



THE MAGAZINE OF THE
LAGONDA CLUB

Number 215

Winter 2007/2008

DAVID AYRE



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FRONT COVER:

*Lagonda LG45 de Ville, JM 3373 and
Lochranza Castle on the Isle of Arran.*

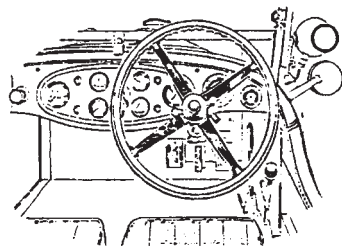
Photo: Mark Yeomans

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From the Driving Seat

Ken Painter



IT IS CLEAR, from the way that articles are submitted that more and more of our members are using computers. This is helpful, since fewer mistakes creep in to their text because I had difficulty with their handwriting! Better still, when articles are sent on disc or emailed, since the text is transferred directly onto my computer. But, and there always seems to be a but, well-meaning attempts to lay out the contribution as it seems to appear in the magazine cause endless problems and my plea to all computer buffs is to keep it simple. Remember that the magazine is printed in a different typeface and a different size from the ones you commonly use on your computer, so attempts to create the layout for me are never helpful.

If you are using a computer please send your contribution in A4 format, in single spacing, laid out in a single, full-page column, with no line spaces between paragraphs and with an indent to show the start of each new paragraph. The editorial machine is a Mac, which doesn't run Word for Windows, although it can read Word documents. In spite of many experts telling me that it should be able to convert a double column document into single column format, it simply doesn't work. Please, don't send articles in PDF format. These documents can't be edited and have to be copied into another format before they can be worked on.

For simplicity, I take your Word document and check it for mistakes, such as wrong spellings of names, rude or libellous comments (some contributors can be very rude about fellow members!), incorrect model names or years, or, spellcheck notwithstanding, simple spelling errors. I once received a very interesting article printed entirely in capitals and without a single paragraph break in several pages of text. That one took a lot of editing, but the finished result was worth it.

Once I am satisfied with the text, it is converted into the format you read in the Magazine, using another program, Quark Express. The document is then edited again, to check that all the text has been transferred correctly and to try to make it fit the available space more effectively.

When all the contributions are ready, I then create a 'paste-up' of the finished magazine, taking an old magazine and sticking copies of the new articles and pictures into place. This shows the printer what we want and perhaps one day we will describe the complex processes needed to convert your contributions into a printed magazine.

And now for something completely different... The Editorial fax machine 'retired' itself over the Christmas break and will **not** be replaced, so all future contributions must be either electronic or arrive by snail mail. A Happy New Year to my reader!

***Last date for copy for the
Spring Magazine is
... Friday 28th March 2008 ...***

Obituary, Michael Valentine

MICHAEL VALENTINE DIED of cancer in November. It was all very sudden, with only a short time between the initial diagnosis and his sad death.

He was born in Oxshott in 1928 and his father was a civil servant, who rose to high rank in the service. In 1937, the family moved to Edinburgh, following his father's promotion. On the outbreak of war his mother took her two young children to live in Cupar in Fife, as it was expected that Edinburgh would become a target for enemy bombers. In 1941, the family moved again to Guildford and, in September of the same year, Michael was sent to Shrewsbury School as a boarder, where he was put in the Classics stream. In his last year at the school he became Head of his House and, in 1945, he entered Corpus Christi College in Cambridge.

After graduation, he joined the Royal Corps of Signals for his National Service and was commissioned. He was then posted to Austria, describing his 18 months in Vienna as "surrounded by Russians, fulfilling his military duties and discovering opera".

Following his return to civilian life, he qualified as a chartered accountant, serving for six months in Nigeria in 1955 and marrying Shirley in 1957. In 1960 he joined Warburgs, the Merchant Bankers, who were to become the most successful City merchant bank of the 20th century. He remained with them for 28 years, becoming a Director in 1967 and Head of the Corporate Finance Division in 1972. During this eventful time he was head of its crack team and was pivotally involved in many great City events, including the defence of Allied Lyons from a hostile take-over bid, and the privatisation of British Telecom. In 1988 he retired as a Vice-Chairman of Warburgs and became Chairman of

Croda International plc, a post he held until 1999.

Michael bought his first Lagonda, a very tired 1936 LG45 DHC, in April 1958, this was not retained for long and was later replaced by his beautiful V12 DHC, a car he maintained to very high standards and rallied extensively in England and on the Continent. In the mid eighties he bought an equally beautiful Corsica bodied Invicta S type and his classic motoring fleet was completed with a Healey Abbott DHC.

He served on the Lagonda Club Board for some time, originally as the Invicta representative, but in truth as a fully active and very constructive member of the team, where his quiet good sense was greatly valued. He contributed many beautifully crafted letters and articles to the magazine, yet he was always a modest and self-effacing personality who will be greatly missed by all who knew him.

His funeral was held in St Mary's Church, Burpham near Arundel, an area he knew and loved. The Club was represented by Jonathan Oppenheimer, our Chairman-Elect, who knew and admired Michael for the unstinting help he had received during the restoration of his own V12. Peter Blenk, fellow Board Member and Michael Drakeford, Southern Area Representative. In accordance with the family's wishes, a donation was made to the Bobarth Centre for Children with Cerebral Palsy, a charity that Michael had quietly worked with as Treasurer for fifteen years.

We send our heartfelt condolences to Michael's wife Shirley, and their family, Josephine, Helen and James. James has inherited the Lagonda and we look forward to seeing him at Club events in the future.



Michael Valentine.

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We have enjoyed considerable success with Lagondas in recent times, and the lovely dark green 1936 LG45 Tourer continued the trend when it sold for £88,000 in our June Buxton auction.

Entries for our next sale are now invited
The Imperial War Museum,
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Club Policy on Publishing Technical Articles

Published once a year to remind new and old members!

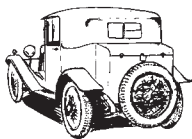
ONE OF THE many joys our Lagondas afford us is the pleasure of maintaining, repairing, restoring, and improving these charismatic old cars for modern road conditions and even for competitive events. Many trained, self-taught and would-be engineers, alike, enjoy reading technical articles. Unfortunately, publishing technical articles can expose the Club to an unacceptable risk of litigation, and this is the main reason that the Lagonda Club Magazine and many similar publications now publish such articles only rarely. For the same reason, most car clubs have ceased appointing technical advisors.

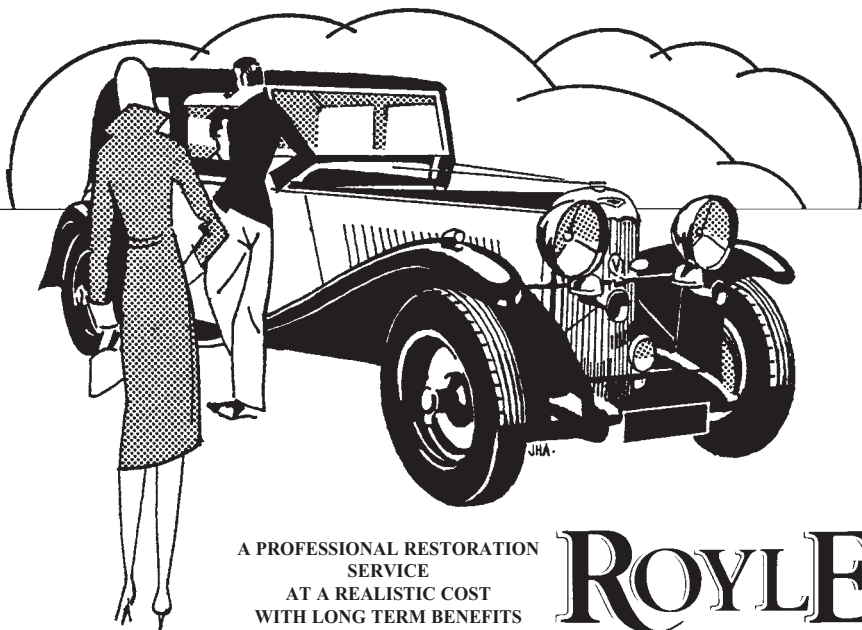
The interest in technical articles remains, however, and in order to respond to this interest, your Committee has decided on the following approach:

The Editor would welcome the submission of articles in which Members recount their personal experiences and discoveries in working on their cars. This might be the story of a complete restoration or the experience and findings in addressing a particular component, such as rebuilding the three-

brush dynamo, or overheating problems in the V12 engine, or timing up the new Two Litre cams, or drive line vibration in the LG6 and V12 models, or adding lights to the rear ends of our cars. The article should be worded as, "This is what we did, and this is what we found worked," rather than, "You should do this and use this product." The Editor, or his nominee, will have absolute discretion in editing any articles submitted for clarity, brevity, grammar and spelling, and he or his nominee may add parentheses when he feels that a comment is appropriate. Further, the Editor may request that another party review the article. Finally, the Editor is under no obligation to publish any article submitted and will reject articles that appear designed to promote the products or services of a particular individual or commercial concern.

It must also be understood that the publication of any article touching on technical subjects does not imply the Club's endorsement of any of the methods or products described.





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Return to Largs

Mark Yeomans returns a rare Lagonda LG45 de Ville to its ancestral home

ON 20TH JULY 1937, John McKellar Robertson of Noddsdale House, Largs, Ayrshire, accepted delivery of a new Lagonda LG45 de Ville saloon, registration number, JM 3373. Exactly seventy years later the sixteenth owner of this rare survivor was pondering how to get JM 3373 through three feet of flood water that covered the main road to Pershore in Worcestershire.

The story however starts some two years earlier. Maurice Leo had provided copies of the factory record for chassis number 12231/G10L which gave details of the cars first three owners. This together with a surviving RF60 cardboard log book and a file that came with the vehicle, detailed its entire ownership history. However our interest had been stirred to discover more about the man who first owned JM 3373 and lived on the Ayrshire coast just north of Largs. Little did we know that this inquisitive nature was to lead to a very happy reunion. An internet search on the Noddsdale Estate had produced an email address and a speculative enquiry was sent. The response was most pleasing. It transpired that John M Robertson's son, Peter, still lived at Noddsdale House and he remembered the Lagonda well, being 14 years old when it was delivered. Peter Robertson was delighted to hear of the cars survival and provided a lot of information about its early life and produced the original sales brochure! Most surprising was the existence of a photograph of the car when new. It is thought to have been taken by Robert Tinley, John M's chauffeur, and a copy was provided by Aileen, his daughter, who still lives in Largs. Prior to making contact with Peter Robertson, it was

discovered that the original vehicle registration records for the County of Westmorland existed in the Cumbria Records Office. It transpired that when John M Robertson had placed his order with Lagonda distributors Burton and Tweedy of Glasgow, he had asked them to secure a 'JM' prefix registration. This was achieved by the agents asking Dunning and Co. of Kirkby Stephen, Westmorland, to register the Lagonda and forward the necessary log book and tax disc. One imagines a small fee was payable for their trouble and the Westmorland County Archive still records the issue of registration number JM 3373 on 30 June 1937 to an Austin agent!

Such was the interest in the car and the supportive response of Peter Robertson and friends to our questions, it was decided to return the Lagonda to its original home. This was not as easy as first thought. The car required considerable mechanical work to ensure a reasonable chance of successfully completing a round trip of 800 plus miles.

Over the following months the work undertaken included: removal and resetting of all road springs including making all new chassis and spring bushes and fitting new shackle pins; a complete brake refurbishment; cylinder head removal, decoking and sealing of the head studs on replacement to cure oil fouling of the inlet side plugs; a replacement voltage regulator (after the original barrel type set on fire!); one rebuilt Vertex magneto and an electrical check-over including the installation of discreet flashing indicators; water pump and radiator refurbishment; new SU twin

fuel pump, carburettor overhaul and replacement of the fuel gauge float in the tank. Some minor repairs to corrosion of the cooling system aluminium castings were made and all new hoses fitted, including fuel filler hoses, followed by a complete lubrication/service. After all this work there was no way that the heaviest rain to fall on Worcestershire in 200 years (nearly six inches in 25 hours) would stop the planned return to Largs!

At 5.30pm on Sunday 22nd July 2007, JM3373 was driven onto a rather precarious trailer and towed by Landrover through 300 yards of floodwater, now down to a more manageable two feet in depth, along the B4104 to Pershore. Just after 6.00pm the car was unloaded from the trailer and set off on the first leg of its journey to the village of Dockray near Ullswater in the Lake District. This was completed in a little over 4 hours including a stop at Knutsford Services on the M6, an average speed of approximately 55mph.

The only difficulty encountered with the car being the passenger side wiper arm which refused to work whilst driving through a heavy rainstorm on the M6 in the South Lakes. The next day, Monday 23rd July, the final leg of the Lagonda's return to Largs was completed via Carlisle, Dumfries and Kilmarnock. This was a leisurely drive and included a short diversion to the ferry terminal at Ardrossan to check on arrangements for the ferry to the Isle of Arran on the following Thursday. On arrival in Largs and before driving up Brisbane Glen to Noddsdale House we stretched our legs on the sea front.

Fairly quickly the car attracted a group of admirers and a copy of the Largs and Millport Weekly News was thrust into our hands. Peter Robertson had contacted the editor and an article on the return of the Lagonda including the photograph of the car in 1937, appeared in the paper. Such was the local interest in the Worcestershire floods, a further article appeared a week later under the

banner headline "Lagonda beats floods to visit Largs"

Arrival at Noddsdale House some seventy years and three days after the car had originally been delivered was quite an experience. Peter and Elspeth Robertson were outside enjoying the warm sunshine as we came up the avenue and were absolutely thrilled to see the old car sweeping around in front of the house.

Over afternoon tea and home made cakes we shared our experiences of how we managed to escape Worcestershire's problems, which had included wading through waist deep floodwater with luggage on our heads, to get our son to the coach for his school trip to South Africa! Over the next few days we were able to meet a number of people who remembered the Lagonda and had very happy memories of Noddsdale House in pre war years.

Ken McKenzie, son of the Head Gardener and Janet Clark daughter of the Gamekeeper were school children when the car was new. Ken produced a number of photographs of the estate in the mid to late 1930s and one showed a circa 1935 Wolseley saloon with a 'JM' prefix registration, thus proving that John M personally requested registration numbers bearing his first initials.

Family and friends gathered for lunch on the Tuesday and Peter and Patty Kewney drove to Largs from their home near Ayr in a 1922 Sunbeam. Later in the afternoon a trip in JM3373 along the coast to Wemyss Bay was most enjoyable and the comfort of the long wheelbase Lagonda de Ville was praised by all. After tea we presented Peter with a Lagonda Club umbrella which he was delighted to receive.

During our few days at Noddsdale, Peter was able to give a lot of information about his father, John M Robertson. He was the son of a ship owner (William Robertson of Glasgow) and was one of the early adopters of diesel oil engines to power ships in replacement for steam

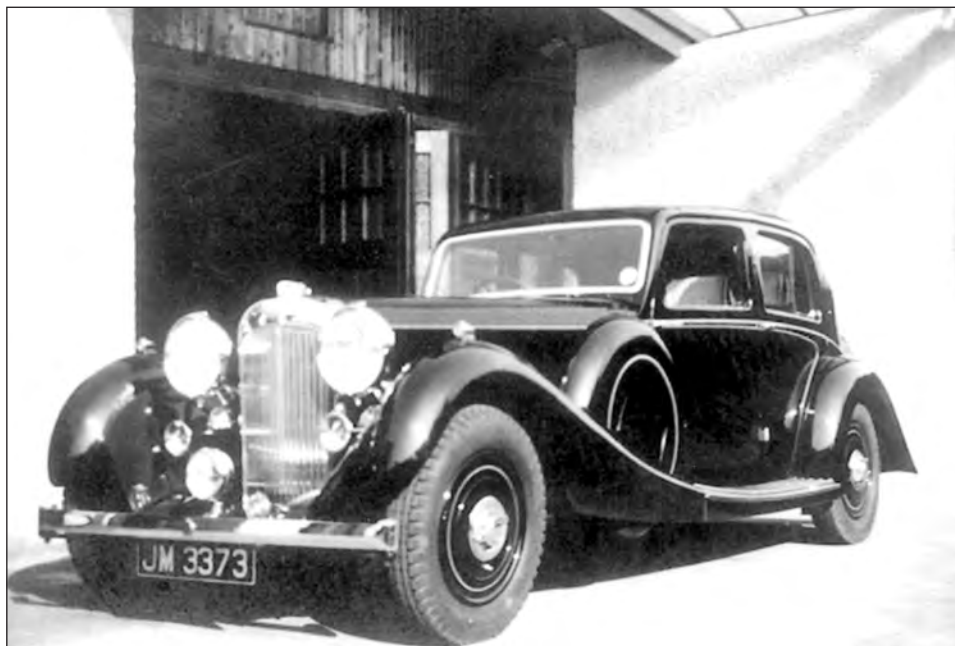


The road to Pershore, Sunday 22nd July 2007. JM 3373 high and dry!

Photo: Mark Yeomans.



Peter Robinson and Mark Yeomans, Noddsdale House, Largs.



The Lagonda outside Noddsdale House, summer 1937.



and in the same place, 24th July 2007.

engines. This gave distinct advantages in terms of cargo capacity and efficiency. The company had over forty ships under the banner of 'Gem Line' being primarily engaged in coastal waters carrying ore and stone.

John M had a distinguished career of 27 years in the RNVR. He built and presented a Drill Hall and equipment to the Glasgow Sea Cadets Corps and along with Dr J Donald Pollack bought and equipped HMS 'Dolphin' as a Boys Recreational and Sea Training Centre in Leith.

During the 1920s John M had the racing yacht 'Lady Anne' built at Fairlie just south of Largs and he competed in the 15 metre class. The 'Lady Anne' still exists today in the hands of a Spanish banker who after restoration returned her to Fairlie just a few years ago. Needless to say as with JM 3373, Peter and his family were delighted to see her.

John M was a great Bentley enthusiast and he once drove his car from Noddsdale to Glasgow in 45 minutes, something unheard of considering the state of the roads at the time. Peter feels it likely that the reason his father ordered the Lagonda de Ville was because of the association W O Bentley had with the Lagonda Company.

On delivery, JM 3373 shared the garage with a 1935 Bentley saloon, of which another period photograph was produced. In consequence the Lagonda was used sparingly. Its main journey was from Noddsdale House to Wemyss Bay railway station each morning, for John M to catch the train to Glasgow, the chauffeur returning early evening to collect him from the station. Peter recalled a family outing down the side of Loch Lomond, and remembers thinking the big Lagonda was most unsuited to the winding roads of the time. Indeed on one occasion JM 3373 had become 'stuck' on the top of one of the small hump back bridges that span the numerous burns and had to be pulled off by tractor!

Sadly John M Robertson died in

April 1939 aged just 54. Peter remembered the car being put in the garage, possibly on blocks. He cannot recall exactly when the car was sold, but it was certainly during the war years "when the 'men of figures' decided they needed their fees!" Peter recalled being very upset by the low price the car was sold for at the time. He could not remember the exact amount but Elspeth believed it to have been in the region of just £40.

On our last full day at Noddsdale House, Peter and Elspeth were chauffeur driven along the coast to Gourrock stopping briefly, for old times sake, outside Wemyss Bay railway station. At Gourrock, near to the World War II Memorial to The Free French, we stopped at one of the viewing areas to enjoy the wonderful views across the Firth of Clyde to Holy Loch and Loch Long. It was a very pleasant run and Peter was most complimentary about the comfort of the car and surprised to learn that the leather seats in JM 3373 were still those his father had sat on!

On the morning of Thursday 28th July we said our goodbyes and made our way to Ardrossan to catch the ferry for the 55 minute crossing to the Isle of Arran. When booking the ferry we were pleased to see that a Lagonda LG45 de Ville, with the 11' 6" wheelbase, is just 2" inside the 5 metre limit at which you pay the commercial fare. Fortunately, the weight, at 39cwt, did not come into the equation. However, our ferry tickets had arrived showing 'Reg No: JM 3373, Make: Renault.' On checking why the car was now French, we were told "our computer didn't recognise 'Lagonda' so we gave you the closest we could find...'Renault ...pause...Laguna!' The cheek of it!

On arrival on Arran we drove to the Kilmichael Hotel, near Brodick for a five day stay, which was truly excellent. However, the hotel driveway of about half a mile was unmade and had to be navigated very slowly as the occasional pothole was quite deep. Such challenges

were minor when compared to some of the roads in the south of the island which had to be approached with care in such a long car possessing a fairly large turning circle. The weather on Arran was particularly good and we much facilities having the Lagonda's sunroof open as we explored the island. A most enjoyable visit was to Lochranza, in the north of the island, to the Arran Distillery for a tour and tasting. Whilst at Lochranza, the Paddle Steamer 'Waverley' docked and we were able to go on a one hour cruise, before it returned along the Firth of Clyde to Glasgow. This 'cruise' gave us the opportunity to view the mountainous coastline of the north of the Isle which is inaccessible by road, it was most worthwhile.

On our second day in Arran we encountered a problem with the car's exhaust which looked to be fairly serious. The exhaust down-pipe, just below the manifold had cracked, was leaking gases and in danger of dropping off. The crack was seemingly around a weld, which following consultation with the local garage, turned out not to be a weld but brazing. This joined a short section of the original exhaust in steel (which bolted to the manifold) to a replacement section running down and then along the passenger side chassis rail. This section was solid copper! With no brazing facilities to be found, the Arran hardware shop, a true emporium of everything you could possibly want, supplied fencing wire, Gun Gum exhaust paste and an exhaust bandage. The 'temporary' repair survived the Arran roads and our return journey, which included a couple of days in Borrowdale in the Lake District.

On Sunday 5th August, just a few days after we returned home, we set off to the VSCC Prescott Meeting where we met up with Robin Colquhoun, who was present with his 2 Litre. Robin had owned JM 3373 between January 1965 and July 1967 and used it as his everyday transport. Robin has fond memories of

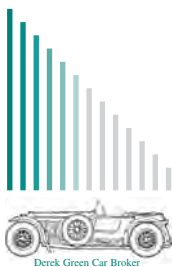
the car and its power compared to his 2 litre. However, due to its high fuel consumption, he eventually traded it in for an Austin.

I showed Robin the exhaust repair carried out on Arran and as I closed the bonnet Robin said, "Yes, I seem to remember something about the exhaust and some copper pipe" It had lasted well!

On our arrival home from Largs, via Arran and Borrowdale, we checked our mileage and found JM 3373 had covered some 1107 miles. Even allowing for an over reading odometer, this was a lot of miles for a car that had covered less than 20000 in the preceeding 40 years. Throughout the holiday the big Lagonda saloon was most comfortable and performed extremely well coping with a whole range of road types from motorways to surfaces fit for the off road stages of the RAC Rally. Least enjoyable was the 'tram lining' encountered in the grooved tracks of Heavy Goods Vehicles on the inside lane of the M6, particularly bad in Lancashire.

Our tour also contributed to the promotion of the Lagonda marque. We simply lost count of the number of times we had to explain to people the origins of Lagonda and that the car was not an Aston Martin. That said, at least that assumption demonstrated more awareness than the person who with complete assertion told his young son that the car was "definitely Italian!"

Looking back we are still amazed at how a small amount of research two years earlier had produced such an unexpected outcome. The return of Lagonda de Ville, JM 3373 to Largs had rekindled memories and given considerable pleasure to all those who recalled the car during the pre war years. For our part, we had enjoyed our holiday, made new friends and there was immense satisfaction in completing such a long journey in a car Elspeth Robertson has described as 'The Marvellous Blue Lady'.



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Whether you are buying or selling, do talk to me.

I hope you all had a good summer motoring. After an 18 year rebuild my M45 Rapide is now fully run in and we enjoyed several Club and Brooklands meetings.

At the moment I have for sale on commission the following cars: -

1934 Lagonda M45 Tourer

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1955 Bentley Mulsanne Turbo

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Email. johnbatt@lagonda.wanadoo.co.uk





Picnic time at the Singleton meeting.

Photo: Valerie May.



Nice to see Alex Ruger and his partner at our meeting.

Southern Area Diary

Michael Drakeford reports on the year's activities

THE SPRING STARTED fine with the Drakeford family booked for Dorset as long standing members of the Fitton gang. An over subscribed gathering at a full Morton House Hotel, was bathed in sunshine for the whole week. The event has already been fully described by the eloquent Richard Reay-Smith, writing under his pseudonym of 'Robin' in the summer edition of The Lagonda.

Whilst it was an event heavily supported by Southern Area members, it was independently organised, and the Southerners' year started, as ever, with a pub meet at The Cricketers Arms, Wisborough Green in April.

In May, Patrick Daniell favoured us with coffee at his charming garden in Itchen - Abbas, which he is pleased to open occasionally to the public during the summer. This was a precursor to a lunchtime visit to the National Trust property, Hinton Ampner, just a few miles away. As ever, we were allowed to park in a prominent position, this time to the front of the house, where the public were able to share a view of our cars along with the magnificent property and the gardens.

The fickle British weather decided to impact on the next two events attended by members. This was, first, the fabulous Brooklands Centenary Festival in mid-June, and, at the end of June, the Brooklands Society Reunion. The former was astonishing in its size, and variety of cars and other vehicles, although there were rather a lot of modern Mercedes being driven round the track on two wheels.

The Reunion offered even worse weather than at the Centenary celebrations, and rather than the 20 or so Lagondas seen at the event over the previous two years, only six turned up to see if their cars would float away in the car park. The Robbie Hewitt Trophy was won by Richard Reay-Smith in his M45. Chris Hobbs had a bit of clutch trouble, and Arnold Davey and Derek Green were at hand to provide advice.

Still ringing the changes, we held a picnic at the Wealden and Downland Museum at Singleton. This had previously been an event organised in the 1980s by Valery May. She and Tony, joyously turned up, as they do for many of our events. Members enjoyed a splendid guided tour of the exhibits.

The Lagonda Weekend at Aldermaston was followed by a return visit to Wisborough Green. For the first time, after attending this venue for some years, there was an element of double booking. As luck would have it, the event was blessed by the best weather of the year. The turnout was such that the car park was full, and late-comers were parking elsewhere. An estimated 27 cars plus over 60 supporters turned out. It is at times like this that organising events seems so worthwhile. The niggle about our indoor seats being taken was hardly noticed as we sat outside, sharing the warm Autumn sunshine with our steeds.

Not surprisingly, the weather broke for the VSCC Sprint at Goodwood on the following Saturday. Few turned out to watch Tim Wadsworth and Nigel Walder take part. Nevertheless, it was a pleasing end to a good year.

The Suffolk Dinner

Saturday 15 March 2008, 6.45pm for 7.15pm
at

The White Lion Hotel

Market Cross Place, Aldeburgh

Creamy Broccoli & Stilton Soup with Smoked Bacon



*Brown Shrimp & Avocado Salad with a Spicy Marie Rose Sauce
& Crisp Bread*

or

Grilled Haloumi Cheese on a Greek Salad with Herb Dressing



*Roast Fillet of Pork, Braised Savoy Cabbage with
a Calvados Sauce and Seasonal Vegetables*



Lemon & Lime Bavarois with Raspberry Coulis

or

French Apple Tart with Rum & Raisin Ice Cream



Filter Coffee and Rum Truffles



This year we welcome Peter Merrick to reminisce about interesting Lagondas
and owners worldwide.

Gary Guiver Gong award for the Rapier coming furthest. Dress optional.

Vegetarian main course available if stated when you order tickets –
see flyer for details.

Tickets £29 each + s.a.e., cheques payable to Mike Pilgrim, from Little Orchard,
Bredfield, WOODBRIDGE, IP13 6AW, by 29 February latest.

The White Lion, tel. 01728 452720, offers rooms, or for details of other
accommodation contact Mike on 01394 382773. Book in good time!

ALSO – on Sunday 16 March



Meet for lunch, from noon onwards at the Old
Mill House, Saxstead Green near Framlingham

Bring your Lagonda!



A Very Special Lagonda

Alec Downie and Stephen Matthews detail the unusual history of their LG45 Saloon

ON 17th JULY 1936, the Lagonda Agents Kevill-Davies & March placed an order for an LG45 chassis no 12146. This left the factory on 2nd September for delivery to Freestone and Webb, who fitted a very elegant “razor edge” body in time for the car to appear on their stand at the Olympia Motor Show in October. They had four cars on display, a Bentley, and Alvis, a Daimler and the Lagonda.

On 25th february 1937, Kevill-Davies & March shipped the car to New York via Southampton to the dealer Fergus Motors, whose plaque still adorns the glovebox lid. Fergus Motors then supplied the car to its first owner, Mr A a Chandler of New York.

On 1st July 1946 the car had a new a owner, Mr Z L Sia of Shanghai. Mr Sia bought the Lagonda as part of a batch of four cars imported from the USA, the Lagonda, two American Ford V8s and a Studebaker. The import docket states “Consular Invoice” so perhaps they were destined for consular service.

On 28th December 1946, Sia sent the Lagonda’s engine and gearbox back to Staines for overhaul. The cost of the freight, import duties and the repairs was considerable. The overhauled engine and gearbox arrived back in Shanghai on 1st December 1947, but no sooner had they been refitted, than the communists took Shanghai and the owner of the Lagonda was branded a Chinese capitalist and class enemy.

The Lagonda was now laid up in Shanghai until Mr Eric Barrett heard of the car and bought her on 7th March 1950 for Yuen 25,350.00 from Haifong Motor Company, with only 300 miles on

the new speedometer - he noted that there was still a Pensylvanian Turnpike sticker on the windscreen. For two years, Barrett was able to drive the car only within the city of Shanghai.

In 1952, Barrett transferred back to Hong Kong and the car followed him. However, there was little opportunity to cover great distances, due to the size of the colony. In March 1956, Barret and the car returned to England, the car was first registered in the UK in April 1956, only to return to Hong Kong in 1957. Then, in 1960, Barrett and the car went to Shingwa, Japan; in 1962 they once again returned to Hong Kong.

In 1972, Barrett and the car returned to England, only to leave in 1975, but this time for New Zealand. In 1979, Barrett and the LG45 made the short trip to Perth, Australia. Then, for the final time, in 1985 Barrett and the car returned to England. Barrett reported that in his 37 years of ownership the car had not been in an accident, she did tend to overheat and had had a new radiator in 1957 and additional slats fitted in the bonnet. While in New Zealand he had the car repainted, but kept its original black. He covered only 35,000 miles in the car in the 37 years, but about 190,000 by sea!

So why did the car cover so many miles by sea? Barrett worked for Butterfield and Squire, a trading company with a huge reach who had their own shipping fleet. Barrett obviously cherished the car and, as he moved within the Company, so the car followed.

In July 1987, John Oliver, the then Spares secretary of the Lagonda Club, acquired the LG45. Although still very original, the engine was tired, so it was once again re-built. Then, in 1992, Alec Downie acquired the saloon from John Oliver. It joined an impressive stable of Lagondas, but surely no other Lagonda has such a provenance of travel. By February 2007, the speedometer read some 37,000 miles, the car is in fine fettle and Stephen Matthews became a co-owner of the car with Alec.

So far, the car has had many registration numbers:

New York:	NYK
China:	04-1199 (Nationalist) 3 001109 (Communist)
Hong Kong:	3941 872 3175 AF 2532 AX 7954
UK	92 APG
Japan:	36-87
New Zealand:	IP5555
Perth, Australia:	6XL 573.



The car in Hong Kong, 1952.



and in England in 1997.

3164

汽車駕駛人聲請登記考驗書 (第、聯)

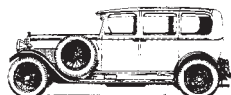
普通字第 328133

聲請人	姓名	W. E. BARRETT		出生日期	1918. 7. 22			
	籍貫	英國		性別	男			
	出身	中國上海		簽章				
	現在住址	武康路106號						
	永久住址	全上						
	何處學習	英國學習在香港領有執照						
	曾任職務	上海太安公司保險部職員						
	曾駕駛車輛種類	廠牌	奧田汀	類別	轎車	時間		157
	牌及時間	廠牌	馬亞斯	類別	轎車	時間		157
	申考執照類別	學習駕駛		副駕駛	正駕駛			
保證人	姓名或商號	W. J. ALLEN 歐倫老馬路		簽章				
	職業或營業種類	上海太安公司保險部老舖						
	住址	武康路106號						
體格	保證人應保無下項情事：(一)冒領執照或受過吊銷通緝之處分者 (二)現役軍用駕駛士兵或受過開革通緝之處分者							
	身	1.58 F 6 R 48		考驗科目	滿額	評定分數		
	體重	71 K 9			分數	小型車	大型車	機器腳踏車
	體格	強健			口			
	視力	左 1.5	右 1.5		交通規則	10		
	聽力	左 正常	右 正常		地理常識	10		
	辨色力	正常			機械常識	20		
	有無惡疾	無			技術考	30		
	醫院	第五醫院			術路考	20		
	院址	乾平路41號			總計	100		
醫藥	醫藥				科目	滿額分數	評定分數	
	醫藥			淺近文字		50		
	醫藥			圖表圖解		50		
	醫藥			總計		100		

老馬路
第五醫院

一九五〇年六月五日

June 1950. Barrett's Owner's Document - complete with 28 stamps!





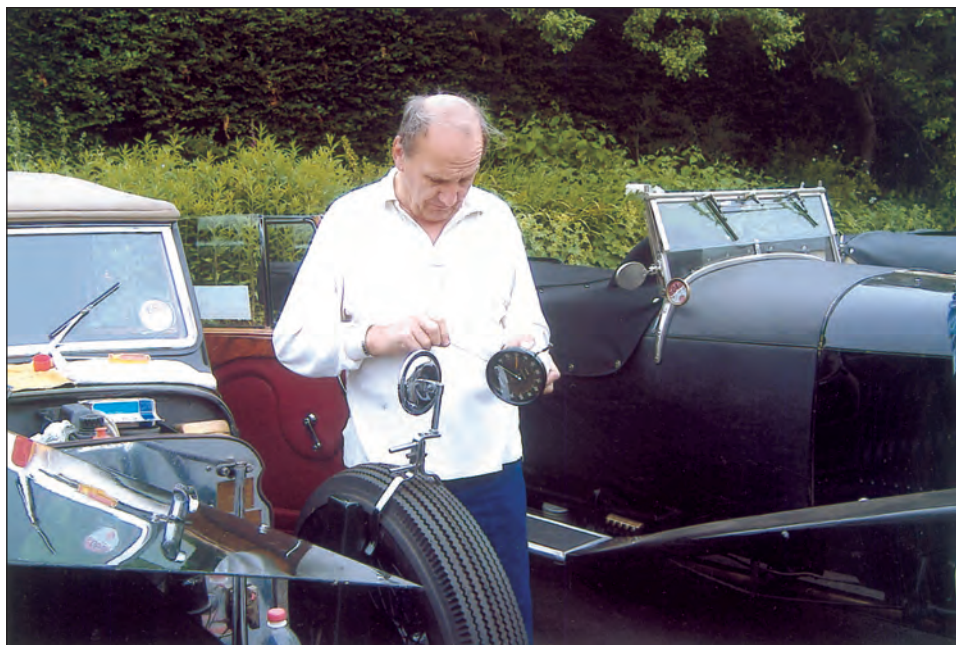
*John Loveridge and Martin Campbell, over from Ireland for the Northern Gathering.
All pictures by Roger Firth.*



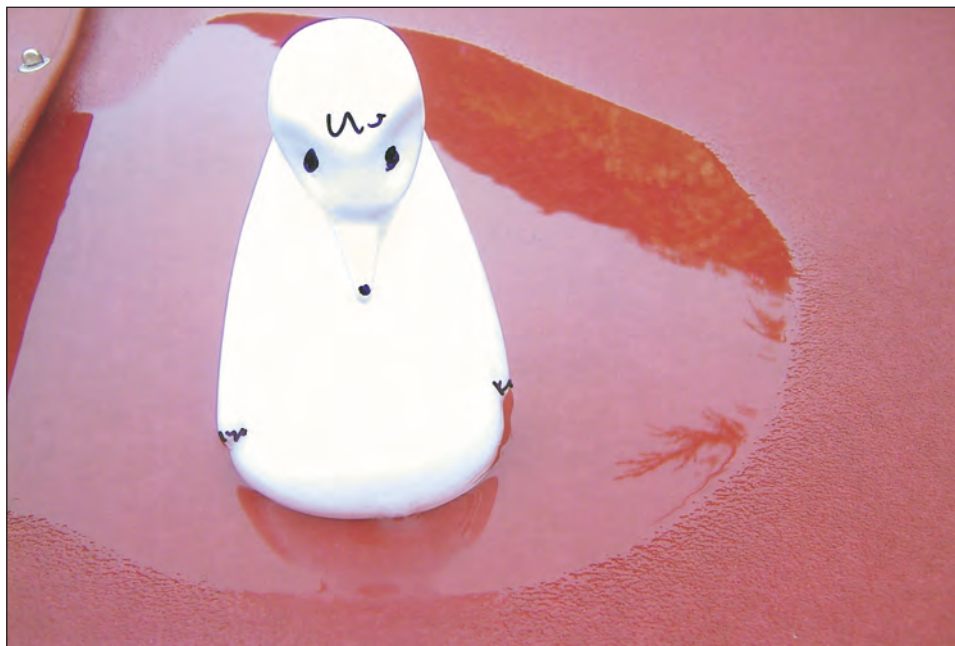
DB 3 litre and DB 2.6 litre. Can't have too many pictures of these fine cars!



Who made the Chairman smile?



Robert Miles tries to make his car go faster.



The morning after the night before...



The Gilkes and the Oppenheims enjoy a liquid lunch.

The Northern Gathering. 10th to 14th June 2007

Editor's Note: This report is, sadly, incomplete, as the original version was lost in the post, possibly a victim of the postal strike. What follows is a combination of the contributions from Roger Firth, the event organiser, and the Llewellyns. Our apologies go to the authors whose contributions are probably on a sorting room shelf in a post office far, far away. K.P.P.

Saturday 9th

At 06.15 the sun was shining as predicted in the Look North weather report. We set off for the VSCC Oulton Park meeting and arrived there at around 08.30 to a goodly number already in attendance. This was the 3rd event of a three year contract, and I suppose the bottom line will be the deciding factor as to the VSCC using the venue again.

This was a great opportunity for starting the Northern Gathering and many people included the event in their journey north to Gibbon Bridge. It appeared to me that we had more Lagondas then ever at this year and what a splendid show our members put on, gleaming cars and of course the drivers looked quite smart at times as well. Nick Hine certainly entertained the crowds with a well deserved 1st place.

Tim Gresty is the VSCC boss man for this meeting, and his attention to detail and his organising abilities make him the ideal man. The concours event is also under the control of two Lagonda club members, where would they be without us?

Over 25 years of organising Lagonda events makes thinking up new and different ideas a little difficult but the event appeared to be to everyone's expectations, or at least the letters indicated this.

We had expected 25 cars in total on the event, unfortunately, Bill and Sue Spence were at the last minute unable to leave Orkney and were sadly missed, and Julian and Jesse Reisner's Delage had not passed its MOT, and they came in a modern, next time they have promised to have the 2 Litre ready!

Sunday 10th

Having handed over the keys to the four manual Lewis for the duration, the necessity to rush around at noon was alleviated, so a leisurely morning transpired and we set off for Chipping at around 14.00 hrs. Upon arrival it was not long before John Longridge and Martin Whitehead also arrived.

They had crossed over from Ireland to Birkenhead on the Saturday night ferry, and quite sensibly arrived at Gibbon Bridge via Martin's daughter's (Jan's) Marble Brewery in Manchester to collect supplies of Lagonda IPA for us to consume during our off driving time.

They had clearly been sampling the splendid nectar and gave it the thumbs up, on Thursday, they returned to Birkenhead in the opposite direction to which they arrived, and took in the brewery again, perhaps they returned the empties.

Some people sampled afternoon tea whilst other rested themselves ready for dinner at 20.00 hrs

Monday 11th

Following a splendid breakfast, as you have always come to expect at Gibbon Bridge venturing forth into the car park in what was to be a most splendid day reputed to have reached 27 degrees. The cars were further inspected again before setting out for our journey via Garstang and Bonds Ice Cream



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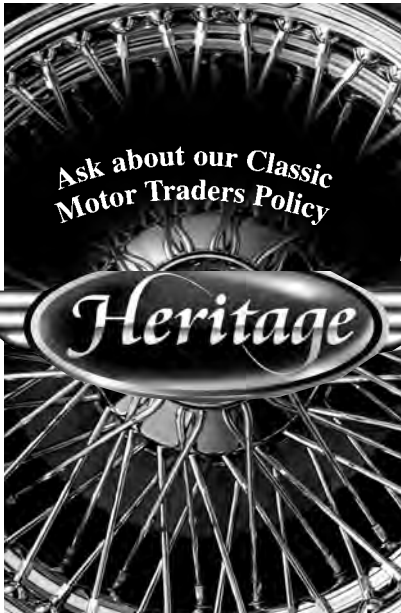
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Parlour at Elswick to eventually arrive at one of Lancashire's hidden gems The Plough Inn at Eaves. They do not normally serve food on Mondays, but agreed to open the restaurant for the nice Lagonda people, this was very much appreciated, together with the superb Thwaites Ale.

We were joined by some other members, including John and Hilda Davenport in the Works LG 45, Rapide, and George and Janet Proud in the splendidly restored LG 45 Saloon, John and Vivian Breen who had been at Oulton Park on the Saturday eventually found us, John and Ruth Turner arrived via Alan Brown's workshop, where some mechanical problem was put right.

A free afternoon was enjoyed, some people returning via Knott End and others via the suggested route traveling through Stoneyhurst College at Hurst Green. Dinner at 20.00 hrs was enjoyed by all.

Tuesday 12th

Relaxed breakfast again but a day which was showing signs of not being very friendly to people in open cars, and plenty of mist on those hill tops. We were joined by Nigel and Diana Bradshaw who are members of the Bentley Drinkers Dealers Drivers Club in their 4.5 litre VDP Tourer. Our route took us via Dunsop Bridge, where the Owl Eagles had hatched their young a few weeks earlier and past the famous Puddle Ducks Café, then over the moors into Yorkshire for coffee at County Harvest. Ingleton.

The Fenwick Arms situated on a very steep hill at Coughton, was, amazingly, severely flooded to a depth of three feet in 1956. Fortunately the water had not reached that depth on this very wet day as it was the luncheon venue for the 16 occupants of four Lagondas.

Following that, on the Homewood trip passing Quernmore Towers, another story was revealed when the 2 litre paused after its long climb through the

murky rain. On the site of this Area of Outstanding Natural Beauty (AONB) in 1973 during the excavation of the intended car park a 7th century unusual burial was bought to light. Some hair, several finger and toe nails remained from the body, but more especially, a large woollen shroud in which the body had been wrapped was well preserved.

The coffin had been made by splitting a trunk of an oak tree and each end hollowed out. Radio Carbon analysis of the timber revealed the date, thus making this burial particularly rare and important. The shroud is particularly well preserved and may be seen in the Lancaster City Museum.

On returning to Gibbon Bridge the enthusiasts were not deterred in doing running repairs in the pouring rain while those who were already soaked sought the luxury of their private Jacuzzi. In the evening Janet (Gibbon Bridge owner) was thwarted by the weather as she had intended to entertain us with a barbeque in her new garden. This is an addition to the original garden and only completed recently. However the menu was modified and we all enjoyed a delicious buffet in the dining room.

Wednesday 13th

The discussions at breakfast were of course about the tremendous amount of rain we had again overnight, and what was the rest of the day going to be like. I took Janet Simpson for a spin in the Rapide and Beryl hitched a lift in Mike Fishwicks 2.6 saloon, it turned out to be a very wise move on Beryl's part, Janet did not return to the Hotel in a similar state, she insisted that I did not put the hood up and had not taken a hat. Not to worry, a hot bath soon put her in form to prepare dinner for 20.00 hrs.

Travelling north, and coffee at The Moorcock Inn just north of Waddington, we met up with Alan and Angela Whitehead in their splendid M45 saloon, they had been delayed due to the Isle of Man TT from which they had returned

the previous evening. We visited one of Yorkshire's best kept secrets, The Angel at Heddon, then to Grassington and Kettlewell, some people ventured further and took in Aysgarth Falls, Hawes and returned to Gibbon Bridge via the famous Ribble Head Viaduct on the Settle/Carlisle line.

Cyril Hollingworth, 3 litre tourer, joined us for dinner, entertaining us to a couple of his splendid monologues.

It's now all over, so, following another superb breakfast and settling our extras accounts, we set off for home once again in dreadful weather.

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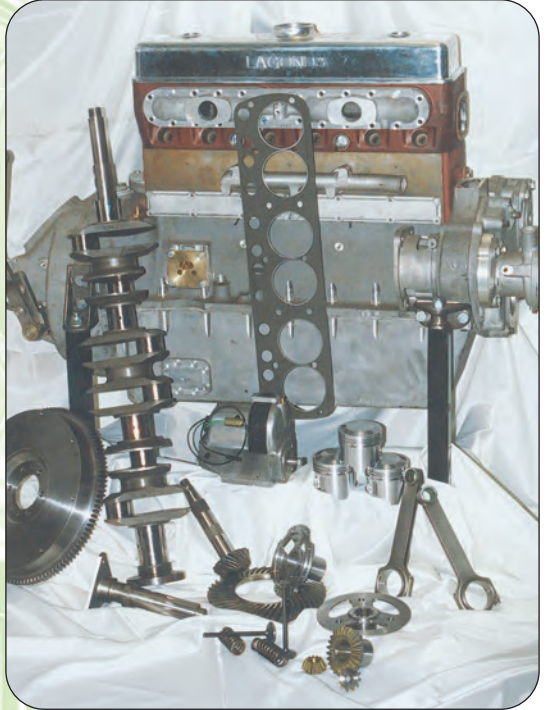
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Overnight stop at the Hotel Le 1748.



Beautiful houses on the Alsace Route du Van.

Discovering France in search of Bugatti

David Stone-Lee visits a very special museum

IT'S THE FIRST day of our expedition to Alsace and we are surrounded by sheep on the Romney Marshes instead of meeting our appointment for the channel shuttle to Calais. Not a good start, but eventually we are on our way an hour later than scheduled.

I was confident about our pilgrimage to Mulhouse to see the Schlumpf Collection of Bugattis - until an Aston Martin owner friend was astonished to be told that Polly and I were going it alone in HJW900 rather than en masse with a Lagonda Club trip. The word brave was mentioned or was it foolhardy!

So far so good! Arriving at our first stop over at Aisonville et Bernoville at the Hotel "Le 1748" and enjoying a delightful supper beneath the magnificent vaulted ceilings of the converted stables of the castle of Bernoville.

The next day we enjoy lonely country roads with very little traffic while crowds of people are collecting the Champagne harvest from the vineyards; but no sign of a petrol station. By now I'm beginning to pray that the magnetic fuel reserve switch I fixed a year ago was still working. Thankfully before we ran dry we found a village petrol pump - leaving us free to take in the run of Champagne cellars and the sight of numerous World War 1 battlefields and memorials to the tragic loss of life for so many young men.

We have 200 plus miles to cover on day three, this time using motorways which are a bit scary especially as we

have been told that motorway breakdown services have to be called from roadside phones and not mobiles; could be a long walk. We navigate around Strasbourg thanks to TomTom and find our hotel in Lingolsheim on the City outskirts.

It's nice to abandon the Lagonda for bus, tram and barge for a morning to discover Strasbourg - standing at the crossroads of Europe halfway between Paris and Prague. We move from there along the picturesque Alsace Route du Vin taking in historic towns with cobbled streets, medieval timber-framed houses and masses of flowers - all these places seem to be rivals in a prettiest town competition.

At Mulhouse the one way street system is a nightmare. Having discovered most of the city and all the places that had been recently pedestrianised together with the no right turns several times over, we found the inaccessible rear to our hotel. Polly trotted off to the front entrance returning with the information that we must take a normally illegal right turn, drive along the tramway when the gates to the Hotel's parking would be specially opened. To our amazement this scheme worked without serious incident.

Our sense of direction perks up when it comes to finding food, quickly stumbling across a culinary treasury in the heart of old Mulhouse. Near the 16th century, trompe l'oeil covered former Hôtel de Ville is a delightful winstub (literally "wine room") a traditional Alsatian restaurant where we enjoy one

of the local specialities baeckecoffe, a sort of meat and potato stew accompanied by a bottle of regional Riesling.

Now we've reached the object of our quest - our visit to The Schlumpf collection but first we have to negotiate that tramway once more. Drive along the tramway for about a mile before transferring to the road we are told by the hotel. This seemed a bit strange as it looked quite possible to descend a kerb and get onto the road in about 100 yards, anyway who are we to argue with the locals. After about 150 yards we are halted by a fairly stern official whose badge seemed to indicate that he was a tramway chief of police who in no uncertain terms tells us the error of our ways and so the kerb is negotiated and within a mile we arrive at the National Automobile Museum.

Fritz Schlumpf's passion for luxury cars is in evidence everywhere in this museum and passion has been the goal of the renovation of the museum undertaken in 2000.

The main room is breathtaking - 800 lampposts copied from the Alexander III bridge in Paris together with a stupendous collection of cars displayed with atmospheric backdrops. And that's quite apart from the fact that examples of almost every Bugatti model made are on display here - including two of the only six Bugatti Royals made. We probably needed two days to take in everything but our schedule demanded that we move on after lunch.

The journey from Mulhouse to our next hotel turns out to be a trifle difficult as the hotel ended up being 30 miles away from where we thought. There are other complications on the way in the form of lost electrics: fuel gauge, indicators, brake lights and that saviour on occasions the Kenlow electric fan. Luckily all is mended with a replacement fuse although a degree in contortionism would have aided the

process for a 60+ geriatric, nothing that wasn't cured by a good steak for supper and a delicious selection of local cheeses.

It's Saturday, the sun is shining and it's warm so down with the roof and chart a route via D roads for the Chateau d'Ancy-le-Franc in the charming village of the same name. At last we have quenched our thirst for deserted roads only occasionally blocked by a tractor towing tonnes of grapes with the wind in our hair and ending up at an idyllic French village with church, cemetery, chateau and charming café overlooking the village square.

We meet a group of Lancia owners in the grounds of the chateau who are touring the Burgundy and Franche-Compte region and talk widgets and things mechanical before they troop off for a leisurely lunch.

Onward now to Chablis to explore a most attractive village, have a small repas and of course there is nothing quite like a glass of Chablis in Chablis. Parking in Chablis was obviously going to be difficult as a market was in full swing, but the owners of a small garage with one vacant space left on their forecourt allowed us to park there after my pigeon French explanation of our mode of transport with much pointing to the Lagonda logo on my jersey and arm waving. All the garage's mechanics rushed out when they saw the Lagonda taking many photographs and asking questions.

Travelling through France our Lagonda attracted much interest which sometimes could be a bit distracting especially when honked at by large lorries thinking something major was obviously just about to fall off when they just wanted to show their appreciation with huge grins and thumbs in the air.

Our next destination is Auxerre with the main problem being that nowhere seems to be open for petrol on Sundays



This is what David had gone to see.



This is what David had gone to see.



Refreshment break in the village café, d'Ancy - le Franc.



Homeward bound and waiting for the ferry at Dieppe.

in France and although we have half a tank we stop at an unattended automated petrol station which seems to dislike all of our credit cards and so we press on.

In the end we go onto reserve right out in the wilds and later are still on reserve for a nerve racking 15 miles of motorway before eventually diverting to a town which has one pump that is open, unattended, but which accepts one of our credit cards once we press the magical verification button.

After Auxerre, we cover 167 miles to reach Chartres so it's a relief to leave the Lagonda in an underground car park for a day and forget about it to explore this city, with the greatest Gothic cathedral in Europe looming over us, at leisure on foot with no worries about petrol availability, navigation or failed electrics.

We rejoin the car next day and get on our way to our last hotel via Monet's

house at Giverny. Polly and I are not avid horticulturists but were mightily impressed by these spectacular gardens, lily ponds and the surrounding village.

From our last stop at Menesqueville on the edge of the Fôret de Lyons southeast of Rouen and once the hunting ground for the Dukes of Normandy we travel on delightful D roads to Dieppe via Neufchâtel-en-Bray the market town for the Bray area and famous in its own right for Neufchâtel cheese, Londinières by the tiny River Eaulne noted for it's fish and Envermeu before boarding the ferry for Newhaven and home to Eastbourne.

After 1823 miles in ten days and eight hotels we were delighted to have achieved our objective to visit the Schlumph collection in our Lagonda but plans for next year are likely to be rather more leisurely.



It is a well kept secret that, during the war, Lagonda seriously considered a return to economy cars. This picture of a "top secret" prototype was sent to me by Arnold Davey early last April.

Rally to the Hospices

Peter Gray and Rupert Hodges raise money for a very fine cause

IT ALL STARTED when my friend, Rupert Hodges, took me to a car auction run by his son's firm. We strolled round the goods on offer: I noted a smart 'classic' with my initials in the registration, while Rupert noted a 1931 Austin Seven Box Saloon. When it came to the bidding I sat on my hands (literally) for the 'PHG', and shrank in my seat as I sensed Rupert making signals about the Austin. He bought it.

Months later I heard that, at the age of 82, he was thinking of driving it round the coast of England. I asked if LBT 74 and I could join in! Despite his wife's request that I discourage him from any such venture, and his own policy that if he has a mad idea he lies down quietly until it goes away, we chose a trip in the southern counties with two charitable objectives:

To raise sponsorship for our own Hospice in the Weald, and for those we visited

To raise awareness of the great work done by all hospices and of the very low NHS funding provided for them; ours receives but 10% and some as little as 8%.

Then the planning came alive. We settled on a five-day trip to Penzance, where we would garage the motors securely, helicopter to The Scilly Isles for a week of R&R with our wives and Rupert's daughter, then return to our hospice over a further five days. On each day we were to visit three or four hospices. Accommodation was to be with friends or relations, or even B&B. Over ten days, we actually paid full B&B rate only once, but then received a generous donation for the cause.

That makes it all sound so easy.

What were the preparations necessary? What would the weather do for or to us? How would the targeted hospices receive us? Would we lose, or make, friends by arriving exhausted for a dinner, bed and breakfast and an early start next morning? Would we find the safe garage? Would we keep to our programme without being a nuisance on the roads from Kent to Cornwall? Would our cars and we complete the trip? Would we raise any worthwhile sponsorship?

Preparations: Rupert had his Austin thoroughly checked, and its simple engine quickly overhauled. I had the Lagonda engine completely rebuilt by Charles Gray at Bishop Gray - not just for the few miles to Cornwall and back - it had needed it for some time (the potential horrors found inside could be cautions to us all, but are better glossed over). Otherwise we carried out the normal seaman-like precautions. We did put on some decorations to publicise the purpose of our trip, as the photographs show.

Weather: I needed the hood up for only one half day - remember June, which came before that wet July. In fact, as rain threatened and discretion seemed more comfortable than valour, it was actually up for two days out of the ten.

Receptions: These varied from the huge Sunday afternoon tea with two very enthusiastic volunteers, to informal, to specially arranged meetings of the local classic/vintage/any interesting cars clubs (more anon) and to formal receptions.

Hostesses and Hosts: They were marvellous, from the young family with all the children in a state of excitement running out to meet us, one in scant (aka

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RESTORING THE PAST WITH ENGINEERING OF THE
FUTURE

no) clothing, to the gracious dinner party with local friends of our hosts. Over the eight evenings we debated the relative merits of different public schools, careers in education, the environment of the River Teign estuary, pregnant horses, the ownership challenges of listed houses as well as our government and overseas conflicts; in fact the world should have felt much better. Of special note and coincidence in Truro was meeting Adam, an old school friend of Charles Gray, who had prepared my engine for the trip.

Garaging: Rupert had booked us into an apparently 1920s garage in Penzance, but when we arrived it was locked and seemed desolate. Frantic use of the mobile attracted the manager who was relieved that his usual service of meeting clients at the heliport and taking their cars from there was not needed with these two odd looking beasts.

Reliability: We were on time at every hospice, and tried, and generally succeeded, not to embarrass ourselves or other traffic, apart from the inevitable few with little time and less patience.

Endurance: What a stupid concern you may think, particularly for the Lagonda! Well yes, but we noted before we started that the total of the ages of men and machines was 299 years!

Rupert did have one 'senior moment', but it was short lived after he remembered to turn on his fuel supply so he could start his engine to leave the Penzance garage!

Sponsorship: This was phenomenal. Our efforts already felt worthwhile when we returned home to a total of over £8,000. Several of our friends had obviously kept their powder dry until we had actually completed the trip, as the total became (or is so far) a healthy £14,001 (including Gift Aid). That makes it all the more worthwhile, and shows both the interest that can be excited and the generosity of the public. Our thanks are due to the Lagonda Club members who responded to the piece in an earlier magazine.

What do I remember?

Mike Bosworth: his family and friends, as I took LBT 74, dressed and ready for the trip, to show a real car at his funeral, just 10 days before we set off; and his generous donation sent a few weeks before, when he had hoped to be at The Hospice in the Weald to see us off,

Being waved away by our MP, Greg Clark, as we started from The Hospice in the Weald, just before The Hospice Challenge of 90 classic and PVT cars touring Kent to raise other sponsorship. Simon Warran-Smith in his 14/60 followed us for part of the drive to Lewes,

Being part of a rally of 500 pedal cycles at the hospice at Lewes,

Stopping carefully and quietly to photograph New Forest ponies, only to see them trot away as I raised the camera,

Meeting Bill Holmes, an old friend, who worked with my father in the Staines works more years ago than he wishes to remember: he met us at Plymouth Hospice with his friend and owner of the white 1921 Model T Ford,

Reaching Land's End with time to relax, talk to the friendly manager, photograph and be photographed, not only to prove we reached it.

The schoolchildren helping to care for and to amuse their friends at Naomi House, Barnstaple.

Driving the actress Stephanie Cole to Dorothy House Hospice at Bradford on Avon where she was to open the annual fete on the very day we invited ourselves to visit. She was most entertaining, and the trip with her from our rendezvous to the hospice was all too short,

The variety of vintage and classic vehicles, which were lovingly brought to meet and support us. To note some of them: several three wheeler Morgans; a 1912 Gregoire, which had been driven beyond the Arctic Circle in Norway and round a lot of Australia; the 1916 Model T Ford, built in the USA, sold to the US Navy and later exported to UK and registered here in 1921; a 1926 Willys Knight; and a 1943 Austin fire engine,



LBT 74 in all her glory in the New Forest, frightening the ponies.



At St Austell, with the media and supporters.



They really did reach Lands End.



At Swindon, with fire engine and its friends.

owned by the consort to the leader of North Wiltshire District Council. I was particularly impressed by that couple: as part of their devotion to duty, they always salute when the hearses with bodies of our servicemen pass through their district en route home from RAF Brize Norton.

Being greeted at some hospices by many friends and relations, perhaps to see if we could do it?

Cream teas: when we reached home, neither of us wanted another for some time. They were generous, welcome and delicious, although the one at 10.15 am was almost too much!

The considerable media attention at the hospices and the obvious co-operation between hospices and media. All had arranged some coverage, which we hope heightened the local awareness of the great work they all do, under challenging financial circumstances.

I am glad I am not newsworthy, to be hassled and badgered by impatient media photographers, a solution I tried was to insist on taking a picture of the photographer before mine was taken: this was such a surprise to the professional that the tempo was moderated.

How fantastic the hospices are - friendly happy, clean, staffed by devoted and generous people, showing great care and kindness and all with an aura of tranquillity. We admit to surprise at the great deal of help and support given to patients, and to their carers, in the day care centres and in their homes.

(For all the invaluable work they do, a few get 100% NHS funding, but then, are such facilities more vibrant and better appreciated if they have significant private support? That was an interesting question we often debated).

The assistance we received from many people and firms, including the sign and banner makers for the decorations to the cars, the enthusiasts who gave us confidence in the cars by their work on the engines, local businesses, all our hosts for their

friendship, and particularly Angela Pakenham-Walsh, who did all the hospice liaison, and our always helpful and positive wives.

Arriving back again to a huge welcome, and to a speech by Lord Mayhew of Twysden, the President of The Hospice in the Weald, and to my grandson's banner.

Would we do it again? We would probably do something if the minds and joints agree, but not the same, even somewhere else, it would not have the novelty. We would have another holiday in The Scilly Isles though. There are no Lagondas there, but there is an interesting 1928 Riley.

Of course we will drive our fine cars again, but not each other's - in the Austin, I (at 6 ft 3 ins) had to look round the windscreen wiper motor and in the Lagonda, Rupert could only just fully depress the clutch!

The Hospices visited were: St Peter and St James, Lewes; St Barnabas, Worthing; St Wilfrid's, Chichester; The Rowans, Portsmouth; Oakhaven, Lymington; Joseph Weld and Trimar, Dorchester; Hospiscare, Exeter; St Luke's, Plymouth; Mount Edgecombe, St Austell; St Julia's, Hayle; Naomi House Children's, and North Devon, Barnstaple; St Margaret's, Taunton; Dorothy House, Bradford on Avon; Prospect, Swindon; St Michael's, Basingstoke; Hospice on the Weald, Tunbridge Wells.

Footnote, after reading the Autumn 2007 Lagonda magazine:

Compared to the exploits of the Lagondas and their crews on the Peking to Paris Motor Challenge, this was no real challenge at all. That one was, and we owe gratitude to them all for keeping the marque flag flying and for such an intriguing, albeit modest, report.

Published with pleasure and with pride that members of our club are prepared to undertake such worthy feats for charity. Congratulations, Peter and Rupert! K.P.P.



The formal 'welcome home'.



and the informal one.

Letters

This first letter is not to the Club at all, but you might find it interesting! K.P.P.

Double S Exhausts
Station Road
Cullompton
Devon, EX15 1BW
England

Re: Search for oldest Double "S" stainless steel exhaust system

Dear Double S,

I am writing in response to a notice that appeared in the August newsletter of the Lagonda Club, concerning your 40th anniversary. The notice was brought to my attention by the prior owner of my car, J.B. Cook, OBE, whose copy of the Club newsletter arrived before mine. Brian purchased PH8728, "Lucy", from the son-in-law of the original owner on July 28, 1971.

As you'll see from the attached copy of the original sales statement (*not reproducible, K.P.P.*), Mr. Cook had a Double "S" stainless steel silencer installed by The Road Motor Servicing Co., "Main U.K. Distributors Double "S" Stainless Steel Exhaust Systems", in January of 1972. The invoice is dated, January 12, 1972, at which time, work had already been completed.

I am pleased to report that the silencer continues to give good service. I purchased PH8728 in September of 1999 from Mr. Cook, and the Lagonda has been enjoying life in the rural northwest corner of Connecticut, in New England, since its arrival two months later.

Lucy has participated in wheel to wheel racing with the Vintage Sports Car Club of America since 2000, and while certainly not the fastest car on the track, she has distinguished herself by helping

her crew to place first in several of the VSCCA's autumn rallies. The Hon. Sec. of the Lagonda Club, J.C. Bugler and his wife, Valerie, have been part of the winning team on several occasions.

I would be glad to provide photographs of PH8728, on and off the track, and can certainly take detailed photographs of the fine silencer.

In consultation with Mr. Cook, we have decided that if Lucy's silencer proves to be a prize winner, we would like to direct any prize to a nursing home for Service casualties located in Worthing.

I wish you continuing success with your business, and will certainly turn to Double S (and recommend the same to my heirs) when PH8728 requires a replacement silencer. I expect that it will yet be many years before such is required.

Sincerely yours,

Robert A. Bettigole

Dear Ken:

Below is a comment about the Christopher Claridge-Ware's article in Number 214:

Dear Christopher:

What a capturing recount of the grueling and challenging beyond belief event, Peking to Paris Rally!

I am gratified that you had good experiences in Latvia as I am a Latvian by birth, now an American and make annual visits to Riga, the Motor Museum and have witnessed motocrosses, most likely on the course you refer to.

My sympathy goes to you for the Russian border crossings that I have experienced as well.

With your permission, I would like to point out that with all due respect to

the rallying expertise of the Estonians, the praise expressed in your 27th day report would really belong to the Latvians.

While living in Riga, as an 11 and 12 year old in the late 1930s, I had the all year awaited experience of witnessing the participants of the Monte Carlo Rally slide to a stop for their short layover, on this snowy and cold January night. The Latvian Automobile Club welcomed the cold and tired rallyists with a reception and dinner, which my mother was responsible for. That gave me plenty of time to nose around the never seen before specially equipped automobiles. They looked to me like freshly landed from the Moon, or perhaps Mars, and there is no doubt that your Lagonda gave the same impression to the onlookers between Peking and Paris.

Of all these fantastic cars, the 2 Lagondas became my favorites with the hope to own one, someday.

Sixty two years later that day arrived with an LG45.

Wishing you and your admirable navigator good rallying in the future,

August Grasis

Dear Mike (Drakeford),

Tony and I thoroughly enjoyed the picnic event at Singleton. The weather was OK in the end, although it did look at times as if the rain had set in all day!

I enclose some photographs, which I took for you to see, or to pass on to the Magazine if you or someone else is writing a brief report. *(Thank you Valerie and Michael! K.P.P.)*

We hope to come along to the next Wisborough Green pub meet, to try to get to know some more members. Thank you and Georgina for all your efforts in the Southern Area.

Regards,

Valerie May

Dear Ken,

As agreed, I enclose a print-out of the Suffolk Dinner publicity for the next issue of "the Lagonda".

Arnold will give the event a mention in the Newsletter and distribute the booking form for members' ticket orders. Please remember that the hotel will happily provide a special menu for anyone who needs it for health reasons, etc.

I have already made an advance booking for Saturday 28th March 2009, to be sure of reserving the room in advance of people's wedding reception plans.

The ex-Phil Ridout 2 litre continues to serve well and carried the Aston Martin "007" team, including Johnny Herbert, in the "Grande Parade des Pilotes" preceding the 2007 "24 Heures du Mans". At present we are in the throes of making for it a set of sidescreens to replicate those shown in "The Motor" 2 litre road test of 31st January 1928. Lots of work, but we look forward to a satisfying result.

Yours sincerely

Mike Pilgrim

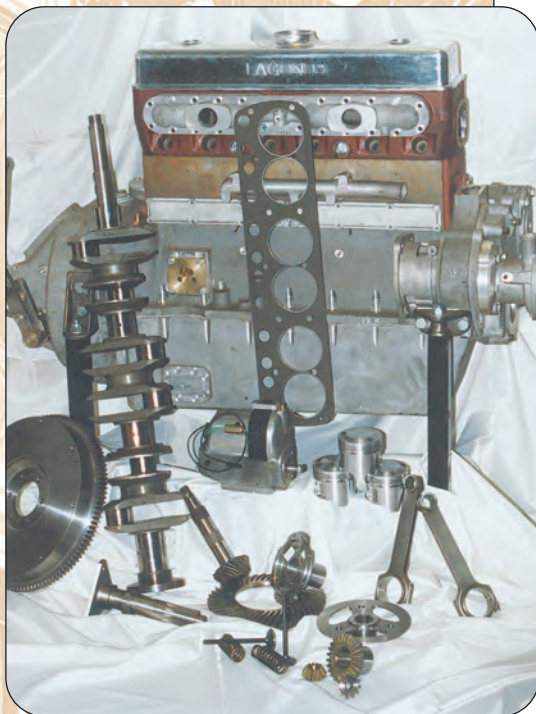
See page 20 for the details of the Suffolk Dinner! K.P.P



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