



**THE MAGAZINE OF THE
LAGONDA CLUB**
Number 229 Summer 2011



DAVID AYRE



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

"The only original pre war car to finish without major mechanical difficulties" John Brown Hero

Lagonda Bentley Invicta

International Rally Preparation

World's largest stock of pre-war Lagonda spares

- Complete restorations
- Maintenance
- Chassis straightening
- Full pattern service
- Valuations and appraisals
- Cars and projects bought and sold
- International client representation
- Covered transport

Insurance work undertaken

**Past projects include, full restoration of Speed Six Bentley
Class winner at Pebble Beach**

David Ayre · Telephone/Fax +44 1635 268058 · Mobile +44 7785 365890

E-mail: david@davidayre.com

WANTED – PROJECTS OR PARTS



The Lagonda Magazine

e-mail: lagclub@tiscali.co.uk · Web Site: <http://www.lagonda-club.com/>

LAGONDA CLUB LIST OF OFFICERS 2010/11

President: D. R. Hine

Vice Presidents:

A. Davey, A. W. May

Chairman:

Dr Jonathan Oppenheimer,
21 Criffel Avenue,
Streatham Hill, London, SW2 4AY
Tel: 020 8671 0852 Fax: 020 8855 5366
e-mail: jono@smppgroup.co.uk

Company Secretary:

Andrew Gregg,
6/7 Queen Square, Bristol BS1 4JE
Tel: 0117 9069400 Fax: 0117 9069401

Membership Secretary:

Colin Bugler,
Wintney House, London Road,
Hartley Wintney, Hants, RG27 8RN
Tel/Fax: 01252 845451
e-mail lagclub@tiscali.co.uk

Registrar & Newsletter Editor:

Arnold Davey,
86 The Walk, Potters Bar, Herts, EN6 1QF
Tel/Fax: 01707 651302

Editor:

Ken Painter,
Church Farm Cottage,
The Street, Rickinghall, Diss, IP22 1EQ
Tel: 01379 890653
e-mail: kenpainter@talktalk.net

Treasurer:

John Sword,
Chivel, Chipping Norton,
Oxfordshire, OX7 5TR
Tel: 01608 683227
e-mail: j.sword@hotmail.com

E-Communications:

Christopher Hobbs,
Church Cottage, Church Hill,
White Waltham, Berks SL6 3JH
Tel/Fax: 01628 825246
e-mail: christopher.hobbs@chco.co.uk

Competition Secretary:

Richard Reay-Smith,
Hollyhurst, Godolphin Road,
Weybridge, Surrey, KT13 0PU
Tel: 01932 830366
e-mail: rpmrs@hotmail.com

Post-War Cars Secretary:

Peter Gilkes,
61 Horton View, Banbury, Oxon OX16 9HW
Tel/Fax 01295 269897
e-mail: pete@gilkes-surveying@fs.net.co.uk

Board Members:

Peter Blenk,
56 Rivermead Court, Ranelagh Gardens,
London SW6 3RY
Tel: 020 7731 7484 · Fax: 020 7731 2836
Peterblenk@gmail.com

John Brown,
Biddenden Farm Oast,
Station Road, Rotherfield,
East Sussex, TN6 3HP.
Tel/Fax: 01892 852586
e-mail: kay.john.brown@care4free.net

John Boyes, Cosford Hall Farm,
Cosford, Rugby,
Warwickshire, CV21 1HT,
Tel: 01788 578723
e-mail: john.s.boyes@btinternet.com

The Spares Service:

Robin Cooke, Lagonda Spares,
Johnson's Farm, Carlton, Saxmundham,
Suffolk IP17 2QW
Tel: 01728 604040 · Fax: 01728 604570
e-mail: spares@lagonda-club.com

The Lagonda Shop:

Denise and Martin Bugler
Garden Cottage, Walhurst Manor, Picts Lane,
Cowfold, West Sussex, RH13 8AW
Tel/Fax: 01403 865442
e-mail: shop@lagonda-club.com

Yahoo newsgroup: <http://groups.yahoo.com.group/Lagonda>

Contributions do not necessarily represent the views of the Board of Directors, nor of the Editor and expressed opinions are personal to contributors. No responsibility is accepted for the efficacy of the technical advice offered. Acceptance of an advertisement for publication in "The Lagonda" does not imply endorsement of the product or service by the Board.

Overseas Representatives:

USA:

Rudy Wood-Muller,
P.O.Box 403, 51 Bill Hill Road,
Old Lyme, CT 06371, USA
Tel: 001 860 434 1996
Fax: 001 212 226 4909
e-mail: lagondausa@aol.com

Netherlands and Belgium:

Herman Arentsen,
Logtsestraat 3, 6675 NB Valburg,
The Netherlands
Tel: (+31) 488 431291
Fax: (+31) 481 373593
e-mail: eh-arentsen@hetnet.nl

Germany:

Roland Danner,
Kleingschaidt 79,
D-90562 Heroldsberg, Germany.
Tel: (+49) (0) 9126 288 472
Fax: (+49) (0) 9126 288 374
e-mail: roland_danner@t-online.de

Rudolf Ernst,
Schoenaich-Carolath-str. 22,
D-22607 Hamburg, Germany
e-mail rudernst@yahoo.de

Switzerland:

Franz Hatebur-Mani,
Huenibachstr. 58, CH-3626 Huenibach,
Switzerland
e-mail: fhatebur@bluewin.ch

UK Area Representatives:

Anglia:

John Stoneman. Tel: 01353 649494
e-mail: john.stoneman@btinternet.com

Midlands (East):

Harry Taylor. Tel: 01159 830363
e-mail: hta108@aol.com

Midlands (West):

Terry Brewster. Tel: 01386 792770

Kent:

Adrian Lead. Tel: 01304 614690
e-mail: a.lead @btinternet.com

North:

Tim Gresty. Tel: 01260 291830
e-mail: timgresty@cognitio.co.uk

Northern Ireland:

Peter Walby. Tel: 028 9066 5610
e-mail: pursang@doctors.org.uk

Scotland:

Alistair Gunn. Tel: 0131 4412279

South West:

Alan Elliott. Tel: 01963 250353
e-mail: alantilbury@aol.com

Surrey, Sussex & Hants:

Michael Drakeford. Tel: 01903 872197
e-mail: michaelwdrakeford@hotmail.com

Yorkshire:

Ian North. Tel: 01482 879105
e-mail: iannorth.kazoo.co.uk

FRONT COVER:

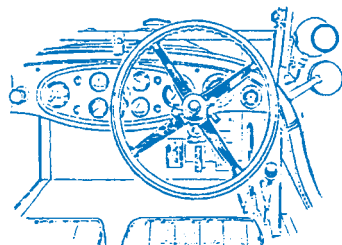
Michael Drakeford's lovely M45 on the Spring Rally.

Contents

From the Driving Seat	5
The 34th Suffolk Dinner	6
Spring Rally	11
Maurice Leo	17
67,000 Miles up in a 2 Litre	20
Connie, The saga Continues	22
Outdoor games near Pickering	24
Earle Kulgoske	26
The History of V12 No 14051	29
Letters	33

From the Driving Seat

Ken Painter



BY THE TIME you read this, I shall be staying with Harry Robinson in Alaska and then moving on to my daughter's home in New Zealand, returning to England in time for the Annual General Meeting. I shall remain in contact by email with the rest of the world during my 72 day trip and have made special arrangements with the Post Office regarding my mail. It would be helpful if members did not try to leave messages on my answerphone between 13th July and 22nd September as its memory is not unlimited and I would risk losing the bulk of them.

Harry and Marianne Robinson are well known by some of our UK members, but not by all. We first met in Singapore in late 1967, or early 1968 when we jointly edited the Malaysia and Singapore Vintage Car Register's monthly magazine. I was appointed Editor as the result of simple misunderstanding, I had offered to assist with typing the copy for the magazine, but the retiring Editor thought I had offered to take over!

This was a real baptism of fire as the magazine was three months behind schedule and I managed to prepare and publish the three late issues in a single month. I should point out that the copy for each issue had been sent to the previous Editor, but he had been sent to

Vietnam for a long visit and was simply unable to cope with his work and his car club commitments at this time. The printing company was run by an English speaking Chinese gentleman, but the man who set the print for the magazine neither spoke nor understood English, so proof reading skills became a very important part of the remit of our new Editorial team.

Harry worked for Mobil in Singapore, he had an M45 Lagonda with a crude home made body, which he replaced with a Singapore body shop's interpretation of the 1935 team cars. He was a dedicated enthusiast and so was Marianne, who quickly acquired an M45 of her own. I had bought a 16/80 tourer, so the Marque was heavily featured in the 32 magazines we produced together!

The two families have remained close friends ever since, and this will be my first opportunity to visit them, although they have visited us on many occasions since the Painters left Singapore in April 1970. The Robinsons no longer have a Lagonda in the garage, but their enthusiasm is undiminished and a trip for me with their local vintage car club has already been arranged. Needless to say, if any Lagondas are met during my trip, a report will appear in these pages, possibly in the Autumn issue!

***Last date for copy for the Autumn magazine is
... SATURDAY 9th October 2011 ...***

The 34th Rapier Register and Lagonda Club Suffolk Dinner Saturday 9th April 2011

*Malcolm Burgess enjoys some East Anglian hospitality
All pictures by Ann Pilgrim*

THE SUN WAS shining, the weather forecast for the next few days was very good and Marion and I were on our way to Aldeburgh in our Lagonda Rapier BLA 916 in anticipation of another great weekend and the 34th Suffolk Dinner, all of which have been organised by Mike and Ann Pilgrim. This is the opportunity to meet old friends and any 'first-timers' attending this very established social occasion in our vintage motoring calendar- the first of the year for Rapier Register members but the second for Lagonda Club members who enjoyed the Cambridge Area Dinner on the 21st January. The actual venue for this year's Dinner was not the White Lion Hotel but the sister hotel, the Thorpness Hotel and Golf Club. This was due to the delayed completion of the planned refurbishments at the White Lion Hotel.

We left Thames Ditton at about 12 noon with the fully fuelled Rapier and travelled around the surprisingly free-flowing M25 via the Dartford Tunnel and up the A12, stopping for a snack lunch at a pub in Margareting. Some 132 miles after leaving Thames Ditton, we arrived at the Pilgrims home in Bredfield to partake of afternoon tea and home-made cakes en route to our B & B in Aldeburgh. This generous invitation is now an established part of the weekend festivities and is accepted by many. This year, those accepting included Alan and Sue Harrison, John Sword, John and Susie Batt, John Breen, Gavin Rowe, Iain and Rosemary Whyte, Martin and Joan Mountfort and John and Marybell Barnes

all the way from Guernsey, Channel Isles.

After partaking of the offerings but leaving room for Dinner, and visits to the various workshops containing a plethora of car parts and tools etc. we made our way to our B & B, unloaded and parked in the pay and display public car park and then went to our room to change for Dinner. Because of the late change of venue which many were not aware of until they received their tickets, the management of the White Lion were kind enough to provide a shuttle service to and from Thorpness just over 2 miles north along the coast road to take those who had booked to stay in Aldeburgh. Those booked to stay at the White Lion also had their bookings transferred to the Thorpness Hotel.

The shuttle picked us up at 6.30 from outside the White Lion and we arrived at the impressive Thorpness Hotel and Golf Club a few minutes later. Gradually, guests were arriving and the bar became the obvious meeting point before proceeding to the dining room. Although not verifying the number personally, I have it on good authority that 51 people sat down and enjoyed a splendid meal followed by this year's guest speaker Colin Mallett, who regaled us with tales of "Fun I have had with Lagondas" and ended with a brief recital of 3 whaling tunes expertly played on a 1923 Concertina. This very enjoyable act was certainly a first for the Suffolk Dinner. I wonder what cabaret act we can look forward to next year! One



Colin Mallet entertains the audience at the Suffolk Dinner. All pictures by Anne Pilgrim.



Rarest of the rare, Len Cozzolino's 16/65.



noticeable absence this year was regular attendee Tony Wood who is the President, Hon. Registrar and Assistant Editor of the Rapier Register. Unfortunately he is still convalescing after recent surgery. David and Beryl Greenwood also planned to come but, again, Beryl's recent surgery prevented them attending. Leo and Marianne van Ysseldijk had also intended to come from Holland but Marianne is currently undergoing unpleasant medical treatment. We wish her, Beryl, and Tony well.

Those attending for the first time were Alan and Sue Harrison, John and Marybell Barnes from Guernsey, John and Gaynor Chapman, Michael Prosser's guest Mary Wombwell, John Capon, the new owner of the late Roy Dunlop's Ranalah Tourer and Paul and Sally Hartley's friends Nick and Annie Bennett. All seemed to enjoy themselves.

One customary feature of the Suffolk Dinner is the award of the Garry Guiver Gong to the driver of the Rapier which had come the furthest (direct) distance. This year it was awarded by last year's local winner Iain Whyte, to Alan Harrison who with Sue had come a commendable 244 miles from Pateley Bridge in North Yorkshire in their Abbott Tourer. The evening ended with general chat and the usual table hopping until the shuttle arrived at about 11.30PM to take Marion, me and others back to our beds in Aldeburgh.

As promised by the weather forecasters, blue skies and sunshine duly greeted us on Sunday morning and we were soon on our way to the Old Mill House at Saxtead Green to hopefully find many Lagondas and Rapiers lining up in the car park prior to most of the occupants proceeding to an excellent lunch. We were not disappointed. A splendid total of 19 'proper cars' including 10 Lagondas, 8 Rapiers and a Talbot 75 Saloon were finally lined up for the usual inspection and constructive

observations. Most notable, was possibly the only known Lagonda 16/65, NF 7381 of 1927 vintage, now owned by Len Cozzolino. I say possibly, because there is some evidence of another 16/65 rumoured to be in Europe. There may be more – I await the letters to the Editor!

The Rapiers were Abbott Tourer BLD 665 owned by Iain and Rosemary Whyte, Abbott DHC CS 1116 owned by Ian and Mary Shipman, Abbott Tourer 956 FME owned by John Furlong, Abbott Tourer KY 8330 owned by Alan and Sue Harrison, prototype bodied AUA 649 owned by Peter Merrick, Ranalah Tourer DPL 18 owned by John Capon, Eagle 2 seater BLK 381 owned by John Sword and Abbott FHC BLA 916 owned by Malcolm and Marion Burgess.

The Lagondas were 2-Ltrs. NF 7076 owned by Colin Mallett and PG 7799 owned by Paul and Sally Hartley, 2-Ltr Continental JX 1504 owned by Clive and Shirley Dalton, LG6 DHC GPH 299 owned by Roger and Cheryl Stevens, LG6 De Ville AFN 6432 owned by John and Susie Batt, 14/60 Saloon TU 5922 owned by Frank Tuffs, 16/80 tourers JJ 9440 owned by John Breen and YY 2406 owned by Brian and Joyce Savill, M45 Saloon AXC 402 owned by Mike and Ann Pilgrim and the 16/65 Tourer NF 7381 owned by Len Cozzolino. The Talbot 75 Saloon AXD 67 is owned by club member Martin Sumner.

At about 3.30PM, the migration to home started with Alan and Sue Harrison facing 244 miles back to North Yorkshire.

It was an excellent Weekend enjoyed by all who attended the dinner and those who met up at the Old Mill House. There was talk of wishing to have future dinners at the Thorpness Hotel and Golf Club until it was revealed that they had reduced their room and meal charges to the same level as their sister hotel The White Lion in Aldeburgh.

We look forward to the next Suffolk Dinner to be held on Saturday 31 March. 2012 at the White Lion Hotel Aldeburgh.



Clive Dalton's Continental tourer heads a fine line of Lagondas.



Clive admires the LG6 DHC of Roger and Cheryl Stevens.

Spring Rally 2011

Clive and Shirley Dalton exercise their Continental tourer

“THERE IT IS!” says Shirley as we bombed downhill at 50 with a following wind. We were, of course, past it. Crash stop and turn round in a quarry entrance required. Up the right road we go only to find no further signs even after three miles and a T junction.

Out with the SatNav Christmas present from No 2 son which, although it's a sort of confession of failure in some ways does mean that the navigator can look at the countryside instead of constantly at the map. There is something to be said for this in the Cotswolds. Looking down on the fountain at Stanway from two miles away on the hill in bright sunshine is a very memorable image.

SatNav is Garmin and although we have thought of several names of greater or lesser rudeness for the (female) voice there is absolutely no point in her in the open Lag. We may be rude about her but she did get us through the villages back to the hotel. It was only 1500 yards from where we turned off.

We had gone one day early. Shirley doesn't quite share my conviction that nothing can possibly go wrong. The effect was that we had a free Sunday to drive up and down Broadway High Street, buy maps, hear that the hotel was liked by the locals and had a very low staff turnover. Walter had told us about a friend of theirs whose garden in Blockley was open that day. Needless to say we arrive about 11.30 to find that the gardens only open at 14.00. Time for Plan B, go back to Evesham, have a ride on a narrow gauge train Shirley has spotted.

We parked the car right outside the ticket office where there was a fortunate

space, go in and get on the train. At the far end station we get talking to the driver who tells us that the other railway that we see at Prescott every year and never go on needs our support. It is the Gloucester and Worcester Railway, the other GWR. It was built very cheaply mostly on ash from the cities of the Midlands and it features in Tom Rolt's autobiography. The heavy rain in the last 12 months have washed away not one but two embankments and to make matters worse the Railway Inspectorate are insisting that the replacement is properly engineered. This means crushed stone, geotextiles, soil nails and proper drainage. They need a million pounds and are running five days a week to help.

Aston Martin is amazing. They are immensely welcoming and very pleased to see both us and the cars though someone did wonder if what we saw being made would still be running in 2088. Since they are largely made of aluminium and glued together it is going to be the electronics which lets them down. As the military have found out, the average integrated circuit goes out of production in about five years and sourcing obsolete components is a major concern. Our simpler machinery has its virtues. What isn't there doesn't go wrong.

Compton Verney had an art exhibition with a most engaged and engaging curator guiding us around. It turns out afterwards that she has several books to her name. Alfred Wallis and Ben Nicholson have a worthy advocate in her though I confess that Wallis' paintings on miscellaneous pieces of cardboard box don't shout “I should be

on your wall” to me. They also did lunch for us and particularly well getting the menu just right. A full English Breakfast before setting out and a proper dinner in the evening calls for a light lunch and this point they appreciated nicely.

Hook Norton Brewery is a testament to the longevity of drink and food based companies, think Guinness for example. It’s a Victorian brewery only updated when absolutely necessary. Even the writ of the Health’n Safety lot only runs just as far as it needs to and no further. The pictures of the founders hang in an office that would have been recognised by Ebenezer Scrooge. Nothing wrong with that, just surprising and I am sure what we didn’t see is thoroughly 21st century.. In many ways the brewery is much like a ship. It’s constructed on five floors with steep staircases everywhere but it’s a complete delight really. Brewing is simple but needs care and cleanliness and conservatism rules. If it is not necessary to change it is necessary not to change and all that.

We gather for lunch at the Masons Arms that day. OK but not in the same league as the Swan Inn at Hanley Cross the following day.

John and Ros Sword’s garden was a revelation not to mention the cars he had got out for our inspection. The garden is the fruit of about 25 years of attention and development and it shows in a particularly English way. Although there is a formal garden it is only a small part of the much bigger whole which has that most English of concepts, garden rooms.

The VSCC have their driving tests on the drive at Madresfield each year but the house is a little way apart. Several of those who do the driving tests have wondered what the house was like and this morning revealed its secrets. It has been in the Lygon family since the twelfth century. Early in the fifteenth century the family came into a lot of money which happened just at the time

when the French happened to be very short of cash. It could never happen here. The Lygons went shopping in France many times and came back with all sorts of treasures which then, of course, demanded a much larger house in which to put them. What is the collective noun for a gathering of Victorian buildings? Whatever it is the moat encloses about as many buildings as could be got into the space available. What is more it is still a family home which lends a completely different aura to the building as compared the slightly institutionalised feel that many such houses have once their original owners have departed. It is, of course, the house which Evelyn Waugh knew well and which inspired *Brideshead Revisited*.

The Swan Inn at Hanley Cross scored maximum points for lunch. Not only was it a very interesting and varied menu very well presented but mine host and his staff managed the sudden arrival of 40 by showing exactly how it should be done. Next time the VSCC have an event at Malvern it will be worth remembering the Swan, it’s not far.

The return journey was billed as a ‘scenic return’. Many of us who go to Prescott don’t have time to look at the country even a few miles away. This return shows us what we miss. Driving these cars gently over the roads for which they were made looking at scenery unchanged since long before the cars were new has to be vintage motoring at its very best. It may get more crowded later in the year but not this spring. Main roads had some traffic but side roads were deserted except for the very occasional car or van.

What was noticeable was that many roads were quite rough quite apart from the humps that seem to have proliferated everywhere. Having been worried for some years that my 2 Litre bulkhead was not as rigid as it should be I eventually thought to screw the floorboards down



Your editor can never resist a picture of the Honeymoon Coupe.



The line-up of cars at the Brewery.



An outside view of the brewery.



Some of the cars parked at Madresfield.



The final dinner.



Mike and Barbara Heins, who provided the pictures for this article.

tight and to make sure they stayed tight by fitting locknuts on the protruding ends of the bolts on the engine side. The result reveals that the floorboards are an important part of the structure and that the handling is very greatly improved. The downside is (a) that the floorboards are much more difficult to take up and (b) that unless the bolts have cross-holes for wires, the nuts fall off if they come loose.

Martin Sumner's 3 Litre lost one end of the link which controls the advance and retard. The magneto failed to full retard and the engine overheated. On the 3 Litre the spark plugs lie immediately under the exhaust manifold and overheating will fry them, which happened. Not difficult to cure but good to recognise the possibility.

John and Susie Batt, motoring with the big and still unpainted LG6 over roads east of Winchcombe that they

know well contrived to take a turn one after the one they should have done. Why is it that these cars seem have a penchant for motoring down roads with grass growing between the wheel tracks, overhanging vegetation and tractors coming the other way? It does make for interesting motoring even if turning the LG6 round wasn't an option.

What is the abiding impression? David and Gill, Walter and Rosie chose the hotel well and planned the events very successfully. For some reason Road Books are a constant source of criticism and these were no exception. The critics are wrong. These events have to be a compromise between perfection and practicality. If perfection is required there won't be enough volunteers and we will all be worse off. This one was a textbook example of how to do it and the four above should be very pleased with what they did.



- Classic and Modern High Performance Vehicles
- Agreed value on vehicles over 10 years old
- Discount for Limited Mileage
- Valuation not normally required
- Discount for Club Members
- Discount for Collections
- Full UK and European, Breakdown and Recovery Service

Ask about our Classic Motor Traders Policy



The CLASSIC LAGONDA INSURANCE

Our Policy includes FREE Club Track Day cover, Green Card European cover and legal expenses insurance, and can be extended to include Historic Rallies and Wedding hire.

Classic Car Specialists established 1965
 Immediate cover is available by telephone.
www.heritage-quote.co.uk

MEMBER

 General Insurance
STANDARDS COUNCIL

For a Free Quote 0121 246 6060 For a Free Quote

Maurice Leo 1919 - 2011

An affectionate tribute to a long-standing Club member by his family

IT IS WITH great sadness that I have to inform you of the death of Maurice Leo on Thursday 2nd June, as a result of a fall at home. It is such a shock to all the family and he will be extremely missed by all who knew him. He was aged 91. Maurice had lived a long and eventful life.

A private funeral attended by family and close friends was held on Thursday 16th June.

Maurice was a wonderful husband, father, grandfather and uncle. He achieved so much in his 91 years. He was quiet, gentle, kind and caring, and a true gentleman.

Maurice was born in Chiswick in 1919 and went to the Latymer Upper School, Hammersmith.

After leaving school, he was apprenticed to a furniture manufacturer in High Wycombe, but in 1940 he volunteered for the RAF. Later that year, after initial training in Uxbridge, and under total secrecy, he and his fellow recruits were posted to an unknown destination, which turned out to be the island of Malta.

The island was heavily bombed, it was not a nice place to be, constantly diving into dugouts just before the bombing raids and food was in short supply.

Whilst in Malta, Maurice and his fellow recruits were given an RAF weekly issue of cigarettes and chocolate and as Maurice didn't smoke, he traded all his cigarettes for more chocolate. Maurice also visited

the local Maltese bars with his comrades and liked to go "Jugging up " as they called it.

After returning to England in 1943, Maurice was sent out to many airfields across the UK to repair Spitfires. Hurricanes and Mosquitos.

On one visit to an airfield in Norfolk, Maurice noticed a car towing an aircraft, he took a closer look and he saw it was a 4½ Litre Lagonda and thought "That's a nice car" and this is where his passion for Lagonda cars all started.

In 1946 Maurice was demobbed from the RAF and found a 1930 Lagonda 2 litre for sale in Yorkshire, he immediately took the train and his RAF gratuity with him to buy the car, which is still here today.

Maurice was one of the longest serving members of the Lagonda Club. joining the 2 litre register in 1946 and he had a passion and considerable knowledge of all things "Lagonda".

Maurice was one of the last remaining members who attended the inaugural meeting of the newly formed 2 Litre Register at the Royal Aircraft Establishment at Farnborough on 20th April 1947, organised by Peter Densham. Maurice recently mentioned that he may have some photos of that meeting. His son, Jon will let the club have copies if he finds them.

In 1950, Maurice started rebuilding and repairing Lagonda Cars retiring from the business in 1968.

Maurice enjoyed competing in his post-war V12's with his friend and fellow Lagonda club member James Crocker, over a period of five years in the early 1960's at Silverstone, Brighton speed trials and later at Curborough, winning many trophies.

Some years later, the two cars were displayed at the 1995 Goodwood Festival of Speed and also at the Lagonda centenary celebrations at Brooklands in 1999.

Only a week before Maurice died, he sat in his 1930 Lagonda 2 Litre, started it up, and sat there with a great big smile on his face, he looked so happy.

Maurice's other passions were reading WW2 books and his love of traditional Jazz.

He was extremely knowledgeable and could talk for hours on any subject.

Maurice communicated on many levels and one of Maurice's lasting legacies is the fact that he always said there is no point raising your voice in difficult situations as it does not achieve anything and it is much better to stay calm.

It was Maurice's wish that all his cars and record cards are to remain in the family.

Lagonda Club Members wishing to obtain copies of 4½ and V12 record cards can now contact Maurice's son, Jon Leo at jon.leo@btinternet.com

However, we do not have any record cards for 2 & 3 litre Lagondas, to our knowledge they were all destroyed.



John Hudson, Doncaster Road
Bawtry, Doncaster DN10 6NX

Telephone: 01302 711123

Fax: 01302 710113

LONGSTONE TYRES
DOUGAL & ANDY CAWLEY

**TYRES AND WHEELS FOR VETERAN,
VINTAGE AND CLASSIC VEHICLES**



DUNLOP

ENGLEBERT

Firestone

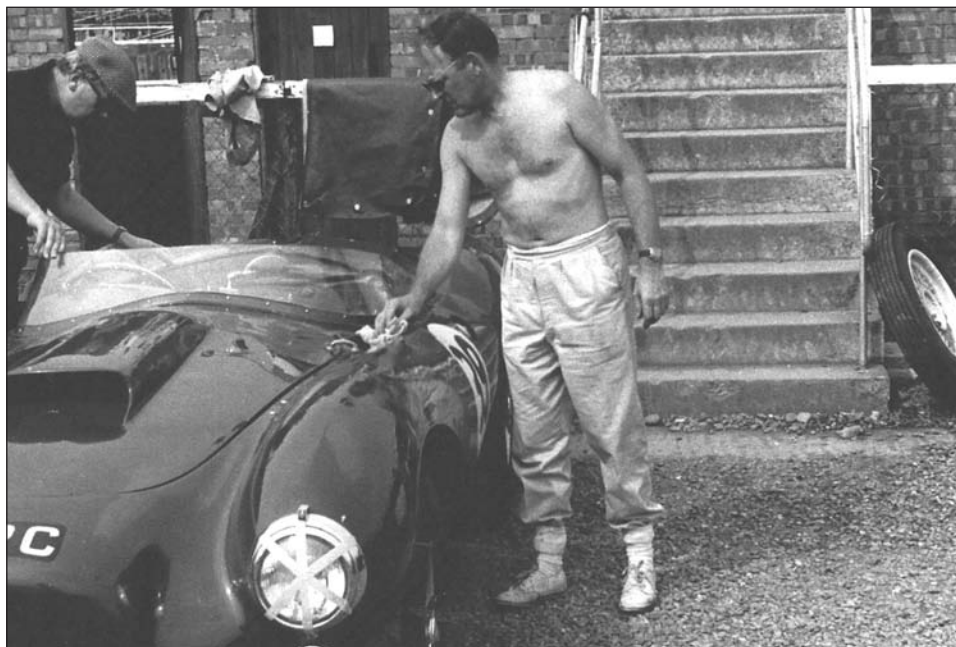
AVON



NEW EXTRA REINFORCED TUBES AVAILABLE

- ★ Unbeatable stocks of tyres including Michelin, Firestone, Goodrich, Dunlop, Avon etc.
- ★ Wheels made to your specification
- ★ Wheel balancing service
- ★ Worldwide Mail Order service
- ★ Tyre fitting & balancing available at some VSCC meetings

Whatever your requirements, please call in and see us, we shall be pleased to help you



Maurice Leo with his lovely V12 Aston Martin Lagonda.



Maurice and his wife Pam at a Lagonda Club Dinner.

67,000 miles up in a 2 Litre

Clive Dalton gets his hands dirty

IT ALL STARTED with the Bendix which jammed just as we were starting out for the Ston Easton Event in April last year. We were sitting in the road outside the house with all the luggage in the car just pressing the button to start it and move off. What we got was a 'clunk' and no rotation.

We could normally fix this problem with a small adjustable used to rotate the Bendix driving spider backwards from under the car on the nearside. Not this time. It took us an hour and a half to take out all the luggage, take out the seats, take out the floorboard and use a 15 inch stillson wrench before it would come undone. Fortunately we were well ahead of schedule, a whole day to be exact. We arrived at Ston Easton for dinner and a rather nice wine of the month, which I wish I had made notes about.

Somerset was wonderful, just as nice as Dorset had been but in a completely different way but the next instalment was an incoming call on Shirley's cellphone needing us to pull into a convenient lay-by. Once the call was sorted there was another ominous clunk and we had another jam. This time we had less in the car but it all had to come out on to the grass verge and the stillson wrench applied again. Another hour gone but then we worked out how to handle the problem which is to pre-engage the starter with your fingers before you press the button.

By The New Year's Day meet on January 1st this year SOMETHING HAD TO BE DONE and it was Bendix out and flywheel off time so giving an opportunity to look at one or two other

things which had not been looked at since 1987. These are the real subject of this note.

The water pump came off and revealed that PTFE packing works wonderfully well. There was no trace of wear on the shaft it was simply well polished where the packing had been rubbing. Not only that but the yellow anti-freeze which I keep in all year seems completely to have preserved the internals from corrosion.

Next, and this is a slight hobby horse, to examine the coupling at the forward end. In Lagonda's design this was a fork and blade, fork on the timing wheel, blade on the water pump. It is my contention that for this arrangement to work the water pump must be exactly lined up with the timing wheel. A misalignment of only 0.002" will cause the blade to fret in the fork which it does. Evidence of this can be seen in almost every 2 Litre water pump drive. The fork is always badly worn by the blade.

I fitted an Oldham's Coupling of which the central member is made out of Delrin. After 69,000 miles it is still as exact a fit as when it was made by my neighbour. No worries therefore over the coupling or over the packing.

I had also worried about the state of the fibre timing wheel and planned to take it off its carrier and rotate it by one pitch of the rivets, 60°. In the event I found that the timing wheel was just like new with no appreciable wear anywhere. I simply put it back where it was. I do change the oil about every 3000 or 4000 miles and use a 15W40 multigrade beginning after the 1980s rebuild. I do

this largely because of the advantages of a quick circulation from a cold start. I also look at the rockers from time to time to check for sliding wear but there doesn't seem to be any. Certainly the valve clearances do not seem to require resetting which might be the first indication of trouble. The Bendix was, however, well chewed as the picture shows. Fortunately John Batt found a new one at the Classic Car Show. It had been very badly stored and was rusty though it cleaned pretty well. The principal defect was a seizure of the anti-creep spring but that responded to Plus-Gas, de-greaser and Jenolite and is now working properly.

Getting the flywheel off was real work. It weighs 42 lbs even without the clutch assembly so, for me at least, it is a two person job both getting it off and putting it back. However, Len Cozzolino's 16/65 has the same clutch so having it all spread out on the bench did him some good as well as me.

The good news here was that I expected to find the ring gear in a real mess but to my considerable surprise all it required as a simple fettling up of the lead on the front of each tooth using a three-square file. Mind you, the file is no longer in the full freshness of youth but it worked.

Reassembly took place over the last few weeks just in time for the Rapier Dinner at Aldebrough. I shall be keeping the water pump packing slightly tighter than before and worrying a good deal less about the fibre timing wheel, the Bendix and the clutch. Nothing like peace of mind.

However, on hearing about the fibre timing wheel last week-end John remarked that they do suffer from fatigue owing to the impulsive nature of the load from the magneto and that what I should have done is to move the old wheel to the spare and to fit the new one.

One can't win them all.



The villain of the piece, Clive's starter pinion.

Connie, The Saga Continues

Ken Painter continues his rolling renovation

ENCOURAGED BY THE success of re-lining the front brakes, I decided to check the rears as well, once I had borrowed a three legged hub puller from Mike Pilgrim, for which many thanks. The reason the rear brakes were much more efficient than the fronts was immediately obvious, the drums were so heavily scored the resulting surface area must have been close to double the original. This left the linings pitifully thin, so a reline of the eight shoes and a new set of brake drums was called for.

Removing the shoes would have been very simple originally, as the pivots on which they turn are drilled and tapped. Unfortunately some ham handed mechanic in the past had managed to screw something very hard into each of the two right hand pivots and snapped them off flush with the outer ends. The pivots on the left side came out very easily as they had not been damaged, but it was necessary to unbolt the lower part of the right brake back plate to tap the pivots out. At this stage I discovered that two of the aluminium brake shoes were damaged. On each of them one of the two pivot bushes had broken off. My brake re-liner in Norwich came to the rescue once more, he had new pivot bushes welded into place and the shoes re-lined in a matter of a few days. The welder had left the holes slightly smaller than the correct diameter, but another trip to Mike Pilgrim and a poke around his collection of reamers resolved that little detail. Thank you again Mike.

Less than half a mile from my home, we have a precision engineering company who specialise in restoring Model T and A Fords, but are perfectly capable of taking on any restoration task. Over the years they have undertaken

some very tricky work on the family Maserati with great success and they come highly recommended by James Woollard as well. They can make wooden patterns to cast new items and we have an excellent foundry about 25 miles away. In less than a week, they had prepared a wooden pattern that can be used for casting both front and rear drums and the foundry cast four in a fortnight. (I am not the foundry's only customer.)

The castings were machined to just over the correct sizes, then heat-treated to stress-relieve them before the final machining was undertaken. This is a more expensive way of preparing castings for machining, but as a casting needs to stress relieve itself over a few months before machining if this is not done I thought it worth the extra cost. Having gone to this much trouble, it seemed sensible to have new drums all round and retire the 86 year-old originals. They were not cheap, but as I have just the one life I considered it money well spent. The pattern has been donated to the club and will no doubt come in useful to other 12/24 owners over the next few decades. I learned something very interesting during this exercise, the front brakes system was also used on the Standard Avon Specials. Interesting it may be, but not very helpful, as their production probably numbered around the same number as the survival rate for 12/24s.

Whilst these "outside jobs" were away, I continued sorting out the very vintage lighting system. Originally the car didn't have dipping headlights, but as the bulb holders can take twin filament bulbs and actually had these fitted before I bought the car, it was a simple task to

wire in a dip switch, which was bought at a bargain price at the Spring Beaulieu Autojumble. A few additional lengths of cable behind the dashboard were all that was required. Just to add to the interest, I managed to ruin one of the contacts inside the connector to the rear of the headlight. The irrepressible Colin Mallet promptly came to the rescue with a brand new connector and, for good measure, some better shells for the headlamps to replace the very dented left shell and a totally cracked and very fragile right shell. Friends like Colin are absolute gold dust at times like these.

There were no brake lights originally either, but it was a matter of replacing single filament bulbs with stop/tail bulbs and incorporating a new earthing system to the New Rubbolite lamps I bought to replace the now cracked and aged set fitted about thirty years earlier. A mechanical brake light switch has been connected to the foot brake linkage and all the new parts are hidden under the floor.

Some years ago, I had a car overtake me and hit my hand as I was hand signaling a right turn into my driveway, so I am now a convert to fitting discreet modern-style indicators on old cars. The rears were an easy choice, as you can buy Rubbolite rear lights with amber lenses, but the fronts required many hours of deep thinking before I found my solution. There are no additional lamps on the front and no bulb serves a dual purpose, but I now have the full set of indicators, side lights and head lights and you can see for yourself how this has been achieved when I bring the car to the AGM.

The wheels looked very untidy and, after working for many hours to strip one with a wire brush in an angle grinder, I gave in and took the remaining four to a local bead-blasting expert. They had to wait a week whilst he went off for a series of motorcycle track days on the

Continent, but it was worth the wait. Once home, they were painted black and fitted with a brand new set of tyres to replace the set fitted in the early 1980s. The old set still has lots of tread, but they are beginning to crack with age.

One wheel has a damaged centre, which was very competently repaired many years ago by Colin Mallett, but I am now eagerly seeking a better replacement. I had hoped that Morris Bullnose wheels would fit, but they don't, as they have a different pitch circle diameter for the studs. Someone 'out there' must have an unwanted spare...

Talking of spares, one of the plagues in any vintage car owner's life is the "Wotsit?" You all know of that which I speak, the tyre kicker who comes up, usually at an inconvenient moment and says dolefully "Wotsit like for spares?" Well try this. The starter motor was giving trouble, so I took it by pre-arrangement to the Spring Autojumble at Beaulieu for 'Classic and Vintage Dynamos' to check over. They are suppliers to the Club of a number of essential parts, so speak Lagonda fluently. They took the starter back to their workshop after the show on Sunday and, by Monday afternoon there were messages on my answerphone to say it had been dismantled, repaired, cleaned up and was ready for further service. I didn't arrive home until Tuesday after their closing time, so rang on Wednesday, the re-vitalised starter arrived by parcel post on Friday morning.

So far, with just about every aspect of 'outside work' on Connie I have been astonished and delighted at the speed of turnaround the local engineers have achieved. When I had to work for a living I had a company car, but at three months old the front shock absorbers failed and it took the main dealer a further three months to obtain replacements. They really don't make 'em like they used to...

Outdoor Games Near Pickering

Henry Kaye pays homage to John Betjeman

CLUB MEMBERS MAY remember that, in the April 2011 Newsletter, Arnold Davey refers to a poem by John Betjeman, entitled "Indoor Games Near Newbury".

The poem's fascination for Arnold is that it describes a party for a girl called Wendy and that Betjeman is driven to and from the party in a Lagonda.

Both Arnold Davey and this author are lucky enough to own a Lagonda and have a wife called Wendy. Hence the inspiration for re-visiting the poem in some detail. "Outdoor Games Near Pickering" is an up-to-date version and was written in the spirit of sentimental nostalgia which flavours both Betjeman's work and the old car movement.

To obtain maximum value and enjoyment, members are encouraged to read the original before sampling these residual crumbs from the great man's table.

Outdoor Games Near Pickering

'Drive it Day' is here again. Precious fuel we burn and squander
Along the road to Rosedale Abbey,
Hartoft End and Cropton Bank.

Startled cows, new-lambd gimmers,
hear the throb of our Lagonda
As we go to Wendy's picnic, cottage
cheese and lettuce lank.

Pre-war cars are hardly seen.
A kit-car 'classic', lowered screen.
Where's the Alvis, AC, Humber?
Owners lying warm in bed,
'Sunday after all', they said.
Cherished motors left to slumber.

Oh, my Wendy, standing waiting by the
browned-off heather,

Silvered hair blown all asunder.

Still lovely after ageing's plunder.
'Luncheon's ready', so down we sit
despite the weather.

First few new larks singing high
In the cloud-flecked moorland sky
Who would swap this piece of
heaven for a sterile urban sprawl?

Good old Wilbur, teamed with nature
Makes a motorist's perfect rapture
And gives life a greater stature.
Despite the 'Brits' are patriotic" we
forgive his Yankee drawl.

In our secret upland hide-out, almost
soundless hardly seen
Wrinkled hands just fondly touching
bring back dreams we shared before.
Student motors, Newly married, MG red
and Frog-eye green
Could not forecast such a future, Staines-
made grandeur was in store.

Fun that was too good for lasting
Now we're having trouble starting
Fun so great it had to spoil
Fun now gone I felt so saddened.
But Wendy always seems so glad,
and
Pointing, ordered, 'Try some oil'.

Well done Wendy, saved our bacon. Now
the startled dormouse

Bat and owlet cease their snoring
As the blue Lagonda's roaring
Crashes down the narrow lane to the
pantiled motor house.

At last among the workshop clutter
Engine fades without a stutter,
Safely home, resolved a crisis, resting
now without a care.

Wendy rescued my disaster
Wendy made our journey faster
Wendy found a sticking plaster
For my bleeding knuckle wound, still
loving. Lucky pair!



David Hine presents a suitable bottle to birthday boy Alan Brown.



Another picture of the 1952 showroom from the Malcolm Scratchard collection.

Earl Kulgoske

Lagonda Club Member 1961 - 2010

Sadly, our American member Earl passed away at the end of last year. His wife Carmen, together with Club friends, thought that instead of a conventional obituary it would more interesting for members to read in Earl's own words of how he became involved with the Club back in 1961 and then his 'adventures' when he bought and imported a Lagonda V12 from England.

Carmen does not believe that Earl intended to publish this account, but wrote it simply to record this significant 'family' event. Here it is now - enjoy!

Long-distance Lagondizing

I HAVE IN the past read and listened to many tales, ranging the gamut from very sad to very happy, extolled by those who have imported classic cars from overseas. At least one of those owners claims complete nervous ruin as a result of that experience. And well he might. Aside from first-hand medical considerations, my story bids fair to be the longest of its type you will ever read, so lean back whilst I expound.

My sad tale really begins back in November 1960 when Carmen and I met a British engineer, Danny Needham, who was assigned to work at a Canton industrial plant for about three weeks. Having known in advance about the British affinity for warm beer, we combined this with our equally well-developed preference for Scotch whisky and held several evening pub meets with Danny, who had at various times owned a dazzling array of exotic machinery, two or three at a time. During the course of a rather liquid evening, Danny mentioned something about a Lagonda Club in England and that an American named

Wilbur Gunn had started the marque in England. Gunn had been born in Springfield. Just 'Springfield' - no state - have you any idea how many 'Springfields' there are in the USA?

Admittedly, up until this chance mention of the marque, I had hardly heard of Lagondas and nothing at all of the history behind it. Taking for granted that this was the sum total of knowledge of Gunn's origin, this amateur genealogist (me!) decided that he was well-fitted to uncover the whole story from the past.

As a result of my letters to several state historical societies they confirmed that a part of Springfield, Ohio had once been called 'Lagonda'. So off to Springfield went I one morning to spend the day digging through libraries, old county records, etc. Fat, dumb, happy and armed with a large amount of data I then sat down at the typewriter and hammered out a detailed, four-page letter to the Lagonda Club Secretariat in London which was duly published in the Club's magazine.

This resulted in my nomination to become a dues-paying member! What I did not know at that time was this - the Club had Bob Crane as its American secretary; that there were two Club members living at that time in Springfield (one of those actually living in the same street as had Wilbur Gunn); and that various Club members had over the years already assembled a large amount of data on the history of the marque. Springfield, Ohio, had in effect become a sort of Mecca for British members travelling here.

Since I did not know Bob Crane at that time, I was soon surprised to receive

a letter from him introducing himself and expressing curiosity not only at what material I had sent to England but also from where I had got it. So, as you see I had managed to do EVERYTHING wrong - albeit in a spirit of helpfulness and curiosity. But in spite of this, I am glad to say that Bob and I became good friends and correspondents and in September 1962 Carmen and I visited Bob and Helen at their home in Sparta, New Jersey and viewed his well-known V-12. Carmen and I said 'This we must have' and promptly asked Bob to let us know should a similar car become available.

In August '63 Bob sent me photos and a glowing description of a V-12 from its owner in England who correctly deduced that Bob might know of a wealthy American who would be interested. Wealthy we ain't! But we wrote to him anyway and had an airmailed reply giving more details. By this time, knowing how scarce these cars were, we decided to buy and sent a cabled offer which was promptly accepted. After another exchange of letters I then reluctantly wrote a cheque and with some misgivings airmailed it to him.

Meantime, he had given me as references the names of two Americans who had previously bought cars from him. After I had made 'phone calls to both of them it appeared that they had been satisfied with their own purchases, which news calmed my, by now, frayed nerves. Soon the owner came back to me with the news that after some minor bits of work on the car were completed the V-12 would be shipped through the offices of his Baltimore shipping owner. I promptly arranged for advance notice of its arrival so that I could be there to see the car being slung from the ship's hold.

These pre-arrangements were all in vain for on Friday, 2nd November I received at my office at about 3 pm. a

letter stating that the ship was expected to dock at Baltimore on - you've guessed it - Friday, 2nd November!

A couple of long-distance telephone calls to the dock verified that the Lagonda was there and driveable. I then called an enthusiast friend to join me in my journey and, after borrowing my father's Oldsmobile, by 10pm. that same evening we were on our way overnight (!). I was then concerned with the thought that the Lagonda's keys and other bits and pieces, or so I understood, had been sent to me separately and were not expected to arrive for another week...ah well!

I drove straight through to Baltimore arriving at 6 a.m. the next morning. I then woke my friend and suggested that as I had driven for the whole journey so far in getting to Baltimore, could he find the docks while I took a rest? My nap only lasted for 20 minutes as the docks were not that far away. There we saw 'Lydia' (for that was her name) parked amongst two VW's and a brand-new, but old-style, London taxi. The car seemed sound so we had breakfast at the dockside café to await the opening of the Customs office at 9.00am. By this time the temperature was 30 degrees F. with a 25 mph. west wind blowing in from Patapsco Bay.

So another wait for me without any sleep by which time I began to wonder if it could all be worthwhile to stay awake for 26 hours in a row?? But, having fortunately found a spare set of ignition keys with the car, we progressed through Customs without arousing any interest. The U.S. Department of Agriculture's man was, however, very interested. Announcing that the car had golden nematodes attached to its underneath he promptly escorted us to have the car steam-cleaned (\$3 .00 fee).

At 11 am. the Oldsmobile and the Lagonda were finally away and there I was driving a strange, right-hand drive

car with English number plates through busy downtown traffic but without any rear-view mirrors! Try this some time when you have not slept for 28 hours!

We filled both cars with petrol on the outskirts of Baltimore (shudder!) and pumped up Lydia's half-flat tyres. That involved removing the 'knock-off's and Ace disks to tighten the valve cores. Then away on Route 40 where I established that the car's steering and braking were in near-perfect mechanical condition and it was riding perfectly and silently. But, I also discovered that the complex, powerful engine was hopelessly out of tune to a degree that VW's were passing me on any hills. We later discovered that the timing between each bank's distributors was not synchronised, thus causing the engine to fight against itself. The fibre rubbing block had also broken off one set of ignition points. After Breezewood, the turnpike grades proved no problem as we easily maintained 55 mph, albeit at

an overall average consumption of about 3 mpg!

We finally made it home at 10pm. on Saturday night - myself having been without sleep for 39 hours. I abandoned the Lagonda in our driveway and wasted no time in shucking off my clothes between there and the bedroom.

The next morning, Carmen and I went outside to view the car and quickly agreed that it was most certainly worth the cost in hard cash and the six weeks' wait, to say nothing of my loss of sleep and nearly freezing to death on the Baltimore docks. I commented that on the way home the various states' police cars which passed me at various times en route only gave me a casual glance despite my not having American licence plates.

It can be said that Danny Needham's part in this story has passed full cycle as he subsequently visited us and tried out the Lagonda for which he was responsible for having me purchase!



Earle's lovely V12 at rest.

The History of V12 No. 14051

A piece by the late Jim Whitehead, printed as a tribute to his memory

BACK IN THE days of colonies and empire a very large family of British aristocrats including earls, marquises, lords, barons and other titled ranks, owned vast tracts of land in England and Ireland; they were the Vestey family. One branch of the family was headed up by Lord William Vestey and his younger brother Sir Edmond, enterprising young fellows who towards the end of the 19th century directed their attentions to the beef industry in South America and became known as the Beef Barons of the Argentine, and adjoining countries. Not only did they breed the cattle, they established slaughterhouses and freezing works and exported their product to the markets of Great Britain and Europe. This was of very valuable assistance to England and France during World War I.

Their business continued to flourish and during the years between the wars they turned their attention towards the fertile lands of Northern Australia and acquired massive areas which they developed then built an abattoir in the port of Darwin. They were very quick to adopt chilled transport when the technology became available, delivering to Europe a far superior product to the frozen one, more valuable and highly sought after. They built their own chiller ships to transport their product, returning from Europe with other products for the Australian market. They were beautiful ships which also carried 16 passengers in deluxe comfort and were named The Blue Star Line. All these things were of considerable benefit to the Australian economy, as well as their own prosperity.

In addition to the enterprises already mentioned they fostered the development of a fat lamb industry in South Eastern Australia where the country was suitable, an operation which did not diminish from wool which was still the backbone of the Australian economy. Further they developed a smallgoods works and division which became massive. Called The Imperial Smallgoods Company it started a revolution in how Australians cooked and the ingredients they could now use.

They established their headquarters in Brisbane to run their Northern Australian operations, and one of Lord Vestey's sons-in law along with his daughter were sent out to manage their companies. Amongst their personal effects that they brought with them was a V12 Lagonda saloon, the first ever to come to Australia. It would be fifteen years before another one arrived (a car that has been in our garages since 1980).

This family (unfortunately Jim cannot recall their names) installed themselves in a riverside mansion in Brisbane with all the trappings of wealth, including servants and a chauffeur. The Lagonda understandably stirred great interest amongst all motoristi and its maintenance was entrusted to a firm specialising in expensive motor cars. The time came when they decided the engine was in need of a top-end overhaul which they duly carried out. On the test run after the overhaul things went wrong and the owners were told that the engine "blew up", and that these motors were duds anyway. They recommended that a Gardiner diesel engine be fitted, advice which was taken.

Jim cannot vouch for the absolute accuracy of this information but believes any errors would be minor.

Here endeth the First Lesson According To Jim

What became of the Lagonda thereafter remained a mystery, and the next knowledge of the car came about in an unusual way. In the 50's Jim was commissioned by one of Australia's biggest and most prestigious companies to design and supervise the construction of a building in the middle of Canberra (a building that has won him numerous awards for its world first in functional design and aesthetic appeal over the years.) In his negotiations for the necessary consents to the development he established a very good relationship with a senior public servant.

Years later a student at the University of Adelaide sharing the same surname rang Jim, in his capacity as Australian representative of the Lagonda Club, to say that with his father's death he was no longer able to support himself at uni and keep his Lagonda. His father was that senior public servant, and he wanted advice on how best to sell his car. Jim knew it to be V12 14051 and that it was missing the original engine. Without haggle or inspection he purchased the car there and then over the phone and duly the student drove the car 1500 miles to our house in Sydney. The body and the chassis were in excellent condition, and the motor now fitted was from an Armstrong Siddeley Star Sapphire, also in very good condition.

In purchasing the car it was Jim's intention to some way obtain a V12 engine to install, and this did not prove easy. We had plenty of spares ourselves and over time, with the help of Maurice Leo and Ivan Forshaw sourcing more, a complete engine was assembled and

installed – something which gave us great satisfaction, another complete V12 restored and roadworthy.

About this time, 1979/1980, Jim received a phonecall from a Lagonda admirer from Tasmania who was in Sydney for a conference and wished to meet Jim and his collection. Recently he had bought from a second-hand car dealer famous for his infamy a DB 2.6 drophead which turned out to be fitted with a four cylinder Vanguard motor, so he sold it on. He came to our home for Sunday roast and Jim was delighted to find him a compassionate and worthy man. He was a Reverend who had left his parish to start a club-type of meeting place for the youth of Hobart who had gone off the rails and were mixing with the drug and criminal element. The success of this led to an invitation to him from the British Government to go to England and establish similar clubs, after which the Tasmanian Government commissioned him to do the same. Over lunch the conversation naturally included Lagondas and he was shown 14051 which he immediately fell in love with and would love to own. In respect for his good works and modest income Jim agreed to sell it to him at no more than it had cost us. We were quite happy to part with this car as it duplicated a short chassis saloon we already owned.

When the time came for delivery Jim realised that the cost would be beyond his budget; he also learnt that he had a daughter who suffered from an accident at birth and would always need care. Thus Jim despatched the car on a ship to Hobart and simply told the reverend to go and take delivery, that he admired how he had devoted his life to helping those in trouble and deserved some appreciation of his work.

The Reverend enjoyed ownership of the car for many years into the 21st

century, when he was made an offer of a very large sum of money (to him) which would allow him to set up a trust fund to provide for his daughter for the rest of her life. This would be a blessing to him, so he asked Jim for his consent to accept the offer, which was unnecessary as it was his motor car.

The purchaser was a person with, perhaps, too many conflicting business interests, so it is no surprise that ownership changed soon after bringing us to the present. The current owner, Owen Eather, we believe to be a fitting

person to be in possession of such a treasure.

V12 No 14051 is a car of historical significance (we believe). Before the war, under the supervised attention of one or more motoring journalists, this car was the first road car to cover almost 100 miles in the one hour on a public road – lack of continuous and suitable road the only factor frustrating the effort.

The new owner has declared his ambition to repeat this feat in the near future

Here endeth Jim's last lesson.



Left to right: Jim Whitehead, Graham Lawrence, Owen Ether and Mark Whitehead. Owen's car, 14051, is on the left.





See Ron Rezek's letter opposite.



Letters

Dear Ken,

I write in response to Michael Drakeford's letter in the Spring edition of the magazine. I agree absolutely with his suggestion for making available these nuggets of information which exist but are currently almost impossible to find. As a newish member who has just finished a 2 litre rebuild I can speak with some passion on this matter.

I sincerely hope that Michael's offer can be taken up.

Kind regards,

Geoff Lockyer

Dear Ken,

Thanks for printing the picture of my red M45 (page 28, Spring 2011) at the Quail lodge last August. I have owned this original tourer for three years now and have enjoyed touring and showing the car.

My M45 Lagonda with T8 body (chassis Z11165) was first registered in October of 1934 to Philip Pleydell-Bouverie, son of the Earl of Radnor. An Alvis full-synchromesh gearbox was fitted pre-war. Enclosed is a photo of BMH 965 testing its mettle at the Prescott hill climb(?) in 1948 (photo by Klemantaski). The next shot shows us at 11,000 ft on the Colorado Grand 2009.

Yours sincerely,

Ron Rezek

*I don't think the venue is Prescott, the background looks wrong, can anyone offer a better suggestion? Is it Firle?
K.P.P.*

Dear Ken,

I am collecting parts to reconstruct a redundant M45 saloon body to a roadgoing car.

After a brief mention in the October 2010 Newsletter, Mike Truter from Australia contacted me and offered me a

bulkhead which I have subsequently purchased and was delivered yesterday.

I have been keeping a record of any history that comes with the parts I have acquired and wonder if you can add anything to the bulkhead.

Mike purchased the bulkhead from a 'Doc' Young in Singapore in about 1980 as a replacement for one on his 16/80 which he was restoring and which had cracks, but when he examined the M45 bulkhead it also had cracks so he welded up his own and put the M45 bulkhead into store.

I can see no record of 'Doc' Young in the Register of Members, but Mike thought that you are or may have been a friend and may know something of 'Doc' Young's cars.

Do you know if Doc Young had an M45 and was this bulkhead from his own car or from another car which was dismantled for spares. If it was from another car do you know what car?

It's nothing more than curiosity and to give my completed car its history, but if you can add anything I would be grateful.

Best wishes for the New Year.

Peter Weir (W17)

*Doc Young died a few years ago, but can anyone else help Peter?
KPP*

Dear Ken,

The 2.6 in the lower shot, with the raffish looking Terry Thomas looked familiar... I guess they had big pigeons then, no wonder he had to get out for a fag.

Here's the car in The Motor, 1st March 1950 - though of course it's the 16/80, not 18/80!

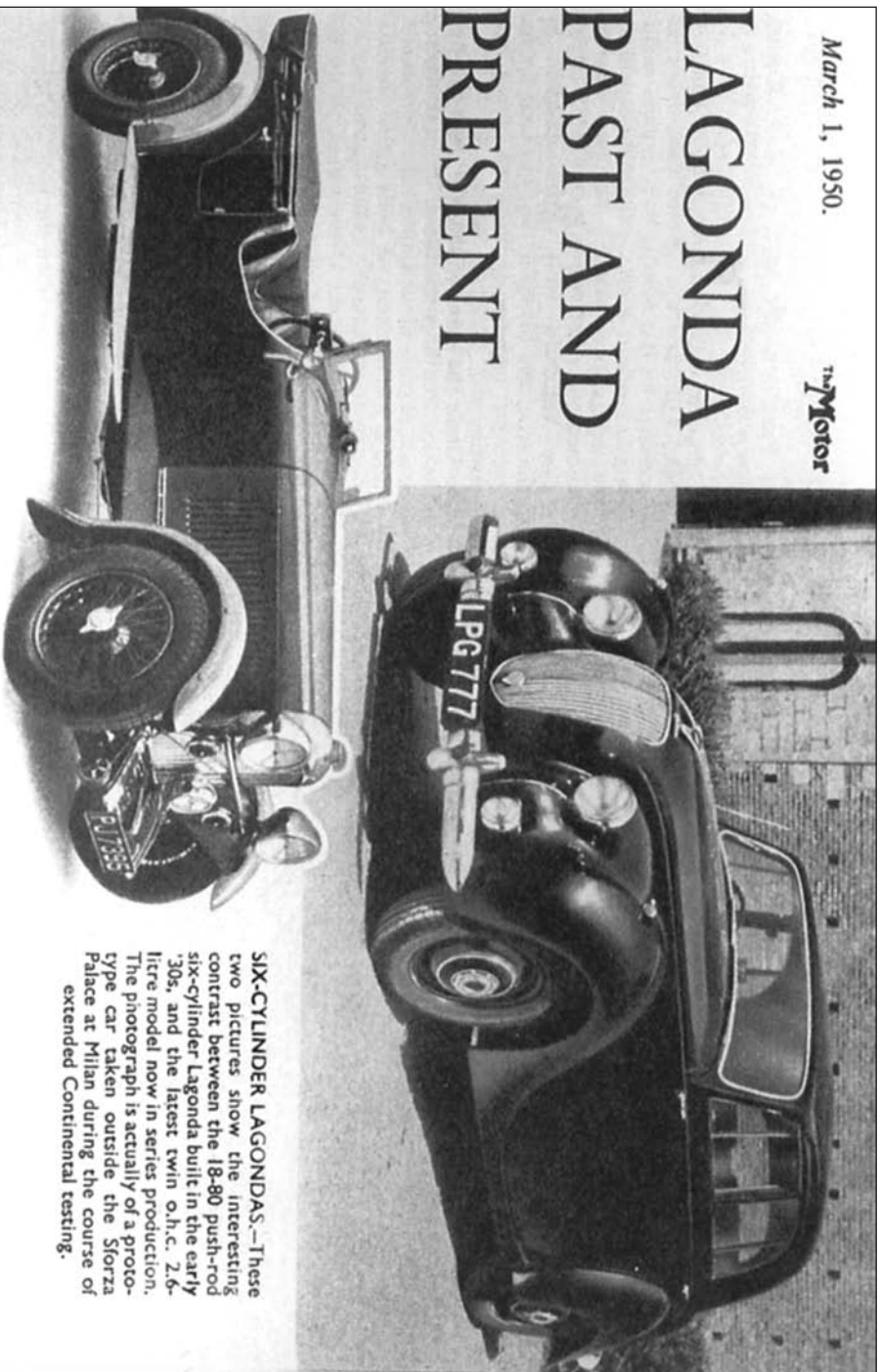
Regards,

John Stubbs

March 1, 1950.

TMMotor

LAGONDA PAST AND PRESENT



SIX-CYLINDER LAGONDAS.—These two pictures show the interesting contrast between the 18-80 push-rod six-cylinder Lagonda built in the early '30s, and the latest twin o.h.c. 2.6-litre model now in series production. The photograph is actually of a prototype car taken outside the Sforza Palace at Milan during the course of extended Continental testing.

The advert referred to in John Stubbs' letter on the previous page.

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



Brian Bishop and Charles Gray
Court Farm, Rag Hill,
Aldermaston, Nr Reading, Berkshire RG7 4NT
(approx 8 miles South off M4 Junction 12)

Works telephone/fax: - 0(44) 1189 712330
Mobiles: Brian Bishop - 07776 005633 Charles Gray - 07720 401845

e-mail: bishopgray@supanet.com

*Big Enough To Cope
Small Enough To Care
If You Have More
Sense Than Money
Speak To Us*

Telephone + 44 (0) 1189 326628

Contact Brian or Sue

*To experience a modern approach to engineering
coupled with old fashioned customer service*

brian@classic-vintagecars.co.uk

sue@classic-vintagecars.co.uk



www.classic-vintagecars.co.uk