



**THE MAGAZINE OF THE  
LAGONDA CLUB**

**Number 218**

**Autumn 2008**

# DAVID AYRE



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## FRONT COVER:

*The lovely Invicta DHC of Robin Heringa, all the way from Holland.*

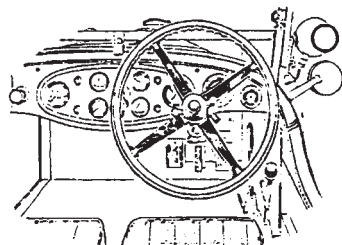
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# From the Driving Seat

***Ken Painter***



THE LAGONDA CLUB stand at the Beaulieu Autojumble was, once again, the centre of attraction for many of our members from this and many other countries. I have helped the Buglers there for a few years now, travelling in convoy with them to the event, assisting with the setting up of our wares, meeting our many friends from around the world and, no less important, helping with the long slow task of dismantling and packing when the gates finally close to the public.

Although the stand offers just about the entire range of regalia and goodies, it seems to me that the real value of our presence is being a focal point for members to stop and chat, sometimes to have a moan, ask questions, or maybe sit down and enjoy a cup of coffee. It doesn't stop there of course, people arrange to meet friends at the stand at times of their choosing and occasionally we seem to act as a depository for valued purchases, in spite of the event running its own very friendly and efficient "left luggage" service.

Prospective new members stop to chat and ask questions about the club, so we offer them the entry forms, assist with their completion if English is not their first language and occasionally persuade them to take that final step and pay their subscription there and then! Some of

them are very enthusiastic and leave positively laden with regalia to take home with them. Many of them shame us with their command of our language - or their young children's ability to conduct often very complex discussions in two languages. Occasionally, very occasionally, we are able to reply in their own tongue and I can recall fractured conversations in French, German and Italian.

This year's event was held in dry weather, so visitors were more than happy to linger a while. We met members or prospective members from, in no particular order, Holland, Germany, Switzerland, America, Hungary, France, Australia and a prospective member from Slovakia. If I have omitted anyone, please forgive me, it was all a little frantic at times.

Just in case someone wonders if the whole exercise is simply designed to allow Painter and Bugler early entry to the event and a chance to scour the other stalls at the Club's expense, let me assure you all that we never have the chance to see all the stands, the preparation and 'knock down' times are wearying and the sale of items on the stand always covers the costs of attending for the weekend and show an overall profit, so our visitors do get something back as well as a cup of coffee.

***Last date for copy for the  
Winter Magazine is  
... Friday 19th December 2008 ...***

# Pumpkin Seed Oil And Deep Fried Clams

## *It's tough being Club President...*

THE ONEROUS DUTIES of your President took him to far away places in the fall of 2008.

The first adventure was to Graz in Austria and Alan Brown and I took the trusty M45 all the way there. We did cheat a little, because the bit from Dusseldorf to Villach was courtesy of Deutch Bahn with the cars on a special waggon behind us. Echardt Fabricius had guided and fed us in Dusseldorf and even brought wine so that we could have a little party on the train as it wound its smooth way down the banks of the Rhine river.

On arrival in Villach, Austria, Wolfgang Kunkle met us and, sandwiched between two V 12's, he led us up over spectacularly high mountain passes and down into Graz. Here we met up with the rest of the "growing Continental Lagonda Family".

Over 70 of us sat down to our arrival dinner under the stars. Our hostess Brigitte Leitner and indeed everyone else, made us feel most welcome. The whole weekend was superbly organised by the Leitner and Grossauer families. Graz is their home town and they are indeed, well connected there.

We toured around the wonderful countryside and enjoyed vast quantities of food and wine on what could be described as 'all inclusive' basis. A visit to a factory where they crushed pumpkin seeds for their oil was one of the gourmet highlights. This rich dark oil soaked in special bread does not help ones battle with avoirdupois.

Countless castles and glasses of Schnapps later we reluctantly had to bid

goodbye and return home with a lasting memory of very kind and hospitable folk who also have a passion for Lagonda cars of all shapes and sizes.

My standard M45 ran superbly but was completely outpaced by Ernst Chalupa in the 3 litre tourer of Winfried Kallinger. How do they do that?

The second adventure saw Jill and me flying to the New World, Maine USA to be precise. It was great to be met at Boston airport by Nick and Jeanne Sewall, the former waving a huge Lagonda sign! They whisked us up to Bath where they live with their M35R. The glorious fall climate allowed us to drive the Lagonda with all four of us in it. The high ratio axle gave very high speed yet effortless cruising on the turnpike. One day was slightly hampered when the tail end of Hurricane Hannah dropped seven inches of rain in as many hours !

The local diet of lobsters and deep fried clams further enhanced my ample waistline.

We reluctantly moved to stay a few days with Bob and Marnee Small and they then drove us down to Connecticut. The trip took all day, at high speed, in Bob's Derby Bentley and we never fail to be amazed at the distances involved in USA travel.

A great welcome from Rudy and Jenny Wood Muller included the ceremonial fire lighting in Rudy's huge grate. It stays alight most of the winter I gather. The next day there was a gathering of ten cars mostly Lagondas, for our weekend rally. Rudy's local Schloss was not quite as old as the one's

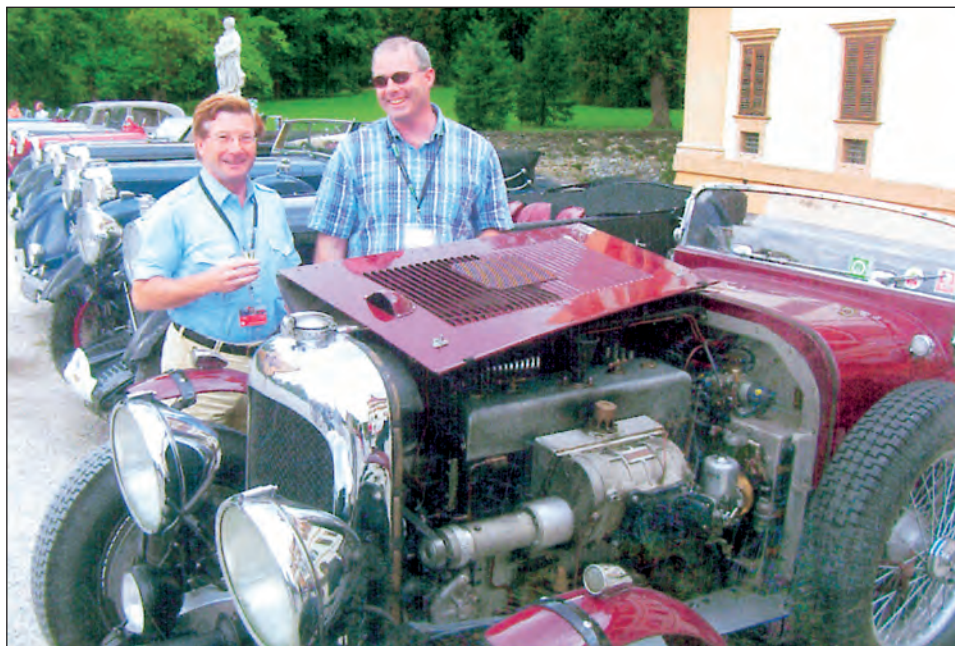


*Lagondas lined up outside Schloss Eggenberg on the Graz Rally.*



*Peter Shirk checks his V12.*





*Now we can see why Winfried Kallinger's 3 litre is so fast!*



*Proud owner Dan Ghose arrives in EPE.*



near Graz but just as spectacular. I was asked to drive Bob Bettigole's HC 2 litre and comment on the ease or otherwise, of the gearchanging. Thank goodness I had just been driving Nick's car with the same reverse gate to remind me what to do! Jill went for a spin in EPE, Dan Ghose's newly acquired team car. At one point she suggested it would not be good form to actually kill the wife of the President.

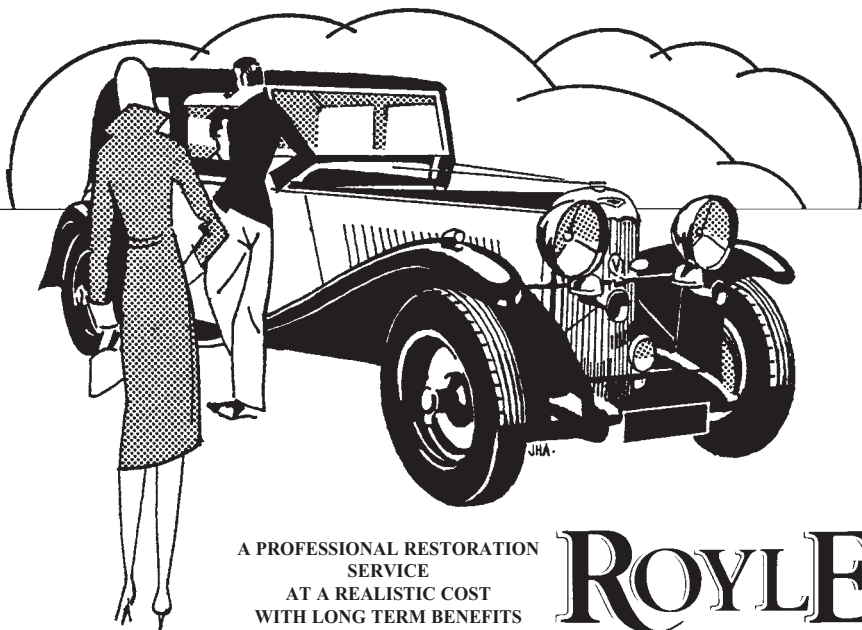
Wonderful meals in great company were rounded off with Sunday Lunch in Rudy's Country Club and all too soon we were off to Boston and, the red eye special, home.

Two days later it was back into the M45 for the 400 mile, round trip to the AGM weekend. Blessed with beautiful weather again, it made this Lagonda event even more enjoyable. A great end to the 2008 season.



*Just as a comparison, here is a much earlier shot of EPE.*





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# The 6th Continental Rally in Graz. Austria. 21st to 24th August.

## *Carol Heard reports on another fine event*

OUR JOURNEY BEGAN on Wednesday 13th August, we set off for Dover in our Lagonda 2.6 DB, where we arranged to meet Robert Watts and his DB 2.6.D.H.C. After a very early breakfast on Thursday morning we caught the 7am fast ferry to Boulogne. We travelled via Reims to visit family in Alsace whom we hadn't seen for 30 years, but unfortunately our car broke down with differential problems. After sorting the car with the breakdown people, we stayed overnight in a local hotel and the next day a taxi was arranged to take us to Willer sur Thur, Alsace, which was about 100 miles away. Along with Robert we had a lovely weekend, good food and good company. On the Monday Robert decided to go, he had a lot of driving to do, as he was going to Graz through Switzerland over the Gotthard pass and into Italy. Alan and I stayed another day, one reason being that we needed to arrange a hire car.

Tuesday morning we headed for Graz, via Lindau and Salzburg. We eventually arrived in Graz on Thursday afternoon, on the way in I saw a signpost to the Romantik Park Hotel. "Sorry, I've gone past it now", said Alan, so an hour and a half later we finally found the hotel. Our Austrian hosts were there to welcome us with cold drinks and a goody bag which contained our instructions for the rally, along with some local delicacies and wine from the region. We stood around talking to various people as they arrived in their Lagondas. Later we had dinner, which was served in the garden of the hotel

where we were all chatting and catching up on one another's news.

Friday morning after a good breakfast we were on the road by 8.45 am accompanying Robert Watts. The routes we took were beautiful; we travelled high into the hills and I was in awe of some of the houses covered in geraniums.

First stop was a vinegar manufacturer, where we sampled different flavours, the peach one was good, next we tried the schnapps, probably very nice, but not to us. Next stop was Schloss Kornberg, where we enjoyed a drink and a snack, and a look at some of the old and rare carpets they had on display. Then it was back in the cars and off to Schloss Kapfenstein for lunch, overlooking some lovely countryside. I think all the cars were enjoying the hilly terrain, a couple of bonnets were put up when we stopped, this was probably to cool them down as the weather was quite hot. After a good lunch it was back in the cars for a leisurely drive to the hotel, for some reason we didn't come back the way we were supposed to but we didn't get lost.

Friday evening everyone met downstairs for a guided walk through the historic centre, our guide for the evening was Sabina and such a very nice young woman, she showed us some of the old town and as we were walking along we passed an ice cream shop Alan asked "where was his?" to which Sabina replied "later", but he was very surprised when, two minutes later, an ice cream



appeared, bought by who? We then continued to Glockenspielplatz where it had been arranged for the dancers, two wooden figures in traditional costumes, to emerge from an upper floor window to spin in time to glockenspiel music. A drink was supplied and everyone was happy. We walked on as far as the river and saw the new futuristic museum, which I remembered seeing while we were trying to find the hotel. We walked down by the river, narrowly escaping the many bicycles, eventually arriving at Schlossbergbahn auf den, where we caught the funicular railway up to the Schlossberg castle and ramparts for an excellent dinner in the restaurant, with spectacular views of the city. As it got dark, the lights of the town below twinkled like fairy lights while we were having a great meal. Later we went back to the hotel and quite a few of us ended up in the bar chatting about the day's events and what fun it had been.

Saturday morning, on the road again by 8.45 am but it was only a short drive to our first stop, Schloss Eggenberg which was a beautiful palace. After lining all the cars up in front, which I must say looked the part, we were invited on a tour of the palace. In 1623 Prince Johann Ulrich von Eggenberg had a palace built which was to be characterised by astronomical symbolism, e.g. the four towers representing the seasons, 12 gates the months and 365 windows the days of the year, it was fascinating. There were endless photographs taken and I'm sure the peacocks featured in one or two. About 11 am we were on our travels again, through more beautiful countryside, going quite high at times on our way to lunch at Steirerland Restaurant, in the middle of nowhere high on a hill. The weather was changing and a bit of a storm started, but it only

rained for a little while, so some of us braved it and sat outside including Anne and Harley Jetzer, Alan Brown, David Hine, John and Carl Brown, the LMB crew and me. Alan went inside because he thought I was following and finished up eating alone. I don't know whether Peter Schirg had much to eat he had a problem with his Lagonda V12 and seemed to be under the bonnet quite a bit of the time. After lunch the rain became quite heavy, so it was hood up and on to our next destination which was a pumpkin oil mill. It was run by a father and son who explained the process. As you can see from the picture, some of us were rather tired, including Robert, who has just woken up, someone said they were just resting their eyes, or more likely it could have been the schnapps. We were invited to taste the oil by dipping chunks of bread into it, but I preferred the pumpkin seeds themselves, as they were crispy.

The rain was coming down with a vengeance so it was back to the hotel, to get ready for an excellent dinner. Anne Jetzer had arranged for the GB contingent to be on the same table and we had a great evening, the food was good and the company was excellent. There was a bit of a debate as to who would do this write-up and John Brown, bless him, decided it was me. Rudolf Leitner and Franz Grossauer thanked us all for coming, and David Hine responded in his usual modest and eloquent manner. The hotel, venues, food and wine were excellent wherever we went. The Graz rally was wonderful and one we will remember for a long time. Thank you to everyone who put in so much time and effort organising the event. The next morning we said our farewells and set off for Salzburg.

The location for 2009 is Frankfurt, make a note of it.



*Robert Watts' DB 2.6 DHC travelled to Austria and back for the Graz Rally, some 2,300 miles.*



*All this testing of pumpkin seed oil can be very tiring...*





*Alan Elliott at the Breakfast Halt, Taunton, 6:30 a.m. on the Lands End Centenary Trial.*



*On "Barton Steep", Exmoor later on the same day. Photo courtesy of Julia Browne, MCC.*



# The Lands End Centenary Trial

## *Alan Elliott takes part in a Classic event*

IT WAS IN 1908 that pioneer motorist Charles Jarrott instigated the idea of a motor trial from London to that most evocative of places - Lands End. Earlier this year we learned that the MCC were organising a special event to commemorate the 100th anniversary. The first recorded entry of a Lagonda was in 1914, when Bill Oates entered an 11.1. It was a popular event for Lagondas during the inter-war years. 59 Lagondas participated during the period 1920 to 1939. Four 2 litres participated in 1928, one being driven by Sammy Davis, editor of Autocar magazine. All four won gold medals! My son Jonathan is already quite a regular trials competitor, although usually in more modern cars. So here was a challenge! We decided to enter my 1929 high chassis 2 litre PG402. Jonathan would drive, I would navigate. We were reassured that although the sections would be definitely competitive and would provide a stiff test, they would not be car damaging. The route would follow many of the old hills, some of which are now considered too tame for modern trials. The MCC wanted to attract old and interesting vehicles, not seen in events nowadays - and bask in the nostalgia of days gone by.

In anticipation of steep gradients, our car was prepared giving particular attention to the clutch, making sure it was correctly set-up and properly lubricated. Sammy Davis used wheels smaller than standard, I had a set of 18 inch wheels, so these were fitted. We then did some tests on stop and restarts, establishing that the car was capable of pulling away from rest on a 1 in 5 gradient, but balked at starting on 1 in 4. However, to climb 1 in 4 was OK provided we could take a run at it. The start was to be at Popham aerodrome near Basingstoke - at 2.00 am. Since

much of the event would take place at night, we fitted additional driving lamps, a 36 watt reversing light, and a map reading lamp. The efficiency of the dynamo was checked to ensure the battery would survive without failing - for we also needed to include the long night-time run to the start at Popham in our calculations.

We gave ourselves plenty of time to reach the start, setting off at 11.00pm on the Thursday night, through patchy fog and drizzle. Arriving at Popham, we were delighted to find Alan and Nancy Audsley, who had turned out in the middle of the night to see us off. Alan always shows great interest in PG402, for he owned the car from 1949 until 1953. They are great enthusiasts, Nancy also having owned the 1923 11.9 Lagonda known as "Titus" in which she competed at Silverstone. Hamish Moffat and Alan Audsley took the same 11.9 on the 1952 Lands End, where they gained a silver medal, so Alan has first hand knowledge of the event. The 11.9 was then returned to Nancy, for it was also her shopping car! Alan Audsley was Treasurer of the 2 Litre Register at this time and, later, was Secretary of the Lagonda Club.

There were 118 entries for the centenary event. They ranged across Austin Sevens, MGs, Rileys, HRGs, Wolseley Hornets, Aston Martins to a 3 litre Bentley - and even a chain drive Trojan. There were also classes for more modern vehicles and of course motorcycles, for which the MCC was originally formed.

The event started with a test at Popham, circling a pylon, and finishing astride a line - much more suited to nimble MGs than ponderous Lagondas. By now, the rain had ceased so we took the hood down. Then commenced the long night run through Salisbury and

Shaftesbury, although the first scheduled test hill at Middledown near Shaftesbury was cancelled. We continued into the Blackmore Vale, with more patchy fog, through my home village of Milborne Port - Pat was not in the main street at 4 am to give us a wave! Dawn was breaking by now and our battery had survived the night. We duly arrived at the check-in for breakfast at Taunton Deane, for the old traditional cafe of past years no longer exists. Off again, after an hour's respite, first along the line of the Brendon Hills, and then through historic Dunster dominated by its castle. A steady climb to Dunkery Beacon, at 1707 feet the highest point of Exmoor, was followed by a tortuous route through the narrow wooded valleys on the edge of the moor, to a special test at Pool Bridge. This involved coasting downhill against the clock - essential that the brakes were not binding here. Porlock hill, a real challenge in earlier times, was uneventful. We by-passed Doverhay, one of the hills used in pre-war trials. The long undulating run along the wide open spaces between the sea and the northern fringes of Exmoor eventually led to the lengthy descent down Countisbury into Lynmouth.

Then followed the 1 in 4 climb from Lynton up the valley of the West Lyn river, past Beggars Roost, where the well known photograph of Sammy Davis appeared in the Autocar magazine in 1928. Then to the first serious climb, Barton Steep, in the lovely wooded hills behind Lynmouth, first used by the MCC in the 1934 Lands End. The twisting hill lived up to its name, between high banks, with rocks hidden by ferns and moss. On to Simonsbath in the rolling uplands of the heart of Exmoor., and then the long route to South Molton and Torrington, to the coast again at Bude and the holiday areas of Widemouth Sands. The tortuous and rugged coast road across Widemouth Bay took us to Wainhouse Corner and round the back of Newquay. Then to the wild romantic setting of Old Bluehills Mine, with its

ruined buildings, spectacularly poised on the cliffs between land and sea. Located near St Agnes, spectators could enjoy watching the action here. The section started on an incline and rapidly increased in severity to a sharp hairpin, with a gradient of 1 in 3. Jonathan made an excellent start and in spite of the long wheelbase and poor steering lock of the Lagonda, the hairpin was negotiated and the climb accomplished in fine style.

So it was on to the final miles of the first day's route across the peninsula, via the outskirts of St Ives and St Just to the finish at Lands End. Sadly the atmosphere of the famous hotel is now completely spoilt by the Grecian pillars of the adjoining shopping mall. However, we were very thankful to arrive, for by this time we were propping our eyes open with matchsticks! Most competitors turned up on time, although three had retired and there had been 10 non-starters. Then to an excellent B & B - although the evening was rather spoilt by a meal at a "Basil Fawlty" pub.

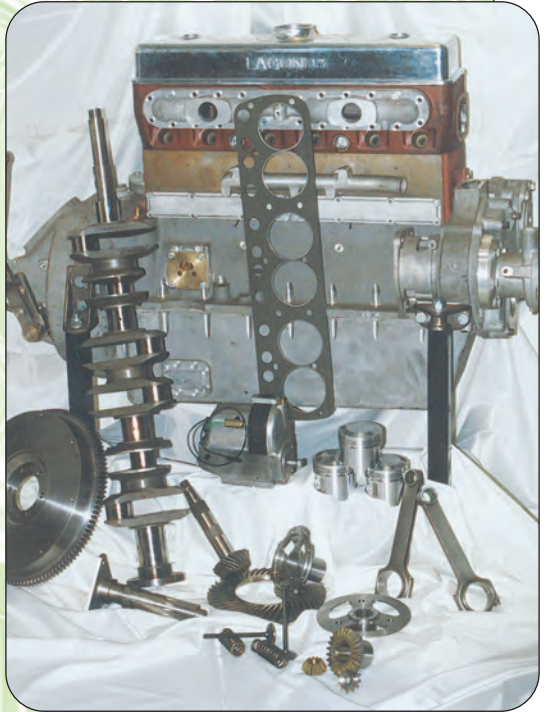
We presented ourselves the following morning at the Yacht Inn on Penzance Promenade, after a very welcome night's rest. There was news of a procession of HGVs who would be proceeding along the A30 at 10mph, as a protest at the cost of fuel. This was a bit worrying, for today's route would be using parts of the A30. As it turned out, we were not badly affected, although at one point there was a great deal of Saturday holiday traffic avoiding the A30. On to Helston - no sign of any furry dancers, but much activity at the Naval Air station of Culdrose. Truro was busy, and then onto the excellent B3275, formerly the A39, but now one of the almost deserted forgotten roads of Cornwall.

Then to the first observed section of the second day, Hustyn, approached via a ford in a steep wooded valley. There was a great deal of congestion here with white van man who didn't seem to appreciate the historic nature of the event. Barry Clarke was struggling under

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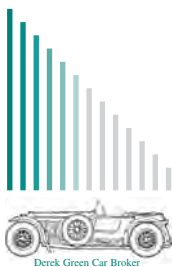


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I hope you all had a good summer motoring. After an 18 year rebuild my M45 Rapide is now fully run in and we enjoyed several Club and Brooklands meetings.

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

1934 Lagonda M35 Rapide Tourer

1955 Bentley Mulsanne Turbo

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[www.derek-green.com](http://www.derek-green.com)

Phone: 00 44 (0)1252 842653  
Mobile: 00 44 (0)7785 250729



*The Lagonda pit crew with style at Classic le Mans. Photo from "Ouest-France" with thanks.*

his Austin Seven top hat saloon to free the handbrake which had jammed-on. I am sorry to say this long hill, steep, narrow and with several hairpins, was our only failure of the event. It was little consolation to learn that others also had failed. After taking a second run at it, we reached the top, but our hopes of a Centenary Award had gone. Then to Greymare Hill, first used in 1923, with a wicked stop and restart on a steep rocky section. I was glad our pre-war class did not have to attempt the restart, but the chicane through the rocks was challenging.

The route then continued across the open landscape of Bodmin Moor, only to be met with a firm barrier across the route and an unfriendly Road Closed sign. Fortunately we were armed with OS maps, and were able to find an alternative, also piloting two MGs through the diversion. They both turned out to be the major award winners on the event. I was worried that we were becoming short of fuel on these minor roads, and we had been looking for a filling station for some time. Coming through a village, there was a sign "Esso" a very welcome sight, only for our hopes to be dashed - it was an old sign on a garage no longer selling petrol. We just pressed-on hoping the fuel would last.

Another observed section near Launceston - Ruses Mill - was successfully climbed, although the road had deteriorated badly. Tavistock signalled the commencement of the long rolling uplands across Dartmoor to Moretonhampstead via Two-Bridges and the prison. Up until now the weather had been exceedingly kind, but - suddenly angry grey clouds preceeded a torrential downpour, when maps, route books, driver and navigator became soaked under the deluge. Pepperdon hill was approached by an ancient rusty sign "unsuitable for motorists", but turned out to be a reasonably straightforward climb, although one of the MGs failed here.

Then we entered the Dartmoor "in

country", through the river Teign valley. Slight confusion about the route here, with the crew of a Triumph Gloria also poring over the map. We eventually found the way to the final hill section known as Windout, climbed in a flurry of spray, mud and dirt, for the ascent had been transformed into a torrent. It was then a straightforward run to the finish at the Exeter Court Hotel. We had still failed to find any fuel. When we finally dipped the tank we found a bare half gallon showing - how lucky we were not to have run out! Petrol consumption for the entire 700 mile journey worked out at 23 mpg, fed through the original Autovac to the twin SUs. The car had behaved magnificently during the run and we never even had to open the toolbox. The engine is completely standard, without the modern advantages of a special cylinder head and downdraft carburettors. It still has its original head, standard pistons and camshafts and 4.2 back-axle.

Best overall performance went to Bill Bennett's J2 MG, with Gerald Burridge's PB MG, winning the class for pre-1941 vehicles. We completed the entire course, and qualified for an impressive Finishers Certificate. It had been a brilliant trial, a superb route, very testing hill sections and a well-written route book. Although a very tiring event, we felt a great sense of achievement at having completed the entire course within the time limit. We had travelled through some of the most scenic parts of the west country, and it was a great privilege to have been the only Lagonda taking part in such a historic event. Thanks are due to the wonderful marshals, on duty throughout the long night, and then becoming soaked in the afternoon downpour. But think what those early pioneers went through 100 years ago in their primitive machines. Congratulations are due to the MCC for the organisation of this celebratory event. We wonder what the next centenary event will be like in 100 years time!

# Brooklands Festival, Double Twelve and Brooklands Society Reunion, June 2008

## *Michael Drakeford reports on a grand day out*

THE AMBITIOUS PLANS to run the first Double Twelve since 1939 coupled with the Brooklands Society Annual Reunion raised many an eyebrow. Fears of the confusion, the crowds, the mix-ups that would be likely to ensue were paramount. As it turned out, this was a momentous and successful occasion for all, and in particular the Lagonda marque.

Nic Waller, on behalf of the Brooklands Museum and Mercedes-Benz World, the main sponsor, did his utmost to attract the right sort of cars for the event. In the end 169 magnificent cars were booked for the two day event. Bentley, Rolls Royce, Invicta, Mercedes, Bugatti, Jaguars, ACs, Rileys, and even a Lagonda or two.

The event was such that there were seven tests on the Museum area, including the test hill, and also the new Mercedes-Benz World track. Most were timed, but all called on driver skill. These accounted for 50% of the marks towards the overall points from which 12 classes of car would be judged, and eventually the prize for the car of the show announced. The other 50% was from the concours judging. This was a brilliant idea that suited those who cherish, maintain and use their cars, rather than simply keep them in show condition. As the Lagonda Club promotes, our cars are to be driven.

Just in case anyone complained to the organisers about the complexity or

otherwise of the tests, competitors were reminded at the briefing that the tests were devised and used at the JCC Rally at Brooklands in 1939.

I will not describe all the tests in detail, but they were generally fun and entered into with the right spirit by the competitors and the marshals. For fear of reprisal I will not point out that in one test when a marshal thought I might be going around the wrong side of a cone, he moved it! Perhaps the only possible sour note for our members was the performance of an over zealous scrutineer who decided that Derek Green had raised an eyebrow when it was noted that there was only one retaining spring on the carburettors. With the threat of a yellow card from the said official, Derek resisted the temptation to cover this person in smoke from his ever-glowing pipe.

In Class C, where Lagondas could be happily described as of the pre-war 'Grand Tour' variety, there were three of us entered. Christopher Claridge-Ware was in his early M45 T7 bodied tourer, used originally as the factory press car, Derek, in his immaculate M45R, following the completion of an eighteen year restoration, and I was in my M45, all original save for the garish red colour.

The tests went well, save perhaps for Derek, who, despite having the luxury of a driver's door, managed to plant the gear lever up his right leg in the start and reverse test. His pleading for clemency due to age (not of the car) went



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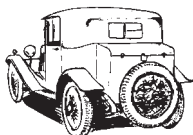
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unheeded. Christopher, a recent competitor from the Peking to Paris Challenge with Anita, was in no mood to dawdle and entered all tests with an aplomb that put the rest of us in the shade. This was largely thanks to the enhanced qualities of the engine, prepared by no less than a combination of Derek Green and the new owners of Cedar Classics, Brian and Sue.

Incidentally Derek received a blob for the parking test, having failed to read the instructions which allowed only one reverse and one forward movement. With all this, Derek could, of course, rely on the beauty of his steed in the concours. Indeed, the judges were heard to comment "magnificent" under their breath several times as they checked engine, body, lights, fittings and so on. With AUL 720 they nodded at the paint and smiled at the originality of the crack in the wing due to the lack of elongated lamp holders for rigidity, the original tool holder, and the filler panels at the rear wings. They usefully pointed out that the inspection light was ex-WD.

Turning to Christopher and the press car, they much admired the new paintwork, and were interested in the 'enhanced' engine. It must have done well, for it came best in class, and won for its owner a glass ornament to be treasured. Derek and I were satisfied with equal second. Derek had been nursing a broken third gear achieved in a Continental tour just a few days previous to this event; all the more credit to him.

So what happened to the others in our class? Three magnificent Mercedes-Benz cars were really museum cars, not the type to rush around 100 year old concrete circuits. They included a 500K, a Zeppelin and a Benz 18/45. The Eight Litre Bentley Dual Cowl is for sale at around £500k by Coys, and is similarly not to be bent, and the others included two Rolls Royces, two Vauxhall 30/98s,

one of which had been brought from Australia, a Type A Invicta 4½ tourer, and finally a Talbot 65. On the half mile test, all three Lagondas were penalised for going too fast, and the Mercedes, the Invicta and a Vauxhall for being too slow!

Other club members of note taking part included Jo Moss in her Low Chassis Invicta, which sadly broke a half shaft and had to be trailered away. The star of the show was to be found hidden in the class for Prototype and one-off specials. Lurking here was Jonathan Oppenheimer and his glorious V12. Not content with winning the AGM concours, and also the 2007 Brooklands Society Robbie Hewitt Trophy in 2006, he had his eye on a class win. This he achieved, and much more. Not to the surprise of anyone he went on to win the car of the show award from Lord March, and a garland from the F1 driver, Heikki Kovalainen.

With all this one would think that the Brooklands Society Reunion had been lost. None of it. There were even more cars than usual around on the Sunday, in fact the pits were nicely crowded with many cars, and even more of the public to admire them. As for the expected confusion, it was dealt with. When it happened that C Class was due to do three laps of the circuit for the Brooklands Society at the same time as tests 3 and 4 for the Double Twelve, the marshals ensured that space was cleared for both events. The Brooklands Society Lunch with the President was available as ever. Having come from Dorset in his interesting T7 bodied 2 litre with cycle wings, OJ8844, Hans Eekhoff went on to win the Robbie Hewitt trophy with the judges having eyed its many enchanting features.

Conclusion: A fine weekend with cars having the opportunity to be used as they should in the right atmosphere. Great for Lagonda. Bring on 2009.

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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.**

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*The Late Stuart Timmins, the original RAF Brylcreem Boy poses with an original recruiting poster and his beloved Model T Ford.*



# Eulogy to Stuart John Timmins

***Delivered by Jeremy Tucker at Stuart's funeral at Cheswardine Church on Thursday 26th June***

*Editor's note: Stuart Timmins had resigned from the Lagonda Club some time before his death, as due to his illness (he developed Multiple Myeloma) he was no longer able to enjoy the car in the way he always wanted. When we lived in Newport in Shropshire we knew him well and were good friends.*

EVERY ONE OF US in this church who knew Stuart is richer for the experience, and so we find it harder to come to terms with the fact that today we bid him our final farewell. He knows we are here for him, and it is almost as if he might sneak into the back of the church with spanner in hand, saying, "Sorry I'm late but I have just managed to get a spark out of the Rolls' magneto for when we leave church."

Stuart John Timmins was a true vintage man in every meaning of the word and in strict compliance of the Vintage Sports Car Club. He was conceived in 1928 and born into this world in July 1929; a full two years before the 1931 motor show, which officially marked the end of the vintage period. In his life he owned many cars and was a member of several motoring organisations. Most are represented here today by your presence. In his motoring career he was a member of the Veteran Car Club, The Bull Nosed Morris Club, The Vintage Sports Car Club, The 12/50 Alvis Register, The Ford Model T Club, The Lagonda Club the Rolls Royce Enthusiasts Club and the Jaguar Drivers' Club, to which should probably be added the 'Welsh Wanderers Club' and the Cheswardine Crawlers, for he and Rosemary organised and planned some delightful little old car jollies into Wales

and the Peak District. They were meticulously planned, but could always be changed. They had civilised starting times, long lunch breaks, radiator and drinking glass top ups and no nasty tulip style navigation instructions. We did lovely things and went to fascinating places which were it not for the Timmins we would never have known existed.

He was well endowed with a strong constitution and ebullient personality and many talents. These were honed at King Edward's Grammar School in Stafford, where he became a very close friend of the renowned John Curry who nearly blew himself up with an unexploded mortar bomb on Cannock Chase. I have tried to contact John on three occasions only to hear the recorded message - 'The person you are calling has hung up'. I can only conclude that the full details are still 'classified information'.

On leaving school he applied for a job in Stafford with the firm of Evans and Evans, auctioneers and estate agents. With Rosemary's help I managed to contact the lady who was receptionist on the front desk of Evans and Evans. Peggy Hall now lives down in Brixham with her husband John and is some years older than Stuart. She warmed to me as soon as I mentioned his name on the telephone. "Oh yes" she said, "I remember when I first saw him." He was very handsome boy of eighteen who greeted her with exuberant confidence saying, "Hello, I have come for the job in the wages and accounts dept - I am going to be working here." At which she told him that he would first have to be selected by both Mr. Rupert and Mr. Jack Evans and be offered the job... Of course he was!

Soon after, she joined the Wrens and Stuart started his National Service in the R.A.F. He was a lucky boy, with his graphic skills at drawing aeroplanes for recognition training for spotting enemy aircraft, he was soon transferred from square-bashing and drill parades to the Royal Air Force Advertising Offices in Park Lane, London, where he was engaged in drawing publicity and recruitment posters. He was soon known nationally as the Brylcream boy, second only to Dennis Compton, as his photograph in RAF uniform appeared on recruitment posters all over the country. Peggy said he was always staring at her from the opposite wall on the London Underground.

On completing his National Service he returned to Evans and Evans, and was offered to train with Hand Morgan and Owen Solicitors in the running of the Office of the High Sheriff. With his accountancy skills, his panache, his wisdom of the highway (alias 'streetwise') he eventually became the Officer to the High Sheriff, with the responsibility of executing the writs of the High Court, a post which he retained until his retirement. To do this he searched out and engaged Peggy Hall as his first secretary. John and Peggy were invited to Stuart's retirement party many years later and accommodated at his expense. They gave him and Rosemary some duck eggs, which the Timmins diligently incubated and reared on the moat. Stuart has a lovely older sister, Betty Brookshaw and brother in law Louis who spells his name like a Frenchman but isn't and they are both here today. He also has a younger brother Peter, who is a widower and lives in Carshalton. Sadly he does not enjoy robust health and cannot be with us today. He had two children, Graham and Philippa whom he loved very much but seldom saw, and two grandchildren one of whom recently made special efforts to see him. Also dear to him were Rosemary's children Richard and Annabelle and son in law Simon, all of

whom have done much to help Rosemary prepare for today.

His interests and abilities were many and his dexterity was exceptional. He loved painting, from canvasses to posters. He loved Jazz, could play the guitar and the bagpipes, and ran a bookshop in Newport called Smallwood Lodge. Rosemary worked in the business with him framing pictures. He was a connoisseur of fine wines and a gourmet, loved his tummy and the conversation and conviviality which went with a meal out. And above all he loved his wife Rosemary. They both loved to party and they both loved each other.

Stuart had the constitution of a leviathan, the warmth of a teddy bear, the sharpness of a stockmarket day trader. With the support of Rosemary he had the courage, bravery in adversity and stubbornness of Winston Churchill. They would not have help when many of us thought they needed it. They did it their way, with their style and they managed. They were right.

A final aside so typical of Stuart, when up against the odds: Rosemary had taken him in to the Princess Royal Hospital in the middle of the night with fluid on his lungs. They put him on a trolley in A & E, wrapped him up in blankets and took his temperature. But things did not happen quickly enough for him and he was soon calling the sister saying 'take me to see Dr. O'Connor in Haematology or at least tell him I'm here! Most of these people here look as if they are going to die. I didn't come here to do that. Dr. O'Connor did come and it is largely thanks to him and his team of nurses and our local Doctor Christopher Lisk that we have been able to enjoy Stuart's company for these last five or six years - We say thank you from the bottom of our hearts.

Stuart died when he was nearly seventy nine, but into that time he packed a hundred years of living, of which we are all very grateful to have been a part. Bye bye Stuart and thank you. God Bless you.



*Disaster! The damaged tail on the Bugler LG 45 team car replica.*



*Success! The rebuilt body being replaced on the repaired and straightened chassis.*





*In the Paddock Tent at Le Mans, with a V12 Team Car replica alongside.*



*Martin Bugler takes the corner at Arnage.*

*Photo courtesy of motorsport.com*



# Motor Racing is Dangerous

## *Colin Bugler learns the hard way*

YES – WE ALL know that. Accidents happen to other people, don't they? That assumption was completely demolished for me on the 26th April 2008 at the VSCC Silverstone Meeting. I had gone there with my son-in-law, Neil Jones, for a couple of short races to check that my LG45 was going to be in good fettle for my main expedition in 2008 which would be the Le Mans Classic in July. I already had an entry for this exciting race.

The car was going well and my practice session included a car spinning in front of me at Woodcote which I managed to avoid - many cars were spinning that morning. Half an hour later, Neil was out in his practice session and he spun at Copse and stopped sideways. Within seconds, the back of my car was mightily hit by the Halford Special (an historic Brooklands car) driven by James Cheyne whose brother, Andrew, is a member of the Lagonda Club. The impact was mainly to the offside rear hub and to the rear of the car. The wheel was completely smashed, the chassis bent sideways, petrol tank holed and the boot area of the bodywork practically torn away. Neil was bruised on his right side but was checked over by the medics and pronounced OK at the time. James, unfortunately was worse off as he was unconscious and had to be taken to hospital. His car was badly damaged.

After being reassured that Neil was not badly injured, my next thought was that the trip to Le Mans would have to be cancelled (all those non-refundable Euros!). However, during the period before the authorities released my car,

we had given a lot of thought to the problem. On returning home I spoke to Brian Bishop of Bishopgray who recommended that we talk to David Ayre for the chassis straightening. I phoned David Saturday evening and he agreed to do this provided I stripped the car. However, over the weekend, I thought about the next stage which was finding somebody to repair the bodywork and came to the conclusion that it would be better for the whole operation to be done under one roof. Some years earlier, I had visited Roach Manufacturing at Romsey to collect a car for Hilary Whenman. Keith Roach had shown me over his works and I could see that their standards are extraordinarily high. Keith also showed me his collection of cars which includes a very nice 3 litre Lagonda.

Monday morning, I phoned and spoke to his son, Stuart who now runs the business on a day to day basis. Keith and Stuart have raced a Riley in Vintage Events and now campaign an Alexis in Historic Formula Junior events. BishopGray had a car at Roach Manufacturing and offered their "spot" so that my job could have priority. Keith and Stuart agreed to take on the whole job of straightening the chassis and rebuilding the body and estimated about four weeks. Could we be ready for Le Mans? It would be very close.

Neil had intended to come over for two or three days at the beginning of the week to help me strip the car, but on Sunday morning he could not even get out of bed. Strong pain killers and physiotherapy eventually got him up and he joined us at the end of the week for

light duties. With help from my three sons plus Neil and expert advice from Brian Bishop, we had the car stripped to a rolling chassis by the Friday after Silverstone. Next day we were power washing the chassis and I noticed with horror that the offside rear brake drum was at a slight angle to the brake backplate. The rear axle casing was slightly twisted but, fortunately, the alloy castings had not cracked. I delivered the chassis to Roach's on the 6th May and they immediately started work. Keith straightened the back axle (to my great relief) and I collected it and the front axle a week or so later as I wanted to get the half shafts crack tested. In the meantime they had straightened the chassis and fabricated the ash framework and alloy panelling of the rear body. The two rear cross members had to be replaced.

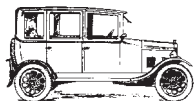
Amazingly I was able to collect the chassis and body after only SEVENTEEN DAYS! Fantastic work Stuart and Keith.

Dennis Carter, who used to work for Peter Whenman, repaired the petrol tank and painted the new panelling. In the meantime I had discovered how much longer it takes to put a car back together as opposed to stripping. Again with the help of the previous crew, the car was back in action by the middle of June and

I had time to do a few fairly fast miles to give me confidence that the car would be OK for Le Mans. As a result of concern that the differential unit might have suffered some damage it was decided to put the original 1937 crown wheel and pinion (3.58) back in the car. Fortunately I had this on the shelf with its own differential and my son, Martin, did the swop in about two hours. As opposed to the 3.3. ratio we had been running this gave a bit more acceleration but at the expense of top speed.

Nevertheless the car went extremely well at Le Mans. Martin was third fastest in practice and we finished sixth overall (out of 65) which pleased me greatly.

It had been a massive job to get the car back in action and we are all so grateful to Keith and Stuart Roach for their ready assistance which made the whole project feasible. Not only did they complete the work earlier than they expected and to a very high standard but their charges were very reasonable. I can't thank them enough. My whole family gave me their time, support and encouragement and they were always there when I needed them. From then on, dealing with the aftermath went better than I could have hoped.



# The Lagonda Weekend, 20th to 21st September

## *Richard Mann and John Blake recall a splendid two days*

WELL, WHAT A weekend, weather, organisation and cars, all superb.

Many intrepid crews and their cars, including a lovely Dutch owned Invicta, gathered at the Manor House Hotel, Aldermaston around lunchtime on the Saturday. A good number of these took part in a very pleasant afternoon trundle, organised by Peter and Natalie Blenk, to Basildon House and Park, a fine National Trust property. Tea and a visit to the house was available, followed by another trundle, via the Benedictine Abbey at Douai.

After returning to the Manor House, conversations concerning cars, holidays and future rebuilds took place, to say nothing of trying to complete a very difficult quiz.

Soon, it was time for drinks before dinner and then the dinner itself. About 70 people sat down, including members from the USA, Australia, Holland and Germany. We had speeches from Brian Savill, Jonathan Oppenheimer and David Hine, who rounded his off with a rendering of "The Bantam Cock".

Sunday dawned bright and clear and by 10.00 a.m. the open grassed area was encircled with in excess of 60 Lagondas representing nearly all the models from the '20s to the '60s, demonstrating the time and care that is spent on keeping these historic vehicles on the road and in such superb condition.

The AGM itself began at 11.00 a.m. and was conducted with its usual efficiency. Our President described his recent visit to America, which is featured in a separate article and went on to pay tribute to the growing band of members who take on the challenge of organising events on behalf of the Club.

The announcement by AML that they intended to introduce a new Lagonda in the near future led to reminiscences on the days when the then new DB 3 litre was advertised in the Club Magazine..

Our retiring Chairman, Brian Savill, welcomed our overseas members, whose presence demonstrated the world-wide spread of our members and their enthusiasm and commitment to the marque. He concluded by thanking Jonathan Oppenheimer for his work on the Board and for organising the weekend's event.

The accounts were approved, following some astute questioning from the floor and the appointment of a Management Accountant to replace our former accountants, who are reducing their client base was announced.

It came as no surprise that all Board Members who were due for re-election were promptly voted back onto the Board, since no counter-proposals had been submitted prior to the meeting!

At this point, Brian Savill formally stood down and handed back to our President, David Hine. David gave special tribute to Brian, emphasising how much his time and effort had been appreciated. His lasting legacy will be the Club's secure financial position and a re-vitalised spares section. Brian was then presented with a digital radio, his choice of retirement gift, and his wife, Joyce was given a huge bouquet of flowers to mark the constant support she has given Brian during his term of office.

Robin Cooke reported on the progress on the cataloguing and pricing of the newly acquired spares from Maurice Leo and promised a fully priced

list on our new website very soon.

Tim Wadsworth reported on our competition season, which was less successful than previous years. He mentioned in particular the misfortunes of Nick Hine, who had a cycling accident, which kept him from competing for much of the season and of the Bugler family, whose bad luck at Silverstone and remarkable efforts afterwards deservedly feature in a separate article.

Alan Heard spoke briefly about his efforts to encourage the Post-War car owners to take a more active role in Club events and then introduced Norman Riley, who presented a wonderful oil painting of himself and his late wife Inger driving their DB 3 litre through the Alps. This will become a trophy to be keenly contested by our Post-War car drivers.

Arnold Davey spoke on the Lagonda Heritage Trust and brought some recent acquisitions to demonstrate the scope and range of memorabilia being amassed for the benefit of the Club. He urged all members to let him know if they had, or knew of, interesting items connected with the marque that the trust could acquire.

This brought the formal part of the meeting to a close. After the usual announcements on lunch arrangements, Christmas cards and the introduction of our new "Lagonda Shop" operators - Denise and Martin Bugler - members dispersed to the bar, the BBQ, or to give their cars a final polish before the Concours.

Very soon after the AGM was over, the excellent barbecue was served, then the concours judges got down to work under the forceful eye of John Breen. As usual, it was difficult to choose the winners, but after much thought and consultation the results were as follows:

**2 Litre Class:** Dick Jones, XV1738  
**16 / 80 Class:** John Hornby, JJ9565  
**Rapier:** Roger Seabrook, RSU 278

### **3 and 3½ Litre Class:**

Phillip Mayhew GY2362

### **M45&LG45 Class:**

Alec Downie, GPD117

### **LG6 and V12 Class:**

Dave Mould, DAK311

**Post War Class:** David Davies, 897GXO

### **Car Club Trophy:**

Christine & Ted Overy EYW734

### **Award of Merit:**

Nic Schede (Lagonda driven to AGM from Maastricht.)

### **Ladies Choice Award.**

Warren King CPD758

**Ladies vote for** "The Lagonda you would most like to take home"

**Seaton Trophy:** John Brown, DPP37  
**Volkes Trophy** (Saturday Gymkhana). No Gymkhana this year.

The Lagonda Tent, with the Lagonda Shop, books and a range of new and used parts was its usual busy self and it was heartening to see Denise and Martin Bugler, Colin and Valerie Bugler and Robin Cooke running their areas, as well as David and Karen Ayre with further car parts as well. The "members' spares" section was smaller this year, has everyone really disposed of their surplus parts, or are they hoarding them for the mythical "rainy day"? It is worth remembering how important these areas are and how much they contribute to the success of the Club, by helping to keep our cars running and by how much it makes the Club operate in such an open and friendly way.

Our final thought was how nice it was to see the LG45 of the Bugler family, fresh from its super- rapid rebuild and a successful completion of the Classic Le Mans. It would be wonderful if more of the racing fraternity could follow the lead of Tim Wadsworth and the Buglers.

It was also a pleasure to see so many Post-War DB cars in evidence. Congratulations to all the organisers and thanks to all those who took part.





*AGM 2008. What a rare treat to have such a fine array of Post-War Lagondas at this event!*





*AGM 2008, 16/80s and 2 litres line up in front of the hotel.*



*All the proud award winners, congratulations to every one.*



# 2 Litre engine numbering - Part Three

## *Hans Eekhoff continues his search for the Holy Grail of engine numbering*

AGAIN, I RECEIVED a few very kind reactions to part 2 of my article about the Lagonda 2 Litre engine numbering but alas, in spite of my pleas to let me have unpublished (in the Members Register) engine numbers from the timing cover of the engines, I received none; although there are still almost 70 cars of which this information is not known, except to the owners.

Therefore, the second listing which was published in the Summer 2008 issue of the Magazine is all that can help to date and to establish the originality of 2 Litre engines. In view of this lack of data it says nothing about 1926 and too little about the other years to get a good picture. But it's a start.

I received a few comments from people who apparently haven't read a few remarks I made in part one, namely that exact dating is not possible, we have only the Registration Dates to work from and they are different from the Production Dates. The engine numbers do not precisely follow the car numbers; often an engine was put in a car much later than the adjacent numbered engine. Many cars received replacement engines, either newer or older than the original engine.

However, it has now been established that the last of the three numbers, stamped on the timing cover of older 2 Litre engines (made roughly before mid 1929), is the true engine number and that this numbering was simply continued (from just before

engine no. 865) when the first two numbers were omitted.

Also it is safe to assume that this numbering started at 1 for the first 14/60 that was produced around mid 1926 and ended on or after no. 1210 for the last 2 Litre engine which was manufactured around July 1932.

That makes it possible (with the aid of my listing) to establish roughly when an engine was manufactured/assembled and if it is original to the car it is in. Furthermore it has come to light that the numbers that are cast at the back of many (not all) engines is not a date; the number '28' does not indicate the year 1928, but occurs on all these engines, also those that were definitely manufactured in other years.

Finally, the fact that an engine has a side-mounted ('High Chassis') or front-mounted ('Low Chassis') dynamo says little about the manufacturing date. Side-mounted dynamo engines were also being produced until the end. And indeed, several Low Chassis cars have their (high numbered) side-mounted dynamo engine and at least one High Chassis car is known which was manufactured in 1931. Besides, 14/60s were still advertised by Lagonda in 1931, although it is not known if any were sold.

Tony Loch very kindly send me some interesting material from the early 50's Registers from the 2 Litre Owners Club (which unfortunately again give no information about the true engine

numbers) and an article by A.C. Rees, called "Identifying the 2 Litre" in which he tries to establish the dates of cars and engines based on technical changes.

Based on this article I will, in part 4 of this series, turn the story around and date these changes with the aid of my engine numbers listing.

Meanwhile, I keep hoping that 2 Litre owners who have not given this information to the Members Register, will walk to their car and let me know what is stamped on the N/S of the timing cover.

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# Letters

Dear Ken,

With regard to the article "A Diesel Lagonda", in the Spring 2008 Magazine, there appears to be some confusion with a car owned by Ian Bulshaw and the car owned by myself. Ian's car is a M45, and mine is a LG45. My car FPF143 was a works demonstrator, and was purchased by John Gardner immediately after the last war in 1945. The 4LK was then used as his personal car for some years, as confirmed by his son Paul Gardner.

I purchased the car at Brooks Auction in 1995, The vendor was a Scotsman by the name of Philip Hills who had owned the car for twenty years. He was in the malt whisky business, and used the car to tow a trailer around the Scottish Highlands carrying barrels of malt whiskey.

As a result, the car was somewhat tired, which resulted in undertaking a complete rebuild, which was well worth it especially as it returns 40 M.P.G. I have a lot more history on this car, but I hope this will help to keep the records straight.

Yours sincerely,

**John Walker**

Dear Ken

I thought that the whole ideal of being a member of a small club is to enjoy inclusiveness, thus everyone is informed in advance and can take part or not of the various activities. My point is that members know about the Northern Dinner, Suffolk Dinner, New Forest Lunch, the Southern Area Picnic, the exotic ones like Shetland & Orkney Rally and the Continental Rally. Well done to organisers and participants! I have been

on some of these events and like to do some more, also my wife and I have in the past organised Devon and Cornwall area picnics... Sometimes, to boost numbers, we invite our active sister clubs in the area i.e., Rapier, AMOC and Bentley. The popularity though is a bit like the tide coming in and out, people leave the area, loose good health or sadly die, it's the way life is. Nowadays Lagonda events are few and far between in my neck of the woods. Reading about the Fitton West Country Rally in previous issues, we were looking forward to participating. The first mention I see for 2008 rally was the write up in the summer magazine number 217. I have rechecked Arnold Davey's newsletters back to November 07. No details, no dates, nothing.

Of course a group of consenting adults can do what they like in private but I don't necessary want to read about it in the club magazine. If this was a Club event 'cos it reads that way then these particular people have appointed themselves the A list, and everybody else is not even on the B list. This exclusive behaviour is derisive to the club.

Why my cage has been rattled so much is that this so-called West Country Spring Rally passed through Liskeard and Looe, That's my doorstep. As a club member, even if not in the rally, it would have been nice to see them and give them a wave!

Sincerely,

**Philip Stephens**

Dear Ken,

I have been meaning to write before now regarding the mystery photo printed on page 8 of the Summer 2007 magazine.

My first reaction was, and it still is, that this was taken at an AGM held at the Berkshire Agricultural College, near Reading in the late 1960's. This event was organised by the then Committee member, Gordon Preece.

Because it was a damp, cold and dreary day, the cars had to line up at the side of the drive leading to the main building.

Regards,

**Valerie May**

*This was emailed to me some time ago, but for complex reasons it arrived in two parts some considerable time apart. Now that the two parts are together it is good*

*to resolve yet another tiny part of the Club's history. Thank you Valerie!*

**K.P.P.**

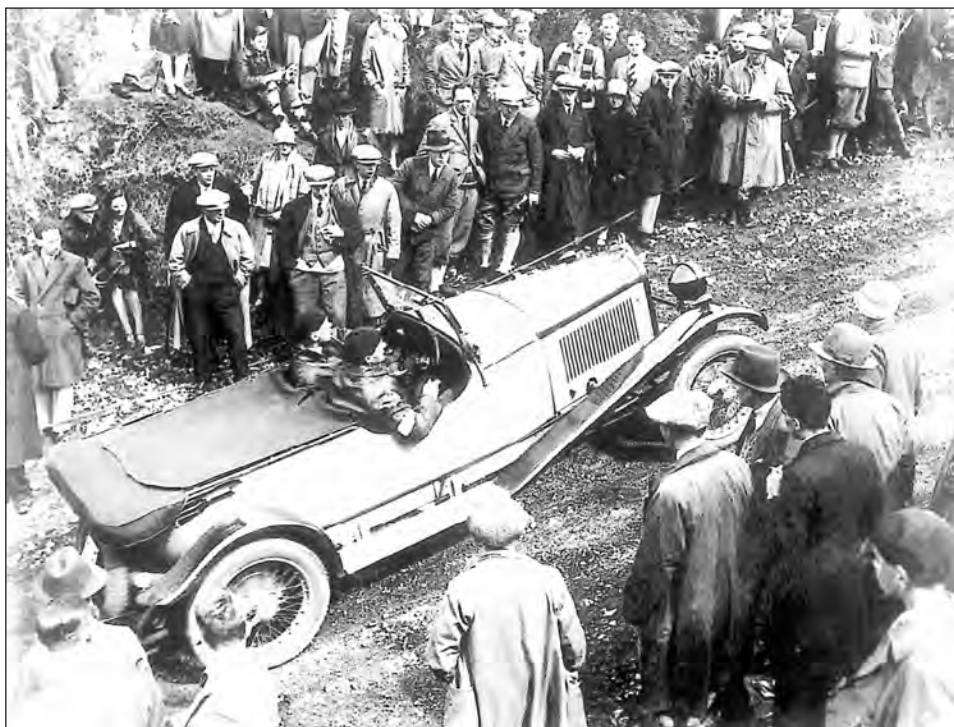
Dear Ken,

I hope Tony Wood won't mind if I make a slight alteration to his mention of guests at the Suffolk Weekend dinner: Andrew Elphinstone was there with Min and it is HIS mother Pam who was with them. As a number of members know it is through Pam's late husband Charles, my boss, that I became Club Secretary in 1957.

I just wanted to put the record straight!

Regards,

**Valerie May**



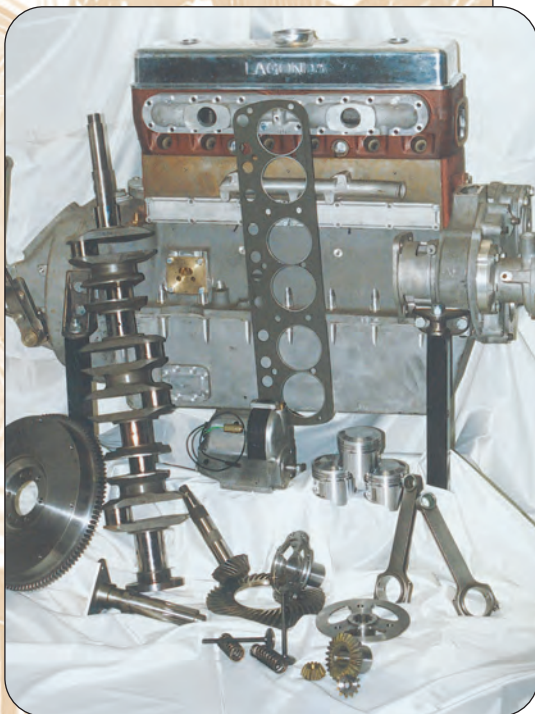
*Sammy Davis storms Beggars Roost in 1928. See Alan Elliott's article on page 15.*

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