



THE MAGAZINE OF THE LAGONDA CLUB

Number 226 Autumn 2010



DAVID AYRE



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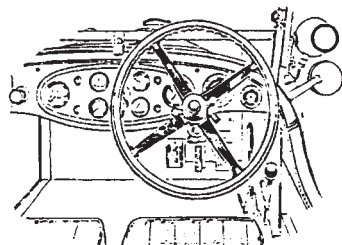
The AGM Judges hard at work in the rain. Someone has to do it! Photo by Peter Lloyd.

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From the Driving Seat

Ken Painter



THE PAST FEW months have been an eventful time for the Club, with a wide range of activities to keep us entertained, but none better or more important than the Great Lagonda Race, so ably organised by Tim Wadsworth and his team. This wonderful event was Tim's magnum opus before he stands down and hands over the duties of Competition Secretary to Richard Reay-Smith and we owe Tim a huge vote of thanks for his sterling efforts over the years, this he was granted with great enthusiasm at the Annual General Meeting. Without belittling the work of former Competition Secretaries, whose work he built on with great effect, Tim has been the most successful post holder in the Club's history. He can look forward to a less hectic life from now on, but we all hope he will continue to race his hard-worked 2 litre for the foreseeable future. Thanks Tim!

The Annual General Meeting was uncharacteristically wet and this seems to have deterred many 2 litre owners from bringing out their cars. Thanks to the work of Michael Drakeford, there was possibly the largest and most varied turnout of M45s we have ever seen, to compensate for this. The day produced its own troupe of un-sung heroes in the form of the Concours Judges, who stoically braved the weather to complete their task, only to see the sun come out as their job was done! I haven't attended every AGM since 1959 and from

memory, I can only remember three wet AGMs. The first, I attended in a car entirely devoid of any form of weather protection, not even a tonneau cover, the second in a Rapier with a faulty windscreen wiper. My wife, Chris, patiently worked the blades by twiddling the switch for the entire 160 mile round trip. Once home. I removed the cover of the motor and discovered that a wire had fallen out of a loose terminal. Thirty seconds later the wiper was fully serviceable...

The Beaulieu Autojumble was, as ever, good fun and, for me very productive, although not for 2 litre spares. I did manage to deliver my front shock absorbers for refurbishment and they should be back with me in a few weeks, but my weekend was brightened by finding a rare pair of headlights for which I had been searching since 1969. Working on the Club stand is always interesting and gives Colin and Valerie Bugler and me the opportunity to meet fellow members from around the world.

I shall be unable to attend next year as I shall be in New Zealand for two months. If any other member is willing to help the Buglers for the three days, Friday to Sunday, can they please let Colin know as soon as possible? Our pitch is already booked, but the third pair of hands is essential to help with both setting up on the Friday and taking down after the event on Sunday.

***Last date for copy for the Winter magazine is
... Friday 17th December 2010 ...***

The Great Lagonda Race Oulton Park Saturday 21st August 2010

Tim Wadsworth proudly tells the story

MEMBERS OF THE Lagonda Club aren't normally directly affected by the International Motor Racing Calendar but the transfer of the 2010 British Grand Prix from Donington to Silverstone caused such a ripple-down effect that the date of the A.M.O.C. meeting incorporating The Great Lagonda Race was moved three times. It was not until late February that we could be confident that the race would actually take place on August 21st and planning started in earnest.

Some funding was essential if we were to do more than the basics and we are enormously grateful to our sponsors who responded generously to the persuasive tongue of Richard Reay-Smith. In all we raised over six and a half thousand pounds. Tim Gresty who has extensive experience of organising hotels and conferences selected the Macdonald Portal Hotel as our base, another very good choice.

Numbers intending to race grew steadily and at one time it looked as if we might reach the maximum grid of 32 but as the day approached mechanical and logistic problems cut the final entry list down to 21. None-the-less a good turnout and more than enough to satisfy our hosts who had been extremely helpful and had given up their own pre-war race to slot us in. As the diners gathered on the Friday evening prior to the race the organisers anxiously waited for the arrival of the two "stars". Jeremy Oates 11.9 replica Brooklands racer and Jonathan Turner's recent acquisition, HPL 449, the 1939 V12 Le Mans car,

which was being driven up from London that evening by William Medcalf. Just in time the cars arrived but getting the monster V12 into the dining room was another matter. Hotel security warned "don't run the engine or you will set off the sprinkler system" Manual power was just not enough. William flipped the throttle and the car cleared the ramps. The sprinklers remained dormant. Dinner could be served !

Being a celebration of the Le Mans win, the theme of the dinner was decidedly French, French wines, French buffet and French cafe music playing in the background. After the loyal toast came the highlight of the evening when the assembled company were treated to the first viewing of newly discovered archive film showing Jonnie Hindmarsh, his wife Violet Cowdray, and Lagonda personalities of the thirties at Le Mans, Brooklands and elsewhere and ending with the Pathe Newsreel clip of the 1935 race set to the stirring sound of Land of Hope and Glory. An emotional moment for all of us but even more so for Sally Harrison, our guest of honour, seeing this film of her father and mother for the very first time.

Saturday saw the drivers up early, completing formalities, and out for practice. For some this would be the first time they had been out on this delightfully undulating and picturesque circuit and for Nicolle Clement, the first time on any circuit. Frustratingly, Julian Grimwade in his very smart single seat Rapier, covered only half the circuit before his timing chain broke, bringing his day to a premature end.



Tim Gresty take his car around the circuit. All Photos by Peter McFadyen.



HPL, the team car V12 made a welcome appearance.



The DB 3 litre, a true classic beauty.



Good to see a pair of fine Invictas. More pictures on pages 23 and 24.

Meanwhile, Lagondas were arriving from far and wide, being directed to the Fogarty Moss Centre by our Paddock Marshall Brian Green. Once parked up Brian's team gave a warm welcome to all and ensured everyone had their lunch tickets and "goodie bags". After the first race of the day, we started to line up in date order for our parade, led off by Jeremy Oates in his delightful 11.9 racer. It is hard to believe that the original had lapped Brooklands at over 88 m.p.h. Jeremy was not tempted to show his recreation could do better! Looking back one could see a seemingly endless line of Lagondas, a wonderful sight one felt privileged to be part of. A light shower dampened no-one's enthusiasm. Seats were found for the Harrison family, Sally being driven by David Willoughby in his M45R the nearest we could get to BPK 202 the 1935 winning car. Two laps and it was back to the Fogarty Moss Centre for a B-B-Q lunch.

Even pre-war the Lagonda Rapier was being turned into a single seat racing car and it was wonderful to have the most famous of them all, the Eccles Rapier, owned and driven by Tim Metcalfe. Rod Stanfield had brought his beautifully made Jenks special and there were the two seaters of John Waterson, John Boyes, John Clayton, Warren King and Doug Martin whose car had just been completed the previous week. Only Victoria Oates' car was wearing its original Ranalab bodywork.

Disappointingly we had a sole V12 Le Mans replica driven by the irrepressible Ou Baholyodhin but five in the heavy metal class led by our president David Hine making a return to racing after a number of years and son Nick back after his "gap year". Georgina Bradfield was driving father Terry Brewster's "Fire Engine" with Nigel Hall and Richard Reay-Smith completing the class. The 2 litre challenge was led by

regular competitors Tim Wadsworth and Roger Seabrook. William Medcalf (husband of Victoria) drove father-in-law's car and Nicolle Clement was also driving the family transport. Tim Parker should have been driving his 2/4.5 special but it wasn't ready in time so he sportingly entered his drophead coupe, delightful but hardly a race car. Alan Brown completed the field in the only Invicta to have accepted the invitation to race with us.

The slower cars set off first and had their moment of glory in the lead waiting to see if the faster cars, held back for up to 2 minutes on the grid, could catch them, in some cases not once but twice. John Boyes didn't catch anybody for his differential failed after 20 yards but Tim Metcalfe was away smartly scything his way through to the front of the field, flames belching from the silencer and the unmistakable smell of methanol filling the air. John Waterson, who had recorded the fastest lap in practice, couldn't quite catch William Medcalf although he had done 8 laps to the 2 litre's 6! Nigel Hall surprised himself coming in 3 seconds ahead of Nick Hine but Richard Reay-Smith spoilt his chance of a podium by spinning at the chicane as did Tim Wadsworth at Lodge corner. Victoria Oates retired with a nasty looking hole in the side of the block and Tim Parker also ended up on the grass simply having run out of petrol. In all a well deserved win for Tim Metcalfe and great fun for all.

The historic moment we had all been waiting for came when Sally Harrison presented the Fox and Nicholl Trophy, won by her father at Le Mans in 1935, to a delighted Tim Metcalfe. Sally also presented commemorative awards to all competitors and the organising team. It had truly been a GREAT LAGONDA RACE.

A Security Tale

Robin Allum fits an immobiliser

I HAVE BEEN concerned about the security on my 1956 DB 3 litre, there is the problem with classic cars at shows being stolen, it is so easy to start a lot of classics I have used a wire clip in the past to bypass the ignition switch, a secret switch to cut off the fuel supply would prevent the car being driven away, this I used on my 1966 Jaguar 3.8 'S' and found it gave me some peace of mind when the car is unattended at shows, with the other car a 1975 Jaguar XJ6 this had a full alarm system and could be a problem once activated, the bonnet could not be left open at shows, I know not many people would want to take one of these models but the engine was a bit special and quite valuable, If a determined thief is after your classic then nothing will stop them.

So the thing to do is make it difficult for the opportunist, a simple hidden switch is okay but I have forgotten about it in the past, either turning off or on. This is not for the purists; my car has modifications so this does not worry me. I came across an immobiliser that has a tag that fits on the key ring. This activates an immobiliser relay when it comes in close proximity of a detector coil. This will only work on NEGATIVE EARTH cars, as I have converted my car to negative earth this was not a problem, I have an alternator and modern internals in my radio. Also a more modern engine, without this engine the car would not be on the road. A Falcon Predator MK2 Immobiliser is a small black box that I fitted under the dashboard, the fuel pump, coil and starter push are all immobilised by this

device, on my 1956 3 litre the coil and fuel pump cables connect at a junction behind the centre of the dash, they are white cables and easy to follow, from the main loom one goes into a loom that passes through into the front of the engine bay, that is the coil cable, another goes into a loom that goes into the engine bay then down to the rear of the car, that is the fuel pump cable, just a matter of pulling these out of the 4 way connector and connecting each to the pairs of cables to the control box. A negative cable connects to a convenient body screw, the rest of the cables connect at the switch cluster, the starter button has a small link from the fuel reserve switch, this was removed and the control box cables connected in its place. A 12v positive cable is connected to the auxiliary plug live connection, an ignition supply connects on with the white cable at the ignition switch and the door sensor cable connects to the map light switch, an 'LED' needs to be mounted, I found a small gap at the top of the dashboard where it meets the 'A' post screen pillar, it just wedges in by the furlflex around the door. A detector coil hangs up behind the dash by the ignition switch, I found it easy to install, but the makers do offer an installation service, this should be used if an insurance company requests a device fitted Using it is simple providing the ignition is used within 20 seconds of the key tag being detected, if not just take the tag away then bring it back. There are no extra cables in the engine bay everything is hidden and I have less worry when the car is unattended at shows.

8th Continental Lagonda Rally 2010

David Hine reports on another enjoyable event

WHAT HAS NOW become established and a firm favourite in our diary, led Alan Brown and me to surge across to Hull in my long suffering M45 tourer. I say long suffering because, even though she escaped the Oulton Park race by the skin of her teeth, she had already endured 4000 miles of hot and gruelling rally work all over Europe in 2010 before this adventure. Luckily for her she was able to be excused from the Oulton race by the timely arrival of Howzat the latest Knarr Mill Lagonda re-build.

Alan and I were joined at Hull by Nigel and Jenny Hall in their LG45R and the calm sea crossing allowed a pleasant on board dinner. The next day was spent in Brugge which came as a complete surprise to me (most things do these days). I had no idea it was so beautiful with its Venice style canals and 15th century buildings all preserved.

On to the next day, drive across Belgium (not a lot of fun) to a great reception in the town square of Maastricht. This was an amazing event with everyone who was anyone in sharp suits and fine dresses enjoying superb food and wine. Here we met Ward Vleugels who was the host and a subsequent sponsor of our rally.

We met several of the Continental Lagonda family who we have made great friends with over the last eight years. The rest of the gathering we met at the reception at the spectacular Hotel Kasteel Ter Worm where we were to stay for the rest of the rally. The organisers this year were Herman and Elza

Arentsen together with Macko and Renee Laqueur. The castle courtyard provided a spectacular reception area where we received all our rally guides and a generous array of gifts. 43 gleaming Lagondas packed the car park which was yet another record turn out.

More wine and jollification followed which was not the ideal preparation for the rather tricky navigation required of us the next day. Word came through that Jonathan and Merav Oppenheimer had failed to proceed once the wheels of their V12 had touched continental soil. The worthy team of Julian Messent and the LMB crew set off on a rescue mission to save the day. It appeared that six of their cylinders had lost the vital spark, but not all the time !

Two days of rallying followed in remarkable unspoilt scenery. The region to the east of Belgium and northern part of the Netherlands is quite hilly with lots of little winding roads and spectacular views, perfect for what our cars thrive on. Macko and Herman had done an amazing job in designing the routes with the fiendish "tulip" clues but a generous map for those of us who got lost!

The weather was not kind to us on the first day and the lunch stop in the historic town of Limburg was damp to say the least. One highlight was a test deep in the heart of a forest where Herman and Elza gave us a cup of water and suggested we drive as fast as possible down a bumpy road without spilling the contents. One of our number was able to replenish any loss prior to

the weigh station by the rain cascading off their hood !

Another splendid tradition is the photographing carried out by Fiona Richardson. She springs out pixie-like from behind a tree to get candid shots of us at full speed. It is both exciting and comforting because at least you know you are on the right road. Her work can be viewed on "<http://www.akomos.com>" www.akomos.com She also has recorded many rebuilds of Lagonda cars in step by step pictorials, wonderful to have such a archive.

Many other historical and picturesque interludes were organised culminating in a grand lunch reception

at the Chateau Neercanne again hosted by Q Park and Ward Vleugels. He has recently acquired a blown two litre which he was driving for the first time. The Chateau is famous (or infamous) for the signing of the Maastricht Treaty.

The Gala Dinner rounded of a dazzling three days with the added benefit of period songs from Herman and Renee who have obviously missed their vocation as opera singers in true Lagonda tradition.

We cannot thank them enough for all the work they put in to make the event such a success and once again to LMB who kept the wheels turning wherever necessary.



The Rally organisers.





A quaint old Belgian village played host to the Lagonda Rally for a memorable lunch on the Belgian/Dutch border near Limburg. Photos on this page by Fiona Richardson.



The Saturday morning brought beautiful weather as the rally continued to cross the borders.



Two more pictures taken on the Rally, this time by Mike Heins.



Lagonda Club AGM – Aldermaston 2010

Roger Seabrook reports on a wet but wonderful day

“NICE WEATHER FOR DUCKS” would be a good way to describe the dawning of Sunday as Peter & I prepared to drive down to Aldermaston. We decided to take the Rapier as Peter really enjoys driving this car and it is so important to garner the enthusiasm of young people if our hobby is to have a future. It was a good test of the hood which is hardly ever used, but which proved invaluable as the rain tipped down. We covered the 40 or so miles from Studley Green in just on an hour, and arrived at 10:45 to a rather depleted field of cars compared with the previous year. However, several brave souls had brought their cars, and some were open, albeit covered by tonneaux – sometimes you just keep going if it rains as you get soaked putting the hood up (it never fits properly when you need it to!). These stalwarts were rewarded when later in the afternoon the skies cleared and the sun came out.

The 2010 AGM was to host as many M45 Lagondas as possible, given that it was one of these fine cars that was victorious at Le Mans in 1935. Michael Drakeford, himself owner of a desirable red T7 bodied tourer, had worked hard to get a good cross-section of cars, from a magnificent maroon saloon owned by David Hine to the Wilder bodied car in light grey owned by John Sword. Despite the weather I counted a turn-out of 22 cars (with some interesting bodies by Vanden Plas and other non-Lagonda coachworks). Somehow, however, the T7 body seems to suit the M45 with its combination of sporty lines and almost vintage appearance, the 3-litre derived radiator looking at its best on these cars. But the other coachworks give a variety,

with such features as a proper boot, and more valenced wings that keep dirt off the bodywork. To my mind, a well picked choice of 2-tone paintwork looks best on these cars, and the two blue shades on AXN 64, a 1934 drophead coupe, showed this to good effect. Whilst pristine condition and originality are desirable and underline the effort many owners put into improving their cars, I am still drawn to the well-used examples, and the specials that were constructed at a time when the scrapyard may have otherwise been their final resting place. I was therefore very pleased to see Richard Campbell's car, which has clearly seen a lot of use but has that air of a true amateur enthusiast enjoying and using it, rather than worrying about each little scratch or dent. Richard Mann's unique T5 bodied car is another which has seen much use, including Monte Carlo rallies by his father (the original owner) and in recent years by his sons and has a wonderful patina.

Of the few LG45s and LG6s, the razor edge saloon 92 APG was elegant, and the drophead coupe DXV 167, once owned by Richard Hare, and once seen at nearly every Lagonda event, was there. There was also a bright red Le Mans replica and the very elegant light grey drophead which Ted Townsley owned for many years.

Other models were not so plentiful, particularly the 2-litre cars which are normally very well represented (1 Continental, 2 High Chassis, 1 14-60, and 2 low chassis). Only two 16-80s, and three Rapiers were present. There were two DB cars, both looking very smart, but

no post-war Rapides or V8 Towns designed models. A pity because they look much better 'in the flesh' than they do in pictures. Years ago the MD of a company I worked for had a new one of these V8s (with its touch-sensitive controls), and it was forever breaking down, as the controls tended to give trouble at the time. One day I decided to go to work in my 2 litre, and he collared me in the car park and said I was very much in his bad books. When I asked why he said 'because you've got the best car in the car-park – that should have been mine, but it's too unreliable – will you do a swap?'

The AGM itself was very well attended, with many having to stand, the pouring rain making this the best option. David Hine, dapper as always, opened the meeting and noted that the rain was the first at an AGM for 20 years. He reminisced about the early 1960s when he acquired his first 4½ Lagonda, and how the then owners all seemed to be retired Wing Commanders. There was the fun of stripping down scrap saloons and building racing specials, such cars now being highly competitive thanks to the Meadows engine developments by John MacDonald and Peter Whenman. Latterly Derek Green had experimented with even more radical measures which took the engines to a new level. David paid tribute to Derek, who had sadly died of Leukaemia earlier in the year and said that Lagondas were now the car of choice for racing and rallying. EPE 97, the famous LG45 team car with its engine developed by Derek, had won the Pebble Beach race beating a fast Alfa Romeo that had expected to win. There were 6 Lagondas currently taking part in the Peking to Paris rally, including an M45 saloon! I had earlier met Jeremy and Margaret Oates whose daughter Victoria (Binky) and husband William were lying 3rd overall, and second in class with their 4.5 vintage Bentley. Having been beaten by William, driving Jeremy's 2

litre, at Oulton Park (our cars are almost twins, being early (vintage) low chassis), I recognised this could only be down to his superior driving skills. Victoria too has shown her mettle in the successes she has had with her Rapier, so this is a formidable team on this gruelling event!

David then declared that Arnold Davey, our esteemed historian, had been serving on the Committee for 50 years. Many club members will not remember a time before Arnold and his wonderful newsletters. His books are also a good read. He was presented with a liquid gift to mark this milestone, and Wendy was given a display of flowers by Colin Bugler's two granddaughters. Peter Blenk had volunteered to understudy Arnold so there would be continuity should he not wish to carry on for another 50 years!!!!

David noted that Valerie Bugler, who has accompanied Colin at the regalia desk for many AGMs, was unable to be present due to having been in hospital, and all joined him in wishing her a speedy recovery.

Approval of the accounts was sought and obtained, they are in good shape, and the reserves are healthy, making more available for investment in spare parts. Nearly 3 times the purchases had been made in the current year when compared with 2009. A reallocation of accounting costs to the spares accounts had been made to reflect the time given to this activity. Robin Cooke thanked Brian Savill and Colin Mallett for their help with the spares and asked for assistance in sorting and labelling the many second hand spares acquired by the Club – volunteers please apply! The new V12 steering box brackets in bronze are highly recommended as several originals have shown signs of cracking.

Re-election of all officers took place except for Tim Wadsworth who is standing down after 6 years as Competition Secretary. Tim had put huge enthusiasm into this job and I, for



The Saturday Social Run took the crews to the Falklands memorial Chapel in Pangbourne. All AGM pictures by Peter Lloyd.



As is becoming the tradition, the run ended at Stephen Matthews' house.



We had a fine selection of V12s on display.



Just for a change, the tails of one of the rows of M45s.



Carol Heather, Geoff Seaton's daughter, presents a selection of awards to John Sword!



Malcolm Burgess's pretty Abbott FDHC Rapier deservedly won the calss.



The proud award winners line up. It is good to see that members of the Board seem to be setting the standard here!

one, was persuaded to join Team 2 Litre in 2004 to tackle the Aston Martins and Bentleys in the Team Challenges. This year it has been difficult to get more than one team together but it is currently leading the Challenge races. It is always a pleasure to meet Tim and Phillippa at the various racing events and long may this continue. The culmination of Tim's efforts was in the highly successful Great Lagonda Race this August which was a superb occasion at the best club circuit – Oulton Park. Tim, and all who assisted in this venture were given a round of applause, with special thanks to Tim Gresty (hotel organiser), Richard Reay-Smith (sponsorship), and Brian Green (parade organiser). Tim's very quick 2 litre shows what can be done to make these cars go well, his being one of the first to utilise the downdraught cylinder head developed by Phil Ridout, and which Lagonda's advertised but never put into production. Tim is handing over the post to Richard Reay-Smith, who is also noted for persistence in getting people to do things (and especially in extracting support from sponsors). So get your racing licence and start enjoying Team Lagonda in 2011!

Peter Gilkes, representing the post-war cars, reported that he had many queries for valuations, and that two cars were currently for sale in Switzerland. More DB cars were coming on the scene, and the database created by Alan Heard was invaluable in recording history, and sourcing cars for interested parties. Now that interest in these cars had picked up so much there was the chance of having certain hard to find spares put through the Club scheme.

AOB produced a plea from John Batt that the 2-litre book that Phil Ridout was preparing prior to his death, could be finalised and published soon. Apparently there is plenty of material, but the sorting of photographs has delayed matters. Perhaps the Committee could assist in moving this to conclusion in 2011.

With the formal proceedings over members moved on to enjoy an indoor barbecue, or retired to the bar. Some of us went out to look at the cars, but during the lunch period the rain became very heavy, and it was back inside to chat to various friends while the judges tried to decide on the award winners. Originality was a key factor this year, and most cars fulfilled this requirement. I have to admit that my favourite examples are not highly polished, but show signs of real use - Richard Mann's M45 absolutely fits the bill for me!

Nevertheless the winners of the various trophies, and all attendees should feel very proud of themselves – their cars are, without exception, the most desirable of all classic cars. What a great Club we have!!

The awards were as follows, presented by Geoff Seaton's daughter Carol. Geoff, as many will remember, owned the magnificent 3 Litre by which all others would be judged. How did he keep it so smart?

2 litre – John Brown – EH 8145

16-80- Brian Savill – AGO 295

Rapier – Malcolm Burgess- BLA 916

LG45-Peter Blenk – FPL 89

LG6/V12 – Roger Stevens – GPH 299

Post War/DB – Robin Allum

Award of Merit - Alan Brown

Ladies Choice – – Nigel Walder -M45
AKK 786

Seaton Trophy – Christopher Hobbs –
2 litre low chassis PJ 2843

Riley Award – Peter Gilkes – DB saloon
Vpe 222

Vokes & Car Club - John Sword – M45
DGP 323

Many thanks to Christopher Hobbs for organising the weekend – it was a great success despite the weather, and it can be fun driving a vintage car in the rain providing you can keep the upholstery dry!

The Meadows Records

Arnold Davey unravels some mysteries and discovers some more

I GOT A TIP from Duncan McGregor, my opposite number in the Invicta Club, that the records of Henry Meadows Ltd had eventually been deposited in the British Motor Industry Heritage Trust archives at Gaydon in Warwickshire. I believe they had either been purchased from Nick Baldwin or he had got fed up with being pestered about them and put them on deposit where historians could see them without bothering him.

So I spent a day in July at Gaydon copying out all those that refer to Lagonda from 1933 to 1940. Here I must acknowledge my thanks to Derek Tew, the curator, for his assistance in advance of my visit, as a result of which I could get straight on with copying and not waste time wading through all the other boxes of papers. Like so many busy companies, the person entering the records was kept at other tasks and there are an alarming number of gaps, plus some crossings out, so my hopes of being able to say, definitively, which engine went where, were soon dashed. However, a large number of questions have been answered and, you won't be the slightest bit surprised to hear, a whole new lot of queries have arisen.

First, the M45s. Here the records are merely the Meadows engine number and the date of supply to Lagondas. No note of which M45 number corresponds, nor which car it was fitted to. We knew they came in batches and the dates confirm this. Over the two years 1933 to 1935 there is a kind of rhythm in the way the batches grow and dwindle according to season. You can trace the sales pattern for these expensive cars this way.

The first engine, 7877, was delivered on 28th June 1933 and was, I assume, M45/1. A batch of three, numbers 7883, 7886 and 7887, followed on 15th

September, but with Lagonda's expected confusion, were, we know, marked M45/3, M45/2 and M45/4 respectively. Series production of the M45 started in October 1933 and from engine 7907 on 7th October to 7982 on 30th December Lagonda took virtually the whole production run of the 4½ Litre, there being only four engines going elsewhere, two of them to Invicta. It is in this batch that we hit the first anomaly, 7921 is not recorded as going to Lagonda but we know it did. Marked M45/14, it has been in two different M45s. To begin with, engines would arrive in batches of four each Monday, rising to six each Monday and then to Wednesdays as well, as the favourable road tests began to sell cars at seven or eight a week. Into 1934 and winter sales dropped to three or four a week. About this time Meadows seemed to have caught the Lagonda disease of not producing in numerical order and the January order of 26 engines arrived in random order and on Tuesdays and sometimes Fridays. A sign of the times was engine 8011, a cancelled Invicta order. January's batch ran from 7995 to 8020 and February's in two lots, 8042 to 8066 and then 8076 to 8082.

March and April marked the spring selling season, but the gaps between the batches marked Meadows' growing success in selling 4½ Litres to a power boat company, whose engines are numbered in the same sequence. As an aside, I should mention that four-cylinder and six-cylinder engines have separate numbering systems, so that the earlier 3 litre and 3.3 litre sixes are in the same sequence but the 4ED and its variants are not.

By June and July, customers were away on their country estates and engines were arriving in ones and twos.



Victoria Oates in her Randalagh tourer is a regular competitor.



Georgina Bradfield entered the race her father's Team Car Replica.



Two contrasting competition cars! Tim Parker generously entered his 2 litre DHC.



.... While Tim Metcalfe enjoyed driving the Eccles rapier.

Then in August 1934 there comes the interesting small batch of three, numbers 8389 to 8391 labelled "Rapide Racers". These are obviously for the Fox & Nicholl Tourist Trophy cars. Apart from these three, only 13 engines were delivered in August and 33 in September.

An intriguing entry for 10th November 1934 is a replacement "Rapide Racer". We don't know which of the Team Cars this was for but instinct suggests it was for BPK 201, Lewis's car at the TT. He was well known for ignoring rev. limits and it is a telling point that when Fox got the opportunity to buy the cars from Warwick Wright, he bought 202 and 203 but not 201.

The winter of 1934/5 was a sales disaster with no engines bought in December or January and only one in February. But as a counterbalance, a big batch of Rapide engines, numbers 8593 to 8633 were ordered but no dates of delivery are recorded for these. The last M45 before the Receivership was 8729 on 17th April. But rather to my surprise, the Receiver ordered some engines, noted in the records as part of the Receivership process, three M45s in May, plus a Rapide and two more M45s in June.

In total, the Meadows records account for 334 M45s, including the racers. Our own records show up nine engines not mentioned in the Meadows papers, so you get 343 in total. My estimate, many years ago, of 345 was not far out. I wasn't so near with Rapides, guessing 52 when Meadows admits to only 45.

Then we turn to the LG45 and LG6 engines. These records are completely different. The Lagonda Car Number is quoted, its Sanction, date of delivery (more on this later), LG45 or LG6 number and corresponding gearbox. Surprisingly, Meadows own number, which they had, is not quoted, although we know they started at 8773. Unfortunately there are huge gaps, which means the records are only partly convincing. The first page, for example,

covers chassis 12000 to 12032 but has only nine entries. It does get better as you go on but in total, of 278 LG45s only 183 entries appear. With the LG6, where there were 82 cars plus two prototypes, there are only 46 entries with all the long chassis cars left out, causing one to wonder if a page has gone missing.

Fortunately, all the Sanction numbers are there and my hopes of being able to say at which point the Sanction changed were defeated by the typical overlaps brought on by Lagonda's normal inability to build cars in chassis number order or anything remotely like it. On the face of it Sanction 1 ran from LG45/154/S1 to /223/S1, Sanction 2 from 224/S2 to 254/S2 and Sanction 3 from 255/S3 to 407/S3, but LG45/189/53 is anomalous and so is LG45/201/S2. These (and others) are clearly later rebuilds. If an engine ran into serious trouble while in warranty, Lagonda habitually would replace it so that the customer could have his car back quickly. The engine could then be repaired at leisure and may then be put into a different car. We have cases where an engine is quoted as Sanction 2 in one car and then later as Sanction 3 in another, later, one. I think it would be called 'up-specing' nowadays.

Looking at the dates, Sanction I was replaced by Sanction 2 in June 1936 and Sanction 2 only lasted one month. Sanction 3 lasted until September 1937, when it was replaced by Sanction 4, which carried on through the LG6 era up to the outbreak of war.

It was only when I started to investigate some of the anomalies that it suddenly dawned that the dates quoted in the LG records are not, as in the M45s, dates of delivery, but the date the guarantee was issued. Normally, of course, this corresponds to the date of first registration, but not always. The clincher was chassis 12028 (DPE 121). This was one of the works-entered cars for the 1936 Monte Carlo Rally. It was first registered on 20th December 1935 and used in the rally the following January but its entry in the Meadows

records is dated 17th July 1936. This must be the date the works sold it as secondhand but with a guarantee of some sort. The papers also record that it was fitted with gearbox T8/404, not the expected G9 'box. In late 1935 Lagonda were having a spate of tooth breakages on early G9 gearboxes, so it is no surprise that a car destined for vigorous competition use should have the stronger earlier box fitted.

The writer of the records was careful to fill in all the later suffixes on the chassis numbers, so we now have a good idea of which LG45s had the longer chassis, generally with De ville coachwork, denoted by an L suffix and which had Rapide engines, with an R and a higher compression ratio. Here we run into some excitement as it turns out that chassis 12206/G10R. which has never been on the club's records, was also a Rapide, fitted with LG45/380/S3. I may come to regret giving this detail out and confidently expect someone to "discover" just such a car in about a year's time. Note that the engine number did not have the R suffix. It isn't alone, for, of the known existing Rapides. the entries for three others are without it on paper but do have it in reality. There is no mention anywhere of the four 1936 Team Cars, their chassis numbers being left blank, possibly because no guarantee was ever issued. We know that HLL 534 has engine LG45/264/S3, which doesn't appear either but EPE 97 has at present engine LG45/336/S3 and this engine was originally in chassis 12161/G10, a car which has vanished. The last LG45s had the Sanction 4 engine, identical apart from its valve timing, with the last ones dated in early 1938. overlapping the LG6.

Which brings us to the Meadows gearboxes, also in the records. I did not bother to take down all the T8 ones, supplied in batches just like their M45 engines because no chassis was specified' But with the LGs the exact chassis number is specified, even when the gearbox in question is a G10, which

Lagonda made themselves with no input from Meadows. I suspect the reason for recording it anyway was to fend off warranty claims if they related to the gearbox and it turned out to be a G10. The T8 was bolted on without any modification by Lagonda but the G9 was a hybrid, with Meadows supplying the casing, the shafts and some of the gears and Lagonda the rest.

At chassis 12063 a mysterious 20° starts appearing after the gearbox number (G9/122 in this case), delivered on 24th April 1936. Then at gearbox G9/41A, a rebuilt early 'box fitted to chassis 12078, we get a suffix 8/10/44DP, which then starts to reappear at intervals. The 44 is a puzzle, the 8 and the 10 probably refer to Diametral Pitch, an engineer's term which is the ratio of number of teeth per pitch circle diameter. In turn, the pitch circle is the theoretical track of the contact point between a gear and its meshing companion. 8 and 10 are common values but 44 would be minute. However, as we go on, a mysterious 14½° begins to appear as a suffix, sending me off on a historical engineering quest. The date, mid-1936, is crucial here. Gears cut on a Brown & Sharpe machine, as Lagonda's were and probably Meadows' too, had a pressure angle of 14½°. Nobody knows where this odd angle came from. (Pressure angle is a function of tooth shape and the relationship between adjoining teeth). Now the minimum number of teeth a cog can have without undercutting becoming necessary is a function of the pressure angle and for 14½° it is 32. In the 1930s an alternative pressure angle of 20° became popular, particularly in Europe as it allowed a smaller minimum number of teeth. 17 actually. To resolve matters, the British Standards Institute issued BS 737 in 1936 which stated the 20 degree angle should become the industry norm. So one is led to conclude that Meadows changed from 14° to 20° in the middle of G9 gearbox production and both varieties survive. Does it matter? Not if you replace gears in matched pairs it doesn't.

I attach a table showing the figures given in the Meadows records for 1933 to 1940. Despite strictures on car production, Meadows still produced car engines in the war. But treat these figures with caution. The M45s are reasonably accurate, as they are delivery dates. But the LG45 figures represent only about 66% of production and, 55% of LG6s.

In conclusion. it is a shame that there are so many gaps in the Meadows records. But we do now have more information than we had before July. My only remaining job is to enter these details on each car's file, just the thing for long winter nights when there is nothing on the telly.

Month	M45		LG45		LG45/6			LG6	
	1933	1934	1935	1936	1937	1938		1939	1940
Jan.		26	0	0	11	1		3	2
Feb		31	3	0	8	2	2	2	1
Mar		37	7	0	12	0		1	0
Apr	1	32	6	8	4	0	0	3	0
May	0	16	2	18	12		2	0	2
Jun	0	14	1	13	7		4	2	1
Jul	0	19	0	19	11		2	2	1
Aug	0	22	2	2	6		1	1	0
Sep	17	36	0	8	5		3	1	0
Oct	26	12	0	3	9		3	1	0
Nov	29	1	0	7	6		3	1	0
Dec	0	0	0	5	5		2	0	0
Total	73	246	21	83	96	3	22	17	7



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Derek Stanley Green

DEREK GREEN DIED at home on 12th June, shortly after his 77th birthday. He had contracted Leukaemia and his series of emails to friends and colleagues charting the ups and downs of the illness will remain a tribute to his courage and determination. As befits a former Naval man, he fought to the very end.

A great-grandson of Thomas Goodwin Green, the founder of T. G. Green Cornishware Pottery, Derek left Clifton College at 17 to join the company, then led by his father, as an apprentice, starting at the bottom in the traditional way. After a year, he was called for National Service, becoming a pilot in the Fleet Air Arm. He was posted to HMS Ocean off the coast of Korea and flew on operational sorties until the cease-fire.

After National Service, Derek returned to the family business, but the urge to fly was strong and a year later he rejoined the Fleet Air Arm on a short service commission. His second flying career was as interesting in its own way as his first and he spent some time as a member of the "Jet Blacks", a Vampire formation aerobatic team, led by Squadron Leader George Black, when they took part in flying displays around the country.

His involvement with vintage cars began around this time, starting with a 2 litre Aston Martin and then a 4.5 litre Bentley, both of which were restored by him. He was also a motorcycle enthusiast and remained so for the rest of his life.

He retired from the Navy in January 1963, he had flown 35 aircraft types including the Seafire 17 and had clocked up 2600 hours and 444 deck landings, not all of which had gone smoothly!

After leaving the Navy, Derek joined Specto Avionics, working on head up displays for a few years, but soon the urge to fly again became too strong and

he joined BOAC, remaining with them until 1968.

Derek became an antiques dealer, opening Cedar Antiques in Hartley Wintney and specialising in Country Furniture. The links to the old family business were not forgotten and when they opened a cafe in the Antiques shop they called it "The Cornishware Cafe", where over 400 items of wares produced by T.G.Green were displayed alongside archive photographs and promotional material from the company.

In the mid 1970s, Derek began to buy, restore and race E Type Jaguars. He restored his first 2 litre Lagonda and an Aston Martin International, entering and winning many major Concours events. His superb restoration of an S Type Invicta encouraged others to ask if he would restore their cars to the same high standard, so, in 1986, he formed Cedar Classic Cars Ltd and quickly became well known and highly respected, not only for the quality of the restoration work, but also for the standards of modification and tuning achieved on the Meadows engined cars.

Derek retired from the restoration business when he was 73, but it continues under the skilled care of Brian Stevens and Sue Wilkinson. He was not ready for full retirement though, and set up as a broker of fine motor cars, which he continued to run until almost his last moments. His final advertisement in "The Lagonda" featured in the Summer 2010 edition, when he thanked his former customers for their support.

Derek married twice. He and his first wife, Jan, parted company in the 1970s and in 1983 he married Sally Howard, who survives him with their son Tim. Many of us are mourning the passing of a true friend and the Club extends its heartfelt condolences to Sally and Tim.

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There have been other events too. Roger Seabrook in a fine shot of his 2 litre at Prescott.



And here Alan Elliott shows the flag at the Wiscombe Park hill climb.

OBITUARY

Major R.A.Scatchard MBE 1913-2006

RAYMOND ANTONY SCATCHARD died peacefully at his home in Eldwick, West Yorkshire, aged 92, after a short illness.

There is little doubt that he will be remembered in Aston Martin circles as the man who introduced David Brown to Lagonda and changed the fortunes of both companies.

Ray Scatchard, sometimes also known as Tony, was born in 1913 and grew up in Keighley, Yorkshire. In due course, he studied engineering at Keighley Technical College and then moved to London to work on the engineering side of Armstrong Siddeley Motors, but it was quickly noted that he had a flair for sales and was transferred to the showroom in Bond Street where he stayed until 1938.

After much success he was invited back to Yorkshire by the Central Garage group to head their luxury car centre. However, after only a few months the Second World War broke out and it was no surprise when Ray Scatchard volunteered for the Royal Electrical & Mechanical Engineers. He was then posted to Africa with the 24th Armoured Division, where he served with the 6th and 12th Tank Regiments.

While working with the Churchill tanks, he soon became aware of a serious flaw within the gearbox that controlled the operation of the gun turret and he was inspired to seek help from David Brown, an old and valued friend, whose family business was hugely experienced in the manufacture of gears and gearboxes. The help was, indeed offered.

Ray Scatchard, now a Captain, was given leave to go to the David Brown factory at Meltham, just outside

Huddersfield in Yorkshire, where he worked with Dr. Merritt to engineer an answer to the gearbox problem which was overcome, the solution being successfully applied to all Churchill tanks.

Ray Scatchard met Ethel Wigley in North Africa where she was a field nurse and they married in 1945.

With the end of the North African campaign and now a Major, his war moved to Italy where he fought at Monte Casino. As the war drew to a close he was then posted to Austria where he remained until being "demobbed" in 1946.

King George VI awarded him an MBE for his loyalty and dedication to his Country and, no doubt, his significant input to the gun turret problem helped influence the making of the award.

On his return to Bradford, Central Garage put him in charge of Charles Sidney Ltd. where he had the task of turning it into a quality car dealership, securing successful agencies for Lagonda, Daimler, Healey and, of course, Aston Martin.

Ray Scatchard became concerned when the Lagonda Company got into financial difficulties. He could see all the good work he had put in to expanding Lagonda sales in the north of England coming to nothing, particularly so, because it was rumoured that the Rootes Group were one of the companies interested in acquiring the marque.

Were they to succeed it would be a disaster for the Central Garage Group since they were Austin dealers and Ray Scatchard could see the lucrative Lagonda business passing over to his rivals.

With the approval of Mr McCalman, Lagonda sales director, and Mr A.P.Good, the Lagonda chairman, he approached his near neighbour, David Brown, in strictest confidence, hoping to persuade him to add the Lagonda marque to his newly acquired Aston Martin Company.

In conversations with Ray Scatchard, DB, while impressed by the Claude Hill Aston Martin chassis, believed the power output of the Claude Hill engine to be rather low. Ray Scatchard leapt on this, suggesting to DB that the new W.O. Bentley designed Lagonda engine would more than overcome the deficiency.

The receiver, Mr Greenwood, known to David Brown, told him there were three offers already on the table for Lagonda, the highest being about £250,000. Although the W.O. engine had impressed David Brown he felt the size of the Lagonda set-up was more than he wished to acquire.

A gloomy economic forecast by Sir Stafford Cripps, the Labour Chancellor, prompted Rootes and the other two interested parties to withdraw their offers.

David Brown found out the nature of the highest bid and topped it to buy the Lagonda Company goodwill and some tooling for £52,500.

Ray Scatchard was pleased, if not a little relieved, to hear that the discussions with his friend had secured the Lagonda distribution franchise for Charles Sidney Ltd. and the company stayed loyal to Aston Martin Lagonda for some years.

However, back in 1953 the company had also taken on the Mercedes Benz distributorship, supplying seventeen dealerships in the north of England. To allow Mercedes business to grow, Charles Sidney Ltd had to relinquish its Aston Martin and Lagonda franchises in 1963.

In 1969 the Charles Sidney group was purchased by The Thomas Tilling organisation who owned Mercedes Benz Concessionaires. Ray Scatchard was appointed Managing Director where he remained until retiring in 1978, by when he had become Northern Regional Manager for Mercedes Benz car, van and truck sales and service covering the north of England, Scotland and Northern Ireland.

His strengths were his attention to detail, his discipline, his ability to come up with new ideas and have the confidence to drive them through, setting aside all obstacles. His success was due to his strong belief that an excellent and experienced service facility will result in strong repeat business and referrals.

It was also acknowledged by his colleagues that his management skills and passion for his workforce were unsurpassed and throughout his time with Charles Sidney Ltd. he enjoyed immense loyalty and long service from all his employees and when he retired, the company, which had started with £12.10s in the till, had a balance of over £3 million!

Major R.A.Scatchard leaves a dear wife, Ethel, 6 children, 16 grandchildren and 5 great-grandchildren; all very proud to have shared his life.

The above has been written with the help of his son, Malcolm, and we thank him for his contribution.

Reproduced with grateful thanks to the Aston Martin Owner's Club.

When this obituary was submitted, it came with a fascination selection of black and white photographs from Major Scatchard's private collection, all relating to his time with Aston Martin Lagonda. They will be featured in future issues of "The Lagonda".
K.P.P.

Letters

Dear Peter and Jonathan,
Re: Le Mans and Dordogne trip

We wish to express our very sincere and grateful thanks to you both for all the hard and detailed work you put into organising the Lagonda trip to Le Mans, and the Dordogne. Such things don't just happen, they result from the expertise and unselfishness of good people like you.

It was a very successful, enjoyable and truly memorable adventure. Your hospitality Jonathon chez vous in Tammies was wonderful, and we really enjoyed the craic, as we say in Ulster.

KW blew the gasket between the exhaust manifold and the downpipe on our journey back to the ferry, but a gas-tight roadside repair was quickly effected by scraping away the remains of the gasket and tightening the flanges together.

We got home on 23rd July having covered 2260 miles door to door, and needed the hood for only 50 miles (a deluge in Brittany).

I have some good pics, including a view along KW's bonnet as we approached the iconic Dunlop bridge at Le Mans.

Again, very many thanks to both, and indeed to everyone else who extended their friendship to us.

With Best Regards,

Roger and Carol

Dear Ken,

During the recent Lagonda Club expedition to le Mans, I experienced problems with clutch drag with my two litre. First gear became increasingly difficult to engage, and changing gear on the road was a problem. This was

unexpected. I had checked everything before departing for France. I had carefully lubricated the clutch driving pins, set the clutch ejector stop clearance, adjusted the clutch tappets and checked the clutch stop. However, we managed to return home OK, albeit with much clashing of gears!

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

Alan Elliott

Dear Ken

I write to you regarding the Lagonda Northern dinner and day at Oulton Park. When it was announced the previous year that there would not be a three day event in 2010, I among others was very disappointed and when we were told about racing at Oulton I for one was not interested even though I have competed at Oulton many times. At the Northern dinner Tim Gresty was promoting the event and I decided Sanford (my son) and myself would give it a go.

The decision was well worth it. Tim picked a lovely venue for the evening bash and a lot of thought into the room

and the food which was a French buffet, that was very well executed (far too much food). Simon Hope of H&H made a good speech.

We headed off for Oulton on Saturday morning which is just down the road. It soon became obvious that you did not have to be particularly interested in motor racing as the Lagonda people who were racing were in the paddock and we had a very nice glassed area with superb views of the course if you wanted to watch the racing.

The building allocated to us was very pleasant with bar, tea and coffee etc.

After we all went round the track which was quite spectacular, 50-60 Lagondas . We sat down to a barbeque buffet, again, superb. I know Tim Wadsworth was greatly involved in parts of the organising and Roger (Firth) has organised fabulous events, but I feel Tim Gresty did a magnificent job and I am looking forward to visiting Cheshire next year for his three day event and I would recommend it to anyone.

Credit where its due. Well done.

Kind regards,

Robert Sloan



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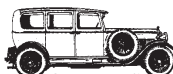
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