



# THE MAGAZINE OF THE LAGONDA CLUB

Number 225  
Summer 2010



# DAVID AYRE



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

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

## Lagonda Bentley Invicta

### International Rally Preparation

**World's largest stock of pre-war Lagonda spares**

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

*Insurance work undertaken*

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

David Ayre · Telephone/Fax +44 1635 268058 · Mobile +44 7785 365890  
E-mail: david@davidayre.com

**WANTED – PROJECTS OR PARTS**



## The Lagonda Magazine

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

---

### LAGONDA CLUB LIST OF OFFICERS 2009/10

**President:** D. R. Hine

**Vice Presidents:**

A. Davey, A. W. May

**Chairman:**

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

**Company Secretary:**

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

**Membership Secretary:**

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

**Registrar & Newsletter Editor:**

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

**Editor:**

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

**Treasurer:**

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

**E-Communications:**

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

**Competition Secretary:**

Tim Wadsworth,  
The Thatched Cottage, Emmett Hill Lane,  
Upper Minety, Malmesbury, Wilts, SN16 9PP  
Tel: 01666 860368 Fax: 01666 860807  
e-mail: tim@lagondahire.co.uk

**Post-War Cars Secretary:**

Peter Gilkes,  
61 Horton View, Banbury, Oxon OX16 9HW  
Tel/Fax 01295 269897

**Board Members:**

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

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

**The Spares Service:**

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

**The Lagonda Shop:**

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

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

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

## Overseas Representatives:

### USA:

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

### Netherlands and Belgium:

Herman Arentsen,  
Logtsestraat 3, 6675 NB Valburg,  
The Netherlands  
Tel: (+31) 488 431291  
Fax: (+31) 481 373593  
e-mail: TBA

### Germany:

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

Rudolf Ernst,  
Schoenaich-Carolath-str. 22,  
D-22607 Hamburg, Germany  
e-mail: RudErnst@aol.com

### Switzerland:

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

## UK Area Representatives:

### Anglia:

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

### Midlands (East):

Harry Taylor. Tel: 01159 830363

### Midlands (West):

Terry Brewster. Tel: 01386 792770

### Kent:

Adrian Lead. Tel: 01304 614690

### North:

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

### Northern Ireland:

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

### Scotland:

Alistair Gunn. Tel: 0131 4412279

### South West:

Alan Elliott. Tel: 01963 250353

### Surrey, Sussex & Hants:

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

### Yorkshire:

Ian North. Tel: 01482 879105  
e-mail: iannorth@lineone.net

## FRONT COVER:

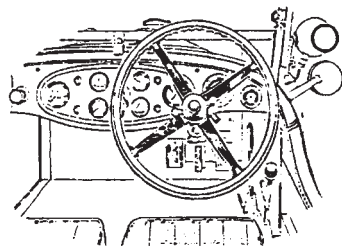
*Stephen Matthews' LG45 Team Car Replica.*  
*photo by Derek Green*

## Contents

From the Driving Seat . . . . .	5
West Country Tour . . . . .	6
To Wales With a 1932 Lagonda . . . . .	13
Exciting New Lines from the Lagonda Shop . . . . .	18
n Praise of Mr Sticky, Atco Mowers and Wax Jackets . . . . .	22
Lagonda Rapier Dinner . . . . .	27
The Lagonda Car Club's Second Gymkhana . . . . .	31
Letters . . . . .	33

# From the Driving Seat

***Ken Painter***



IN THE PAST few weeks I have been helping to identify and price the David Wield spares bought by the Club at the end of the recent sale of his dismantled cars and collection of spares. It was an interesting task and I now know far more about the OH gearbox than I did before! It has encouraged me to start work on building up my own gearbox, since it came as a totally dismantled pile of mostly useful parts. With the aid of the gearbox manual compiled by Phil Ridout I should have the box fully rebuilt by the time you read this!

Next will be the back axle, while the springs are being re-set. The front axle should be quick and easy then and the components can be bolted onto the chassis. This will greatly reduce the number of awkward lumps of metal that so hinder me when I try to clean the working space and the sight of a car arising from the untidy pile of detritus should work wonders with my morale too. The engine is still far from complete so that might have to wait a little longer.

Moving my assortment of spares has revealed a defect in the long, slow process of finding and buying Weyman door locks. I spread my collection of five locks along the bench and realised that every single one has the locking pin on

the right hand side, instead of having two facing left and two right!

Talking of Phil Ridout, I have been passed a number of notes and papers he prepared during his work on the 2 litre manual and the idea is that they can be used as helpful page-fillers. I need to be absolutely sure about what will actually appear in his manual though, there will be no point in simply repeating information totally out of context just to fill the bottom of a page.

We are trying something new in this edition. The centre pages show the latest items available from The Lagonda Shop. This will not be a regular feature, should show the Board if the advertising will generate extra sales. The long-term plan is to create a separate colour catalogue on line for the regalia, so this is just a first step towards an entirely new approach to marketing our wares.

I was saddened to learn of Derek Green's passing. His death came too close to the deadline of the magazine for a suitable obituary to be written, so it will feature in the Autumn issue of "The Lagonda". His final advert is included at the request of his family and it is a testament to his courage in extreme adversity.

***Last date for copy for the Autumn magazine is  
... Saturday 9th October 2010 ...***



# West Country Spring Tour 2010

*Richard Reay-Smith*

"There was a sound of revelry by night,  
And Belgium's capital had gathered then  
Her beauty and her chivalry, and bright  
The lamps shone o'er fair women and  
brave men."

BYRON'S FAMILIAR lines describe the ball given by the Duchess of Richmond in Brussels on 15th June 1815, the eve of the Battle of Waterloo, though he might have applied them with equal accuracy to the fair women and brave men gathered in the magnificent saloon of Ston Easton Park on 25th April 2010. For this was the setting of the now traditional Champagne Reception which inaugurates the Spring Tours organised by John and Joan Fitton in the West Country. The glamour and opulence of the scene inside was matched by the sight of the Lagondas drawn up outside in front of the magnificent façade of this early eighteenth century mansion built of honey-coloured Bath limestone.

The Duchess's guests nearly two hundred years ago did not know the fate that awaited them in the morning but the Fitton's guests could afford to be more confident. These rallies are always based on a well-chosen hotel which provides excellent food and service in attractive surroundings, and well planned routes through beautiful countryside to interesting destinations, with plenty of time to stop for coffee on the way. We also had better means of transport. Byron describes the scene as the ball breaks up to the sound of gunfire: "The steed, the mustering squadron, and the clattering car, went pouring forward with impetuous speed."

Lagondas may occasionally indulge in impetuous speed if called upon to do so, but they rarely, if ever, clatter.

Sadly three couples who had hoped to join the tour were at the last moment unable to attend but it was good to see some new faces. Richard and Doff Wadeson brought their 3 litre Tourer from Essex and Richard Mann and John Blake crewed the M45 Tourer which Richard's father had ordered from the factory in 1934 and which three generations of the family have since taken on the Monte Carlo Rally. Robin and Mairwen Colquhoun brought their 2 litre low chassis Tourer from north Wales while Roger and Beryl Firth, for so long organisers of the Northern Tours, drove from Cheshire in their very attractive M45 Saloon. Brian and Joyce Savill in their 16/80 Tourer and David and Francesca Rowe in their 3 litre low chassis Tourer completed the list of newcomers.

Phil and Beryl Pyne achieved a unique distinction by bringing two almost identical black 2 litre low chassis Tourers. Both cars even had identical number plates. One they parked with the other cars in the forecourt while the other, a beautifully executed child's pedal car, parked nonchalantly in the entrance hall. Apart from size, one of the few differences I noticed was that the model had a BRDC badge which the original sadly lacked.

Three latecomers were Michael and Georgina Drakeford, James and Shirley Valentine and Peter and Anne Walby. The Drakeford's M45 Tourer most unusually had electrical problems on the



*The Pyne's "2 litre litre" pedal car.*



*...and the real thing.*



*The magnificent house at Ston Easton Park.*



*Barrington Court.*



way down. They had to have it transported back home and they then joined the rally in a modern car. The Valentine's V12 DHC suffered from what seemed to be fuel vapourisation and had to stop now and then for a rest. Peter and Anne Walby showed admirable and fairly well-placed confidence by arriving in a 3 litre Tourer which they had not driven since they bought it from a well-known supplier of sporting carriages a few days earlier. They were delayed by a broken fan on the way down but thereafter their car performed faultlessly.

After a dinner which fully lived up to expectations, we retired to our extremely comfortable bedrooms, furnished with well-chosen antiques and eighteenth century prints. Fittingly, over your correspondent's bed hung a print of Staines Parish Church on the bank of the Thames. I calculate it must have been very close to the site of the Lagonda factory 150 years later.

Though the journey down on Sunday had been punctuated by heavy showers, on Monday after rain in the early morning the weather cleared and good weather lasted until it started to rain three days later as we returned home.

The day started with a gentle drive to the first coffee stop at Wells. As we parked our cars we were assisted by a particularly helpful car park attendant who asked if we were going "up Priddy". After some difficulty in translation, it appeared that Priddy was a village in the vicinity from which a magnificent view of the surrounding countryside was to be had. We bore the information in mind. Tom and Shirley Willcox's attractive 2 litre Honeymoon Coupe was attracting a lot of local attention in the same car park.

Wells was well worth the trip. The Cathedral was fascinating and the Bishop's Palace and gardens were

attractive. The Cathedral contains the oldest complete working clock in the world and the Chapter House is particularly attractive. There is also a small plaque on the wall to commemorate a bell ringer who had rung the cathedral bells for over seventy years and died three and a half weeks before his hundredth birthday. Some of our number were more attracted to the frock shops. Walter Thomson was found loitering outside one for quite some time while Rosie was inside making up her mind not to buy anything.

From Wells the route took us across the Somerset Levels to lunch at Barrington Court. This country always seems to me to be divorced from the modern world. Long views over a flat landscape largely unchanged for nearly a thousand years with the lonely eminence of Glastonbury Tor brooding over the plain; a thousand years of poverty, ignorance, superstition, and oppression, not to mention incest, have soaked into the landscape and one can feel the presence of those who were cut down by the King's cavalry or drowned in the ditches at the Battle of Sedgemoor. This battle ended the Monmouth Rebellion and proved that virtue is rewarded. John Churchill was promoted Major-General on the way to military glory, power and immense riches as the Duke of Marlborough for contributing to the massacre and for preserving the throne of James II whom he helped to depose only three years later; while George Jeffreys was made Lord Chancellor of England before the age of 40 for so efficiently hanging, burning and torturing to death more than a thousand illiterate and bewildered peasants.

Barrington Court was the first house bought by the National Trust in 1907 and then let to the Lyle family who had made their money in sugar. They restored the

Tudor mansion, designed the gardens under the influence of Gertrude Jekyll and lived there for three generations; a delightful lunch stop on a perfect spring day. The Valentine's V12 succumbed to one of its periodic attacks of the vapours a few hundred yards short of the forecourt where the rest of our cars parked while Clive Dalton conducted a master class on the 2 litre engine to an admiring crowd of visitors surrounding his Continental Tourer.

After a leisurely lunch and walk round the gardens we set out for Cheddar Gorge and its caves. With a late start and a diversion for petrol we arrived after the caves were closed but that did not detract from the dramatic drive up the gorge, up which various fit types clad in Lycra were cycling while others abseiled down the cliff faces. At the top of the gorge we saw a signpost to Priddy so decided to see if the view lived up to its reputation. A pleasant drive through country lanes brought us to Priddy and a vantage point a few hundred yards from the road. However it had been a long day and another excellent dinner at Ston Easton Park beckoned so we decided to leave that walk for another occasion. Even on main roads the fast drive back to the hotel provided many attractive views.

Tuesday was a "free day" though Joan had organised a bus to take the ladies and Tom Willcox to Bath to take the waters and shop. Jane Austen disliked Bath, describing it as a centre of extravagance, immorality and loose living so naturally the trip was very

popular with the ladies. The men, made of sterner stuff, had the option of visiting the National Trust gardens at Stourhead and the Haynes Motor Museum. Stourhead is one of the most sublime 18th century landscape gardens and the Haynes Motor Museum had a surprisingly large, varied and interesting collection of cars and motorcycles so those who visited them were not disappointed.

Wednesday was forecast to be the hottest day of the year. In the morning we followed a picturesque route to the 13th century village of Lacock with its half timbered stone buildings and its magnificent Abbey for coffee. Leaving Lacock we climbed Bowden Hill where we saw the first bluebells of the year amid the scent of wild garlic and pressed on to Avebury for lunch at one of the pubs in the village. After lunch we visited the vast henge and the Neolithic stone circles, in many ways more impressive than the rather later Stonehenge which a former Director of the National Trust once described to me as a pile of stones in a car park.

An attractive and undemanding drive brought everyone back to the hotel in plenty of time for the final dinner at which we all agreed that John and Joan had excelled themselves in the organisation of this year's rally. John announced that Walter Thomson and David Edwards and their wives had volunteered to organise a rally next year. They both live in the Cotswolds, so it looks as if we will have the opportunity to explore another attractive part of the country.

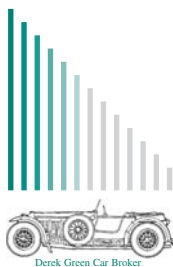




*The cars on parade at Ston Easton Park.*



*David Rowe checks the workings of his low chassis 3 litre tourer.*



# DEREK GREEN CLASSIC CARS LTD

## Car Brokerage

Unfortunately due to illness  
I now have to cease acting as a broker  
and close my business

I would like to thank all my good friends and customers  
in the Lagonda Club for all their support over the years  
and to thank the Club for all the fun and great memories  
since I first joined in the late 1970's

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

E-mail: [derek@derek-green.com](mailto:derek@derek-green.com)  
[www.derek-green.com](http://www.derek-green.com)

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



*Clive Dalton gives a Master Class on the 2 litre Continental.*



# To Wales With a 1932 Lagonda Powered by the Latest 3.8- litre Gardner Diesel: Bwlch-y-Groes Climbed at 30 m.p.h. Average: 42 m.p.g. for 182 Miles!

THREE YEARS AGO the first description of a Gardner Diesel-engined- touring car, appeared in "The Autocar" The car was a 1925 Bentley fabric saloon, to which a somewhat lightened version of the Gardner four-cylinder transport engine had been fitted.

Enthusiasm for the car's performance, on a run into the Lake District on that occasion was subsequently fully borne out by the results achieved with the same car by, Lord de Clifford in the Monte Carlo Rally of 1933, when the car put up the best performance by a British entry and only, perhaps, failed to gain the highest possible award because, after all, it was a 1925 chassis with 1925 brakes .

The engine then used was definitely a transport vehicle engine, and it was fitted in a car chassis primarily to prove to transport operators that it was sufficiently smooth and quiet to be used in a private car; it was not put forward, however, as a car unit.

Once again it was the writer's good fortune on behalf of The Autocar to have the first run for Press purposes on the 1932 Lagonda which has been used for testing this engine, and which has already done 12,000 miles under Diesel power.

The journey undertaken was from the Gardner works at Patricroft,

Manchester, to Bala, then on to Bwlch-y-Groes, and back to Manchester again.

## **48 m.p.g. for Over Seventy Miles**

No attempt was made to travel at excessive speeds, or to make a good average, and the 30 m.p.h. limits were rigorously observed. In short, the car, was driven in an ordinary way at its natural touring speeds, the route, of course, being by no means of the arterial road variety. Bala (72.5 miles) was reached in 2 hr. 21 min., or 30.56 m.p.h. average. The fuel used was then carefully measured, and the tank contents were exactly 1½ gallons less than when we started - or 48.32 m.p.g. for a total weight of just over 1½ tons!

Bwlch-y-Groes was the next objective, and the winding, narrow lane along the shore of Lake Bala and the climb to, the summit were necessarily taken sedately. But the remarkable thing about the engine, in spite of the 3 to 1 gear ratio that it pulled, was the effortless way in which top gear was held. Diesel engines are usually governed, both for maximum and for minimum revolutions.

In the case of the Gardner there is no maximum governor when fitted to cars, but the minimum governor is essential for maintaining the correct idling speed.

This speed gives a car pace on the level on top gear of rather under 8 m.p.h., and it is possible to open up from this pace with absolute certainty; thus top gear can be used in traffic or round blind corners without any fear of a stalled engine. True, it is pleasanter to use third, but there is no actual need to do so.

Before descending Bwlch-y-Groes it was noticed that the radiator temperature had risen to 85 deg. C., so at the foot the blanking plate was taken out of the radiator before making the climb. This blanking plate, by the way, had cut out all the standard Lagonda radiator except the top three inches, so that for ordinary running (when the thermometer never went above 70 deg. C.) a radiator about the size of a cigar box would be ample.

### **Up Bwlch-Groes at 30 m.p.h. Average**

Bwlch-y-Groes was climbed from a standing start in 2½ minutes (equalling 30 m.p.h.), the distance being 1¼ miles and the average gradient 1 in 7. Third gear (4.22 to 1) was just a little high, and second (6.92 to 1) just too low for the best results; for instance, on the 1 in 4½ gradient near the top the revolutions were at 3,200, while the road speed was 29 m.p.h. At the same revolutions an appreciably higher speed could have been held had the second gear ratio been higher, since the engine had pulled third gear on the first part of the final steep section.

With the unblanked radiator (no fan), a strong following wind and brilliant sunshine, the water temperature at the end of the climb was 85 deg. C.

After descending again, several stops were made for photographs on the next ascent; and restarts were made on 1 in 4½ with the greatest of ease, using first gear (11.07 to 1).

The fuel was checked again at Bala, and one gallon had gone in 29 miles of hill-climbing and frequent restarting.

The homeward trip of 80.7 miles gave an average of 34.9 m.p.h. and a fuel consumption of 45.7 m.p.g. During this run acceleration tests were made, and

the excellent figure of 24½ sec. was obtained for the acceleration from rest to 60 m.p.h., using first, second and third gears.

From 20 to 50 m.p.h. on top gear took 22½ sec., while on third gear. the time for the same range was 13½ sec. A maximum speed of 83 m.p.h. (by tested speedometer) was reached.

For the whole run of 181.8 miles the fuel oil used was 4¼ gallons, or 42.7 m.p.g.

What are the general impressions of the engine? It is mechanically quiet, starts instantly (the starter battery is only a 70 amp. 12-volt type), and pulls in a most effortless way. It is certainly noticeable when idling, but no more so than a four-cylinder petrol engine of equivalent size.

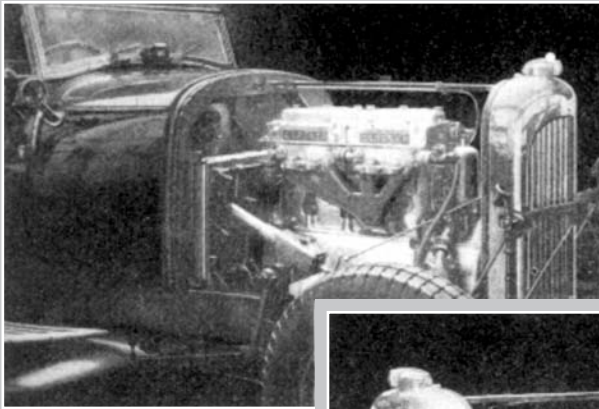
The exhaust note is neither unpleasant nor loud, and tyre swish on a newly top-dressed road completely drowns this and all other noises.

### **No Undesirable Traits**

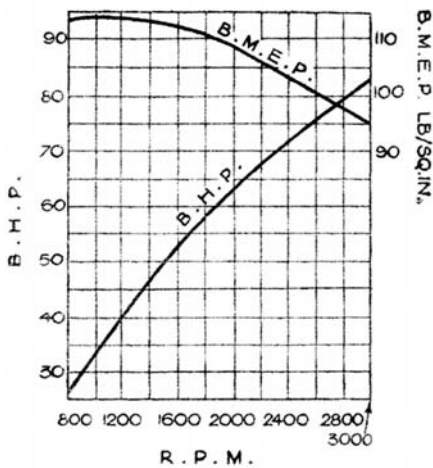
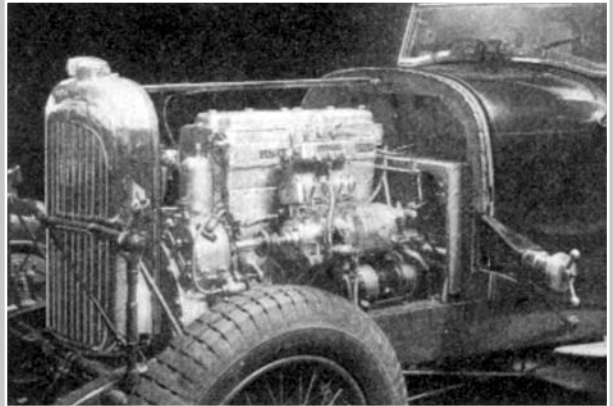
For those who appreciate the big-engined sports car there seems to be no reason which would make the Gardner engine undesirable - indeed, anyone being driven by it and not told what it was would never realise there was anything unusual about the power unit except that it has an exceptional amount of what can only be described by the word "guts." It really does pull!

And, of course, there is that little matter of consumption. Over 40 m.p.g. at over 30 m.p.h. averages. is really to be in pocket on one's motoring, and, as the Lagonda has a 20-gallon tank, one could go from London to Edinburgh and back without a filling stop.

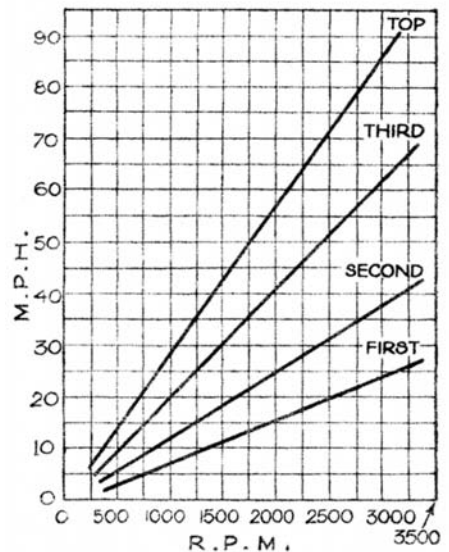
The engine, known as the Gardner 4LK, is based on previous Gardner engines, which have been developed to a very high pitch in the marine and transport worlds, wherein they are the leading example of the direct-injection type, fuel being injected directly into the cylinder and not into an ante- or pre-combustion chamber.



Both sides of the Gardner Diesel engine in a Lagonda chassis.



Showing the brake horse-power and mean effective pressure from 800 to 3,500 r.p.m.



Engine and road speeds on gear ratios of 3 to 1, 4.22 to 1, 6.92 to 1 and 11.07 to 1.

Bore and stroke are 95.25 by 135.35 mm., the capacity is 3,800c.c. and the compression ratio is in the region of 14 to 1. At 800 r.p.m. the output is about 27b.h.p., rising to 63 b.h.p. at 2,000 r.p.m., and reaching 83 b.h.p. at 3,000 r.p.m. The weight of the engine is 684 lb. (with starter) and this figure is secured by extensive use of light alloys.

The cylinder block, for example, is of aluminium with inserted hardened iron liners, while the cylinder heads (cast in pairs) are of the same material with a bronze plate in which the valve and injector seatings are formed. By this arrangement the parts liable to wear are all renewable independently of the main castings.

Chambers cast on the heads enclose the valve gear (operated by tubular push rods). Specially light alloy is used for the crank case, and this carries the crankshaft in five bearings, while the camshaft runs in six bearings. To withstand the high pressures used in a Diesel engine a very massive crankshaft has to be used, and it is of 3in. diameter,

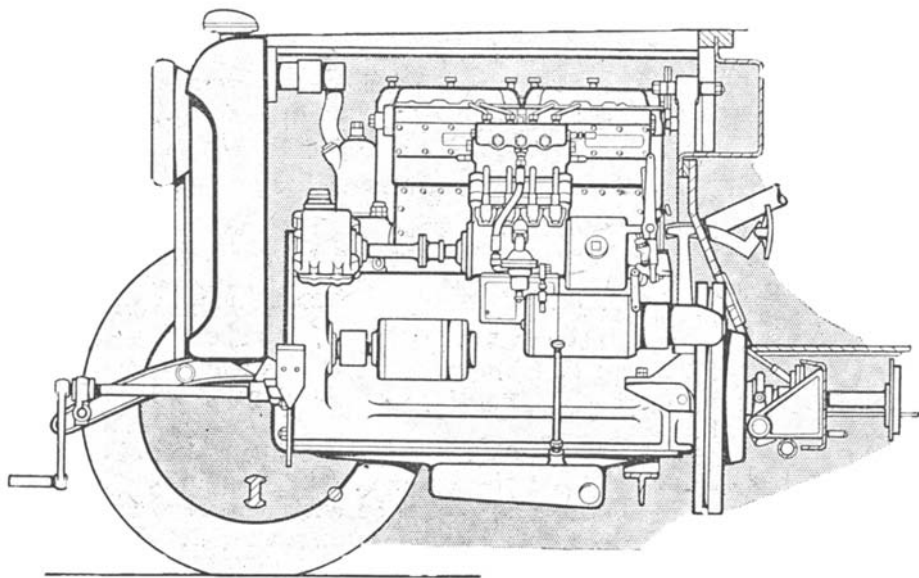
machined from the solid bar, and fitted with balance weights.

The connecting rods are equally robust, and the long pistons are likely to give almost endless wear.

Lubrication is fully forced throughout, for not only is oil forced into the hollow crankshaft for the main and big-end bearings, but it passes up drilled ways in the connecting rods to the small ends.

Fuel is injected by a Gardner-Bosch fuel pump, supplied from the tank by an Amal mechanically driven feed pump. The actual injection into the cylinders is by means of Gardner nozzles, and the efficiency of the engine depends, of course, upon the correct mixing of air and oil spray in the cylinder; this is effected by masked inlet valves and a piston with a cupped top, to secure the necessary turbulence at full compression.

*This article was first published in "The Autocar", August 23rd 1935*



*Side elevation of the Gardner Diesel engine in the Lagonda chassis.*





*Roger Firth's M45 saloon on the West Country Tour.*



*Chaddesley Corbett pub meet, 17th April, David and Gill Edwards and their 2 litre Low Chassis tourer.*

# Exciting New Lines From



**Club badge**  
grille fitting  
£27.00 + p&p



**NEW!**  
Club keyring, engraved on  
both sides. £6.50 + p&p



**NEW!**  
Natural colour cotton bag  
printed both sides.  
£4.80 + p&p



**NEW!**  
Stone coloured  
men's fleece  
£33.00 + p&p

# om The Lagonda Shop



**Golf Caps**  
in four colours  
£9.50 + p&p



**NEW! mugs,**  
Winged badge and Staines  
badge either side £4.50 + p&p

Lagonda  
Club

Lagonda  
Club



**NEW!**  
New colours available in  
children's polo shirts  
£13.50 + p&p



**NEW!**  
Silk club tie, repeat shadow  
print winged badge, Single  
badge at bottom. £18.50 + p&p





*Club members assemble for a pub lunch at The Talbot Inn, Chaddesley Corbett, 17th April.*



*The pub meet organiser, Terry Brewster's Team car replica and Adam Gentilli's LG45 Rapide.*





*Graham Doyle found four pictures of this 2 litre on Melton Mowbray's Farmers Market!  
The man pictured is probably Richard Tansley.*



# Longstone Tyres

John Hudson, Doncaster Road  
Bawtry, Doncaster DN10 6NX

Telephone: 01302 711123  
Fax: 01302 710113

**LONGSTONE TYRES.**  
**DOUGAL & ANDY CAWLEY**

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



**DUNLOP**

**ENGLEBERT**

**Firestone**

**AVON**



**NEW EXTRA REINFORCED TUBES AVAILABLE**

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

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

# In Praise of Mr Sticky, Atco Lawmowers and old Wax Jackets!

## *Nigel Paterson reveals all*

I LAST PUT FINGER to keyboard about my 2 litre Lagonda approximately 6 years ago, and since then much work has been done. Some as a result of a planned programme of renovation and improvements and others as parts have failed. It now looks very respectable for its age, drives well, but only likes going out in fine, warm weather (a bit like me!).

The car is very original in terms of the body condition. Mechanically, it has had many new parts, but the engine, gearbox and axle have been left alone as an inspection has shown them to be in good condition. My philosophy is don't repair a machine if it isn't broken, but if work is done, to use the best parts.

If non original pattern parts are used, make sure the work is reversible, so that the originality can be recovered in the future.

The block does have a small crack (in the usual place under the exhaust camshaft extension. This wept water very slowly (no more than a few drops per day), but it was annoying. I tried various sealants and coatings to stop the leak without success. Then I came across Mr Sticky's underwater glue, which I found via the internet. This is a special glue used to reseal tiles in swimming pools and has excellent grab properties and sets in wet environments. I patched over the crack with a small piece of fibreglass mat smothered with the glue about 5 years ago, and it's not leaked a drop since. So, its thumbs up for Mr Sticky! In the meantime, I ordered one of the new blocks from

Wessex Workshops, which I now have and it is a fine piece of engineering. Although I'm not sure whether I will fit it, as the engine is running well and it seems a pity to disturb its equilibrium!

A pair of Solex carburettors were bought via the Newsletter, together with their inlet manifold. I used these to replace the single SU that had been fitted many years ago (probably when the supercharger was removed pre 1950). They fit nicely and look better than the rather lonely SU in the engine bay. However, it proved difficult to start the engine from cold with the Solex carbs. The only way I could start was to inject a few ml of petrol into each venturi (which was a bit of a bore), and it then started immediately. So, I started thinking of alternatives. I read about Kigas systems, which operated in conjunction with the Autovac petrol reservoir. However, as far as I know, my car has never had an Autovac, as originally the car had a mechanical pump, because it was built as a supercharged car. However, it was replaced by an electric pump many years ago.

I searched the internet for 'Kigas' and found that Paul Beck Vintage Supplies were offering 'nearly new' pumps. I thought one would look good on the dashboard, even if I didn't get round to making it usable. However, having installed the pump, it seemed a waste not to progress further, in view of the starting difficulty.

Now, I had an 1930's Atco lawnmower lurking in my garden and this had a very nice cylindrical fuel tank

with domed ends. This had the potential to make a perfect fuel reservoir for a Kigas system. So, the mower was extracted from a hedge, the tank removed cleaned and resprayed and mounted on the front, nearside of the chassis, next to the radiator. Copper pipe was used to plumb it in to the pump and on to the inlet manifold. Once the pump is primed, it requires three pumps and the engine starts with the first push of the starter button. It is easy to tell when the Kigas pump has petrol in it by the additional pressure needed to inject liquid rather than vapour into the inlet manifold. The tank on the chassis has a nice vintage look to it, although everyone seems to recognise it as an old Atco fuel tank.

Then, the car went wrong fairly big time. I had just reversed it into the road from my garage, when a loud graunching sound came from the rear of the engine, then it recovered to run normally. I turned off the engine and tried to restart it, but the starter motor just turned, but would not engage. Problem with the Bendix I thought. I looked underneath the car to see (to my great disappointment!) a bulge and crack in the rear extension of the sump around the clutch, just below the starter motor area.

By now, I'm swearing quietly and thinking what to do next. I remember someone saying these cars do not like starting on the handle. But, I tried it and it fired up first turn (at which point, the car was partially forgiven). I drove it back into the garage, removed the floor and starter motor to find that a Bendix spring retaining bolt had come unscrewed, dropped down and jammed between the starter ring and sump. The rotation of the engine had urged it on its journey, whereupon it had decided to take some of the starter ring teeth with it (they were fairly worn anyway). The passage past the starter ring was small and this resulted in the bulging and cracking of the aluminium sump casting.

I removed the sump to inspect the damage further. There was nothing I could do with the sump, so it was put on one side to take to have it repaired by cold metal stitching. The starter teeth were integral with part of the flywheel, but the ring of teeth was now useless. The clutch and flywheel assembly therefore had to be dismantled and removed, so that a new and separate starter ring could be fitted. This, although an awkward job, was fairly straightforward, provided care is taken and all parts are put in labelled trays (I use the aluminium take-away trays from the local curry restaurant). It's worth working out how the system works before dismantling as this aids re-assembly. It was also an opportune time to replace the clutch linings and pressure plate, which although not causing any problems, were nearly worn out. Here I must thank Mark Yeomans for 'lending' me his spare starter ring so that I could repair the car without delay, and also John Batt for manufacturing the new ring, which I then 'gave back' to Mark several months later. The clutch parts were bought from the club spares service.

Whilst dismantled, the crank and bearings were inspected and all appeared to be in good order. A local engineering shop ground off the old starter teeth and fitted the new ring and an MG repairer fitted the new clutch plates to the relevant parts of the clutch. I then reassembled the clutch and flywheel and carefully set it up. The clutch stop lining was also replaced and set to come into operation in the last quarter of the pedal travel and to come-on only moderately hard. The sump was taken to Surelock Castings, at Oakham for cold metal stitching. They did a really tidy repair and well worth the money and effort to return the casting to a good condition. I was interested to see a wide range of engines being stitched together there, including a Ferrari, an Edwardian Vauxhall and a Lagonda cylinder head.

The sump was replaced with a new gasket and everything was then back to normal and the car was drivable again. New bolts and tab washers were used on the Bendix spring and held in place with Loctite. I regularly check these to make sure they are still tight!

At some stage, the car had lost its running boards and the front valance (a photo shows they were not there in the early 1950's). Both items have now been replaced on the car.. The running boards were bought from John Batt, who provided good advice on how to bend and fit the aluminium strips. It was certainly a time consuming job. The hardest part was making up and fitting steel brackets to support the boards, as the bolt holes on the chassis are inaccessible to say the least. They were clearly intended to be fitted before the body was lowered into place. However, the brackets can be retro fitted, provided 'special tools' involving bendable lengths of metal with nuts taped to their ends are made up and a large amount of patience of 'fiddling power' is available. The metal strips were used to insert the nut between chassis and body, so as to align with the bolt being pushed through from the other side of the chassis.

The front valance was bought from Wessex workshops and is a fine piece of work made up from several aluminium pressings. I have used a couple of bolts to hold it in place, as I was concerned that it might blow away, when fixed with only the original spring clips.

The addition of the running boards and valance have improved the look of the car and it is much admired when I take it out, especially when I go down to collect supplies from the builders merchant or take rubbish to the recycle centre. For some reason the 'recycling advisors' always direct me to the scrap metal skip (it lightens their day!).

An excellent purchase was the 'Vintage Lagonda Manual' from the Club. One piece of info was worth its weight in gold and that is on the use of the clutch

stop. When changing up, clutch pedal to the floor, but when changing down, only push the pedal down, as you don't want the clutch stop to come into operation. It's all explained in the manual, so you'll have to buy the manual, if you need to know more!

Oh yes, and then there is the old wax jacket. The hood is ancient, possibly original and was full of holes. The outer covering of the jacket provided an excellent thin fabric to glue over the holes and rips. The repair is effective, so that it does not leak anymore, but such is the age of the hood, it is only really suitable for emergency use. The whole was painted using 'Renovo' to colour it black. The next job is to make up some side screens, using a set of Lagonda screens bought on Ebay several years ago (for an unknown model, but, they each have a nice little plastic oval Lagonda label sewed onto each screen). I've cut them down to size and rewelded them and have fitted the pegs. Next job is to have the window material and fabric fitted, with a matching new hood.

Having written this article, I have now left it on my PC for some time, without thinking anymore about it. In that time, my Bendix bolts have loosened again and one did come off. Luckily it did not cause any damage to the sump or starter ring this time. It was retrieved from the inner recesses of the Bendix/starter ring chamber with a strong magnet on a long shaft. The problem was that although I had fitted new bolts, the threads on the Bendix itself were worn and the bolt simply pulled out after many uses. These threads have now been repaired and parts replaced to ensure it won't happen again.

The car was driven to Reading for the annual rally last year, a total journey of about 160 miles. It went really well, but has been resting for most of the winter since then. This was possibly the longest journey it had done since before I was born (in 1950).





*Nigel Paterson's 2 litre.*



*Another view of Nigel Paterson's car.*



*Rapier Dinner: Tim Metcalfe presents the Gary Guiver Gong to Iain White.*

# Lagonda Rapier Dinner, Adbeburgh, 29th March 2010

## *Clive Dalton goes to the seaside*

"I'M GETTING TOO old for this", says Shirley the night before. Nevertheless I went and plugged the car in. Getting-up time the following morning Shirley looks out and says "it's wet" but it turns out it's not, it has just been damp. I start putting the hood up about 10 when Shirley comes out and announces that the sun is coming out. Puts hood back down again. And that is how we come to motor virtually all the way with the wipers on and the hood down. Fortunately the route is across the countryside and there are almost no stops at all. We arrived at Adbeburgh dry with it all blown over our heads. Parking on Adbeburgh sea front cues serious rain so it's hood up, unload car and we go looking for Mike and Ann at Bredfield.

As usual the place is well filled with all the usual suspects and Mike presents me with the full list which confirms that a goodly crew is also assembling at the White Lion. This is the 33rd Rapier Suffolk dinner at which the Lagonda Club is made very welcome. Very hospitable. What is slightly odd is how few Lagondas there were that evening i.e. two, one being the Chairman's.

It is traditional with these events that it all starts in the bar first where it is a real pleasure to see Martin Whitworth who had been brought by Frank and Linda Tuffs. He is trying to get the local council to paint his windmill which, since (a) it works and (b) he opens it to the public seems like a very worthy cause.

Dinner was notable for an unexpected cause, only too rarely encountered. The food arrived on plates so hot only the chemists amongst us could touch them. Roger Llewellyn reckoned it was down to his machinations but whatever the cause the hot plates were welcome not to mention the food on them. White Lion hotel holds a rosette for its food so the move there some twelve or fifteen years ago was good one.

Part way through dinner Chairman Oppenheimer gets up and asks who had come in a Lagonda. Apart from himself only two others stood up and that drew a round of applause. There was some excuse for this. The weather that week had been pretty nasty and it was very cold on the Saturday though Sunday was a wonderful day.

Mike Pilgrim introduced Tony Wood who was the speaker and has some History – with a capital H. One of the pleasures was hearing him talk about the famous Wood-Batt Special which he and John had built up from a Rapier and successfully raced in the 1960s. John and Susie were with us to appreciate this and some questions afterwards revealed that the car is still around. A happy set of reminiscences from Tony.

The final act in the main show was the presentation of the Garry Guiver Gong which is presented to the Rapier coming the greatest distance. A previous winner was Christopher Megawly who came from half way down the Rhine.



This year the weather has been so poor for so long that no one wanted to run their Rapier any distance and the winner was Iain Whyte who had come from Woodbridge. The previous winner, Tim Metcalf last year, makes the presentation according to tradition and a fine picture it was too.

As is the way with these events the conversation afterwards went on till late. One of the pleasures for the Lagonda Club is meeting a different group, quite sufficiently like-minded but different. The Rapier Register seriously flourishes and although there were not many at dinner the turnout at Saxted the following morning was another thing. When we arrived, well late, we counted six Rapiers all looking very well, seven Lagondas and a Talbot. David Wall, however, could get no closer to us than about 1000 feet - straight up for he

arrived in his Tiger Moth and gave us a flying display. Your correspondent was inside getting a drink for Mrs D at the material time so missed the excitement which was considerable as the picture shows.

We were fewer this year which caused a certain amount of murmuring from the landlord. General agreement was that he had missed trick in not consulting Mike before turning away trade. Nul Points awarded for commercial nous. He is, though, a first class cook and the food he produces is excellent.

Somewhere about 3 pm we all dispersed to general shouts saying where we would all meet next. The Suffolk Dinner is the first real outing in the year and is much looked forward to especially this year after the long cold winter. Another happy occasion.



*Ask about our Classic  
Motor Traders Policy*

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

## The CLASSIC LAGONDA INSURANCE

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

**Classic Car Specialists established 1965**

Immediate cover is available by telephone.

[www.heritage-quote.co.uk](http://www.heritage-quote.co.uk)

MEMBER  
  
General Insurance  
STANDARDS COUNCIL

For a Free Quote 0121 246 6060 For a Free Quote





*A good turn-out of Lagondas and Rapiers at Saxstead, the morning after the Dinner.*



*Not the arrival of the Queen of Sheba, but David Wall's Tiger Moth, Michael Montford preparing for take-off.*



*More from the Chaddesley Pub Meet. John Sword, Terry Brewster and John Mayes enjoy a pub lunch.*



*Dave Troman's 3 litre tourer and John Sword's 2 litre tourer*

# The Lagonda Car Club's Second Gymkhana

## *Arnold Davey scours the Dobson Records to tell the tale*

ON 12TH MAY 1934 the one-year-old Lagonda Car Club held its second gymkhana/rally on the airfield at Hanworth, and 'The Autocar' sent a journalist and photographer to record the events. The eleven pictures taken on the day survive in our archives and here are two samples.

Mrs. A. Lind-Walker from Doncaster was a regular and successful contestant at Car Club events and here she is driving UW 4562, her 1930 3 litre tourer, with her companion aiming potatoes into buckets at speed. The buckets were

placed alternately on the left and right, calling for acrobatics by the passenger. If the potato missed the bucket, they had to stop and retrieve it, killing any chance of a fast time.

Mrs Lind-Walker came second in the rally part of the event. The winner was R.D.Tong who hailed from Lancaster, who also won the spud-hurling.

UW 4562 has not survived but on 14th May 1935 Mrs. Lind-Walker traded it in at Dobson's in Staines against M45 Rapide CPC 743 (chassis Z 77266),





formerly the works demonstrator and driven by Eileen Ellison in that year's RAC Rally. CPC was invoiced at £775, but we don't know how much was allowed on UW. It would not have been much for a five-year old car in 1935. Mrs. Lind-Walker kept CPC for five years, selling up in 1940.

The other picture shows how acrobatic the navigator had to be in a saloon, having to climb in and out the other side between buckets. "Elf" n

'Safety" had not been invented in 1934. APF 632 is chassis Z 10351, a 1933 Silent Travel saloon on the later 3 litre chassis and featuring the fixed 'helmet' wings that were fashionable in 1933. This car was later owned by C.G.Vokes, Hon. Secretary of the Car Club at the time.

The day concluded with tea and a dance, but everybody felt the loss of General Metcalfe, who had presided the previous year but had died in February 1934.





# Letters

Dear Ken,

I am currently transcribing a diary kept during the Second World War by a chap called Frank Balmforth who lived in Staines and worked in the Post Office. I have reached the period in 1944 when the V1 doodle-bugs were such a menace, and we know that one fell in the area where at least three Lagondas were being stored in lock-up garages behind Stainash Parade. These were V12 cars prepared for Le Mans in 1939, where they gained third and fourth places. Arnold Davey's book tells us that the cars were badly damaged, and shows a sad photo of the wreckage. (These also appeared in the magazine! K.P.P.)

Frank spent the night in his air raid shelter only half a mile away, and certainly heard the explosion. He usually cycled off to inspect local bomb damage, reporting it to his diary, but on this occasion he only mentioned some large houses which were wrecked. He used the name 'doodle-bug' a few days later, explaining that it was introduced by the Americans.

Apart from the short paragraph with its Lagonda connection, I have included his previous paragraph which illustrates clearly the disruption to the lives of ordinary people at that time. Frank was often firewatching from the office roof in addition to working very long hours!

**Peter Minett**

*Frank Balmforth's diary extract appears opposite:*

**Sunday 18th June 1944**

*My education continues as regards the flying blast bomb (I think I shall in future refer to it not as the P.P. but as the F.B.B. ). At 9:55 pm I happened to be looking out of M's bedroom window at a distant column of smoke caused by an F.B.B., when I heard and saw one about 3/4 mile to the north proceeding WNW at no great height ( perhaps 500 feet ). It did not appear to be moving extremely fast. A training plane seemed almost to be flying across its path, and the two were mixed up with half a dozen or more puffs of smoke from burst AA shell, until the pilot suddenly realised things were unhealthy, and withdrew. The F.B.B., in its last 3/4 mile, then gradually dropped and descended nose first into the empty reservoir off Stanwell Road, with a terrific bang. A cloud of black smoke arose and that was that. This particular explosion did no great harm as far as I can gather. We heard the next one approaching at about 11:05 pm. It had a most menacing buzz, and for a few seconds I could see sparks in the sky – again about a mile away, but this time ESE – and then there was another terrific bang. By this time we had dived into the shelter. We had already decided not to sleep indoors, and after fixing four bunks in the Anderson we ( i.e. G, M, Mrs A, and myself ) prepared to move in for the night. It was a wise decision and I think most people did the same. What an unpleasant night! To describe it adequately is quite beyond me! Briefly, however, it reduces to this. We listened,*

*in our bunks, as from time to time there was an approaching buzz. We waited, tense, not knowing the course of the cursed thing, but seeing a weird flickering reflection from it on the partly open door of the shelter. Most of the F.B.B.s passed well over, it seemed, and though there was no escaping the ground effect of the explosion, we then breathed more freely.*

*A particularly near one exploded in the small hours off Stainash Parade where it did very considerable damage and caused numerous casualties. Nos. 112-126 Kingston Rd were wrecked and windows broken for quite a distance around.. I counted a dozen bangs and then gave up both counting and listening to sirens: they tell me that I snored for a short time. We turned out at 7 a.m., a bit jaded it is true, but very glad to stretch ourselves and to start another day, which day, by the way, is the first of 14 days' annual leave.*

Dear Ken,

It is ironic that you should commence the current editorial with an event of 1914, as I have just read of a Lagonda connection of the same year.

My 1914 connection is taken from "A Winsome Place", published by the Poole Historical Trust in 2009 and refers to the Van Raalte family, who owned Brownsea Island from 1901. My late mother-in-law lived on the island as a baby at this time, as her father was head gardener to the Van Raaltes. In the book an item refers to

the Van Raalte son Noel and the fact that in 1914 he owned a Lagonda and christened his daughter "Gonda"! I always wondered if anyone would somehow use part of the name... obviously "Lag" was no good, or even "Gunn", but "Gonda" just possibly.

When we were expecting our first baby two names came to mind. Gonda if a girl, or Froilan (Gonzales) if a boy. It was a boy, but the name Froilan was dismissed - to his relief nowadays. I enclose relevant copy from the book and pose the question as to whether anybody else went as far as "Gonda". Does Arnold have any information about Noel's 1914 Lagonda?

Yours sincerely

**Joe Branson**

*The extract reads:*

*Noel Van Raalte was to marry three times, and first marriage was to a niece of the Duke of Montrose, Iris Graham. To start with they lived on Brownsea, at the Villa which had been extended. To look after them they employed Jinny and May Biggs, who clearly spread the word around that Noel and his young wife bathed together. Apparently they made a lot of noise and there was a lot of water for the servants to clear up. Their first child, a daughter named Gonda was christened in St Mary's church in March 1914. In the register Noel is recorded as "Gentleman". An explanation for the little girls unusual Christian name is that Noel owned a Lagonda car at the time!*





*A picture from the files; The New Forest Picnic, July 2006.*



*Mike Truter in Australia drives his bonnet-less 16/80 from the garage in order to remove the radiator for repair.*

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

*Telephone + 44 (0) 1189 326628*

*Contact Brian or Sue*

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

*brian@classic-vintagecars.co.uk*

*sue@classic-vintagecars.co.uk*



*www.classic-vintagecars.co.uk*