

**THE MAGAZINE OF THE
LAGONDA CLUB
Number 248 Spring 2016**

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FRONT COVER: *Le Mans 1939. Race Day before the start. Stan Ivermee leaning on the refuelling apparatus, Percy Kermish sitting in V12 No. 6. Picture from the John Scholey collection, via Arnold Davey.*

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From the Driving Seat

Roger Seabrook

THE SPEEDOMETER, TACHOMETER and Clock in Lagondas are, of course, mechanical devices. They are generally reliable and soldier on without attention for many years. Indeed, many have probably not been touched since they were made, and most would now be at least 80 years old.

The clock usually slows down, and requires winding more often when the spring can no longer power the mechanism. Some don't worry and just leave it in place, others may take it to be mended, but the car can be safely driven without it. The speedo and tacho are, however, essential to safe and reliable motoring. Unless you rely on your SatNav to display your speed, you need the speedo to ensure that, at least, you are not exceeding the speed limit (by too much!). You probably also want to record the car's mileage. The tacho is necessary to achieve optimum revs when changing

gear and to check you are not over-revving the engine. Trouble is usually brewing when the speedo gets to, say, 50mph, the car is still accelerating but the needle remains at 50. The tacho often gets a wobbly needle, and this will sometimes wave to and fro between zero and maximum, accompanied by a rumbling noise.

The ancient lubricant will have dried out, and the tiny ball bearings may have jammed, causing the outer bearing tracks to turn in their mountings. The cases are generally Mazak, which is un-repairable, so you could be destroying the instrument. The internals are quite delicate, especially on the pre-1930 Smiths MA devices, and the top brass bush on the governor for the speed pick-up for the indicator needle can wear through. Spares are not readily available.

Now is a good time to get them serviced before it's too late!



Beaulieu Autojumble 1967 (with acknowledgment to the VSCC Bulletin of that year).

***Last date for copy for the Summer magazine is
... MONDAY 27th June 2016 ...***

1937 Lagonda LG45 “Rapide” BYG 7

Only two owners from new!

MANY OF US who are fit and well can, in no way, envisage having to live with the problems associated with Polio. I am sure if we tried to take ourselves back in time to around 1937 we would never have contemplated purchasing the most exotic and fastest British sports car of the day in the way of a Lagonda LG45 “Rapide”.

Well, this did happen. Hugh Dixon Carr (or ‘Chuha’ as the family knew him) of Low Wood, Ben Rhydding, Ilkley, Yorkshire, contracted Polio at the age of 16. When this happened his girlfriend abandoned him, but he was determined not to let his illness get in the way of enjoying himself. He was much older than other undergraduates and completed his education at Keble College, Oxford where he read Geography. He first taught Geography at Clevedon House. Ben Rhydding and later at Oakham, and became a Master at Bedford School, his address there being 15 Green Lane, Clapham, Bedfordshire. He would have a go, as they say, at anything - he never considered failure to be in his vocabulary. He even built his own skiff.

He was part of the family which owned the famous departmental stores in Yorkshire, Brown Muff & Co, opened by Mrs. Brown in 1814. It was also known as the Harrods of the North, and included a Beauty Parlour and Chapel of Rest, so one assumes there was no problem with funds. However, House of Fraser purchased 27.2% of the shareholding in May 1975 (this could well have been Hugh Dixon

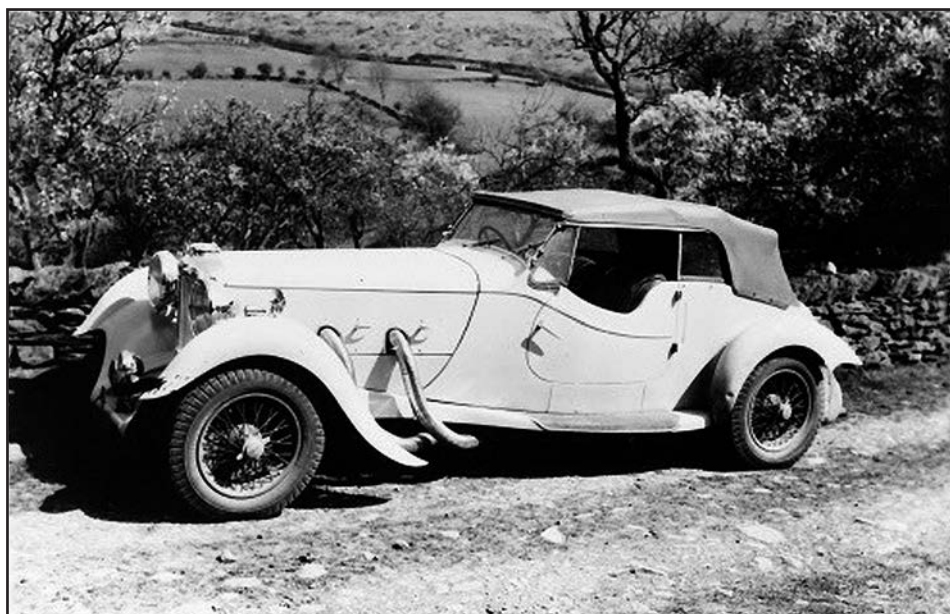
Carr’s Shareholding). The remaining shares were also sold to them in 1978 and the Company became part of the Rackman’s division.

Hugh purchased a white (or cream) 3 litre T7 bodied Lagonda YG 7700 which I understand is now painted blue. I did write to the last owner, shown in an earlier Lagonda Club Members List, who I traced to Austria to offer the photographs I have of the car, but did not receive a reply. This is also a Yorkshire registered car, so more than likely was supplied new by Central Garages, and covered a great number of miles during Hugh’s ownership.

On 29th April 1937, at the age of 43, on a visit to the Lagonda Works at Staines with his 3 litre, he came across some of the Lagonda LG45 “Rapides” being assembled (these of course were designed by Frank Feely who later transferred to Aston Martin when David Brown took over Lagonda Motors). Hugh Dixon Carr was fascinated with the Rapide and was determined to have one. At the time they were being assembled in batches of 4, and a total of 25 Rapides were eventually produced. The first was written off when Autocar was road-testing it; eventually they claim that upwards of 113 MPH was achieved. The remaining 24 are all accounted for and still exist. BYG 7 was the 14th to be manufactured. He ordered his via Central Garage, Bradford - it was scheduled for delivery in July/August 1937, the quoted price being just over £1,250.



YG 7000, chassis no. Z11011, Hugh Dixon Carr's 3 litre.



BYG 7 shortly after purchase, on holiday in the Lake District.

Due to his disability, the factory fitted the M45 type hand Advance and Retard lever, and also a Throttle lever, similar to his 3 litre, as he found it difficult to use his right leg. For the same reason he had the brake lights fitted to the handbrake, and weaker brake springs were fitted to the front shoes, a brake balancer spring to the balance link, and no off side inside door handle. He also had different front seats fitted and the factory GB numbers for his regular visits to Scandinavia. Apart from the inside door handle none of the above listed items have been changed, and remain on the car today. He meticulously marked in red ink the salient points in the owners hand book, which came with the car.

It is clear that BYG 7 did return to the Lagonda Factory even though it never had rear spats fitted to the wings. This was normally undertaken when the cars returned for whatever reason, as customers did complain that stone chips were appearing on both rear wings. Jack Buckley from Royton, Oldham, made up a pair for me and fitted them to BYG 7. Due to the car having stood for so long, the petrol tank bottom was rusted through. He also repaired this, giving it a further lease of life of some 38 years; eventually in 2014 due to further deterioration during this period, a replacement tank was manufactured to the original pattern. The original is still retained

Russell Rose, Managing Director of Central Garage, Bradford and responsible for selling Lagondas on the East Side of the Pennines, remarked that, some years earlier, a customer of his had completed just over 19,000 miles in his Lagonda since Easter and, as Autumn appeared had left the car with Central Garage for all worn parts

to be replaced. The total bill came to 5s 3d. I wonder if this was BYG 7.

Many Lagonda LG45 Saloons have been destroyed and replica Rapide bodies fitted, due to very few original cars being offered for sale. The 2015 list of Lagonda Club Members shows 18 owners with original cars and 9 owners with replica bodied cars. Intended purchasers should satisfy themselves that the car is one of the genuine Rapides, if that is what they are looking for - the prices between the two are considerably different and the gap will widen. This can be done via the Lagonda Car Club Registrar - details are on the Club website. Genuine cars do occasionally change hands, but mainly by private treaty.

BYG 7 is Chassis Number 12235 and was delivered on 30th July 1937 to Hugh Dixon Carr at Bedford School. It was registered in Leeds. There is a photograph of Richard Neil standing alongside the car in his Scout uniform at the time of delivery. Richard was a pupil at Bedford School and Hugh Dixon Carr was befriended by his parents, a friendship which lasted for many years.

On my way back home from the VSCC Malvern event in 1984 which I attended in the Rapide, I stopped for petrol just outside Whitchurch, Shropshire, when by chance and all of a sudden a car came onto the forecourt at great speed and skidded to a halt. The driver duly exited from the car shouting "I passed my driving test in that car". This was Richard Neil, and we corresponded several times following which he sent me some early photographs of the car. Richard told me that Hugh Dixon Carr regularly undertook the journey from Bedford to John O' Groats in a day.

He took the car to Norway on many occasions and apparently crossed from Scrabster via Orkney and Shetland, hence the high mileages.

On its last journey back to the U.K. from Norway they managed to squeeze the Lagonda on the back of the last ship to sail from Bergen to the UK, prior to the invasion of Norway.

Central Garage, Bradford, used Park Rash out of Kettlewell, which is a white narrow road to Leyburn, as part of their test route and no doubt they would have taken BYG 7 along this road on many occasions. In fact on one of the Lagonda Northern Tours which I organised, I included this on one of the days, - it was great fun. Glovers of Ilkley acted as sub-agents to Central Garage and were on hand to assist owners who lived in the Ilkley area. The car was registered at his home address. Mr H.D. Carr, Low Wood, Ben Rhydding, Ilkley, Yorkshire. He moved for a time to Bentham, Lancaster, before returning to Ben Rhydding, but this time to Heatherdene, Manley Grove.

By the 26 October 1938 BYG 7 had covered 29,162 miles and by the 13 June 1939 40,566 miles.

Hugh Dixon Carr was born on the 29 November 1894 and passed away on Christmas Day 1974 following his extremely busy life. During his ownership of around 37 years the Lagonda had covered a total of 74,568 miles. It was on the road for 19 of these and laid up in his garage at Ilkley for the last 18 years of his life, due to his illness taking its toll. Glovers Garage in Ilkley regularly attended the car - cleaning it, checking the battery and generally making sure there was no deterioration taking place.

Some of the Upholstery and Carpets had been removed and stored in the

house. Both front seats were in poor condition as he had to exit the car via the passenger door and drag his leg, complete with leg iron, across.

On the 28th August 1975, I purchased the car from a motor trader in Keighley, - R.J. Newsholme Limited. An amount of work had to be undertaken which included new tyres, rebuilding the radiator (as it is not uncommon for 4½ litre Lagondas which have been stood for some time to boil their heads off due to electrolytic action), also re-chroming the radiator shell and head lamps, repairs to the petrol tank, new exhaust system, relining the brakes both front and rear, resetting the road springs, fitting new kingpins and bushes and generally tidying up. Finally a full service.

The first event I attended in the car was on the 9th May 1976 when it was a sort of run-in during the Manchester Vintage Car Club Southport Run, with Captain Alastair Barker. From 26th to 31st May 1976 BYG 7 was entered in the FIVA Rally based at Harrogate, I was navigated by Alastair and his brother Freddie was observing. Out of an entry of 167 cars in the Vintage Class we took second place and were awarded The National Benzole Silver Tray in recognition. The car today is in fine order and maintained to the highest standards.

The 4½-Litre Lagonda was one of the most accomplished sports cars of the 1930s, as a succession of high-profile race wins, culminating in victory at Le Mans in 1935, amply demonstrate. Having established their reputation by winning the Moscow - St Petersburg Reliability Trial of 1910 with a 30hp six, Lagonda had concentrated mainly the production of light cars before

reverting to sporting and luxury models in the mid-1920s, with the introduction of the 14/60. This four-cylinder, 2-litre model was joined in 1929 by the first of Lagonda's own sixes - the 3-Litre - but by the mid-1930s the Meadows-engined cars were seen as the way forward. Introduced at the 1933 Olympia Show and based on the preceding ZM 3-Litre model, the M45 deployed Meadows' 4½-litre, twin-plug six to good effect. Saloons were capable of reaching 90mph, and tourers over 100 mph, under favorable conditions.

Shortly after the M45's introduction, The Autocar got its hands on one. 'A short run in one of the first of the 4½-Litre Lagonda models, with an open four-seater body, left a vivid impression not only of brilliant acceleration and sheer performance, but of a car delightfully silent and easy running in a way that can be achieved to the fullest extent only by a big-engined machine working well inside its limits.'

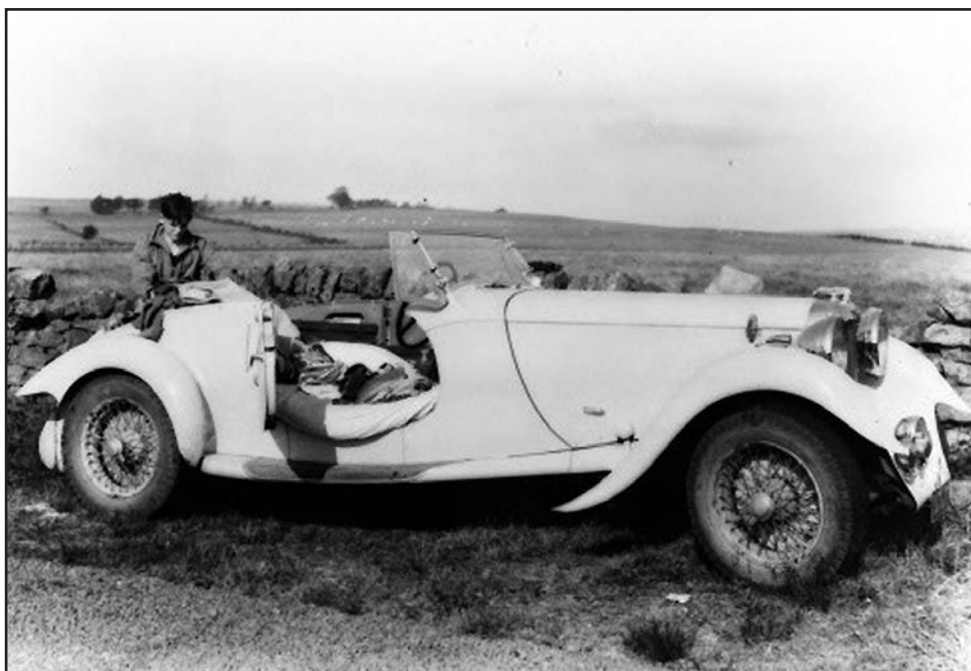
A team of three specially prepared short-chassis cars (effectively the soon-to-be-announced M45 Rapide) prepared by Lagonda main agents Fox & Nicholl performed creditably at the 1934 RAC Tourist Trophy at Ards, and the following year one of these TT cars, driven by John Hindmarsh and Luis Fontes, won the Le Mans 24-Hour endurance classic outright.

Under the technical direction of the great W.O. Bentley, recently departed from Rolls-Royce, the big Lagonda became more refined, the M45's successor - the LG45 - gaining synchromesh gears, flexible engine mountings and centralised chassis lubrication among many other improvements. Intended as a

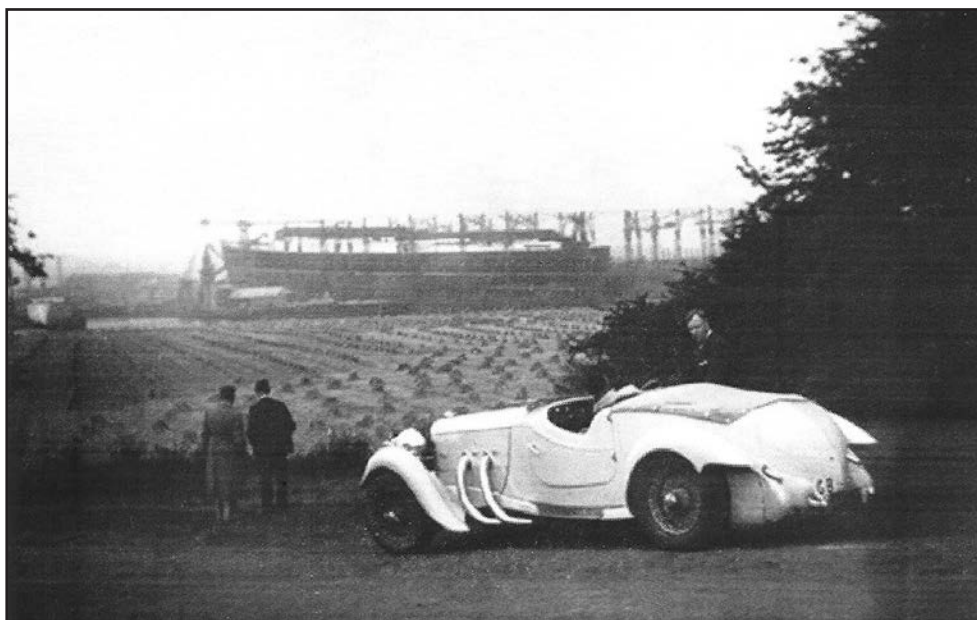
prestige, upmarket model, the LG45 was aimed squarely at the Bentleys built by W.O and, endowed with such impeccable pedigree, the 4½-Litre Lagonda quickly established itself as a favourite among the wealthy sporting motorists of its day.

In its road test published on 10th April 1936, The Autocar declared: 'The 4½-Litre has always given a fine performance; in its latest form it provides all the performance that anyone can reasonably require, and at the same time has been silenced, smoothed out and made a much more comfortable car, so that in comparison with the earlier versions it is hardly recognisable on first driving it. It can only be said that the appeal of the car has been considerably widened, for the people who today set great store by noise and a harsh suspension are greatly outnumbered by those to whom refinement in a fast car is far more desirable.'

For some, though, this more refined 4½-Litre had moved too far away from the original sporting image of the marque, among them being Lagonda company director and former racing driver Dick Watney, previously with Rootes. It was the perfectionist Watney who conceived the Rapide, considering that the big Lagonda had grown too sober; the 4½ Litre's obviously fine performance notwithstanding. Stylist Frank Feeley, whose fruitful post-war career with Aston Martin would commence with the DB2 and included the design of the DB3S, was briefed to create an eye-catching, four-seater sports car on the production LG45 chassis without either shortening the frame or employing too many special components.



Seats removed for sleeping in the car. Richard Neil packing everything away. This would be frowned upon these days.



BYG 7 on a tour of Scotland in 1938. John Brown's Shipyard in the distance with the unfinished 'Queen Elizabeth' ocean liner.



*Oulton Park Concours 1967, following recommissioning.
A young Roger Firth stands by the car.*

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Announced in September 1936, less than six months after the company's takeover by Alan Good and Dick Watney, the result was the lightened Rapide, powered by a 'Sanction 3' engine. The latter incorporated the previous 'Sanctions' (improvements), adding a redesigned cylinder head and revised carburettor/induction arrangements to the package. For Rapide versions of the 'Sanction 3' the compression ratio was raised from 6.68:1 to 7:1, or 7.5:1 for any owner willing to prepare his own high-octane fuel! There was also an improved exhaust system based on the Fox and Nicholl racing design.

Lagonda's own coachwork was amongst the most handsome offered by any manufacturer, and for the lightweight LG45 Rapide a 'no frills' open tourer body adorned with helmet wings was the only type specified. The most Eye-catching British sports car of its day, the Lagonda Rapide went every bit as fast as its sensational looks suggested.

"The whole appearance of the car is flamboyant and extrovert, so much so that in Autocar circles, there was some mutterings about it being fit for a "Promenade Percy"... This was dispelled forever when the top speed reached during the road test was published... 133.5bhp at 3,400 rpm... 108.2 mph... rest to 50 mph in 9.4 seconds and to 60 mph in 13.2... A eulogistic test...' - Davey & May, 'Lagonda'.

One of only 25 manufactured, chassis number '12235/R' is from the fourth batch of LG45 Rapide Tourers made at the Staines factory and, as at the 21 January 2016, the total genuine miles covered are shown as 93708. The Factory build sheet quotes numbers

for the Carburettors, Petrol Pumps, Magnetos, Dynamo, Starter, Front and Rear Axles, Shock Absorbers, Head, Side, Tail and Reversing Lamps. These are still fitted to the car together with various other items too numerous to list here. Unfortunately, due to the damage caused to the front seats, it was necessary to have the car reupholstered to the same specification as when new. A G10 Gear Box with right hand change was fitted when new and is still retained. This results in the gear lever occasionally going up one's trouser leg, perhaps adding to the reason why Hugh Dixon Carr preferred to exit via the nearside door.

One of a few 1930s automobiles capable of comfortably exceeding 100 mph, the Lagonda LG45 Rapide was one of the most exciting and elegant British sports cars of the period and a true supercar of its day, more than capable of holding its own against the very best cars produced by the company's competitors.

With so few made, '12235' is a 2 owner car and almost certainly one of the last Rapides with so few owners.

Throughout my 40 years of ownership of BYG 7, I have done my utmost to ensure that as custodian of this very fine and important car, it has been maintained to the highest of standards with the mechanical work being carried by me personally of which I have enjoyed every moment.

Roger Firth.	Stalybridge. Cheshire.
Started	July 1985
Revised	February 2015
Revised	January 2016

Technical Tip. 2 Litre. All Models

by John Batt

THE GASKET WIDTH between the two 3" long x 1/4"BSF studs and oil feed inlet hole from the pump, through the timing case cover into the chain case and brass distributor block, is only about 3/32" wide on both sides of the oil delivery hole!

Consequently, over time, there is significant risk of a serious leak, with oil under pressure emerging either along the two 1/4" dia. studs or bursting through the small width paper gasket joints.

The solution is to insert a thin wall brass 'ferrule' to directly link the pump and chain case. (Photo 1.)

EV 4604 has the large oil pump which has a 3/8"dia.outlet requiring a tube 5/16"dia for the main length

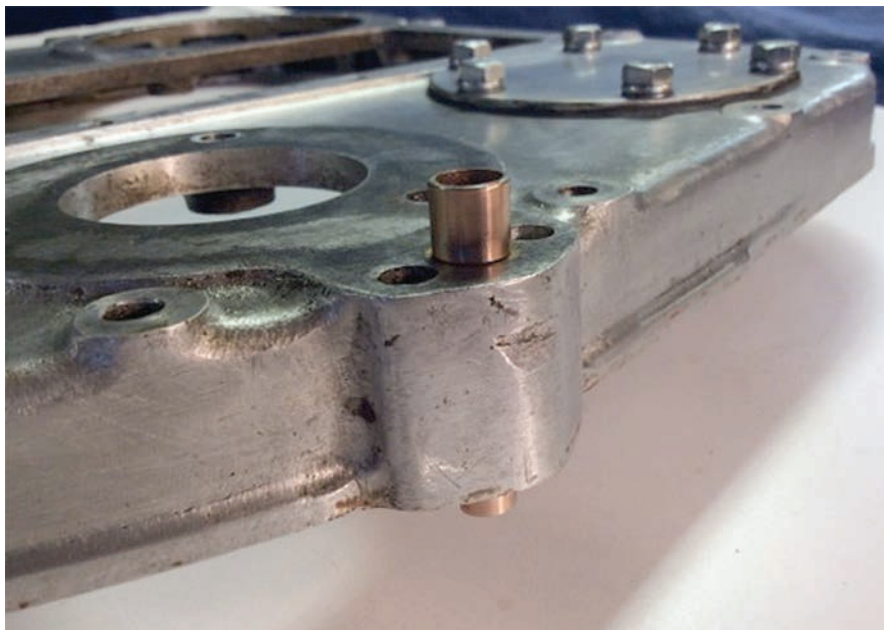
but 3/8"OD into the pump, the ferrule length being 2" long overall.

The pump section 'insert' is 1/4"long x 3/8"OD. (Photo 2.)

On UU 7571, the Weymann Coupe, I fitted a straight tube 5/16"OD x 2" long to suit the standard oil pump, the aluminium front cover and chain case oil holes being identical on both cars.

Oil now bypasses the two paper gasket joints (ie. pump to front cover and cover to chain case) straight into the engine thus relieving pressure on this design weak point, so avoiding potential leaks.

It is a successful and simple modification highly recommended.



Showing the thin wall brass ferrule in place in the timing case.



The ferrule and the timing case before fitting.



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39th Suffolk Dinner, March 2016 ~ Weekend Report

by Chris Merrick

GREY SKIES, SOME airborne moisture and blustery winds greeted the brave souls venturing in open cars to the Suffolk Coast for the events of the 39th Suffolk Dinner Weekend.

In such circumstances, your correspondent much prefers to avoid the bleakness of the A14 and cut across the countryside on the sorts of roads for which a Rapier was made - the destination being tea at Ann and Mike Pilgrim's house. Nevertheless, it seems that since the wartime measures to confuse invading paratroops, the road signs haven't been put back in the correct places. So I spent an interesting half hour on various white roads where Bredfield was signed as being 2½, 2, 1¼ and 2¼ miles away (and not necessarily in that order). Having avoided the Dallinghoo Home Guard, it was a pleasure to arrive at Little Orchard for copious cups of hot tea and a table full of home-baked goodies.

A good crowd was present, and one highlight was Malcolm Burgess showing his scrapbook which was packed with interesting snippets covering decades. Most had come in moderns, so the number of Lagondas attending Bredfield was a little disappointing with only 3 Rapiers stopping by. A late arrival was John Sword in the magnificent M45 AYK 925 – delayed by a sticking carburettor piston causing misfiring en route. A drop of 3-in-one oil eased the trouble. A better turn out is required by the host next year!

After this, it was a short hop over to the White Lion at Aldeburgh. RG 5045 found the last parking space next to a large red skip which led to some very uncharitable quips – but at least we were colour-coordinated. John and Susie Batt managed to snag prime spot for the extremely attractive WS 776 alongside Jim Gunn's WCG 471 (I know this bit isn't very interesting, but Mr Batt told me off for not mentioning him in a past report, so this is a defensive measure).

After a quick change for dinner (and a crafty pint of Adnams), it was time to board the coach to Thorpeness Country Club. This was an excellent and extremely capacious venue, so worth considering as a reception hall for those readers planning their future weddings.

There was only a short time for pre-dinner drinks, but everyone was quickly enjoying catching up with old friends and sharing news and anecdotes. It was delightful to hear Tony Metcalfe talking about his time as a young steward with BR in the last days of steam. One of his duties was to take tea up to the driver and stoker. On one occasion, he was allowed to occupy the driver's seat of Mallard when hauling The Flying Scotsman service. With the friendly guiding hand of the driver he took this famous locomotive up to 100mph. This goes to show that if you treat a driver well, and bring him copious fresh tea and nice cakes, then you will be rewarded (note to my children).



*Chris Merrick's red Rapier next to Martin Mountfort's blue one.
Both are Abbott tourers.*



Rapier Ranalah DHCs reunited.

Aside from guests, a great many of those present are members of both the Lagonda Club and Rapier Register. 'First-timers' included Richard and Shirley Newby (Rapier BLX 468) from Lichfield, Staffs, Jim and Diana Gunn from Hoveton, Norfolk (M45 WCG 471) and Philip and Janet Maricic from Martlesham, Suffolk (2.0L LC PJ 2716). We trust they felt very welcome.

As guests of note accompanying Martin and Janice Sumner were John and Sarah Purser. John is Chairman of the Aston Martin Owners' Club. In conversation, John shared some interesting insights into the thinking at the manufacturer. It seems there are positive differences in attitude to the Lagonda marque coming from the company's new management. Let's see how this develops in coming years.

Peter Merrick said Grace and Mike Pilgrim proposed the Loyal Toast. Following a very pleasant meal, and toasts to both the Rapier Register and Lagonda Club, the Gary Guiver Gong was presented to John Sword as the guest coming furthest in a pre-war Lagonda (161 miles). Despite his protestations and humble offer not to accept it for a second year, Mr Pilgrim ensured anarchy did not emerge and John was obliged to accept.

The diners were then entertained to a very witty speech by Brian Crowder Esq. on the theme of 'Ninety Years on Wheels'. As a very lively 95 year old, Brian was able to regale us with tales from his childhood and pre-war motoring years – this led to his extensive experience as a young officer in the war with all sorts of wheeled and tracked vehicles on both Home Service and in Africa. As an interesting aside, Brian was stationed at Aldeburgh in 1940 for coastal defence following the

Dunkirk evacuation – as no enemy is known to have set foot on the shingle we can assume the mission was successfully accomplished.

This exposure to life in Britain's darkest days prepared Brian well for the complete failure of the electricity grid to Thorpeness and the surrounding area (cause unknown, but a lack of fifty pence pieces for the meter at Sizewell B was suspected). Without missing a beat, Brian continued under candle and emergency lighting to a fine conclusion peppered with amusing anecdotes and jokes. Sadly, the lack of light removed the opportunity to further browse the always fascinating collection of memorabilia laid out by Ann Pilgrim – it is always a treat to see how our fine cars have been used and enjoyed over the years, so we look forward to further chances to do this in the future.

For those staying at the White Lion in Aldeburgh, a very convivial group gathered bright and early for an excellent breakfast. Some then headed to Robin Cooke's place for coffee, to peruse Lagonda spares and to visit Chris Banham's restoration workshop.

Following this, over to the lovely village of Saxtead Green, near historic Framlingham, for lunch at the Old Mill House pub.

Those that had attended the dinner the previous evening were also joined by some additional Rapier Register members who came over just for the lunch, including John Furlong (956 FME), Iain and Rosemary Whyte (BLD 665) and Malcolm Whitehouse (YS 8375 – an interesting Rapier Randalah which has just been repatriated from France, having been in Australia

and Austria before that). In addition, Nick Johnson and party arrived in his 3/3½Ltr AYW 12.

The large car park at the rear was filled to bursting and members managed to occupy one side of it with a super turn out of 13 cars. Mike thinks this may be a record in the 39 years of the event – so one we should aim to smash in 2017.

Following a convivial lunch and much admiration of each others cars, it was time to head off home. Many thanks from all to Mike and Ann once again for their excellent organization and hospitality.

Now a word about plans for 2017. 39 years is a remarkable age. Indeed I have certain acquaintances who decided many years ago that it is the very best age of all and have resolutely

stuck to it since. However, next year is the 40th instance of the Suffolk Dinner and the goal is to have a record turnout of both human and Lagonda participants.

So please put the date in the dairy – Saturday 8th April 2017.

Mike also mentioned there may be a special visit to the fascinating Long Shop Museum in Leiston (I can recommend it highly for those with an interest in engineering and/or social history). The entire weekend is a very relaxed and amicable occasion that can be enjoyed by all members (plus family and guests) of both the Lagonda Club and Rapier Register. As a further incentive, once off the A14, your cars will enjoy being driven on the ‘proper’ Suffolk roads. Please mark the date in your diaries!



John Sword's Wylder bodied M45 fresh from a major rebuild.

Monte Carlo Historique in a 1934 Lagonda M45

James & Andrew Mann accompany 'Josephine' 80 years on

I HAD ALWAYS been intrigued by the pre war Monte Carlo rallies, especially as my grandfather, Conrad Mann, was a keen rally driver of his time and competed in 1930, 1931, 1932, 1933 and 1936. He always took part in Lagondas and had his finest competitive moments in GK3466, his supercharged 2 litre, which he bought from the stand at the Earls Court motor show in 1930. By late 1933 he considered this car to be worn out after covering some 55,000 miles. I believe he went flat out everywhere and completed many rallies and hill climbs during this period. On Feb 7th 1934 he took delivery of AXD 56, who we call Josephine, a Meadows engined 4½ lt M45 tourer, which he had had specially commissioned to wear the T5 body. It is this car that we still have and enjoy in the Mann family.

Conrad competed in the 1936 Monte Carlo Rally with his brother Cig. They took Josephine from Hampshire and started at John O'Groats as this was the UK start point, and drove to Monte Carlo taking in only a handful of time and passage controls. It was clear that the normal tactics involved going flat out down through the UK using the A1, catching up several hours and taking some sleep at the London club. After London there would not normally be any further sleep except on the ferry.

Inspired by this, I enrolled my brother Andrew into repeating this feat of endurance. I had been informed of the 'Monte Carlo Classique' rally which was running for the first time

and, not only that, was starting at John O'Groats for the first time since 1939. This rally was linked into the 'Monte Carlo Historique' organised by the Automobile club de Monaco and from Paisley we would be on their route until St Andre les Alps in the Southern Alps.

We set off from home in Sussex on Sunday 24th January and drove the first section up to Biggar in the Border Country, where we stayed with our 'Bentley' friend Sue Shoosmith, who provided Andrew and I with a well earned rest and a lovely air conditioned garage for Josephine.

Leaving rather late we set off to Wick, some 350 miles distant with the intention of having lunch in Aviemore. The weather was biblical at times and we developed a few issues during the day. A strong smell of petrol, rather blowing exhaust, and loss of power for the lights and windscreen wipers a few times were some of the issues on the way to the start. It became clear that using the P100 lights in very heavy rain led to a main fuse blowing. We also burned out the dip-switch in the evening, luckily only 10 miles or so from our night stop. This meant that we had no dipped headlights and had to once again use the P100's as dips. This led to another fuse going, but mainly because I was now down to 25 amp fuses rather than the recommended 35 amps.

We stayed at the most wonderful Thrumster house just outside Wick



Roadside repairs 1936.



James & Andrew in the border country near Biggar, on their way to the Start.

and we were welcomed warmly and fed on Woodcock and local Scottish fare. Isley and Catherine MacLeod then contributed an excellent photo to the local press of us leaving in the morning.

Scrutineering was held at the garage of Graeme Henderson, some ten miles from Thrumster House, and a few miles from John O'Groats. Graeme had made his garage available for us to spend a few hours sorting out our various issues and also called up his mate Gary an electrical engineer who, as there were no switches in Wick capable of taking the power for our headlights, removed the dip switch from his Classic Chevrolet pick up. He got our lights up and running again for us in no time. Andrew and I were very touched by the generosity of all these guys who refused any payment and without whom we would have had a very uncomfortable rally.

We had a splendid Burns Night put on by the locals at John O'Groats, who were celebrating our Monte Carlo start from there for the first time since 1939. It was a really fabulous send-off, which will long be remembered.

27th January - John O'Groats to Paisley and Paisley to Dumfries

At 8.03 am we were piped away from the start line at the famous John O'Groats Hotel. A decent crowd had gathered to see us off and give lots of encouragement. Andrew and I now had Paisley in our sights, which was the UK start for the Monte Carlo Historique. We would be restarting here at 6.00 pm having covered the 330 miles from John O'Groats. We set off in the way that we imagined Conrad would have done, pushing

on at all times. The only thing is that there are now speed limits, which of course there would not have been in 1936. The town of Paisley put on a civic reception with the whole of the area around the Abbey turning into a party for car fans. There seemed to be thousands of people and hundreds of interesting cars, all of which were either heading to Monaco or to Reims. After a break here for a couple of hours we restarted at about 6.15pm from the Start Ramp with fireworks and cheers from the crowds. Tonight we were heading for Dumfries (68 miles) on one of the traditional Monte routes, to grab some food and sleep. Andrew and I arrived feeling remarkably OK after the long day, but looking forward to what was described as a short day on 28th, going to Hull to catch a ferry to Zeebrugge.

28th January Dumfries to Calais

Our next point of timing would be the French start point at Reims at 7.30pm on 29th January. Our suggested route involved going East from Dumfries, stopping for a couple of circuits at Croft motor racing circuit, and then to Hull to do some driving tests that had been organised by a local motor club, and ultimately to board the ferry.

As it actually happened we arrived at Croft racing circuit to discover that the ferry had been cancelled and we would have to make other arrangements. Andrew and I made some phone calls and arranged a Channel Tunnel crossing at 6.50pm and a night stop at the closest hotel to the Coquelles end of the tunnel. So we had six hours to get to Folkestone (350 miles) and we had to push on. Our cruising speed is around 75mph at 2700 revs and consuming about 15



James taking a ten minute stop for breakfast just after sunrise.

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mpg. We were thrilled to be driving the A1 as our grandfather had done in the past on the Monte. We were realizing that this route suited us much better and that if all went to plan we would get a good night's sleep. All did go well until we got to the M25 where there had been a diesel spillage on the Dartford crossing, effectively shutting the road so we chose to divert through the Blackwall tunnel at rush hour with everyone else thinking the same thing! Josephine does not like stop-start traffic and before long the clutch bearing was overheating and the gear box was stiff and overheated. We just about got away with the exercise and were now running at least an hour behind schedule. We overtook the Dutch Derby Bentley again on the M20 which had taken, what turned out to be, the better route and stayed on the M25. This was the only other rally car whose whereabouts we knew; all the others were now spread around the route to Folkestone and Dover from the north of England.

After an uneventful crossing we checked into our hotel at Coquelles. All fears about leaving the car unattended overnight disappeared when we realized that we were parked in the French police's immigration headquarters car park, and that the operations control room was in our hotel. No one even looked at the car! After a single beer we got a proper bed and long sleep. We had now completed around 1500 miles since leaving home (which is 65 miles from Folkestone).

29th January. Calais to Reims, Reims to Monte Carlo (arr 4pm 30th Jan)

With only a three hour drive to the Reims start point we were feeling

relaxed and set off rather casually, but after about 100 miles the car suddenly lost power and started to misfire. The magneto had failed and we pulled off at the first slip road. After taking the magneto out and not immediately being able to find the issue, we started getting hassled by some police, who said we had to leave the autoroute to fix the car. I could not understand why the coil ignition was behaving so poorly now that it was the only ignition system working, and decided to push onto Reims where there would be some expert help. After an hour and a half of reduced power and backfiring, we limped into our meeting point at Reims and were pleased to find some of the other competitors. After setting up all the spark leads again and resetting the points we were back into action. I think that at some point in Scotland I had connected HT lead no. 6 in no. 5 hole, and visa versa whilst checking the plugs!

Because of the repairs we were now fairly unprepared for a 600 mile overnight section. We had not eaten, or filled up with fuel or provisions for the night drive. Still we went straight to Reims Town Hall, which was the French Monte Carlo Historique start point and where many of the English Historiques also started. Luckily there was a supermarket and bakery nearby where we collected reserves for the night and next day. We made ready with the head-torches and Andrew pre-folded as many of the maps as he could. At 8.30 pm we set off into the darkness. We were determined to complete the whole route and visit all the checkpoints so that we could be as authentic as possible. We did not have the maps of the town centres or the tulips that many of the Monte

Carlo Historiques seemed to have been issued with (or bought), so we soon realised that if we followed another competitor into and out of the towns then our lives were much less complicated. They clearly had information to get to fuel stops, which we did not, and just before the second passage control the car suddenly stopped. Although I imagined that we should have gone further on that tank of fuel, we had run out. I had, however, got a couple of gallons in the trunk, so we were soon on our way, and there was a fuel station within 10 miles, to get us out of trouble.

We were not ready for the reception that we got at each and every time control and passage control. There were many hundreds of fans out, and we seemed to receive the biggest cheers. We like to rally with the roof down. The crowds appeared to think that this was good sport and that we should be cold at about 3 degrees, but of course we were warm enough having prepared the kit well.

Andrew and I pushed on wherever possible and luckily were ahead of our schedule, when we started encountering thick fog. Between 3am and 6am I had to concentrate extremely hard as we went in and out of tricky fog sections. As the sun started to come up and we drove into the foothills of the Southern Alps, I can honestly say that we had the finest Lagonda driving that I have ever experienced. The drive to St Andre les Alps, which was about 5 hours from dawn provided beautiful fast roads with almost no traffic other than other competitors and their back up crews (which we did not have). We drove long, fast sections in convoy with other rally cars, only a few of which could get away from us.

At St Andre Les Alps, I changed the contact points for some new ones as acceleration was getting a bit lumpy, and we were running smoothly again for the final three hour section down to Monaco. After a wonderful drive down through the mountains to the motorway behind Nice and up to the back of Monte Carlo, we dropped down through the hairpin bends to the tunnel and port on the seafront. We arrived at the finishing ramp at 4pm and we were both very proud to have completed the Monte Carlo Classique Rallye. I believe that we were the only car to have kept on the route from John O'Groats, and certainly the oldest.

Postscript

We had a great night in Monte Carlo for as long as we could last, followed by a long sleep. The next day, after lunch on the seafront, Andrew and I drove on up through Italy past Torino and into the Alps for a couple of days of rest. We changed the oil in the car and had plenty of sleep. We drove home from the Haute Savoie on 3rd February and covered a further 700 miles in 13 hours, to arrive home near Eastbourne.

We covered 3500 Miles in 8 days driving with 3 rest days. We burned 1040 litres of unleaded fuel achieving 15.3 mpg, and used 5 litres of oil, most of which fell out through holes in the engine!

We were thrilled to have completed the adventure without any serious issues and to have experienced, as closely as possible, the distance and endurance of the pre war Monte Carlo rally. Josephine who was 82 years old on 7th February, turned heads, raised smiles, and attracted attention wherever we went. A highly recommended trip for the adventurous.



Arriving at the Casino in Monte Carlo.



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June 1959

12 Hours in the life of two DB Lagonda shooting brakes, one Aston Martin, with eleven men and one woman, and they are part of the 1959 Aston Martin Le Mans winning team

This story line is pure fiction, and puts together what may have happened on this day in June 1959.

This part is fact.

The Day, the Destination, the People, the Places, the Aeroplane and the Cars.

SO HERE IS a story about two MK11 DB Lagondas, and their journey from Feltham, Middlesex to La Chartre sur Le Loir, France. The roads they went on may be correct as it is the quickest and most direct route.

Monday 15th June 1959.

The Journey 6am Feltham

Jack Fairman was a bit early as he was going to drive the Lagonda shooting brake (79 BHX), making sure the "C" licence was on the windscreen. Then Brian Clayton, Jack Sopp and Eric Hind arrived - "Morning Jack; It's fully loaded, then." "It's a bit chilly, said Eric, but it will be nice in France - is the other shooting brake as full as this?" "Yes", replied Jack Sopp, "I helped in loading 'till late last night. How about petrol?" "Yes, some for us but mainly for the Aston, as I am not sure about the quality of French fuel." "Who are the others in the Lagonda?" said Eric. "I think they are Jim Potton, Stan Litt, Biggs, & Smithy". replied Jack Sopp. "And who is driving the

GT?" "Ah, that's Reg Parnell, and Gillian (Jill) Harris will be with him." Brian asked Eric if he knew who had decided to put spats over the rear wheels of the Lagondas. "Not really sure about that but I hope we don't have a puncture, those spats will hold things up a bit if we do."

At that moment Reg Parnell came over with the others: - "OK we are all here, so let's sort a few things out, Jack (F) will lead in the Lagonda 79 BHX with Jim Potton in the other (250 SMY), and I will be tail-end Charlie in the Aston DB4 GT Special with Jill Harris. We will go down the A30 then onto the A33 to Eastleigh - Eric, I think you know the route so, as you are with Jack (F), you can show us the way into the Airport. Ah, and one other thing, no smoking as there are five gallon cans of petrol in both Lagondas - also, once in France, we can't hang about much. Jill and I have the ex DBR3 three litre engine in the Aston Martin GT (DP 199). I am under strict instructions not to rev it too high as its racing in the 24 hour event. Oh, and one other thing, it appears that Silver City Airways has a new Super Freighter, so we can all go on the same 'plane when we get to Eastleigh. Right then, let's make a move as we have just over 60 miles to do; so when you are ready, Jack, we



*Lagonda Estate & DBR1 at Feltham with the Factory in the background.
By kind permission of Stuart Bailey from the Ted Cutting book.*

will go”.

On leaving the old Feltham airfield the leading Lagonda was soon on the A30 and the Causeway - the traffic was fairly light so Jack slowly increased the speed of the heavily loaded Lagonda, knowing full well that the GT with the ex DBR3 racing engine would stay with them. Eric was watching the oil pressure and speedometer as it increased to 60 mph and seemed to settle down at 75. Brian and Jack (S) were almost asleep in the back, and the road was nice and clear of the morning traffic. The other Lagonda was following and the GT was a little further behind - Reg

seemed quite happy to sit back a bit.

They were running very early, it wasn't even 6.40 am yet, so Jack Sopp said “Why not stop at the Wheatsheaf Inn - it may be not be open, but the Landlady does a nice breakfast. Eric, where is it?” “It's about a mile or two down on the right, just before the A33 and the by-pass, and Eastleigh is only a few miles on from Winchester.”

Jack saw the Wheatsheaf and, as Eric pointed it out, he pulled up in front, leaving room for the others following. Reg got out of the DB - “Is something wrong?” he enquired. “No, replied Eric, we thought we may be able to get a breakfast as we are running so early,

that's if anyone's about". "OK, said Reg, but only for 45 minutes as we have to get onto the A33 and hopefully arrive well before 8.30 am."

Just then a woman rode up on a bicycle and leant it against the pub wall. "Hello Mary" said Jack. "Hello Jack, where is that sports car you always have, and what are you doing here?" "I wondered if there was any chance of breakfast for me and the others?"

After breakfast, they were soon on the road again. Luckily the Winchester by-pass was clear, even at the dreaded Hockley traffic lights; the last 25 miles did not take long.

Eastleigh Airport was quite small so they parked up near front of the terminal.

Everyone was soon out of the cars. Brian Clayton adjusted his glasses as he walked over to Reg, and asked "Who is driving the GT in the 24 hour race"? "I understand it will be a Mr Hubert Patthey with Mr Calderari as his co-driver, and I think they are both from Switzerland", was his reply. "What do you think of the Aston GT by the way?" "Although it was a bit slow coming down here it ran very well. Mind you it can do twice the speed we were doing – it's solid and beautifully prepared. I think it should do really well in the race." The stocky build of Jack Sopp was nearby and he interrupted the conversation to say, "I have been working on it for some time and me and the lads also think it will do well, especially as it has the ex DBR3 3Litre engine in it".

They then all wandered into the reception hall. The receptionist came over and said "Good morning, I hope you had a pleasant journey down - I also have some very good news for you. The new Super Freighter arrived a few days ago so you will all be able to travel together". Jill then made sure they all had their passports ready and their hand-luggage for the week, prior to clearing Customs.

By 10am the cars were ready for loading; the Silver City Airways Type 170 series 32 Bristol Super Freighter was sitting on the runway waiting to take them to Cherbourg. Soon the staff had all three cars up the steep ramp onto the cargo platform and safely loaded. Everyone climbed up the steps into the aircraft. "Smithy

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A Bristol Freighter of the type used to transport the Lagondas.

is perspiring, I don't think he likes flying. Someone told me he had a bad experience when he was in the RAF. Jim or Stan will be with him so he should be OK. We are only in the air for just over 20 minutes so it's not a long flight", said Jack (S). Everyone crowded into the cabin at the rear of the aircraft.

Conversation was soon drowned by the noise of the 14 Cylinders of the Bristol Hercules engines bursting into life. The Aircraft taxied down the runway ready for take-off, - suddenly the Radial Piston engines increased to a crescendo, the aircraft shook and rattled, then increased its speed, but so slowly it seemed it would never get airborne, but somehow it did!

Soon the coast of France came into view and a few minutes later they were landing. It was a normal uneventful flight and had taken just 23 minutes. The cars were unloaded and cleared through the French Customs.

The driving now became more urgent as there were 200 miles to cover.

On leaving Cherbourg they made their way to Route National 13. Here the road was in reasonable condition so Reg opened up a little, watching out for French cars that had right of way. Once out of Valognes on the N13 the traffic cleared so they increased their speed to just over 70mph as they sped through forest

past St. Mere Eglise. The forest was in full growth, not that they took much notice of the full splendour of it

Then Carentan was upon them. As they drove through the town they noticed that many of the houses were still in a bad state from the conflict of 15 years earlier. Also the road left a lot to be desired but, once out of town, it improved. Soon reaching Bayeaux, they drove straight on through the centre, the GT exhaust noise echoing off the walls along the Rue Saint Malo, as they continued their journey on towards Caen.

They found a petrol station on the edge of Caen and watched as the fuel was put in the Lagonda, hoping its quality was up to scratch. It was rather slow as the Frenchman turned the handle of his old hand-crank pump. They paid some 2360 francs (1,400 Francs to the pound) for 6 gallons in each Lagonda.

Jim, in the Lagonda 250 SMY, took over as the lead car, while in the GT it was fairly noisy as it had been prepared for racing. So the conversation between Jill & Reg was very limited. Once out of Caen and onto the N158 again, running at speed and heading to Falaise, they found a cafe just opposite the Church of The Trinity. They could not help noticing that the Church was in a very bad state - all its windows were blown in.

Soon after leaving Falaise, the countryside changed, with more apple orchards for the making of Calvados. "What's the chance of trying some of that Calvados then?" Bryan asked.

Eric replied, "That stuff can burn the hairs off your chest from the inside. It's really powerful and not a good idea when one is driving!"

It was slow going through Argentan, with more traffic as they passed the modern railway station on Bld. Victor Hugo, following the track until the railway bridge just out of town.

Jim, soon picking up speed again, joined the N138 at Sees and, skirting the Foret d'Ecoves, proceeded to Alencon passing through the fine old town, which still showed signs of conflict in the more recent times. From the Rue du Mans the Route National is as straight as a die and runs for several miles, so the leading Lagonda was cruising at a steady 70mph.

At this speed great care was being taken about traffic having 'priorité à droite'. The trees seemed to be a blur as the miles slipped away, the lush green fields slowly giving way to more houses as they approached Le Mans. Luckily Jim knew the way through the town, the radial tyres working overtime on the cobbled streets. They were able to pick up the D304 and then D305 taking them to their final destination, La Chartre sur Le Loir.

On driving onto the Place de la Republique there was the Hotel du Cheval Blanc and opposite Hotel de France. They had driven 265 miles that day for a weekend that they would remember for the rest of their lives.



The two 2.6 MK11 Lagonda shooting brakes at Le Mans in 1959 are at the top left corner of the picture. By kind permission of Bryan Joscelyne of the AMOC.

The Aston Martin team on Sunday
21st June 1959:

Car no. 5 - the winning Aston Martin
DBR1/300 driven by Carrol Shelby
and Roy Salvadori - 323 laps.

Car no. 6 - placed second. DBR1/300
driven by Maurice Trintignant and
Paul Frere - 322 laps.

Car no. 4 only completed 70 laps.
DBR1/300 driven by Stirling Moss
and Jack Fairman.

Car no. 7 only completed 52 laps.
DBR1/300 Driven by Graham
Whitehead and Brian Naylor.

The DB4 GT Special completed 21
Laps. Driven by Hubert Patthey and
Renaud Calderari

Another Old Photo to Enjoy

Ken Painter spends more of his children's inheritance

A FINE WEEKEND for the Beaulieu Autojumble and another interesting photo is rescued from oblivion! The picture shows Richard Spencer Latham Boote taking part in a pre-war event and, before I even managed to get home, Len Cozzolino had trawled the internet and found more pictures of the car. We knew the name of the driver, one Richard Spencer Latham Boote, a former RFC pilot, but this time the photo archive Len had checked listed the event and now we know that it was the 1930 London to Edinburgh Trial.

The picture was taken at Park Rash, just north of Kettlewell in what is now the Yorkshire Dales National Park and a quick look at the map shows contour lines worryingly close together, although the road is now one that is regarded as an exciting challenge by hardy cyclists.

We know little about our man, except that he lived in Shallowford House, Stone, Staffordshire, and was born on 27th April 1898. In March 1917 he was gazetted as a Lieutenant in the Royal Garrison Artillery. He transferred to the Royal Flying Corps a month later and, on 5th June 1917, he was flying with No 1 Squadron. His time with them was frighteningly short,

on 8th June 1917, his plane, probably a Bristol Fighter, was forced to the ground by three German Albatros Scouts and he became a prisoner of war until May 1919. This brief history is taken from his flying log, which was also on sale at Beaulieu. The log also shows that, in his short flying career, he flew a Maurice Farman, an Avro Gnome, a Bristol Scout, a Nieuport Scout, and, finally a Bristol Fighter.

A quick check of Boddy's "The Story of Brooklands" shows that Boote took part in the 1931 Double twelve, but in an Austin Seven, partnered by Miss Victoria Worsley. Could she have been the passenger on the London to Edinburgh Trial?

The last time I can find his name mentioned at a Brooklands event, he is credited with being the owner of a red Riley, which finished third in an inter-clubs Racing Short Handicap in June 1931. Curiously, the book's index cites him a third time, but his name doesn't appear on the relevant page, nor on the one before or after.

The very last reference I could find was in the London Gazette, dated 10th October 1939, when he was listed as "Admin and special services", so, although he was only 41, it appears that he didn't serve as aircrew. From

personal experience, the “special services” designation can cover many roles and it is possible that he served as an intelligence officer.

Editor’s Note:

It would seem that the subject was the son of Thomas Latham Boote who founded a pottery at Burslem in 1842 with his brother Richard. This company (T&R Boote) originally produced tableware, but started making tiles in about 1875. They were prolific manufacturers of transfer

printed and relief moulded dust-pressed tiles in the late 19th century and up to c1910. The Blackwall Tunnel, Greenwich, London was opened on 22 May 1897 and was at the time the longest underwater tunnel in the world.

T & R Boote supplied the tiles which lined this impressive tunnel. They continued in production, making mainly fireplace and plain wall tiles until absorbed by H & R Johnson in the late 1960s.



The 2 litre on Park Rash in 1930.

Letters & emails ... Letters & emails

Dear Editor,

My friend and Lagonda Club member, Iain Campbell, suggested that I should submit the attached photo of yours truly winning the vintage class handicap in the historic Craigantlet Hillclimb in 2011, in my 2 litre high chassis Lagonda KW 4070.

I won the Class 10 handicap in the same car at Loton Park Hillclimb in 2015.

I bought the car from Iain Campbell in 2008. The engine was originally OH 598 which was scrapped in 1983.

Engine OH 1199 was installed from car 9454 which was destroyed. This engine is a low chassis unit and is now fitted with a downdraught cylinder head.

KW 4070 was driven by Sir Ralph Richardson in the 1949 B&W film "School for Secrets", directed by Peter Ustinov. More recently it featured in the TV series "Blandings" by P.G. Wodehouse, filmed at Crom Castle, Northern Ireland.

Cheers,

Roger Corry (*Member C16*)



At Craigantlet in 2011.

Letters & emails ... Letters & emails

Dear Roger,

In response to the two parts of Neil Edwards' excellent article I can add two things.

When he and I were both at Cambridge, he at Trinity and me at Queens, we would go over on a Sunday in his 2 Litre to André and Leslie's near Long Melford. This started two friendships which have lasted to this day, nearly sixty years later.

The second is that I can tell him what happened to the fire pump engine he mentions at the bottom of page 11. I rescued it from Rich's scrapyards in Coldham's Lane, Cambridge and took it in a van to André's at Apheton Mill. Its weight made the van steering very interesting. From there it went to Jeff Ody who had bought André's 3 Litre OG 9999. Finding André's engine worn out, after all it had done over 300,000

miles including visiting Macedonia, Jeff put the fire pump engine in which was virtually new and certainly must be exactly as Lagonda made it.

OC 9999 has now gone to Ireland where it has sunk from view which is a pity. André used to maintain that of all the Lagondas the 3 Litre was the best.

What happened to the rest of the 3 litre converted to a fire-pump is not a matter of record. Certainly before the war people thought a lot less of these cars than they do now. Neil's recording that there was a gearbox associated does suggest the presence of a whole car but I never saw it. Mind you, one could go into scrap yards at that time and find all sorts of what would now be called treasures.

Clive Dalton

Letters & emails ... Letters & emails

Dear Roger,

Many thanks for another excellent Lagonda Magazine. It always gets read "cover to cover"!!!

It is of course a very serious matter to criticise the opinion of the Editor, a man who wields enormous power!

However I was surprised to read your views on the LG6 and V12 radiators. In my view there is nothing in the Lagonda range to compare with the

2 Litre radiator, clean, slim and with classic proportions.

The LG6 and the V12 have such a mournful expression on their faces. They look as if they had just been given some very sad news. The 2 Litre smiles through all that can be thrown at it!!!! Look forward to seeing you both on the "Fitton Tour" in Wales.

Very best wishes

Tom Willcox

Letters & emails ... Letters & emails

Dear Roger,

This is a bit of a *mea culpa* I'm afraid.

Tim Gresty asked me to help him time the super new camshafts he had acquired from LMB for his two litre.

Our first efforts were hopeless and the car wouldn't pull the skin off a rice pudding (*no change there then – Ed*).

Fortunately he had some camshaft correspondence from dear Phil Ridout in his file. Once I had digested that, and had another go, the car is running much better.

I now realise that what I wrote in the Vintage Lagonda Handbook pages 45 and 57 is misleading and an oversimplification.

I have now written a new, four page, guide to timing two litre cam shafts which I would be delighted to send to anyone interested for comment or guidance.

Yours truly
David Hine
Trainee Guru



*Le Mans 1939. No. 5 being worked on before the race. Percy Kemish attending to carburation while Lionel Taylor reflects.
Picture from the John Scholey collection, via Arnold Davey.*

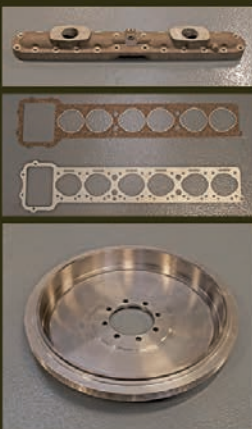
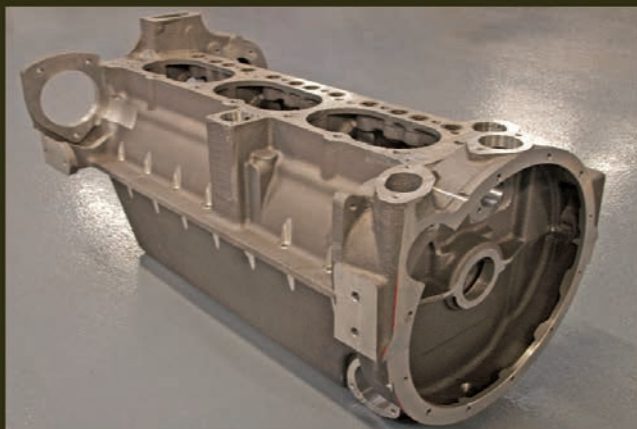
Letters & emails ... Letters & emails



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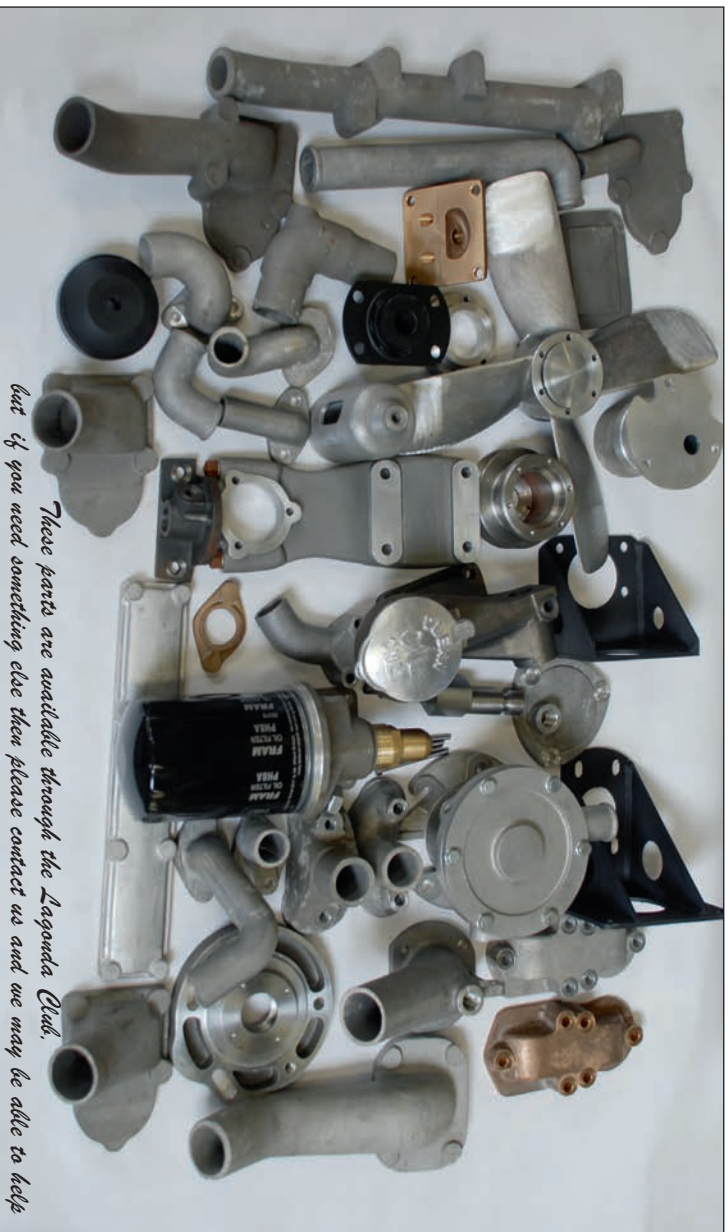


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