surprisingly, the 88 year-old leather on Connie's seats is showing its age. It has hardened and will need many applications of saddle soap to clean the surface thoroughly and restore the suppleness. The upholstery was probably fawn originally, but the fronts look as if they were black, although all the seats were re-dyed grey at some point and this is rubbing off where the seats are well worn. The leather is torn in a few places and there are a few small holes.

At Race Retro in early February, I talked to a leather restoration company who offer 'do it yourself' renovation kits containing cleaning and softening compounds, special glue for the splits and tears, a filler for the small holes and a dye, mixed to the purchaser's colour choice, to re-finish the repaired seats. It is much cheaper than a professional restoration and perfectly fits my ambition to repair rather than to replace items. The kit costs just £45 and I shall report later on the success of the process.

Connie has no brake lights fitted and she has never had indicators. With the modern generation of drivers not recognising hand signals, this can be decidedly dangerous, so I plan to fit both. The new lights on the rear can be fitted with very little obvious change, but I have a cunning plan for those at the front.

My son, Adam, and fellow member Mike Heins both suggested that I delayed fitting the extra lights until after the MOT. They both pointed out that the less there is to test on the car the less likely it

is to fail and it meant that I could get the car tested and taxed much earlier. This was a sensible idea and the car was tested and taxed on 17th March.

The six-mile drive to and from the testing station was my first opportunity to drive Connie on the road. The short driveway alongside my house was enough to try the engine, steering and brakes, all at low speed, but was no substitute for some proper road mileage. A few silly problems came to light immediately, the engine settled down to running at about half speed and simply wouldn't idle. That made trying to make silent gear changes impossible. To further complicate the situation, I couldn't get the car to go any faster!

The two problems were quickly sorted once I was home again, the throttle return spring was catching on the carburettor body and, once the fixed end was re-positioned slightly, it worked properly. The accelerator assembly needed a slight adjustment to allow the full movement of the linkage and now I can use all of the mighty 24.5 brake horsepower at my command!

My local testing station is very familiar with older cars and one gets a very thorough, but fair test as a result. Connie's front brakes barely scraped a "pass" and it was suggested that I really should take the drums off and check them. This was very sound advice. Most of the braking effort was by courtesy of the rivets holding the remains of the linings in place. Fortunately, there is a company in Norwich which takes challenges like this in its stride. I delivered the shoes at noon and collected the re-lined set at 7:00 pm. Replacing the worn wheel bearings in one hub took a little longer as they were not stock items.

Now she is legal I can concentrate on attending to the minor faults I have found and making the safety changes I want, whilst I enjoy driving a very different kind of Lagonda from the ones I have owned in the past.



She retains her original wooden dashboard for her saloon car days.



The rear seat need some tlc.

Cambridge Area New Year Dinner.

"Solar Topi", our intrepid explorer in the east, reports

THE EXCEPTIONALLY SEVERE winter could not dampen our enthusiasm for this Brian Savill organised evening or deter the Batts from coming in a Lagonda despite the gritting lorry being out on our route to the pub. If folk arrive early, depart late and churn around with all present, old and new, the evening is a success in my book. If a few tools and parts are exchanged in the process, that is total contentment. Thank you Brian for your continued efforts.

Clive Dalton said Grace and we were indeed truly thankful for what we received, with everyone pleased about the choices they had made weeks earlier. In order to keep us active between courses Brian provided a puzzle sheet with questions based on cryptic clues that would produce answers in £-s-d. A sum of money was quoted as a grand total for all the correct responses. It was great fun and quite a surprise to see how competitive the couples became.

After the coffee Gary Stone arose to propose "the Club". I was expecting just that, a toast. Instead we were all charmed by a very thought provoking discourse on the trials of restoring a car and life in general based on Rudyard Kipling's "If". The appeal of all this was heightened throughout by an accompanying routine of spectacle juggling worthy of Tommy Cooper on his very best form.

This hilarity reminded Malcolm Burgess that he had a cracker joke hidden away in his wallet. I am still doubtful the Editor will let this through but see my task to be a reporter of the events as they happened.

Q: Why are married women heavier than single women?

A: Because single women come home, look in the fridge and go to bed. Married women come home, look in the bed and go to the fridge.

Brian's turn next to propose the Loyal Toast. This developed into a lengthy affair which roamed round most of the countries of Europe, and a few beyond that, all leading to the conclusion we are loyal to Her Majesty and drink to her continuing good health.

Released from the seating plan, everyone was then free to mix and exchange their plans for the coming year's events. Viewed from the cold of winter this year looks distinctly promising.

Aldeburgh and VSCC Silverstone can still be chilly but will blow the storage dust off the car and be good proving runs prior to the Spring Start Lunch meeting and Monk Fryston. Many are looking forward to the Cheshire 2011 Tour and so the list goes on. Hurrah for vintage motoring!





This was presumably taken at Pebble Beach, it is another picture downloaded from the internet.



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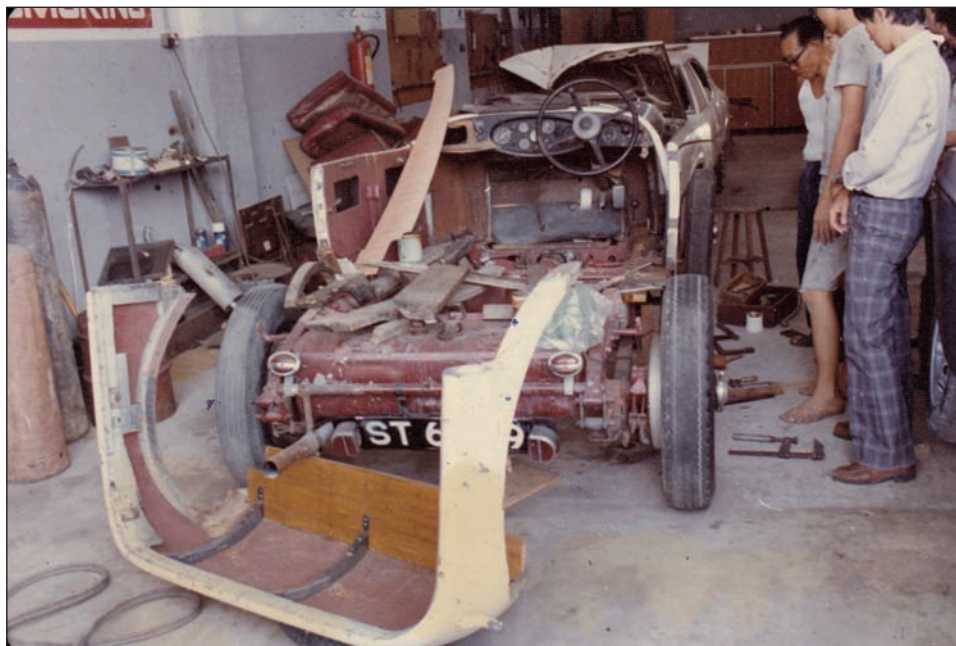
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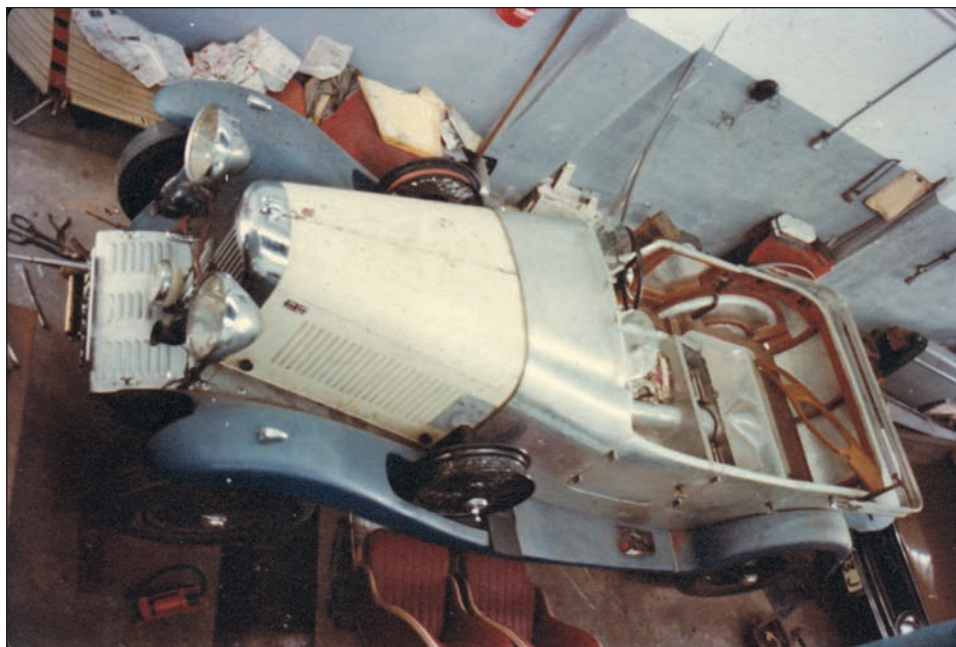


These two pictures come from the Scatchard collection. The picture of Frankie Howerd and Peggy Cochrane was taken when they opened a show for him at the Westgate showroom, Bradford. We don't know where the picture of Terry Thomas was taken.





Mike Truter's 16/80 Lagonda being restored in Singapore some years ago.



Now ready for paint and trim.

Letters

Dear Ken

Have finally found the photos of the rebuild of the 16/80 and the blower installation. Will send them registered. Please return them the same way.

I believe it was in 1968 that I was driving my Austin Healey down East Coast road in Singapore when a very beautiful car passed me going the other way. I did a quick U turn and gave chase. The driver pulled into a filling station and so did I. And so I met Ken Painter!

I ended up owning the 16/80 and it gave me great pleasure.

In about 1979 I decided, for some strange reason to rebuild / restore the car. Such a thing was still possible in Singapore in those days. Lim Tong to fabricate the wooden frame and Ah Sam to do the metal work. I forget the name of the upholsterer but remember that Willy and Jessie of the Bright Star Knocking Shop took care of the painting.

I still cannot believe that I ended up with the beautiful car that still sits in our garage.

Ah Sam was no doubt a genius. He was an artist, not a panel beater. On top of it all he could only get to work after consuming at least half a bottle of brandy!

My next exciting idea was to supercharge the 16/80. Why not?

I borrowed an Arnott blower from one Bob Feingold. (Why did I not buy it?) Michael Wong of Precision Engineers provided a very large SU carburettor and undertook the fitting of the blower. This involved making an inlet manifold and the pulley to drive the blower plus all the control mechanisms and pipework. A lot of trial and error was involved and much fiddling took place. I learned a couple of new Chinese words!

Finally it ran! It really did work. Sounded good too.

Some time later we removed the blower and the Lag was back to the way it always was.

The blower went back to Feingold and the great big carb went home to Michael. I still have some of the bits. If I had them all I would be tempted to put it all back together again. Just for fun.

At least I can say that we really did blow a 16/80! Why? Well to see if it could be done!

All for now, Cheers

Mike

Dear Ken

I hope that you are well.

I was pleased to see a return of technical articles in the last magazine. I had a spell of providing written experiences from under my car a while ago, but faltered when they were considered by the powers that be as being too amateurish! Accepting this fact, I do think that whilst there is every intention that the relevant technical discoveries end up in the manuals, this either takes years, or the 'useful tip' does not end up there at all. That is life.

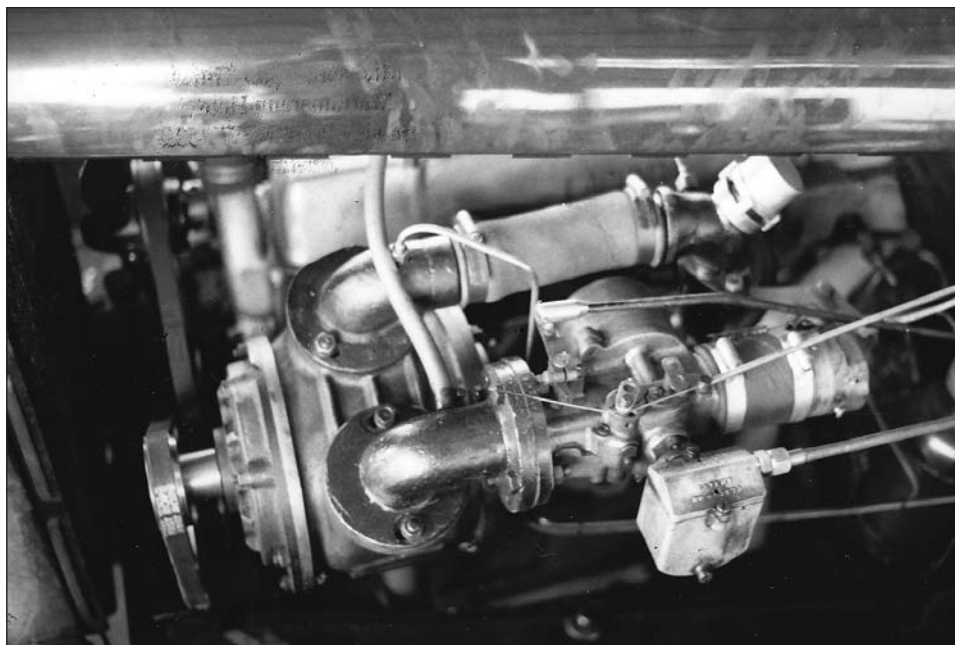
I propose, probably not for the first time, that the technical articles that have appeared in The Lagonda over the years should be listed, by type of car and content, and this list should be made available to members. Should a member wish to see that article, a copy could be made available, for a small sum to cover costs.

I have no doubt that someone will retort that one day this will appear on the website. Perhaps the articles will be scanned etc. We could wait forever!

At present anyone who joins the club has no access to this fabulous store of information, unless they know someone who has a memory going back



Mike Truter's 16/80 Lagonda being restored in Singapore some years ago.



The Arnott supercharger

50 or so years for each article and can pull something out of a hat. Furthermore, not everyone has access to the Internet.

I am happy to put my hand up and undertake this task, subject to having a full set of magazines available. Perhaps fellow members would care to indicate support or otherwise for this suggestion through these pages or directly to a board member.

Best wishes

Michael Drakeford

Hi Ken,

I've just received my first copy of the club magazine - very nicely done!

I just wanted to add a caption for the pic of the V12 Rapide at Pebble Beach, it is of chassis # 14082 belonging to Dr. William Holt of Vancouver B.C. Canada (in the passenger seat) and being piloted by myself on the way to receiving a Second in class. A wonderful day following a multiyear restoration by ourselves.

Cheers, and eagerly awaiting the next issue,

Robert Fram

Many thanks Robert and congratulations to both of you. Oh that every Editorial request was answered so quickly! K.P.P.

Dear Ken,

Got the latest magazine and was delighted to see a picture of our V-12 on page 17 in it. Not sure how you got the picture but the answer to who owns it is: Bill Holt from Vancouver Canada. We were delighted to be selected for the 2010 event at Pebble Beach and even more delighted to place second in our class (behind a Delage from Argentina). Competition is always fierce in the Pre-war European classes.

Our V-12 DHC came 3rd in 2008 and the James Young Sedan Coupe came

first in 1999 but that was a V-12 Lagonda class. Judges at Pebble are into "elegance" and they do like the WOW cars so it is fiendishly difficult for English cars, with refined elegance, to compete.

This is our last restoration and major show. Now we are focusing on driving them. In the photo Rob Fram the mechanic is driving and Bill is in the front passenger seat. We crammed two into the rear, myself who is hidden and Mike Taylor the restorer. The restoration shop, RX Autowork in North Vancouver, has two more Lagondas underway for Ron Resek. His LG45 Rapide will go to Pebble Beach in 2011 and his V-12 Rapide is slated for 2012. Lagondas are well represented at Pebble, third in our class went to another V-12.

After Pebble we showed the car in Seattle at the Kirkland Concours where again we came second to a French car, a Delahaye which also got Best in Show. We won most Elegant Pre War Open Car which was quite an honour.

Thanks again for the unexpected publicity. If any members are in our area we welcome visits. Always looking for an excuse to drive a Lag.

Liz Haan and Bill Holt

These two emails arrived almost together and I am pleased to feature both of them. Other members have also sent me the details, please accept this brief acknowledgement and my thanks. K.P.P.

Dear Ken,

During the recent Lagonda Club expedition to le Mans, I experienced problems with clutch drag with my two litre. First gear became increasingly difficult to engage, and changing gear on the road was a problem. This was unexpected. I had checked everything before departing for France. I had carefully lubricated the clutch driving pins, set the clutch ejector stop

clearance, adjusted the clutch tappets and checked the clutch stop. However, we managed to return home OK, albeit with much clashing of gears!

Putting the car over the pit, I could immediately see that the clearance on the clutch ejector stop had reduced to zero. Having reset it, all was well - but only for a few days, when there was a recurrence of the problem. Further investigation revealed the real problem - all three gearbox mounting bolts were loose, allowing the gearbox to move backwards and forwards, thus altering the ejector clearances. So, the advice is to check your gearbox mountings if you have mysterious clutch problems. It is worth noting the clutch ejector stop is often a neglected item, but it must not be confused with the clutch stop - a different item altogether.

Alan Elliott

Dear Ken,

Do I detect a sense of déjà vu when reading Brian Savill's excellent article advertising modification of the Crossley/16/80 high water pump? Pre production, this engine was tried using thermosyphon cooling only, with a smaller capacity cylinder head and a fan. This evidently didn't work: the pump was added, and the cylinder head capacity increased, and so production began in 1928. In reality the pump merely hurries the coolant on its way - called "forced water circulation"- but it is extremely effective.

Both my Crossleys (2 litre Sports, 15.7 Fabric Saloon) retain the original type of water pump, both with replacement alloy bodies: the originals suffered terminal corrosion. In the over 300,000 miles I've done in the tourer the pump has leaked on occasions, but the gland is easily tightened. However this allows more end float in the shaft to the extent that the impellor tends to grind its

way into the cylinder head. Provided that the shaft is not scored, that the two p.b. bushes are serviceable, and that the stuffing box is as full as possible with the correct gland material, the pump gives good service.

Brian's solution is excellent and well worthy of Staines werke. But is it loyalty to those men in Manchester that persuades me to persevere with their simple but effective engineering? Or is it just that over 50 years of ownership the frequent application of TLC to the pump has become second nature!

Best wishes,

Stephen Weld

At a recent Board meeting, the Board approved the award of the Gostling Trophy to Peter Lloyd for his outstanding photographs that were published in the Autumn and Winter magazines. He was given the good news by email and his reply is printed below:

Dear Ken,

Thank you very much indeed for your kind award to me of the Gosling Trophy in relation to my contribution of photographs to the magazine; also for your complimentary remarks. This was a great surprise and an unexpected honour.

Please convey my thanks and appreciation to the Board. It means a lot to me to receive this recognition. I have always considered it a great privilege, as a non owner, to be a member of the Lagonda Club and have the opportunity to take photos of such beautiful and superb cars and have some of them published in the magazine. In a small way, I feel that I have been doing my bit.

I have received a warm congratulatory communication from Brian Green.

With best wishes,

Peter

EXCELLENCE



Some of the cars that have recently passed through our workshop

For an objective view of the quality of our work,
talk to our customers and look at their cars



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