



**THE MAGAZINE OF THE
LAGONDA CLUB
Number 250 Autumn 2016**



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The Lagonda Magazine

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FRONT COVER: *The Team Car takes pride of place in the 'Year of the LG45'*

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From the Driving Seat

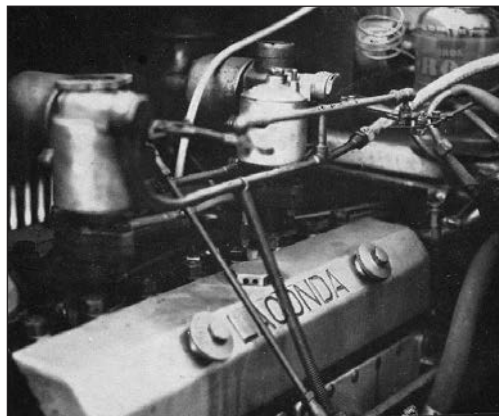
Roger Seabrook

I HAVE BEEN looking back over some of the early Lagonda Club magazines, and it is interesting to note some of the advertisements that appeared 50 or 60 years ago. In those days cars and spares were advertised in the Magazine, rather than in a newsletter. Most referred to the condition of the tyres as an important ‘plus’, presumably due to their short supply and the lack of many sizes (especially 21”). These days we are fortunate to have most sizes readily available – expensive, yes, but then they were never really cheap. The prices of the cars are interesting. I read of several members in the 1960s buying Lagondas in their teens or early 20s, but even then you would have had to find upwards of £150 to get something that was useable. By the end of the decade, prices had risen way beyond the reach of most young people.

On my apprentice’s pay, I could not raise more than £45 for a car, including the cost of insurance. So I bought a Vauxhall Wyvern for £40 which had more rust than metal and, even then, would not pass its next MOT. Luckily I was able to swop it (and an additional £15 I had saved) for a 1937 Riley 12-4 saloon, and this started my interest in vintage cars. I well remember the struggle to keep the car on the road, with help from my engineer father. He was good at fettling, which I picked up could save you much hard-earned cash. What I learned has proven useful over the years and has enabled me to keep my

vintage cars on the road without having to send them to specialists for routine maintenance.

In the Christmas 1956 Magazine there is reference to a 2 litre downdraft conversion by Peter Whitman. I do not have any details, such as registration number. Does anyone remember meeting him, or seeing a car with this modification? I suspect the conversion was homemade, but how was it done, and does the car, or at least the cylinder head, still exist? What it does do is show that such a modification could have been done in period, justifying the use of such cylinder heads nowadays. I would be interested in trying to modify a standard head, just to see how it could be done. Note the throttle return spring in the picture below – connected to the middle of the copper fuel pipe! ■



*2 litre downdraft head conversion
pictured in 1956*

***Last date for copy for the Winter magazine is
... FRIDAY 21st December 2016 ...***

Le Tour De Dordogne

1st to 5th June 2016

ORGANISERS OF EVENTS always put in a significant amount of work to try to ensure everything goes smoothly for the participants. Rodney Saunders, Nigel Walder and Jonathan Oppenheimer expertly arranged Le Tour de Dordogne. They had been to France on several occasions to locate a suitable hotel, find and arrange places to visit, and to plot routes for our daily tours.

However there are some things organisers can't foresee or control, and a week before the event was due to start a number of strikes took place in France which affected the supply of petrol, and delayed ferry crossings and other services. At one stage the tour looked as if it might have to be cancelled. But following reports from Jonathan Oppenheimer, who had travelled to France early, saying fuel supplies were available on motorways, it was agreed to proceed. Just to make matters worse very heavy rain fell in Northern France and there was major flooding in many areas. On our way to the Dordogne we encountered several roads that were closed, and we had to make lengthy diversions. Most participants decided to take two days to get to the Dordogne, as it was about 500 miles driving in France, arriving at the "Hotel Restaurant Labordie" in Tammies, our base.

The following morning we set off in fine weather, to drive to the picturesque village of La Roque Gageac, where it had been planned for us to take a cruise on the Dordogne River. Sadly this had to be abandoned

as the water level in the river was very high, and flowing at speed. On a positive note this gave us more time to explore the town. Some visited the prehistoric cave paintings at Font de Gaume whilst the others had lunch at the "Restaurant Pres Gaillardou". We met up later at the hilltop town of Domme, which has magnificent views from its walls. The extent of the flooding was very evident when viewed from this vantage point. We returned to the hotel having driven 56 miles during the day. At 19.30 a bus took us to dinner at the "Hotel Dieu" in Sarlat. The return trip took significantly longer than expected as the driver missed a turning. We had to take a lengthy detour round some very narrow lanes not really suitable for a bus!

On Friday morning we drove 45 miles to the "Chateau de Tiregand" where the owner, M. de Saint Exupery, had invited us for coffee and a brief tour of the building. The Chateau is not normally open to the public. The owner explained the history of the building and gave us examples of the huge costs relating to its upkeep. We were then shown round the winery, which his family operates.

At midday we drove to the "Chateau de Monbazillac" for a wine-tasting, followed by lunch and then a guided tour, in English, of the Chateau before driving a scenic route of 45 miles back to the hotel. A bus took us to "L'Auberge du Peyrol" for dinner - the return trip was quick, as the driver took the correct route this time.

On Saturday morning we left at 9.45 to drive seven miles to Sarlat where we parked the Lagondas in the park, along with other classic cars from a local car club. They made us feel very welcome and had kindly arranged an aperitif, which supplemented the picnic we had already planned.

In the afternoon we visited “Les Jardins Manoir d'Eyrignac”.

These gardens consist of amazingly manicured hedges, lawns and trees. They have been handed down through generations of the same family for more than 500 years. We then followed a 19 mile scenic route back to the hotel for our final evening together. Thanks to our organisers for giving us all a memorable and fascinating event. ■

Mike Heins



At the Chateau de Monbazillac winery



The river cruise that never was!

My Lagonda 2 Litre H/C Speed Model

By Paul Seller

MY LAGONDA JOURNEY began in November 2013 with the purchase of YV4127, a 2 Litre High Chassis Speed model. I'm 46 and have always had 'old' cars that require fettling, rebuilding and the patience borne of parts unavailability. Whilst I'd always been interested in cars from the vintage era I'd never taken the plunge. I think this was through the misplaced belief that ownership would be a daunting proposition, and a self-imposed rule that any acquisition would have to be of a car that not only looked sporting but also had innate quality.

Of course, price played a part too; I couldn't legitimately buy an expensive vintage car whilst mothballing the never-ending house projects one seems to have, whilst nurturing a young family. Few marques fulfilled my design and quality criteria and these were all British; Alvis, AC, Fraser Nash, Bentley, Vauxhall and Lagonda. However, unlike the others, the Lagonda seemed to hit a sweet spot – something I think most owners would agree with; nicely engineered, rakishly styled, and just within the realms of sensible affordability.

I finally resolved to buy a Lagonda whilst living in Berlin with my family in 2011/12. We'd rented an apartment with no garden or garage. My UK car collection was in storage. With the long, freezing winter evenings making the family housebound, and bereft of my man cave, I went through a frenzied period of buying and reading

books on vintage cars, including all those related to Lagonda; generally written courtesy of our very own Arnold Davey.

Here I must apologise to owners of Lagondas of greater antiquity than the year 1927. For me the Lagonda 'style' only came into its own with the introduction of the 2 Litre Speed Model. This, and subsequent models, somehow epitomised the world of the sporting, well-heeled gentleman of the 20s and 30s, evoking continental dashes via steam packets, breaks for lunch in country pubs and papers full of the exploits of British airmen and explorers.

Importantly, I wanted to roll up my sleeves and both drive and restore my vintage purchase. This narrowed the choice of available cars to those which were neither 'fully sorted' nor 'basket cases'. I was happy to re-commission something over a couple of years but didn't want to spend the next 15 years undertaking a complete restoration. Several cars appeared at auction during 2012/13 which I bid for but failed to secure as I set myself frustratingly, but necessarily, sensible price ceilings. Then came YV4127. It was listed in the Richard Edmunds auction of November 2013. At first glance, the pictures made it look like a post-war 'bitsa' with incorrect headlamps and modified front and rear wings. It looked unloved, in battleship grey with red wire wheels and grey-painted spinners but the



YV4127 after removal from the car transporter on the first day of ownership in November 2013. Note the rocks stopping her rolling away in her non-braked state!



The engine side plate repairs in progress after years of corrosion and scale.



The bodywork in the half paint-stripped state. Amazing that the fabric has survived so well.



The repaired gearbox. Some extensive aluminium welding has taken place.

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basis of a re-commission rather than a full restoration. As the article suggests, I purchased the car knowing that it might be even worse than appearances suggested. I paid £49K including commission.

So, what had I purchased? YV4127 had been languishing in a garage for 38 years. Her previous owner had acquired her in 1959. She had been through a succession of owners following the war, during which time she'd suffered a nasty road accident requiring major body repairs, had undergone several repaints, each one accreted on the last, and had received minor 'improvements', including fitment of a post-war carburettor and 1920s CAV headlights from a Daimler bus. At some stage in her life she had lost her original engine and was now sporting one from a 14/60. Her radiator had also been changed for one from a 16/65 or early 3 Litre. She was the subject of a chapter in Daphne Bampton's book 'Rare and Exciting Cars', written in 1974, in which she stated that the owner had re-commissioned her in time for his daughter's wedding, following several years mothballed in the garage.

What was clear from detailed inspection was that YV4127 would have been a very sick wedding car and perhaps the reason why she then went back into storage for the next 38 years. The electrical system was non-existent. The wire wheels were life expired, with wasted spokes, badly corroded rims and hubs so worn that two of them rotated on their axle splines. The gearbox casing was fractured in several places around its input shaft and incapable of holding oil. The starter motor cradle was fractured around the starter straps.

The brake cables were so worn that the adjusters on the rear brake drums had reached their limits. Finally, and most worryingly, every item of aluminium in the coolant system managed to do a good impression of a colander; the engine block side plates and water pump were held together with car filler and the head and block coolant elbows were sieve-like. One wonders how the wedding proceeded! Had the car been towed by the assembled crowd, like Wolf Barnato's 8 Litre Bentley at his own wedding?

However, the good news was that the car was essentially complete, the body was fundamentally sound, the engine turned over and had good compression and the chassis and major components were corrosion free. So, the perfect basis of a sensible restoration! My first task was to give the car a deep clean, removing 38 years of dust, mildew and surface corrosion. Many people might have got straight down to the task of dismantling and rebuilding at this point. However, I wanted to get to know the car and survey its good and bad points. I'd also determined, from the very beginning, that I would conserve, not restore. I knew that the resultant vehicle would only sit a couple of rungs above 'oily rag' on the condition ladder, but I wanted it to wear its years 'on its sleeve'.

The next, and first mechanical task was to get the engine running. I removed the head to check the condition of the pistons and bores. These were excellent and gave me sufficient confidence to try to start her without a complete rebuild. However, first things first, the coolant system had to be sorted. I now have imprinted on my brain hours spent poring over the engine in a cold barn during

the winter and spring of 2013/14 removing bag-loads of engine scale, drilling and tapping the screw threads for the block side plate bolts and procuring, machining and assembling the coolant elbows, block side-plates and water pump. In parallel, I sent the magneto, dynamo and starter motor away for restoration, replaced the paper-thin exhaust with a newly-fabricated stainless steel item and renewed the starter circuit cabling. After re-assembly, a lick of paint and suitable adjustments, the day came in the summer of 2014 to attempt an engine start. The petrol tank was being restored so I manually filled the Autovac and primed the oil pump. Would she start? Being a vintage car novice, I assumed the engine would either destroy itself from some hidden failure or remain lifeless. Amazingly, after a couple of seconds on the starter, she fired into life and settled down to a remarkably consistent idle; what an anti-climax!

This was a psychological turning point in the restoration. Chassis and body? Check! Engine? Check! Now for gearbox and running gear. Daphne Bampton's book had mentioned that one owner had replaced the prop-shaft joint with one from a 1950s Singer (is this something known to other 2-litre owners I wonder?). Otherwise, the fabric joints were in tatters and the gearbox seemed to be held together by its steel lid. Nonetheless, I wanted to keep the gearbox casing in my effort to maintain as much of the original componentry as possible. Fortunately, my father, who runs a garage in North London, routinely uses a machining specialist with the thoroughness and ingenuity to tackle this problem. I stripped the gearbox and sent the

casing, main and lay-shafts to him for repair. The casing cracks were ground-out and TIG welded. The casing was then placed in a jig, a new press-fit sleeve created to hold the mainshaft and the whole unit line bored to regain suitable shaft alignment. The resultant assembly was re-installed and the car moved under its own power in the Autumn of 2014.

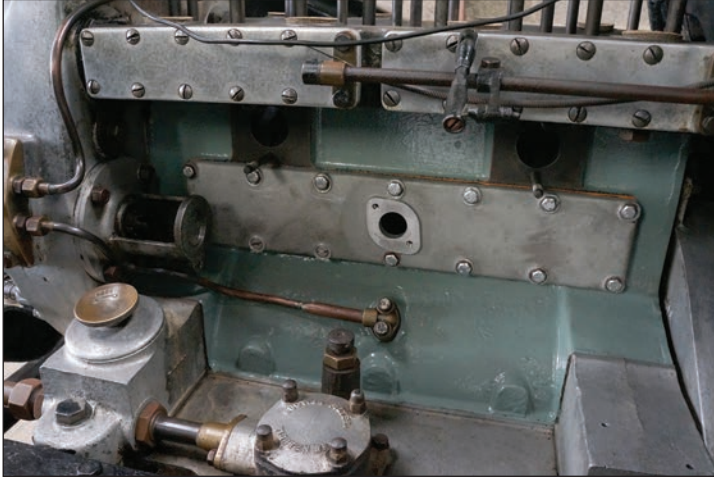
That was 18 months ago. So, why is the car only now starting its road-going renaissance? The answer is a combination of being very busy with work and under-estimating, as I think many vintage car owners do, just how long it takes to repair, replace and adjust the myriad small things that make an old car properly roadworthy. During this time I also bought at auction a pair of original, black enamelled Lucas RB60 headlamps, rebuilt the wire wheels and Hartford dampers and had the good fortune to procure a pair of 1920s SU carburettors from a fellow Lagonda club member. In this latter case, I was working in The Netherlands at the time but, through the wonders of the online newsletter, and being at that moment in an unusually boring meeting, I distractedly stumbled upon the advert fast enough to be ahead of a long queue of buyers.

You will also notice that the military-grade battleship grey paint has gone. I painstakingly stripped this away during the winter and spring of 2015 to reveal the underlying black leatherette. In so doing, I also discovered that the car had been painted British Racing Green at some point and, as an aside, evidence that the chassis, or at least part of it, had been painted yellow!

So, this brings us to the present day. YV4127 is roadworthy again.

She's being driven on increasingly lengthy sorties into the Leicestershire countryside as I gain confidence in her, and my, abilities. There's still a huge list of things to be done; a rewire to complete, windscreen and instruments to restore and a more thorough engine rebuild over the next couple of years. But, she's alive and, whilst she's far from perfect, I think you'll agree, looks

good in her original black. And I've discovered one more, important thing about vintage car ownership; you can't be a shrinking violet! She turns heads wherever she goes. People video her with their phones, kids give you thumbs-up, and it seems that every other person above the age of 50 says 'my dad had a Lagonda when I was a lad'. ■



The engine block after repairs, and new side plate



Back on the road and looking good.

The 14th Continental Rally 2016

THIS YEAR'S RALLYE was based at Reit im Winkl, in the very South East of Germany close to the Austrian border. It is a delightful area rejoicing in mountains and lake-filled valleys, and chocolate box houses invariably festooned with flowers and hanging baskets.

A wide variety of 30 plus Lagonda cars had entered so with all the supporting folk it was quite a gathering.

This year the organisers were Hanny Böhnke and Hardy Überreiter and what a superb job they had done.

Alan Brown and I set off in the trusty M45 for the 1000-mile journey. Quite a bit of it was done in a North Sea Ferry, however. We left ourselves three days to drive on the Continent but Alan thought it would be nice to call in and see the Jetzers on the way.

Harley and Anne could not come this year because Harley is recovering from an operation. They live near Zürich and we got there easily by lunch time on the second day. If the motorways are clear the M45 will do literally 50 miles every hour effortlessly. We had a great afternoon and evening with them and Harley's toy cupboard is one of the best!

Now it was time to drive East through Austria to join the Rallye. The motorway past St Anton and Innsbruck must be one of the most scenic in the world. We were blessed with great views and a spectacular, off motorway, climb over a crag and down into St Anton for our overnight stop.

Here we treated ourselves to an upmarket hotel with lift to an underground car park for the Lagonda. The sip of apfelschnapps while watching

a brass band play, brought back all the memories of a school ski trip in 1960!

It seemed a short drive back over the border to Reit im Winkl where we joined our Continental family for their 14th annual rallye.

There was an early start in the morning mist the next day. Our destination was Berchtesgaden and we expected to climb up to some crag where the wartime leader had a hideaway. However the actuality was a trip underground into an historic salt mine with underground lakes and amazing machinery. The scary bit was the 100-foot descent from one level to the next by way of a primitive wooden slide. The photo shows Rudolf Leitner leading Alan, Herman Arentsen and myself as we plunged to our expected doom.

Once back on the surface we were treated to lunch and then a short drive for more cream cakes and drink, followed by a visit to the workshops of one of our sponsors Christian Maier. He and his lads were wonderful in tending to the occasional reluctance to proceed that occurred now and again.

We were guided all the time by a superb road book full of maps and tulip guides. This time even the English contingent never got lost!

Sunday brought another surprise when we arrived at our first stop and went into a monastery for a full service. Sadly we had to mark the passing of last year's participants, John Brown, Klaus Klement and our founding member Roland Danner.

The monastery had an amazing library packed with historical books



Organisers Hanny & Hardy - still smiling after all their hard work.



Descent into the Underworld in the Salt Mine.



A beautiful day at Ramsau, near Berchtesgaden, after the darkness of the Salt Mine.



Scene from the cockpit of Macko Laqueur's Team Car



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including the works of the Venerable Bede, in Latin, naturally.

A longish drive to lunch by the Tatzlwurm Wasserfall was enlivened by locals actually plunging almost to their doom.

A surprise stop was the place where they make Bavarian Whisky. They gave us very large samples to try which, no doubt, encouraged subsequent purchases and helped the cars run better as well on the hot drive back via yet another cake and cream stop.

The Gala dinner was a splendid occasion enlivened by the ladies decked in the local costume with traditional décolletage. A local youth group played regional music accompanied by dancing with much slapping of knees and thighs!

I will gloss over the journey home. It was a bit of an anti-climax after such a wonderful week, mainly due to holiday traffic. The Lagonda coped superbly, the driver recovered after a week or so!

David Hine

Two vintage 2Litre Speed Models also motored to Bavaria from England; Mike Heins, with Erica, in his 1929 High Chassis, and Roger Seabrook, with Ann, in their 1929 Low Chassis. Both cars get plenty of use, but the long journey down in hot weather would be a test of their stamina.

It is really necessary to use the motorways to drive through Holland, so we sat at a steady 52 mph for about two hours, then took the main roads east of the Ruhr towards our first stop at Montabaur. Although we were close to the heavy industrial area, evidenced by the distant cooling towers, the run took us through some pleasant semi-rural landscapes. However, on the

following day we encountered several of the dreaded 'Umleitungen' (diversions), where a road sign would have a red cross over it. You could guarantee that it was your route that was affected! We had great difficulty finding a route around Ansbach, where they were repairing the effects of the bombing a few weeks earlier. Just when we thought we had the right road, another diversion came up. It was about 9.30pm when we arrived at our second stop – an equestrian centre near Gunzenhausen, where the cars were a bit out of place parked next to the stables.

Once south of Munich we could see the mountains of the Chiemgauer, arriving at the Hotel 'Gut Steinbach' in early evening to be greeted by Hanny, and the other participants. The two days of motoring around the area and into Austria were most enjoyable, with mountains and wooded glades contrasted by sun and blue skies. Roger's downdraft cylinder head helped with the hill climbing. Mike's normally reliable car was showing signs of hard use by being a bit temperamental. It was backfiring now and again, but one really loud bang blew open the new silencer. Then, on a climb near to the Tatzlwurm, the car went onto three cylinders, sounding more like a steam engine. That proved to be the centre electrode of one of the sparking plugs being fired out (literally).

On the way home, the oil feed to the exhaust rockers burst its seal. This was fixed during a lunch stop, with most of the paper towels from the café toilet being used to mop up the oil. The proprietors were very understanding. We made it home without further trouble, tired but having enjoyed a great trip (1800 miles in all). ■

The Lagonda Club Annual Gathering

Andrew Brackenbury describes the Wokefield Park weekend

THE AUTUMN EQUINOX occurred a couple of days before the Lagonda week-end, the time when the earth tilts presaging seasonal changes. So forecasting whether the club would be blessed with its good weather record was going to be a mug's game. And so it proved, as we had two days of sunshine and showers, with Saturday being mild and sunny, followed by an overnight rainstorm, and Sunday being colder, windy, with squally showers interrupting sunny spells.

On arriving at the Hotel around lunchtime on Saturday, after a trouble free run up from the west country, I was greeted by Nigel Smeal at reception with our Welcome Packs and the offer of purchasing the newly designed club ties. I believe it was questionable at one stage whether it was going to be possible to hold the event at Wokefield Park. Suffice to say that after the application of some heavy diplomatic pressure, co-operation from the Hotel suddenly broke out. Although this meant alternative accommodation requiring taxi shuttles for some, me included, I think the deal the club negotiated to compensate for members' inconvenience was a good one. But Nigel's cheerful demeanour belied the difficulty and stress of getting this particular show on the road, and the President rightly gave thanks at the dinner, as did the Chairman at the AGM.

At 2.00 pm, cars started to move out to follow the c.35 mile route organized by Stephen and Rebecca Matthews

around the nearby lanes and minor roads of north Hampshire and west Berkshire, stopping off en route, if one wished, at the Sandham Memorial Chapel, before arriving at their lovely home for tea and cakes. I decided to follow David Hine, who had Alan Brown as navigator in his M45 Saloon. As he mentioned in his after-dinner talk, he does not like to hang about, and this time swept past Clive Dalton, fully laden with passengers in his 2 litre Continental with me trying to keep up. I had the pleasure of taking Julie Lovett who, having driven down from Newport Pagnell with her husband David in the Lagonda Taraf, wanted to have a spin in one of the old'uns.

Stanley Spencer's portrayal of life for the ordinary soldier in the First World War, whether in the trenches, in training or in hospital is remarkable. Inside a plain small building the paintings overwhelm you as they cover all the wall space from floor to ceiling. Although it was a sobering experience, it was well worth the visit. I counted 16 Lagondas at the Memorial Car Park but this number had risen to 22 at Heathercote House, plus a Riley roadster and a Bristol 400 that proved the lure and reputation of Rebecca's delicious cakes. After refreshments, everyone returned to their respective accommodation, only one car requiring a little push start to get going.

Having changed for dinner, members staying at The Premier Inn were shuttled back to Wokefield Park



The new Lagonda Taraf - contrast this with the picture below



*The Team Car of 80 years ago, shadowed by its LG45 siblings
Pictures by Peter Seabrook*



Part of the LG45 display with a 16/65 looking on



Andrew Brackenbury's superb LG45 at the Matthews' tea party

Pictures by Peter Lloyd

for pre-prandial drinks and a chance to mingle, before going through to one's appointed place and table. After Grace, given by the Chairman and not forgetting to invoke blessing for our Lagondas, 92 members and their guests sat down to a three-course meal. Following the loyal toast proposed by Stephen Matthews everyone looked forward to the traditional after-dinner entertainment provided by our President, David Hine. The theme was the continental tours that he attended this year, which are entirely organized by Club members. The first was to the Dordogne, and the second to Austria/Bavaria. He regaled us with episodes from the trips, including topics such as Rodney Saunders' pudding, journeys down salt mines, and a demand of 'Marry me now!' being made to him.

David had mentioned to me earlier in the day how he understood why an increasing number of members now used trailers to get their old cars to the start of these continental tours, particularly across Germany. Not so much for the going, but rather for the coming back, as it is easy to forget just how big a country it is, and how tiring the return journey can be. Finally, by popular request, David recounted an old favourite, the comic verse rendition of The Battle of Hastings, with everyone bringing up the chorus by chanting 'on his 'orse, with his 'awk in his 'and!'

Nigel Smeal had warned just before the break-up of dinner that rain storms were definitely forecast overnight and urged anyone who had not done so to batten down their cars' hatches. The extensive puddles seen the following morning showed that quite a lot of rain had fallen. The atmosphere was colder,

the wind now coming from the North West, stronger than the previous day, the sun struggling to get through the scudding clouds.

However, after a good breakfast, members began to bring their cars onto the front lawn of the mansion where Len Cozzolino had arranged an excellent layout in the shape of two semi-circles, one behind the other, in front of the Club marquee that was set up beneath the large oak trees. The inner semi-circle displayed the 20 LG45 cars, and the outer the 3 and 3.5 ltr, M45, LG6, V12 and 2 Ltr models. A further line of cars including 16/80's, Post War and Rapiers were set just behind the 2 Ltrs. In the middle of the semi-circle the post-war DB cars, as well as an example of the Towns designed 4 door, were displayed along with the Lagonda Taraf and the LG45 Team Car, HLL 534. I counted 65 cars in all in the show area.

Just past 11 a.m. the chairman banged his gavel to bring the AGM to order. David Hine opened proceedings by welcoming everyone, especially those from overseas: Rudy Wood-Muller from the USA, Colin and Laurel Gurnsey from Canada, Herman and Else Arentsen from the Netherlands, Jean van de Elst and Isabella from Belgium. He particularly thanked Rob and Werner from LMB for bringing over the magnificent LG45 Team Car, and David and Julie Lovett for bringing the imposing Lagonda Taraf.

David then wished to record the sad passing of John Brown, Roland Danner and Klaus Klement. He concluded his introduction by pointing out that, although he now had no executive capacity, because of his long experience with the Club he had developed a

CENTRE SPREAD
see sep spread

CENTRE SPREAD

see sep spread

good listening ear to the concerns that members might have, and that he was always there to provide guidance and help.

The chairman, John Sword, then took over proceedings, welcoming everyone, particularly new members, as well as the Weirs, who had travelled from Scotland.

He emphasized the importance of what the Club was for, namely the preservation of our cars not only for ourselves but for future generations, as well as the enjoyment of club members getting together, organizing events and gatherings. John made the succinct observation that without spares, the cars will eventually stop running, and without the cars running, there would be no Club. So it was not surprising that he emphasized the critical importance of the Club's responsibility of building up both the types and quantity of spares availability. This had been given a large boost with the Spares link-up with David Ayre.

Apologies for absence were received from Mike Heins, Andrew Gregg and Bill Spence. Under the three year rule four members of the board were up for re-election, Brian Green, Ken Painter, Roger Seabrook and Richard Reay-Smith, but the Chairman announced that Ken had decided, for reasons of age and health, not to offer himself for re-election. Described as 'inimitable', Ken has been involved with the Club in various capacities since 1960, owned 11 Lagondas, and as Magazine Editor had produced over 100 editions. The Club owes him a huge debt of gratitude.

David Bracey will be co-opted onto the Board at the next committee meeting and will be put to members for

election at the 2017 AGM. He will bring much needed engineering expertise to the Club.

Treasurer Brian Green explained the reduction in the surplus for this year as mainly due to the increase in the purchase of spares. The accounts were passed unopposed and the Managing Accountants were retained.

Robin Cooke and Leah Knee (Spares administration) were introduced, particularly for the benefit of new members, and Robin urged members to take the opportunity to check out the range of spares in the marquee.

Peter Gilkes, Post-war cars Secretary, reminded members that next year's featured models will be DB Lagondas.

Richard Reay-Smith, Competition Secretary, praised Martin Bugler for finishing fourth overall at the Le Mans Classic in the family LG45, and said this was probably the best racing performance by any Lagonda since 1935. He also mentioned that Invictas had come in fifth and sixth and that it was therefore a great day for Meadows products too! He exhorted members to consider racing, saying that the camaraderie was gratifying and the racing tremendous fun.

Arnold Davey asked whether two items might be of interest to members: the proposal by the Heritage Trust to offer a DVD of a 1997 VHS tape called 'Top Marques' in which he was involved (once copyright matters had been resolved), and a proposal to publish a hard copy of his Dudley Coram Memorial Lecture, in similar format to the Register. There was unanimous support for both proposals. He also mentioned that a club member had been in contact with a Russian motor



The LG45 Team Car's instrumental panel



Herman Arentsen replaces a broken brake shoe on his 2 Litre

Pictures by Peter Seabrook

enthusiast who is prepared to dig out photos and information about pre-First World War Lagondas exported to Russia; hopefully an article will be forthcoming.

Christopher Hobbs reported that the Club website was now working smoothly; increasingly it is becoming the main tool for communicating with members. The monthly cost of running the web site was circa £400. He urged members to start participating in the Forum of the website as this would be a valuable way of sharing knowledge and expertise with other members, particularly for those living overseas.

Under 'Any Other Business', Colin Mallet raised concerns about the EU directive concerning data protection. The club response is that it was compliant and no car details are stored on the website.

Phil Erhardt raised the current position of annual testing, in respect of historic cars, and it was agreed that the current MOT test was inappropriate for our cars. A show of hands agreed that the DVLA should consider the introduction of an MOT 'lite' for our types of vehicles.

The question of producing a new Christmas card was raised. Christopher said that demand had fallen dramatically over the last few years, and that it was no longer economically viable. However, there were still many cards from previous years still for sale. The final question concerned the possibility of digitizing the archive. Arnold Davey said that this might be possible, but that it was not an easy proposition owing to the range and diversity of documents and memorabilia, e.g. Bert Hammond's

tool kit. Richard Reay Smith thought that the task might be suitable for a graduate specialist in this field to take on.

There being no further business, after one hour and eight minutes the Chairman declared the meeting closed.

It was then time for the judges to start selecting winners for each class of the concours, and a chance for the rest of us to have lunch, make our own judgements on the cars on display and to look through the offerings on the stands in the marquee, under the care of our Secretary and Administrator, Colin and Valerie Bugler.

The standard of entry was, as usual, very high, but in the end, just after 3.00 pm, David Hine, ably assisted by Alan Brown acting as megaphone to announce the classes through the rising wind, presented the winners with their trophies.

On the journey home, as I barrelled down the A30 in my LG45 under Autumn's maturing sun, I reflected on who were the heroes of this particular Lagonda weekend, besides, of course, all those who had worked tirelessly to make the event happen so smoothly and to the lucky concours winners. Two came to mind, and of course I'm biased! The first was Henry Meadows, whose rugged 4.5 litre engine, when properly set up, just gives you that feeling it will go on forever and take your Lagonda wherever. The second was Frank Feeley, whose designs for pre and post-war Lagondas cars, many examples of which were on display, demonstrate his genius for form, line, proportion and above all, elegance - I wish he could have had a go at the Taraf. ■

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Andrew Brackenbury and Adrian Lead receive their awards from David Hine.



Adrian Lead's impressive LG6 saloon

Picture by Peter Lloyd



Peter Weir and Peter Blenk receive their awards from David Hine.

Peter J. Biggs

Laurence Drake recounts a life of high achievement

PETER OWNED AND restored a good number of important Lagondas and was a member of the Club for over half a century. He passed away at 86 on 7th June, at his home, Histon Manor, with his four daughters, grandchildren, and his wonderful wife, Valerie present.

Cambridge born and bred, Peter was educated at the Perse School, where he distinguished himself in the Rugby first fifteen. After leaving school, he took up the entrepreneurial baton in the family flower business, Biggs and Sons. Sadly, he lost his parents whilst still a young man, and so had to work particularly hard to achieve the extraordinary amount that he did. He went on to found what became Scotsdales Garden Centre (a new concept), and then Ansell's Garden Centre at Horningsea. For a while he used to display his increasing classic and pre-war car collection at the garden centre to help pull in the punters.

In 1950 he bought his first car, a four-year-old black MG TC sports car (which he subsequently managed to re-acquire). He used to race this informally against his friend, the well-known racing driver Archie Scott-Brown. At that time, he said, there were only three TCs in Cambridge, and one was operated by the police. That one caught him, in his, speeding, which must have been an amusing sight. With a colleague, he drove the car all the way to Trieste to visit a friend doing National Service there whilst the Yugoslavs were battling it out with the Italians in the surrounding hills. His friend recommended he took a scenic

drive in those hills as they were so beautiful, but warned him to take care. Pot shots were indeed fired in his direction - but the car shows no exciting bullet holes. Fortunately though, nor did Peter. Instead he returned with the car's radiator bedecked with motoring badges from half a dozen countries visited en route.

His first pre-war car, which he bought at the age of 35, was a magnificent 1935 Lagonda M45 Rapide in BRG. Jack Hawkins drove it in the 1953 film, *The Intruder*, in which the camera lingers longingly on the car. In 1989 Peter piloted the car (with his friend, the Norfolk car restorer David Wall) all the way down to the Cannes Film Festival which, that year, was celebrating film cars. En route they inadvertently caused a couple of minor accidents for other drivers, who were so busy looking open-mouthed at the Lagonda that they completely forgot to look where they were going...

Peter and I drove the car on the 1994 Eurotunnel Inauguration Rally. In company with 99 other cars from Britain and France, spanning every year from 1894 to 1994 (including the Schlumpf Collection's huge Bugatti Royale), we motored from Hyde Park to Place de la Concorde in Paris, taking the shuttle after the Queen's. We were in company with Prince Michael of Kent driving THE Rolls Royce Silver Ghost AX201 (and apparently ticked off for proceeding faster than RR recommended), and Lord Montagu, who had organised the event. We came upon him in the mists of the Somme,

sitting forlornly on the 1908 Austin Racer having run out of petrol, and saved his bacon. Ironically, there was no Eurotunnel train to take us back - Montagu was furious with the French.

He was responsible for the restoration of one of the two Lagonda V12 Le Mans racing cars, number 6, which came fourth in the 1939 race driven by Lords Selsdon and Walleran. This was one of Peter's proudest achievements, and one of the great moments in my life was driving that extraordinary car in the historic racing car demonstration laps immediately prior to the Le Mans 24 hour race in 1995, when the Lagonda Club had their Diamond Jubilee rally there to celebrate the 1935 win. What an incredible occasion - the stereo roar of that mighty V12 through twin Brooklands exhausts, the singing of the Dunlop racing tyres, the whine of the synchro gearbox doing the ton down the Mulsanne Straight before the chicane with nothing but an aeroscreen, whilst the lines of white-clad marshals twirled their flags and blew their whistles... En route there, at Staines on the site of the old Lagonda factory, the current Lord Selsdon had joined us and sat beaming in the car once raced by his father. If only W.O. Bentley had got that camshaft profile right, as David Hine wrote fascinatingly in a previous issue (concave cams rather than straight-sided, to improve torque)... We also took the V12 to Brooklands for the Lagonda Club centenary in 1999; the car had come second in the last ever race there in August 1939, after the sister car. Up the test hill, the car was all noise and no substance! The rear axle ratio was for Le Mans, not hill climbing! Peter and David Wall even managed to present

the car at the Pebble Beach concours meeting in California in 1999. It all helped to keep Lagonda on the map!

Peter owned several other important Lagondas, including some of the rare David Brown Rapides, but the most highly-connected was the 1954 3-litre convertible built for HRH the Duke of Edinburgh finished, as specified, in (dark) Edinburgh green with battleship grey leather. Extras included an interior mirror for the bodyguard (though Peter preferred to think of the Queen using it to adjust her hat), sockets for Union Jack flags set into the front wings, and a large knob marked for the 'radiotelephone' which allowed the Duke to play tricks on an unsuspecting Prince Charles in a disguised voice en route. This car opened the M1, and was also driven by the Prince to open the 1956 Melbourne Olympics in Australia, having been transported in its own garage on Britannia's teak decking. Peter once had the opportunity to reintroduce the car to its illustrious first owner, and it has just been sold amidst considerable hype, being the only Royal car currently privately owned.

Peter and David also once took part in LeJog, a gruelling Land's End to John O'Groats dash requiring considerable stamina, in Valerie's 1952 Lancia Aurelia, which Peter enjoyed driving even more than his Aston Martin DB5s and DB6s.

Peter had a good sense of humour and was amused to own Norman Wisdom's bright red Jaguar SS100 from 1938, number plate appropriately NW 100. This was the first pre-war car I ever polished, at the age of 15, hardly able to believe that such a beautiful car existed, and thereby he lit the touch paper of my own appreciation of pre-war motoring.

He loved history, owning a large number of books on the subject, in particular WWII. His own contribution to the latter was to survive in one of the very few houses in Cambridge to be bombed, whilst the house partly collapsed around him. His school, the Perse, was also bombed, and the unpopular headmaster's private house. Peter and his friends reckoned there must have been an Old Persean in the Luftwaffe. He remained a loyal supporter and sponsor of the school. He was rather proud of his parachute training after National Service in the Lifeguards, and also of having taken part in the annual Cambridge Town vs Gown riots after which I believe he ended up in front of the magistrate, following an incident with a thunderflash!

Valerie described Peter as a great father and husband. Twenty years ago

they took over the magnificent but somewhat run-down grade II listed Histon Manor, and they both worked tirelessly in restoring the house and gardens to the beauty they are today. This all sounds rather grand, but Peter actually had quite modest tastes (except in cars of course!), rarely lavishing much money on expensive holidays or dining. On all our travels together he never ceased to amaze me with his encyclopaedic knowledge of the whereabouts of the nearest Happy Eater for an all-day breakfast.

Despite severe arthritis, he never rested - he was always busy on projects, and the energy and determination he devoted to them and his family was inspirational and a true example to us all: keep battling on. Very well done indeed, Peter - you achieved so much. ■



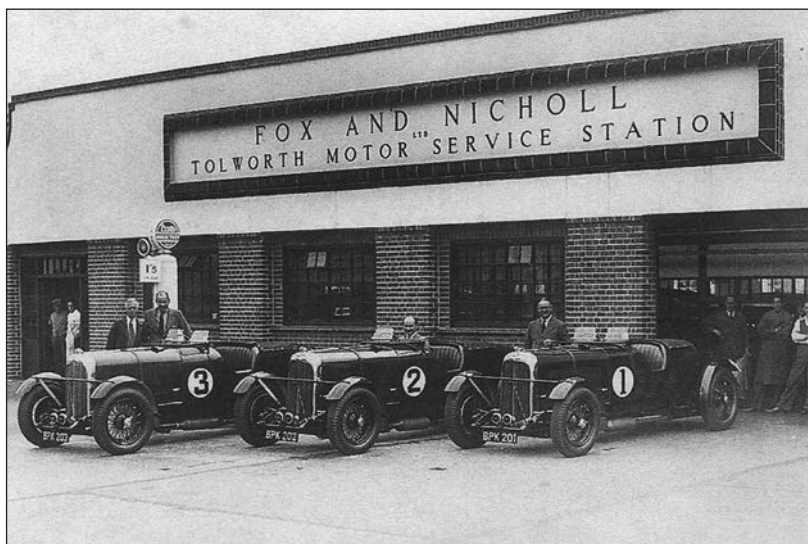
Peter Biggs with his V12 Team Car at Pebble Beach

Team Car Bodies

By Arnold Davey

THERE HAS ALWAYS has been doubt about who built the bodies for the Fox & Nicholl Team Cars: three of them in 1934 for the Ulster TT, and four in 1936. We know from factory records that Warwick Wright bought three bare special short M45 chassis in 1934 and there was no further Lagonda factory involvement

apart from the loan of engine testing equipment. All three cars were lined up in front of the Fox & Nicholl establishment at Tolworth for photography, and one of the pictures has been widely published. I attach another, taken on the same day but with far fewer people. The reason for this will become clear later.



Fox & Nicholl premises at Tolworth

In the spring of 1936 Fox & Nicholl proudly lined up their four new cars based in the LG45 chassis, two four-seaters destined for Le Mans and two two-seaters, virtually identical, for other races. In this case Lagonda openly supplied the chassis, there was no auditor-baffling middleman. The design was very like the 1934

cars as far back as the rear of the front seats but then tapered to a vertical knife-edge, rather than the blunt finned tail of the 1934 cars. They were sufficiently like the earlier cars to suggest the same designer and builder.

Now at last we have a definite history for all seven cars and the

Club's thanks must go to Tom Clarke and James Fack, fellow members with me of the Society of Automotive Historians in Britain, who discovered and forwarded the information. James kindly copied the pictures for me. Belatedly, we must thank the late David Venables who helped the original research undertaken by the Epsom and Ewell Explorer website. This traced the history of a coachbuilding firm called Elson's of 23 Church Street, Epsom, Surrey.

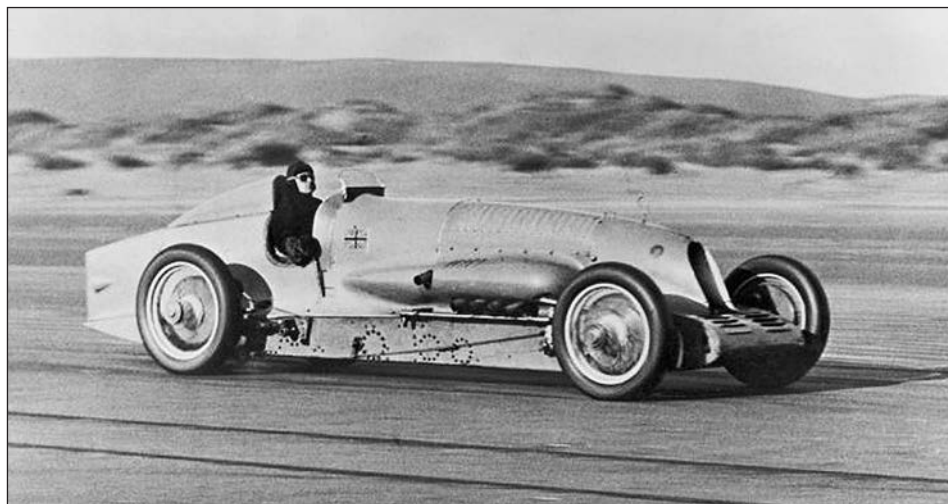
I should state now that most of the records of Elson's came from Fred's granddaughter Angela Pugh, to whom we are indebted for the use of family album photographs. The firm were originally wheelwrights, founded around the 1870s. By 1911 it was being run by Walter Frederick (Fred) Elson (1888-1979), who started the change to coachbuilding as the motor industry grew.

He served in the Royal Engineers as sergeant in the First World War



Fred Elson. Picture courtesy of Angela Pugh

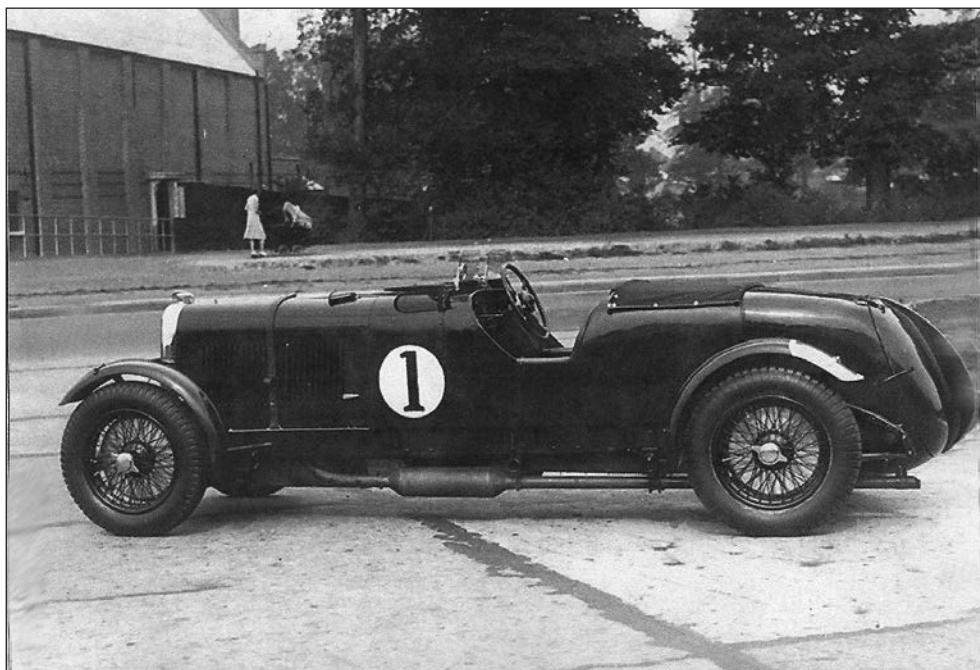
and returned to the business afterwards. The earliest notable body produced in the Epsom bodyshop was that for Malcolm Campbell's Blue Bird II in 1926, complete with hand-painted family crest on the bonnet.



Bluebird II, fitted with Elson bodywork

Why would Fox & Nicholl go to Epsom? When you look at a map of South-West London suburbs it becomes obvious; it was very handy to Tolworth, useful if work was needed in a hurry. The 1934 photo of the TT cars now becomes relevant. The people lined up in and behind the cars are: Fred Elson, Donald Wilcockson (F & N Chief mechanic), John Hindmarsh

and Arthur Fox. On the same day BPK 201 was singled out for a solo picture, reproduced here to note the white paint on the rear wings which intrigues me. What was it for? Did the other cars have it? It is just visible in the group picture. The TT did not involve night driving and the cars carried no lamps, so distinguishing cars in the dark was not an issue.



M45 Team Car BPK 201. Picture courtesy of Angela Pugh

Fox & Nicholl were involved in the Singer racing team of 1935 and it is possible Elson's built these bodies, although this has not been proved.

But in 1936 the Tolworth firm were back again as customers, and the clinching photograph shows the wooden frame of one of the 1936 Team

Cars on a stand in the bodyshop. This must be one of the four-seaters that did not, in the end, contest Le Mans as that race was cancelled, but did compete at the Spa 24-hour race later in the year. After which they were dismantled and the chassis re-used.

So at last we have solid proof of the builders of Arthur Fox's racing cars and the hunt can now cease. Fred Elson retired in 1953, sold the business to Edward Micklewhite

and retired to Hampshire, where he died in 1979, aged 91. The property in Church Street has also gone and is now part of the Kirkgate development.



A 1936 Team Car body frame. Picture courtesy of Angela Pugh

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Le Mans Classic 2016

Meadows Engines prove their stamina, as Colin Bugler reports

THE BUGLER FAMILY came back from Le Mans Classic 2016 with mixed feelings. On the credit side, Martin had driven very well in the first race, having been 2nd at one point, until all the intermediate gears failed. Nevertheless he ended the first race in 5th place despite having used only 4th gear for most of the time. We then made the decision to scratch from the remaining two races fearing a disaster if the gearbox were used again.

Alan Brown very kindly supplied replacement gears and I had these fitted. However, as the months went by it became steadily clearer that the gearbox was not 100%. Not only was it jumping out of 2nd and 3rd gears on acceleration but even doing this on a trailing throttle – not a good situation in the middle of a race! Stephen Matthews loaned me his spare gearbox, but matching the adjustment of my gear lever connections would have taken some time and I did not want to experiment with a borrowed box. In the end we fitted the original gearbox that came with the car, and which had done many hundreds of miles of racing over the years. David Hine gave me a useful tip about using Nyloc nuts which dispensed with the broken fingernails and raised blood pressure resulting from the constant use of split pins. Our sons, Martin and David, were a great help with the lifting involved, as I find the gearbox seems to get heavier these days!

Valerie and I caught an early ferry from Dover on the Tuesday before the race meeting to stay at a campsite just outside of Alencon. This was fairly

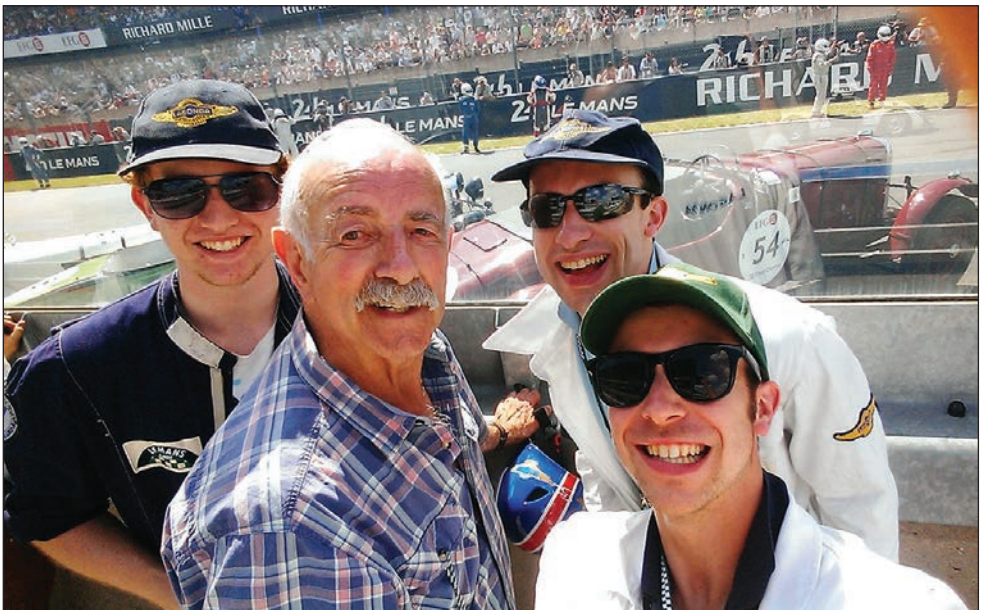
close to Le Mans, and we were then able to start queuing for the camping field of Le Houx early on Wednesday. We were able to get a very good position in the camping ground, which was vital as we ended up with “tent city” around our campervan. Our youngest son, David, arrived on Wednesday afternoon towing the 4½ on the trailer behind our Land Rover with his two sons, plus Club member David Atkinson. Martin came with three sons on the Wednesday and his wife Denise joined us later at the weekend with their two daughters. Len Cozzolino and his son Matthew, also joined us, on the Friday. They arrived in Len’s 16/80 after a horrendous journey involving two punctures and his silencer being knocked off by the ferry ramp. “Tent city” indeed!! Luckily the weather the whole week was superb and, above all, dry.

Four Lagondas were present, with my LG45 being driven by Martin, Richard Reay-Smith in his LG45, Robert Lewis in his V12 and a Rapier driven by a non-Club member. Lagonda Club members Chris Ball (with son Nick co-driving) and Trevor Swete were in their very fast Invictas. Two other Club members in the race were Florian Brandt sharing a friend’s historic Talbot team car and William Medcalf who competed in his 1925 3 litre Bentley.

Friday afternoon’s practice brought good news with Martin being 3rd. As usual the racing started at 4 pm on Saturday afternoon with the pre-war grid 1 being the first to go. Sadly problems afflicted the other Lagondas, with Richard’s car breaking its magneto



Colin's grandson Chris brings the LG45 to the Start Line



Colin and grandsons, with LG45 in background

drive chain (not the sort of spare one normally carries) after one lap, Robert's transmission failed on lap 5 when he was in a creditable 6th place and the Rapier retired for unknown reasons after two mechanics had spent ages working on the gearbox. The first race finished with Chris Ball in 5th place, Martin in 6th and Trevor Swete in 8th.

The night race started about an hour late (well after midnight) due to a problem in a previous grid and Martin came 3rd with Chris 4th and Trevor 8th.

View from Trevor Swete about his dynamo problems

My dynamo expired prior to the 45 minute long night race and, just to make matters worse, Invictas of course, unlike Lagondas, have six of their twelve plugs fired by a coil. A solution was provided by another Lagonda driver, Robert Lewis, whose V12 was, unfortunately, a non-runner. We fully charged the battery and wired it up in parallel with a humungous jump starter that Robert had with him, which was also fully charged. A slight set back almost occurred in the assembly area when a marshal checked our headlights just as we were exiting to the grid and one of mine didn't work. 'Hit it' I said, so he did and nothing happened, 'Hit it harder', he did and it promptly came on. After those near setbacks the race was a doddle and great fun, although with a permanent niggle in the back of my mind that sometime soon our electric storage solution would run out of juice - lights out, engine out and look for a convenient place to stop in the dark! This duly happened but it was just as I got back to the paddock having finished the overall race in 6th place; Mr Meadows does look after you. The final race on early Sunday morning was uneventful and Martin ended in 6th place with Chris in 7th and Trevor 8th.

The overall results after allowing for several penalties incurred by non-Lagonda members showed Martin in 4th, Chris Ball and his son, Nick, in 5th only 24 seconds behind Martin after 2 hours 22 minutes of racing. Chris had a spin early in the last race so it is just possible that their positions could have been reversed without that excursion. Trevor Swete was in 6th place only just over 2 minutes behind Chris so we had the gratifying result of three Meadows engined cars in the first six places. Florian Brandt was in a very creditable 8th place with his friend's Talbot and William Medcalf was 22nd in his historic Bentley. Altogether there were 64 starters.

View from the track by Martin Bugler

Le Mans is an amazing circuit ranging from the very technical Porsche curves, where the cars are 4-wheel drifting, to the pine tree lined Mulsanne straight where the cars reach top speed and the revs need to be limited near to the red line. Chris Ball's Invicta was measured at 120mph while the Bugler LG45 attained 112mph. Considering we were then braking for the chicanes on the Mulsanne at around 120m before the corner this places a lot of strain on not just the brakes but also the arm muscles. At night all the major corners are lit up with floodlights but around the back of the circuit between the Mulsanne corner and Indianapolis it is very dark indeed. The speed differential between our cars and the slower ones is 50mph so rear lights working on these cars is crucial. The weather was very kind to us as well as to the 125,000 spectators that attended and the 500 cars that raced during the weekend.

Usually we see many Club members amongst the spectators but this year there seemed fewer than usual. Christopher

Hobbs was assisting Richard Reay-Smith, Nick Channing came by and also Mike and Ann Pilgrim. The Le Mans Classic gains in popularity each year and the crowds in the Paddock are quite unbelievable at times. 2016 Le Mans

ended in a very satisfactory way for us and I believe our 4th place was the highest for a Lagonda since 1939 when a V12 Team Car was 3rd.

The Bugler family all left for home with smiles on their faces. Roll on 2018! ■



Richard and Martin lining up the two LG45s in the paddock



Trevor Swete at speed in his Invicta

Letters & emails ... Letters & emails

Dear Roger,

It is nice to discover one is not alone in unravelling the history of Wilbur Gunn. After my brief mention of his singing history at the 2015 AGM our member Vivien Breen, whose hobby is genealogy, took up the chase with success and I am happy to pass on her findings.

The first document is Gunn's Census return in April 1911. This shows Wilbur at 50 as head of the household, followed by Constance (57) who states that the parish she was born in was St. Peter's, Eaton Square, confirming her privileged upbringing. Then the shock; Marjorie Gunn, 22, single, an American citizen. The household's two servants were Louisa Elizabeth Marris, 19, cook and Ellen Watson, 17, housemaid. So now we know Marjorie was born in 1889 and had kept up contact with her father even though he had lived in England since 1891. As a child she had been adopted by Wilbur's sister Nannie Bradley.

But does this mean Marjorie had come to live with her Dad? Vivien then started trawling through shipping line passenger lists and found a record of Marjorie docking in New York on 8th July 1911, so clearly she was just visiting at Census time. Further searching found her still single at 41 in New York in 1930.

So what happened to Bertha, Wilbur's first wife? Well, we know he married Constance in January 1889, stating he was a widower, but earlier evidence showed him being divorced on 24th July 1898, so he must have told fibs at his second wedding. It turns out Bertha died in 1906.

Vivien then started searching the British Newspaper Archive online to see what might have been said about him and his career with the Carl Rosa Opera Company. Chronologically the first is from *Lloyds Weekly Newspaper* of 30th August 1891 which noted the company's new recruits. "The latest is Mr. Wilbur Gunn, an American tenor who has made such a favourable impression that he is said to have been engaged for three years".

Next, full review from the *Liverpool Mercury* of 2nd September 1891 covering the Carl Rosa production of the opera *Fadette* at the Court Theatre. This contained the following:

"Mr Wilbur Gunn, a tenor new to this city and by his accent hailing from America essayed the part of Sylvan, a shepherd. His voice is good but of light quality and when the novelty of stage life has been got over he will doubtless be a good acquisition to the thinned ranks of tenor singers. His performance was much appreciated by the audience but the bleating of a live and visible goat upon the stage when he was singing a tender reverie added not a little to his embarrassment."

I keep visualizing the scene and wonder how they kept their laughter contained. Never act with children or animals. Incidentally, the conductor at the theatre was Henry J Wood, not yet Sir Henry.

We now have an impression that the Carl Rosa engagement didn't last for on 13th August 1892 the *Hastings & St Leonards Observer* announced that the forthcoming Hastings Pier concert

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would include Wilbur Gunn “Late *primo tenore* of the Carl Rosa Company”.

We move on to December 1895 when The Era printed a long damning review of a skit on *Trilby* by a group at St George’s Hall that the reviewer called “amateurish and wearisome in the extreme”. Gunn was not in it but was what we would call a support act, singing “Loves Sorrow” with considerable expression. It went down well, and he got an encore.

Dear Roger,

Arising directly from the article you published in the last issue, John Fitton contacted me asking what “early” meant. This made me realise that I had not given this important measurement, so Shirley and I went out to the car just now and measured what mine is set to in the ‘rest’

Once we get into the 20th Century all the musical references dry up, to be replaced by exploits on two or three wheels. He seems to have competed most weekends in something.

Our thanks to Vivien Breen for all this new information, which fills in so many gaps in the career of the Lagonda Company’s multi-talented founder.

Regards,
Arnold Davey

position.

The answer is that the stop pad is about 4mm from the disc and parallel to it - which is much what I expected to find.

I reckon mine is about right.

Yours,
Clive Dalton

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Dear Roger ,

Perhaps the below short-cuts will encourage others to add their own:

Starter Bendix Drive – 2 litre

To remove the Bendix shaft and pinion is a five-minute job. To replace it , if one is lucky, takes a similar time. However, on some occasions it can take hours! My answer is a length of ¼ inch rod threaded to ¼" BSF on the end, and to drill and tap the end of the Bendix Shaft to the same thread. Screw in the rod and push it right through the bearing in the engine bearer and pull the shaft through.

Oil Pump – 2 litre

Normally when one drains the engine oil and cleans the mesh filter, the pump, when reconnected, does not

require priming. However, if left for a few days it may fail to pick up from the sump, and then it does require priming. The quick way is not to undo the pressure-release spring etc., as in my experience it can be very critical to adjust it to the correct pressure. Time can be saved by removing the camshaft oil feed pipe from the semi-circular bronze feed gallery and pumping some oil in from an oil can.

Brake drums

My brake drums are painted green. The paint flaked off in no time. I now use Hammerite Smooth straight on the metal – lasts for years. You can get it in any colour.

Regards,
Clive Reynolds



Graham Wallis's 1929 low chassis emerges from the mist at Laguna Seca

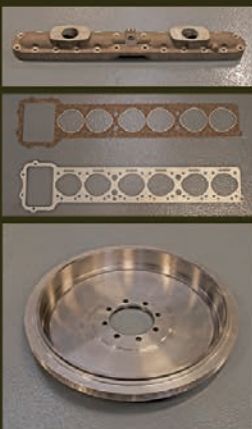
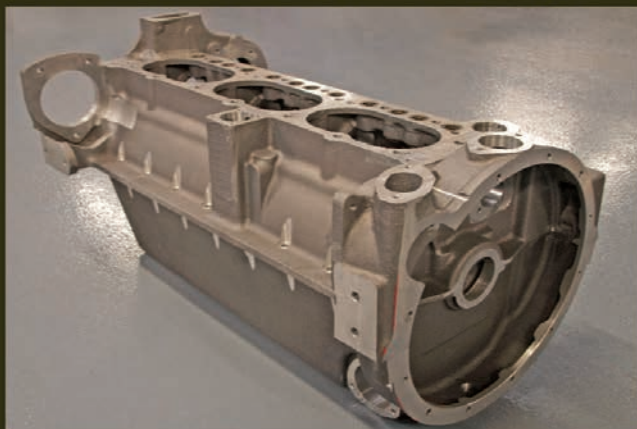
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