



**THE MAGAZINE OF THE
LAGONDA CLUB**

Number 253 Summer 2017



LAGONDA SPECIALIST



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The Lagonda Magazine

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FRONT COVER: John Sword's original Eagle bodied Rapier at Leiston on the Suffolk Weekend

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From the Driving Seat

Roger Seabrook

THE 2 LITRE'S NEW cams are performing well, but we are having some problems in traffic, where the car whisks its plugs, and we start misfiring (also happened with the old cams but less so). This can take quite a while to clear. I found that NGK 6ES plugs helped, but they are rather soft for this engine, and I don't want to risk burning valves etc. On checking the NGK 7ES plugs, they didn't show any sign of over-rich mixture. They are gapped at about 25 thou". I have overhauled the SU carburetors, but the fault persists. Once we are on an open road the car goes well, and seems quite happy at 65mph (and also very quiet). I guess the thing needs properly setting up on a rolling road.

I can never get the car oil tight like some of the smart ones you see at the Annual Gathering, but it does do a fair mileage, and I'm not much of a 'polisher'. A modern oil seal in the steering box has helped, but some oil still finds its way out and stains the exhaust down pipes. I use 140 grade as I don't trust the semi-fluid steering box lube to find its way to all bearing surfaces.

Grease must, of course, be avoided altogether.

On the subject of lubrication, the car still uses R40 in the gearbox and back axle. Unless you strip and thoroughly clean all the components, you cannot risk changing to a mineral oil. Another reason for using a thinnish oil in the gearbox, in particular, is to ensure it gets through the rather small oil-ways in the OH box. I have seen badly worn bearings in some boxes, caused by using oil that is too thick. You also get a much lighter gear-change with R40. Back in April I went to an auction where there was a 2 litre saloon on offer. These are quite rare these days, and I could not resist the chance of trying one. So now we have a 1931 low chassis to keep the 1929 tourer (early low chassis) company. However, various things have happened to keep the car elsewhere, not least a lack of room in the garage, and the water tank in the roof leaking, bringing a ceiling down in the house! Hopefully we will get it home soon and I can get it running again. The previous owner had the car since 1961. ■

*Last date for copy for the Autumn magazine is
... FRIDAY 27th October 2017 ...*

Lagonda Suffolk Dinner Weekend

By Chris Merrick & Bruce Rodgers

SPLENDID SPRING WEATHER greeted drivers and passengers of proper cars as they ventured towards the Suffolk coast for the very special 40th Suffolk Dinner Weekend.

To celebrate this special occasion Mike and Ann Pilgrim had organised an extended programme packed with interesting events and opportunities to explore the beautiful Suffolk countryside of early Spring.

Friday 7 April

A pleasant cross-country drive from Bredfield saw four Lagondas arriving at the Woodbridge Tide Mill Museum on Friday afternoon to be met by a pre-assembled group of Lagondisti and our appropriately named guide, one Bob Spillett.

The Tide Mill is a fascinating contrivance. There being no wind in Suffolk, it utilises tidal rather than the more traditional wind power. This grain mill has been in operation (in “grandfather’s axe” form, the present mill dates from 1793) on the River Deben since 1170 according to records and, in all probability, long before that. It ceased to operate commercially in 1957 but was fully restored and back in action as a museum by 1973.

In essence, tidal energy is stored by trapping the Deben waters in a pond at high tide and, after the tide has receded, releasing the water through a sluice to drive the 17ft diameter oak water wheel. This in turn, through a 90 degree bevel gear, drives a vertical shaft on which is mounted a large spur gear from which smaller pinions drive

four separate milling stones which can be engaged at will.

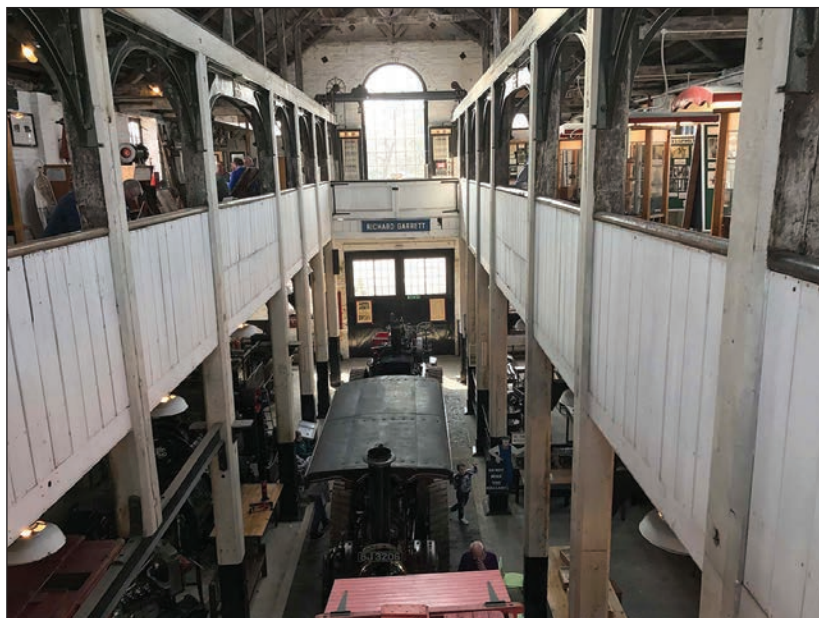
As the greasing of all this mechanism renders it reminiscent of the underside of a typical Lagonda, the milling stones themselves are safely isolated above on the first floor. The grain was fed to the stones from a level above this, where equipment for grain elevation and flour post-processing was also driven from the vertical shaft.

After dinner, we were given an illuminating lecture by Mike Pilgrim on English Church Bell ringing covering the history and technique of church bell ringing at St. Andrews in Bredfield. We then retired to the ringing chamber for a demonstration by the talented bell-ringers of Bredfield. St Andrews is worthy of a visit in its own right, dating from the 14th century; this local flint church possesses a superb hammer-beam roof with some pre-Reformation painted decoration on the rafters and richly carved cornices.

The braver amongst us ascended to the ringing chamber to witness the ringers in action and then into the bell-chamber itself to experience the bells at close quarters, a sonically unparalleled experience! Ascending the medieval spiral staircase to the bell-chamber, which was so steep and narrow it would defy modern Health & Safety classification, the present author was left pondering whether the English had yet something to learn from the Spanish. During his lecture Mike had mentioned the Giralda belltower in Seville which has been



Rodney Saunders' Rapier outside Bredfield Church



Leiston Long Shop

constructed with an internal ramp such that the bell-ringers could ride their donkeys to the bell-chamber with ease.....

As a post-script to this, Mike advised that Friday's bell-ringing talk and demonstration was bearing fruit. Former Register member (now 3-Litre owner) Martin Sumner 'had a go', took to the idea, his wife Janice reported him to their local church, and he will now go along to learn, and become a ringer. So far, no news of any campanologists seeking to acquire a Lagonda!

Saturday 8 April

Proceedings on Saturday commenced with a visit to Leiston Long Shop Museum. A good display of our cars soon filled the museum's main car park so a second cluster of cars was also parked outside the main entrance. We were hosted by the expert guides with an introductory talk. In best 'school trip' manner, we filled the room from the back seats rather than the front – presumably in case 'sir' was going to ask any difficult questions. The guides were then on hand to explain the 200 years of Garrett's manufacturing, and discuss various aspects of the museum and its collection during our tour.

This fascinating museum is on the site of Garretts of Leiston, one of the earliest manufacturers of industrial equipment in England and the Long Shop itself still stands. It is the world's first purpose-built workshop for assembly line production – raw materials and rough forgings would enter one end and the various components were machined in side and upper galleries. These were then assembled as the object of production proceeded down the central aisle, emerging from the end as (for example)

a complete traction or stationary engine.

Garretts were renowned for the quality of their work and the high standard to which their apprentices were trained. Mike Pilgrim remarked that local Garrett alumni had contributed to the remanufacture of Rapier parts for the Register. A number of machines under restoration were on display or being worked on in the neighbouring workshops – so very much a working museum of kindred spirit with Lagonda and Rapier owners, as we keep our remarkable vehicles on the road as well.

In addition to the story of industrial development, there are also displays concerning the social and cultural life of the 19th and early 20th Century local community, which gave a real sense of what life must have been like at the time. If you were a worker during the industrial revolution, life in Suffolk looked considerably less grim than it was in the mills and mines of the Midlands and the North. Also of considerable note is the story of the women of the wider Garrett family who, despite considerable resistance by society, were pioneers in their own right. Not least, Elizabeth Garrett Anderson who qualified as Britain's first female medical doctor and first elected mayor. She was a lifelong campaigner for female education and suffrage. 100 years after her death, 2017 is a year of celebration of her life.

Following a short trip back to Aldeburgh and, perhaps, time for a cream tea or a pint of Adnams, it was time to head to Thorpeness Country Club for the 40th Lagonda Suffolk Dinner itself. Following Grace led by Peter Merrick, we tucked in to a pleasant dinner and conversation with

our fellow guests.

Sadly, some members and family had to cancel at the last minute for personal health or care-giving reasons (Malcolm, Marion and Paul Burgess; Julie and Oliver Merrick; Martin Mountfort). Best wishes were expressed and menus to sign were passed around, to be forwarded as keepsakes.

Subsequently, we received some very sad news. In the week following the Dinner Malcolm Burgess was in hospital, on oxygen, and not receiving visitors. He had so wanted to make his 25th appearance at the Dinner. So Len Cozzolino posted the signed menu to Marion on Tuesday 11th April – hopefully it reached Malcolm in time. Sadly he died on Good Friday, 14th April. Our condolences are offered to Marion, Paul and the rest of Malcolm's family.

Following the Loyal Toast there were some announcements and awards; it being the 40th Dinner Mike offered some reflections on the occasion and some interesting statistics. Of those attending in 2017, some had also been present at the very first dinner, namely: Mike and Ann Pilgrim (of course), Margaid Nickalls, Tony Wood and Tony Metcalfe. Some members had also demonstrated considerable commitment to the event with the greatest number of attendances recorded for Iain and Rosemary Whyte (34), Colin Mallett (36) and Tony Metcalfe (all 40). Over the 40 years, some 330 people have participated. The total for 2017 was 77 (excluding the 6 cancellations). In aggregate, this group owns 21 out of 24 pre-1945 Lagonda models produced and 103 cars (including 36 Rapiers).

It was a great pleasure to have overseas guests – Bruce Rodgers

travelled over 10,000 miles from Victoria, Australia; Richard and Noel Schneider came over 4,000 miles from Missouri, USA. As they didn't bring their cars, they did not qualify for the Gary Guiver Gong, so this was awarded to Alan Harrison who came 244 miles from Pateley Bridge, Yorkshire in his Rapier (KY 8330).

Colin Mallett gave us a preview of plans for the dinner weekend in 2018. This will take place at Ufford Park, Suffolk on Saturday 7th April 2018. This is an integrated venue that means we will be able to enjoy dinner on the same site as our accommodation, and there will be plenty of space for parking and to display the cars. The hotel also offers a spa, pool and golf facilities (though who has time for all this as well as maintaining a Lagonda, I do not know!). So, a great deal to look forward to in 2018 – please make a note in your diaries.

Back to 2017: the main speaking event of the evening was delivered by Colin Bugler who reminisced on his long and deep involvement with all things Lagonda since the 1950s. His interesting talk was also amply illustrated with many photographs of his cars and it was a pleasure to see how these have been cherished, used as family transport, raced and rallied over the decades. Colin acquired his first Rapier (OW 6954 'Josephine') in 1953 but sold her in 1958 before buying a 2L a year later. Colin re-purchased Josephine in 2007. In addition to his contribution to the marque as Secretary of the Lagonda Club for a quarter of a century, Colin also joined the Rapier Register in its founding year of 1953 – a long and commendable record.

Following this, there was a special presentation of gifts and flowers to

Mike and Ann by Tony Metcalfe to thank them on behalf of everyone for their outstanding contribution to the social programme of both the Lagonda Club and Rapier Register by organising this event over so many years. We look forward to seeing them again in 2018 as guests who can relax without the considerable pressure of their organisational responsibilities.

Thank you Ann and Mike from everyone!

Sunday 9 April

In the morning, everyone was invited to Robin Cooke's farm in Carlton to view the Lagonda Club spares department. With a good number of cars present, and some welcome tea and coffee on offer, there was plenty of discussion and perhaps the best chance of the weekend to closely inspect each other's vehicles. Chris Banham's neighbouring workshop also contained some interesting cars

undergoing work – including a Bugatti Type 46 among other projects.

It was then soon time to head over to the Old Mill House in Saxtead Green for a traditional Sunday lunch in an English country pub. There was an outstanding display of about 23 of our cars, including some which had not attended on Saturday. With some 27 cars in attendance over the weekend, this was a superb effort by all and it is believed to break all previous records – let's hope we can keep this up for 2018.

Beautiful Spring sunshine and unseasonably warm weather meant I was able to drive RG 5045 cross-country to Ely in just shirtsleeves – which was a novel experience in April compared to previous years' Arctic gusts. With light traffic, winding Suffolk roads, sunshine and a Rapier performing exactly as designed, it was pure motoring pleasure. Don't miss this treat next year. ■



Mike and Ann Pilgrim receive their gifts from Tony Metcalfe

SUFFOLK DINNER WEEKEND 2017: LAGONDAS & RAPIERS PRESENT

<u>Reg No</u>	<u>Owner</u>	<u>LC</u>	<u>RR</u>	<u>Year</u>	<u>Model</u>
ABP 453	Saunders	S 11	1095	1934	Rapier Abbott Tourer
AKF 876	Pollard	P 4	526	1935	M35R Tourer
AXC 402	Pilgrim	P 55	611	1933	M45 Saloon
AXD 698	Cozzolino	C 39		1934	16/80 Spl Six Tourer
AYE 979	Sumner	S 46		1933	3 L VdP Replica
AYW 12	Johnson	J 16		1934	3/3 1/2 L Tourer
BLD 665	Whyte		731	1934	Rapier Abbott Tourer
BLK 381	Sword	S 26	1024	1934	Rapier Eagle 2 seater
BOH 502	Elliott	E 23	597	1935	Rapier Ranalalah tourer
BPJ 160	Oppenheimer	O 2	951	1934	Rapier Eagle 2 seater
BUW 76	Boyes	B 52	989	1935	M45 VdP Tourer
COL 454	Pilgrim	P 55	611	1936	Rapier Ranalalah DHC
CS 1116	Shipman	S 93	942	1934	Rapier Abbott DHC
GK 4650	Monnington/Tucker	M 50		1930	2 L LC Tourer
GX 188	Stiff	S 45	1104	1932	2 L LC SM Tourer
JX 1504	Dalton	D 35		1932	2 L Continental
JY 4416	Metcalfe	M 17	870	1934	Rapier Le Mans Replica
JY 6305	Banks		852	1935	Rapier Eagle Replica
KY 8330	Harrison	H 64	992	1934	Rapier Abbott Tourer
LBT 74	Saddler	S 9	1092	1936	LG45/M45R Special
NF 7076	Mallett	M 34		1927	2 L HC Tourer
PJ 2716	Maricic	M 2		1932	2 L LC Tourer
RG 5045	Merrick	M 19	1082	1934	Rapier Abbott Tourer
RSU 278	Seabrook	S 14	1008	1936	Rapier Eagle Replica
TU 5922	Tuffs	T 36		1927	14/60 Saloon
UL 8564	Pilgrim	P 55	611	1929	2 L HC Tourer
WS 776	Batt	B 29	472	1934	Rapier Abbott FHC

Total: 27

13 Rapier	2 M45	1 M35
6 2L	1 14/60	1 LG45
2 3L	1 16/80	

The Restoration of Lagonda LG45 - No. 12029

Registration No. AKU 772

Mike Farrow brings a magnificent car back to originality

AS A YOUNG man, who started driving in 1959 at age 17, I owned and used as daily transport, a whole range of cars now categorised as 'classics'. Many were only a few years old, some just post-war, and I was forced by lack of funds to self-learn car maintenance and repair. By around 1970, vehicle mechanics had become less easy for a DIY approach, so I started the acquisition and restoration of a variety of pre-war cars whose simpler nature better suited my abilities, tools and personal inclination. For 20 years I restored a number of pre-war cars, none of which provided much driving, being sold once the work was complete. So by 1988/89 I decided to sell my 1934 Talbot 105 and 1920 Calthorpe Super Sports and buy a pre-war car, which I could actually use and drive. How are the innocent deceived by ignorance!

Foolishly I declined an Alvis Speed 20 in beautiful condition and, despite having joined the Lagonda Club only weeks before, bought a 1935 LG45 Team Car Replica (12029/AKU772). It was driveable and useable but, as I quickly found out to my cost, required considerable work to make it reliable. Redundancy and a consequent move to Wales made rectification difficult. The body was extremely well-built but not accurate to the original, which meant any major work on the car would always be undermined, modification to the correct original team car design being impossible without major

surgery and replacement of most of both sides.

The car was originally supplied by Central Garage, Bradford and had been bodied as a saloon. Years later John Batt kindly supplied photocopies of the Lagonda Club Magazines for Summer 1973 and Spring 1975 which showed the Team Car Replica re-bodilyng to have been done by Walter Fox Coachbuilders of Sheffield in about 1972/73. This was how I bought it, having none of the original body fittings, which had to be painstakingly acquired – a mammoth task!

Eventually I consulted with Mark Longmore, a professional restorer who I already knew well, and we decided to fully restore 12029 with an original Staines factory body, not a replica. Thus started the most difficult, expensive and longest restoration I could ever have imagined. At times I thought the job would never be completed, but once we started we had to go on year after year, and cheque after cheque. I must pay tribute to Mark, whose knowledge and skills and (as with me) dogged determination to produce a car as it could have left the factory, with all original Lagonda components where possible, saw the project to a successful conclusion. Also my heartfelt thanks to many members of the Lagonda Club for their advice and willingness to sell me the components needed to achieve the exacting standard we wanted. Arnold Davey was especially helpful regarding the



Early days – working out the steering column attachment

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The bare hood frame



The superbly finished hood complemented by the high quality paint finish

original body design.

The restoration has taken about 20 years, all done by Mark Longmore to an outstanding level. My function was to source two original factory bodies plus a multitude of fittings and components, including missing chassis and mechanical parts. At the time such parts were available, but nowadays and for probably the last five years are not, and people are less willing to part with them.

We originally decided to build 12029 as a tourer, but I subsequently changed the plan, and a drophead coupe with wind-up windows was the final choice, but with a later LG6/V12 Rapide style rear end and boot. The rather blunt rear end of the 1935 original spoilt the lines of the car, in my opinion, albeit providing a larger rear seat area. The LG6 style could, I believe, have been ordered from the factory, or a coachbuilder, so this is what Mark built up. Hence the purchase of two original factory bodies and truck loads of smaller parts. One LG45 body came from a shed way out on the Essex marshes; the other LG6 body came with the ash frame and a full set of seats in excellent Connolly leather. Being original seats with Staines factory foam and internals, probably re-trimmed in the 1970s, they were good enough to use. Since the leather was Luxan Blue this dictated the colour scheme for the body, wheels and carpets.

In order to integrate the bodies, and body parts into the attractive design we wanted, an enormous amount of coachbuilding work was required all assisted by the study of members' cars, and the Holthausen book. This was probably the most difficult element of the entire restoration,

accomplished brilliantly by Mark using only these original bodies. The wind-up windows were built up from boxes of original components sourced from all corners of the Realm, any new parts being 'bought in' or fabricated. At this stage desperation nearly set in as both Mark and I wondered if such a complicated job could ever be completed. One thing we learnt and adopted was not to view the design of the bodywork from inside the garage, but to wheel the car outside into daylight and to look at it from 10-20 feet away.

A new ash frame was built by Mark, designed to fit the original panels – the reverse way to normal coach building practice. Luckily in Wales I could source good air-dried ash at very reasonable prices. Prior to this the entire chassis and mechanicals were overhauled, again working to the factory design and retaining original components as far as possible. An original petrol tank was sourced, since all such components had been scrapped when the saloon body was exchanged for the Team Car replica.

The final stage was choice of body colour and I thank Arnold Davey for his invaluable advice on the colours and materials used in 1935, which is what we went for. For example, blue hooding was not available pre-war, only black, khaki, or grey. My choice was for light grey since Lagonda probably did not use dark grey, it being too close to black. Mark painted the body and, because we were using original body panels, preparation was a lengthy process. We wished to minimise the use of filler and to rely on dollies and traditional techniques. American restorers tend to use vast amounts of filler but do produce

extraordinary quality paintwork. After etching and priming two-pack paint was employed for durability. A final topcoat was applied in cellulose to enable easy touch-up of any future damage, and to avoid the harsh glitter of two-pack, achieving a period look. With good technical advice, this was very successful.

Final trimming – hood, hood bag, carpets, and door cards – was done by two ex-Morgan Motor Co. upholsterers and completed in June 2016 using Luxan Blue hide to match the seats. The hood and hood bag were made in pale grey mohair, lined internally with union cloth.

The dashboard was made by Alan Hickman using a large piece of burr elm, which has an unusual and attractive grain.

Door cappings, to a mirror design, were also made.

One item I was particularly pleased to have acquired is an original equipment Phillips Radio together with the correct control panel for the dashboard. Sadly the very heavy radio is not working and efforts to find a reliable restorer have been unsuccessful. So the control panel is fitted but the radio is not. If anyone can offer advice on restoration do please contact me.

A final ‘thank you’ to all those who helped, and to those who have organised and continue to expand the Spares Scheme for both new and used components. For a club with a limited number of cars and members, compared to, say, the MG Car Club, we are very well served.

Now, in 2017, I am hoping to do some reasonable mileages on the relatively quiet roads of mid-Wales. ■



The finished car – understated elegance

Lagonda Northern Gathering May 2017

Roger & Beryl Firth organised a great trip to the Forest of Bowland, Lancashire, based at The Gibbon Bridge Hotel

Then over the Pennines to Monk Fryston for the Northern Dinner

Day 1

IT WASN'T EXACTLY a Le Mans start this morning at The Gibbon Bridge Hotel chiefly because we were all full of the most delicious breakfast. We meandered, eventually, out of the hotel into brilliant sunshine for our sojourn into the Forest of Bowland. The route was simply stunning and at times quite challenging, single track roads with passing places and the odd tractor made the going very interesting at times. We followed the Fittons for a while in their lovely two litre passing through bluebell woods and by the famous Inn at Whitewell.

All the cars behaved impeccably and so too did the drivers! The route took us through Slaidburn and over white roads looping through the forests to Keasden then to Tosside. Here we stopped at the delightful Old Vicarage for coffee and scones just out of the oven. We then drove through Waddington a lovely picture postcard village with an ancient church. Roger had recommended several eateries here but we were still quite full from the scones and the full English earlier. We continued onto Bashall Farm Outlet a great place with lots to see and buy – they even have their own brewery. After a bit of retail therapy here, one by one we made our way back to the hotel. Dinner was exceptional, served in a beautiful room overlooking the stunning gardens of the hotel. Today it

seemed we drove on top of the World, how can tomorrow be better, Roger?

Margaret Hatfield

Day 2

We headed off from Gibbon Bridge with a cloudy fresh morning that soon turned into a beautiful bright and sunny day. We drove through the stunning hills of the Forest of Bowland but don't be misled with the word "forest" as we only saw a few trees (they must be somewhere else!) instead we had spectacular panoramic views of Morecambe Bay, in the distance Blackpool Tower & the Lakeland Fells. After dodging sheep and young lambs on the twisty unfenced roads we arrived at our first destination Carnforth Station Heritage Centre. We were greeted by some friendly museum volunteers who asked us to park on the old station platform, so locals and museum visitors could view the cars. Backing some of the larger Lagonda's into the correct place was quite a challenge for the drivers but successfully achieved! The station was the setting for David Lean's film "Brief Encounter" that starred Trevor Howard and Celia Johnson with a supporting role played by Stanley Holloway. The refreshment room has been restored to its 1940's period glory where we enjoyed an entertaining cup of tea, which we tried to pay for using fake money provided by Roger Firth

(ever the comedian!) After our brief encounter at the station we drove on a few miles to arrive at Leighton Hall where a guided tour had been arranged. Leighton Hall is the ancestral home of the world-renowned Gillow furniture family and is still a very much lived in house today. We had a most interesting tour of the hall from the current owner, Susan Gillow Reynolds, with lots of funny and fascinating tales to reveal the history of the house. It was originally built in 1246, and over the years has been expanded/modified to its current Gothic style. Currently 16 family members reside at the hall using the majority of the rooms on a regular basis. Each room contained a varied selection of artefacts depicting the family's history. Unlike many other properties I've visited there are no roped off areas and visitors can sit on the chairs and enjoy their tour without being asked not to touch! This also applied outside where we were asked to walk on the grass to view the gardens and watch a falconry display. After a lovely afternoon at Leighton Hall we headed back to Gibbon Bridge in the glorious sunshine

Judi Milward

Day 3

The third day of our rally was a go as you please day. Unsure of the best outing, we decided to go high/low and visit the Fells inland and then the coast. Inevitably over the previous days we had used nearly all the white roads around the hotel, but there was still an intriguing one the organisers hadn't used which led to a viewpoint. We set off to investigate. At the foot of the road was an "unsuitable for heavy vehicles" sign. With the V12 weighing nearly three tonnes, there's a

dare. Feeling naughty and undaunted, we pressed on. Having crawled up the steepest hill, finally dropping successfully to first on the move (a first for me), we were rewarded with stunning views to the sea from the top of the fell. I could quite see some of our cars not climbing such a steep gradient, but the seemingly near vertical climb was well worth it.

We then re-joined a suggested itinerary for a trip to Blackpool, running down the sea front from Fleetwood to Leigh on Sea. Blackpool sea front by day is a little scuzzy, but Shirley was keen to see it as my sister is getting involved in urban regeneration for the city. That may prove to be quite a challenge. However, the beaches along the coast were a revelation. Fine rolling dunes led on to golden beaches straight out of a brochure. The low tide gave miles of sand, which, blessed with the fine weather we had enjoyed all week, made for a beautiful walk.

The itinerary suggested avoiding Kirkham on our route home in a "here be dragons" way. The town has been the focus for the nascent fracking industry, which has been keenly resisted by the local community. Obviously we ignored this instruction and took the road back to the Gibbon Bridge Hotel. Home-made posters adorned most of the properties; "Frack off" being a particularly direct contribution to the debate. Revelling in the mischievousness of our route, we were rewarded by yet more wonderful scenery interspersed with historic villages and greens along the coastal flatlands, which we were glad we didn't miss out. The V12 was much admired along the route and, unusually, behaved very well throughout the tour.



Cars lined up at Carnforth Railway Station. Just check out those trousers!



Leighton Hall, complemented by some fine cars

The evening brought the farewell dinner. Toasts and speech were by John Fitton with thanks and presents for our organisers Roger and Beryl Firth. We had a very enjoyable tour and Shirley was very grateful for the kindness of old friends, as she is not as mobile as she'd like. Her hearing is also not what it was. An introduction to Bill Spence was misheard: "You're from outer space?" she enquired. I suppose the Orkneys nearly qualify as extra-terrestrial.

Jim Valentine

To Lancashire and then Yorkshire

We were determined to try a part of England that we had only briefly visited when my father moved to Blackpool about 40 years ago. The 2 litre, which we have owned for almost as long, gets to travel abroad quite a lot and racks up considerable mileage, but rarely ventures further north than the Midlands. However, since it was registered in Barnsley, and spent time with it's first owner there, the North would have been quite familiar to it. We decided to break the 240 mile journey into two, and stayed at a farm set in pretty countryside near Stafford on the way up. This was the car's first journey since the installation of new camshafts, valve guide inserts, and the overhaul of the front springs (including the replacement of a broken leaf). Roger dealt with some oil leaks caused, he said, by various new fibre washers bedding down.

The Gibbon Bridge Hotel was a splendid venue for the gathering, and we enjoyed the first day's run, albeit Roger getting a serious 'crick in the neck' from the cold wind. Should have put the front side-screens in!

On the second day we got about five miles from the hotel when we noticed the oil pressure gauge fluctuating from time to time. On checking the oil level it was barely registering on the bottom of the dipstick. We used all of the 5 litres from the spare oil carried on board, and still needed another litre to get the level correct. So we turned round and stopped at Whitewell, joining John and Susie Batt for a coffee while we discussed the dilemma. John was also concerned about an oil leak from his engine, so we decided to go back to the hotel to sort the cars out. On the way we luckily managed to pick up 5 litres of Castrol Classic 20/50. There being no obvious massive oil leak, Roger came to the conclusion that he had had a 'senior moment' and not filled the car properly during the recent oil and filter change. This was interrupted while a leaky union had to be rebuilt, which took a week or two, and so the top-up was missed (what's the dipstick for!!!!).

On the last day we visited Clitheroe, which is a nice 'lived in' place with a castle on a hill right in the middle.

The following day saw us heading over to Yorkshire, in the company of Mike Heins and Judi and their high chassis 2 litre. It was a good test of the 2 litres, which they passed with flying colours. Went through Ilkley, which looks a very nice town, and skirted round Leeds to arrive at Monk Fryston on Thursday afternoon, ready for Tim Gresty's tour on Friday, and the Northern Dinner in the evening. We stayed about 3 miles away, in a Best Western, which was actually very good.

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Monk Fryston Hall - the unique Wylder bodied M45 in the foreground

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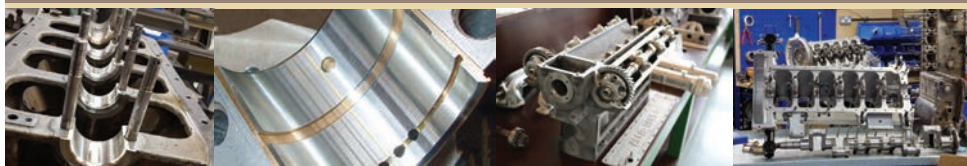
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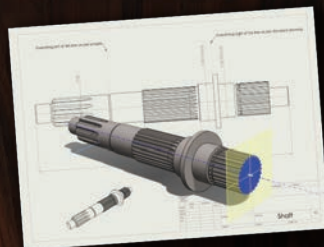
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On Friday we left early and headed down the A63 to the start, letting the car warm up before accelerating to its normal 55mph cruising speed. Close on our tail was another 2 litre which had no trouble in keeping up, and could easily have overtaken. It turned out to be Otto and Hiltje van Blaricum in their rather special car, fitted with a 2.4 litre engine and preselector gearbox. It is certainly quick! Otto was too polite to show us up by accelerating past, and into the distance!

The tour first took us to Malton, a congested place, but the Old Lodge Hotel, a Tudor mansion on the edge of town, was an oasis of peace set in attractive grounds. We then headed out in to the Howardian Hills with open roads and lovely scenery. It was nice to let the car stretch its legs.

Nunnington Hall was then visited, which has a collection of miniature rooms on display, each highly detailed and beautifully made. From this point, about 20 miles north of York, we headed back to Monk Fryston, avoiding York and staying on the country roads.

The tour and the Northern Dinner that evening were the last to be organised by Tim Gresty, whose hard work was evident in the choice of routes, and the dinner arrangements. David Hine and the irrepressible Alan Brown gave their usual double act, and the friendliness of the Lagonda Club shone through the proceedings. The long journey to get there and back was well worth it, and Yorkshire has some fine country to explore. ■

Ann Seabrook



Hiltje and Otto van Blaricum awarded the Night Trial trophy - 2nd place in 100 mile night trial in Amsterdam presented by Jill Hine

Aston Martin Lagonda - New Lagondas to be made! *Stephen Matthews gets some inside information!*

FOR SOME TIME Aston Martin Lagonda Ltd (AML) has made it clear that it was looking for a new factory to provide additional capacity to its circa 4,000 vehicles a year at Gaydon, in order to meet its new strategic goals. Twenty global sites were considered but eventually St Athan, in South Wales, was chosen. The 90-acre site sits alongside RAF St Athan, and includes the three large hangars that had been built for in-depth aircraft maintenance and support, that included Vulcan bombers. AML plans to recruit 750 new employees and produce up to 7,000 units a year from 2019/20. In March 2015 at Geneva, AML revealed a DBX concept with an all-electric drive train, demonstrating its thinking for the future. It has been confirmed that a SUV/cross-over vehicle, to compete with the likes of Bentley, Porsche & Range Rover, will be the first model to roll-off the new St Athan production line.

I can do no better than quote from Andrew Frankel, Autocar, 7th April 2017:

“From a field not exactly short of candidates, to me, the plan for Lagonda is the most interesting thing happening at Aston Martin right now. A name that has lain largely dormant for almost 60 years, only sporadically jerking its head off the pillow to appear on a few interestingly styled saloons or concepts before nodding off again, is about to get the wake-up call to end them all. Palmer (Andy Palmer CEO of AML) confirmed yesterday

that two Lagondas will be built here (St Athan) starting early next decade and while he wouldn't say what kind of cars they'd be you don't need to be a genius or, indeed, do more than read our exclusive in last week's magazine to expect these cars to be an ultra-luxury saloon and SUV aimed directly at Rolls Royce and Bentley.”

From a Club perspective links with AML had been dormant for some time but, as serious discussions about the possibility of a new Lagonda model developed, so the contacts between the Club and AML were reinvigorated. Those attending our Annual Gathering last October will recall that AML kindly provided a Taraf (a four door Lagonda of which around 40 have been built) to grace our weekend. A meeting at Gaydon further developed this with John Sword and myself where, as a Club, we agreed to support the Aston Martin Owners Club (AMOC) Spring Concours at St Athan on 9th April, and to arrange a Factory tour. The Club Committee would hold its summer meeting at AML, now agreed to be at Newport Pagnell. I would say that there is very positive interest and support from AML to foster better links with the Lagonda Club. Clearly the AMOC is the principal owners' organisation for Aston cars; however, I believe there is a new awakening, not only to the Lagonda marque but also a spirit of co-operation between the factory, AMOC and the Lagonda Club.

AMOC Spring Concours - St Athan

On 9th April, as guests of the AMOC,

an eclectic mix of Lagondas attended the AMOC Spring Concoors. We were part of a huge indoor display at the former MoD Site of RAF St Athan, where the three “super-hangars” have been taken over by AML to build a completely new vehicle, starting in 2019.

So, in prime position, the ten splendid Lagondas lined-up in front of the AMOC Concoors display - Lagonda pathfinders in front of the Aston Martin phalanx; from a 1904 Tricar belonging to Chris Thomas to a DB 2.6/3L dhc brought by Hugh Hill. It took us some time to work out what the “men in white coats” were doing, until we realised they were the “Concoors Inspectors” – one chap told me he had been cleaning his Aston for three weeks before the event. Indeed no one was more surprised than I to be told that our M45 had been placed 3rd in the Pre-War Class; a very ‘well done’ to Roger Ivett for winning the Lagonda Class with his 1980 V8. I am told over 15,000 people turned up on the day to enjoy the fun and spectacle, with an estimated 420 Aston Martins parked inside the hangars. Our President, David Hine, headed up the Lagonda delegation and we were made very welcome by AML, AMOC and the general public. It was a great day - thank you to all the Lagonda folk who supported the event. Perhaps the most novel feature was for the cars to be parked among a very diverse collection of aircraft; a Hercules in Hangar 1, while in our Hangar 2, a Jet Provost and Tiger Month plus a modern Hunter Hawk from the Red Arrows Display team. AML have donated one of ten Vanquish S cars, on a ‘Red Arrows’ theme” to the RAF Benevolent Fund, with the intention

to raffle the car for the charity - tickets are £20 each with an opportunity to win “Red 10”.

For me, the most significant fact about the weekend was not the weather, and it was fabulous, or the huge number of cars, and that was impressive, but the all-pervading atmosphere of expectation and excitement especially with the general public. The combination of the excitement of the Aston Martin brand and perhaps a sense of relief that at long last a use for the “Red Dragon” hangars had been found, after a number of false starts, with new jobs and opportunities being created and also the real belief that this is a positive and significant event for South Wales. It was a privilege to be part of it.

Club AML Factory Tour

AML Factory tours are limited to around 25 and available either to prospective new owners or AMOC members. So we had a “full house” on 17th May when we gathered at Gaydon in the impressive atrium of the VIP Reception. Unfortunately we had chosen probably the wettest day of the year with torrential rain set for the whole day. While some, including me, couldn’t face hours of driving in the rain others, who perhaps lived a little nearer, showed true Lagonda fortitude and determination and ten Lagondas parked in the VIP car park, dripping wet but certainly providing a big attraction for the AML staff and visitors.

Our host and guide, Steve Waddingham – “Wadders” to his friends - has an encyclopaedic knowledge of the Aston Martin brand and is eager to bring his Lagonda knowledge up to that level. We were treated to a warm welcome and an



Lagondas on display in the vast hangar at St Athan



Andrew Brackenbury inspects Bill Tomlin's fine LG45R Replica - men in white coats to the rear!

essential cup of coffee before we were split into three groups, with David Hornsley - famed racing driver - and Nick Duckworth as our additional guides. So our Tour started - impossible to describe the scale and complexity of a plant manufacturing around 4,000 cars a year, all of which are virtually unique. The factory is relatively quiet but a hive of activity; the number of the new DB11s being built in a huge variety of colours and hues was very impressive. The investment that has been made in the paint shop to deal with the challenges of water-based paint, and a new apprentice-training scheme that AML has started just for the painters, demonstrates a strong level of commitment. The trim shop is equally impressive where the computer-controlled sewing machines produce amazing mesmeric results in embroidery while the leather hides are transformed into things of beauty. 'How many stitches in a Lagonda wing logo badge' asked one of our group, 5,934 cross-stitches "Wadders"

replied without hesitation! The time simply flew by and we over-ran almost missing lunch - so much to see and so many questions to ask.

Finally, we returned to the atrium to admire the range of new Astons lined-up and to take lunch amid much conversation. I recall Len Cozzolino reminding 'Wadders' that Lagonda was five times bigger than Aston Martin when David Brown, in a moment of genius I would suggest, brought the two companies together 70 years ago. Quite how Aston Martin not only survived but also has now prospered is still a bit of a mystery.

Thank you to our guides, Steve Waddingham and AML. We share your heritage and future. Also thanks to all the participants, but especially to Jan Browne, who, in her primrose yellow 1934 M35R, drove herself to Gaydon, braved the elements, asked lots of questions, but also was so enthusiastic. I hope I am as vibrant as Jan when I reach my eighties! ■



Steve Waddingham explains the finer points of the Aston Martin "history line"

Rallye Du Pays de Fougères 2017

Barry & Rachel Halton attend in their 14-60 tourer

THE FOUGERES RALLY, well known to many British vintage and classic enthusiasts, had its 23rd annual iteration from 19th-22nd May. Every other year the gathering, which attracts over 150 cars, moves away from its home town and this year was held at Saumur on the river Loire. The four-day programme includes drives each day to places of interest, and well organised sociable lunches and dinners. Its originator and long-serving organiser, Patrick Rollet, himself a Lagonda owner, chose Lagonda and Lorraine-Dietrich as "Marques d'Honneur". Naturally, Lagonda Club members responded in force mustering some 22 cars, mostly from the UK, representing almost all the models.

We set out from Bedfordshire in steady rain with the hood of our 14/60 getting its first airing of the year. The journey to Portsmouth for the overnight ferry to Caen was wet all the way but with the tonneau over the back seats and no side-screens we kept dry, with sufficient heat coming through the bulkhead to make for a cosy cockpit. Checking in at the docks was very tedious, not helped by hordes of motorcyclists, on their way to another event at Le Mans, jumping the queue, but the cheerful chatter of Club members kept us all occupied. It was just as well we had met with friends on the way south for a pub dinner as by the time we got on the boat, everyone was exhausted.

Being turned off the ferry at 7am into leaden skies and more rain isn't the best introduction to La Belle France, but thanks to a very generous

offer made by Kip and Carmen Waistell about 20 of us headed for Falaise and their home, a delightful mini-chateau in grounds discreetly hidden away in one of the steep gorges, which characterise the city. A seemingly inexhaustible supply of croissants, home made jam and coffee was exactly what was needed to fortify us for the long and increasingly wet drive to our hotels in Saumur. Most of the Lagonda participants had been allocated to the Terrasses de Saumur, located on top of a hill overlooking the city and a great place from which to watch the continuing atmospheric.

The next morning brought fair weather but, as our 14/60 was not fitted with a rain channel under the centre bonnet hinge, the spark plug sockets filled with rainwater overnight and the magneto struggled. After assistance from John Batt and Mike Heins we got going and headed for the Rally registration at the Chateau de Gizeux, about 20 miles north east of Saumur. The programme, with a picture of every car entered, route book and other accessories, was beautifully produced and from the start it was obvious that Lagondas were going to receive pride of place at the venues we were to visit. The owner of Gizeux - strangely enough a car enthusiast - arranged guided tours of this lesser known, albeit most interesting, chateau which is fully furnished and still a family home.

The next drive took us to a mushroom farm at Allonnes, on the way back to Saumur. After due warnings about putting on extra clothing and not wandering off from

the organised groups we entered a former quarry carved out of the solid limestone, to see the production of two types of champignons. Shiitake is grown on blocks of pressed wood shavings seeded with spores, and pied bleu on trays of quite fresh, but mercifully not too aromatic, horse manure. The cave system extends some 35 kilometres and has a constant temperature of 12 degrees.

The following day involved more driving, starting with a round trip of about 60 miles along one side of the Loire and returning via the other bank. This section of the Val de Loire is UNESCO listed and the open views from roads on top of the flood banks and the riverside villages make delightful scenery. And, of course, you get the best view from a high chassis Lagonda two litre. Lunch was organised at the Chateau de Breze, a unique construction that evolved between the 11th and 19th centuries and claims to be the most important underground fortress in Europe. Except that approaching it through the vineyards it looks similar to other chateaux with its turrets and crenellations. It is only when you get close that you see the 60 feet deep dry moat surrounding it, reached through a tunnel from the castle courtyard. At the bottom, numerous rooms and galleries have been carved from the outer edge to house munitions, the castle kitchens, wine and cheese making facilities and even silkworm production.

Another chateau was the next destination at Montreuil Bellay. Here all the Lagondas, the two Lorraine-Dietrichs and a few other 'special cars' personally selected at the gatehouse by Monsieur Rollet were ushered into

the rather small courtyard inside the castle. It was very tight parking for the later arrivals and watching the likes of Jonathan Oppenheimer and John Sword manoeuvring their lengthy steeds amongst a huge gathering of spectators produced mixed emotions of empathy and delight at having arrived earlier.

That evening we travelled to the premises of Bouvet Ladubay in Saumur. On arriving we were immediately led underground into the former storage caves of the producers of Cremant de Loire and a range of other delicious champagne types, which aren't allowed to be called Champagnes. We walked through a quarter of a mile of candlelit tunnels to re-emerge in a beautiful conservatory and enjoy a fine meal and sample their produce. Bouvet was our fizz of choice for our daughter's wedding a few years ago, which made the evening all the more special for us.

And now for something completely different - bright sunshine and a day in the city, which started at the Musee des Blindes - the tank museum. A huge assemblage from all nations forms the world's largest collection of armoured fighting vehicles, the highlight of which is the only working example of the formidable German Tiger 11 tank. Saumur is the home of the French army's cavalry school and by late morning all Rally participants were asked to gather in the Place de Chardonnet (that is the correct spelling) ready for the parade through the town centre. Delightfully informal marshalling, with the help of some very large men on rather small motor cycles, managed to get the Lagondas into one group in date order, and we were led into the Place de la



The two 14-60s lead the Lagonda parade. True Vintage cars and full of character

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Mairie in front of seated crowds for a commentary by Patrick Rollet, whose knowledge of all the cars in the Rally is encyclopaedic. The two 14/60s of John and Claire Hugh and Barry and Rachel Halton had the honour of leading the Lagonda contingent into the square. Another formal dinner later cemented many new friendships both within the Club and with French hosts.

The last morning took us to the Abbaye Royale de Fontevraud, the eventual resting place of Henry 11, Eleanor of Aquitaine and Richard the Lionheart. The French government is engaged in a lengthy restoration of the beautiful abbey church, its cloisters, curious kitchen and many other outbuildings. Again Lagondas were given private access for parking, with drip mats provided, and their occupants taken on a comprehensive guided tour. The Rally closed with lunch in the abbey restaurant and a short speech by Patrick Rollet. John Sword responded with the thanks of the Lagonda Club and there was much bonhomie in evidence as everyone dispersed. It may be several years before Lagondas are again selected for special treatment on the Rally, but it can be thoroughly

recommended as an early start to the summer touring season of any year.

We departed for Caen and the ferry the following day and had an uneventful journey - until that evening. While parked in full sunlight in the town square at Ouistreham enjoying an early dinner, we looked out of the restaurant window to see activity around our car. By the time I had run across the square, the gendarmerie had fished out a would-be migrant from under our rear tonneau and had him in handcuffs. Having checked nothing was missing he was taken away. The officer told me this was a regular occurrence each evening before the night ferry departs and that with no theft he would simply be cautioned. Whilst unsettling at the time, on reflection I felt sorry for the young man and his situation, but later thought he must have been very disappointed to find no space whatever in the car with all our baggage, spares, petrol cans and so on. And how would you close lift-the-dot fasteners from inside and underneath? By the time we got home we had covered almost 800 miles with no issues arising from the 14/60. But she does have a rain channel now. ■



Showing the diversity of cars on the rally

The Development of the S.U. Petrol Pumps at Lagonda

Michael Drakeford explains

I RECENTLY HAD problems with my S.U. petrol pumps. They had failed to work correctly despite much attention and caused a trip to Wales to be abandoned. I needed to consider replacement pumps to keep my M45 tourer, AUL 720, on the road.

Initially I questioned if I could replace the faulty pumps not with the twin AUA11 type, as used from the early 1930s and for the next 30 years, and instead try the AUA25 back-to-back type no doubt with the bronze body. Some more knowledgeable than I had told me the latter were correct for my early M45.

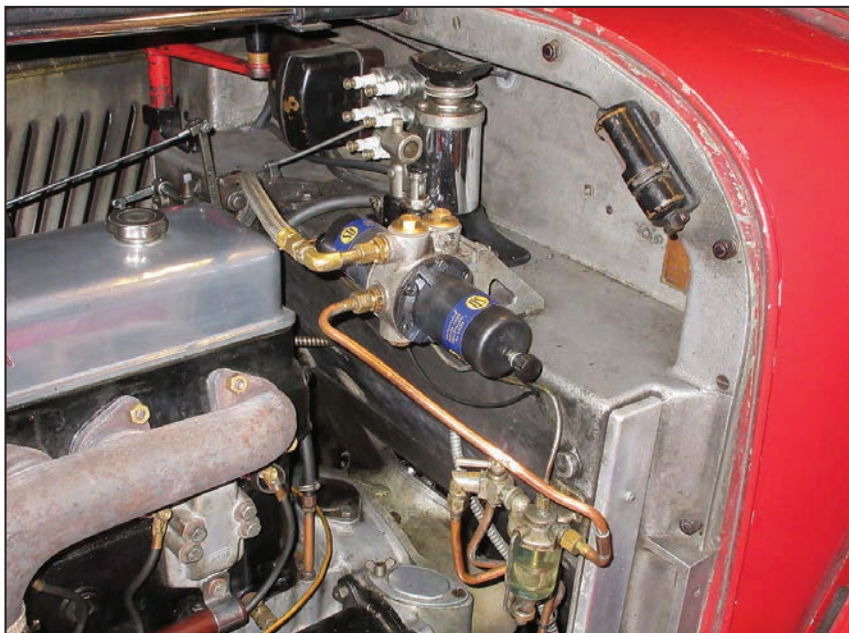
I convinced myself that I should have these back-to-back separate pumps with effectively two chambers or reservoirs. The convoluted piping does look the part on the older car, but it causes problems by overheating and hence fuel vaporisation. I even persuaded fellow member Roger Cooke to lend me some old AB1002 pumps that he had in store. I decided that I needed to find out if this was correct.

The early Lagonda cars had an Autovac, and later ones the AC mechanical pump. In 1933 S.U. brought out the 'L' type pump that would deliver 8 gallons per hour. In 1932 the 16/80 was introduced with the AC mechanical pump and in early 1933 this changed and it was built with the S.U. pump. The 3 litre continued with the mechanical pump. A lot of our cars have had the early systems replaced by the 'L' type pumps.

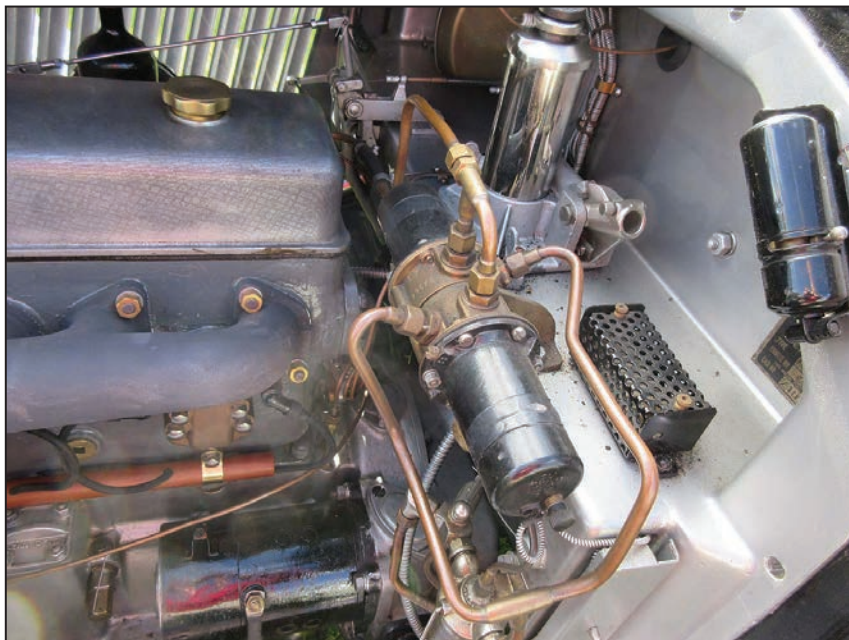
I recalled that Arnold Davey had

made me aware that the very early M45 cars had a single pump. I set about finding out which pumps these cars had and there is no better way than referring to our Build Sheets. Thank goodness for the work that Maurice Leo did by saving those for the 4½ litre cars. They represent a mine of information. Over a period of time a number of members have sent me copies of these sheets, and with the important pre-war service charts these show changes made to our cars. Using them I have been able to settle various issues when helping with the Club Manuals. These enquiries included pumps, starter motors, ignition systems, jacks, gearboxes and much more. From the 14 sheets I have collected and from the early factory 'Instruction Book', I was able to deduce:

- The early cars had a single pump. My Build Sheet shows a single number being 8958.
- The M45 cars were soon fitted with the early bronze bodied twin pumps and a bronze bracket, which can be seen on Jonathan Oppenheimer's early M45 saloon. These twin AUA25 type pumps were on the M45 as early as November 1933, just a month after production started. Two numbers for these pumps are shown such as 10504/10540. This fact alone would indicate that the single pump was insufficient.
- The third type of pump was the AUA11 Type and was used on



AUA 11 pump as fitted to the author's M45 tourer



Bronze AUA25 pumps and bracket

the M45 as early as August 1934. These had an alloy chamber made of Mazac (magnesium, aluminium, zinc and copper), the UK brand name for a zinc-based alloy also known as Zamak made mostly of zinc, which was available from 1929 in order to avoid zinc rot. As far as I can determine, this twin pump always had a Mazac alloy central reservoir. This did not fully cure the problem, which remained until the 1960s when purer metals could be sourced. This problem, also known as zinc pest, does over time make a casting become quite brittle. Hence, when I removed my pump I saw that one of the threads to take a bolt to hold the chamber to the bracket had disintegrated.

This pump had a more simple piping and the pump numbers on the Build Sheet had a prefix 'Y.A.' Hence Y.A. 54143/54163. This arrangement was also used for the M45R, the LG45, also the LG45R.

Thus, there were three types of pump for the Meadows engine being sequentially the single, the two-chamber twin and the single chamber twin.

The service charts are equally useful. I was able to see that on our car the single pump was not changed until May 1935, and then it was replaced with a new 'Pump & with pipes fitted'. By this time the new AUA11 twin pumps were being used, not least because the two smaller pumps were only producing 8 gallons per hour (GPH) each, whereas the AUA11 twin gave 25% more at 20 GPH – a whole tank full. Here is a bit of guess-work. My car averages 16 mpg on a long journey and probably 14 mpg around town. Say I am doing

70mph, accelerating uphill, that may well drop to as little as 5 mpg. I give this figure based on information from our racing members and the readings of my modern car with the accelerator flat down. By this rather crude reckoning I have deduced the following. At 60 mph, for say 15mpg, a 20-gallon fuel tank would last 300 miles and 5 hours. This would require a throughput of 4 GPH. Were the mpg reduced to 5, this would require 12 GPH.

We know from Burlen Fuel Systems Ltd. that the AUA25 produces 8 GPH, thus the twin back-to-back, gives 16 GPH, and the twin AUA11 as much as 20 GPH. The pumping units themselves are Type 'L' on both the AUA25 and AUA11 specs, but the petrol unions are larger on the AUA11 as detailed on the chart produced by S.U. Carburettors in 1967 (AUC 9631G); this chart is available from the Club.

Thus, if we calculate the throughput to be at 15mpg, we can see that all three types would manage. However, if the car was pressed to demand enough fuel for 5 mpg:

1. A single pump would have trouble.
2. The twin AUA25, might just about do it but in extremis it would not.
3. The AUA11 would be the ideal pump with capacity to spare.

Of course 5 mpg is for a racing average - that is full throttle, up-hill and highest revs, when only the twin AUA11 will suffice. The 4 ½ is, after all, a big engine.

This conclusion is supported by the fact that on our car when using the twin AUA11 pump, I have found that if one pump was not working the engine would momentarily run short of fuel when under extreme exertion,

and catch up when the car speed was reduced. A reduction of fuel may also be due to a vapour lock when there is a hot engine compartment with the transfer of heat to pipework to and from the pump, thus reducing the nominal output, with the result that the pumps can get very talkative in congested traffic.

Leaving the M45 pumps and pipework on the nearside of the engine compartment as per the 3 litre Z chassis was clearly a mistaken economy by Lagonda, because unlike the 3 litre the Meadows exhaust is also on the nearside. This problem was corrected to some extent with the advent of the LG45. The LG45 Rapide still has the pump in the engine compartment but towards the offside, and the LG45 Tourer and DHC still had the pumps on the bulkhead but behind a shield attached to the bulkhead. This position was continued for the V12 cars.

Lagging the exhaust manifold and downpipe on the M45 can bring about a noticeable reduction in temperature, and hence pump activity, and a more rapid recovery from vaporisation after experiencing hot conditions.

The fact that a number of members using the twin AUA25 pumps, or going racing, also have pusher pumps near the petrol tank to help overcome the fuel starvation and/or lack of throughput, would also seem to support these earlier comments. There will always be exceptions and there are owners who experience no difficulties. From this we can see why the AUA11 pump was such a success and used for so many years.

The aforementioned chart indicates that the AUA11 pump was used for

ALL Lagonda cars from 1929 to 1940, including the V12. Having asked Burlen why, when some early cars used the Autovac or a mechanical pump, they replied, quite sensibly, that at the time of publication of the chart in 1967 these were the most suitable pumps available, rather than indicating that they were the type originally on the car.

Finally, if you have a Build Sheet and it shows as the last two numbers beginning with Y.A., it is likely your car will have the AUA11 pump, and the simple piping. There is always an odd one out! Michael Nassim has a car made in April 1934, before the later pump. True to form it had appropriate early numbers; these were later crossed out and replaced by two different numbers. One prefixed by a Y.A., and the other a H.A., which seems unique. On the car today he has the older piping, and two back-to-back AUA25 pumps. Perhaps a former owner had decided to cling to originality and reverted to the initial system. On the other hand, as Michael's car had 5 pumps during the first 4 years, perhaps the owner just gave up on the newer pumps. We shall never know.

The lack of more and also later Build Sheets prevents me being more accurate about the dates when the changes took place, or even if the later LG6 and V12 cars also had these pumps when they were first built. *If I may hint..... further copies of Build Sheets would be much appreciated and help improve the accuracy of future discoveries.*

My thanks go to Michael Nassim and Burlen Ltd for help with this article and those members who have already provided copy Build Sheets. ■



On the LG45DHC/Tourer the pump is behind a shield on the bulkhead



LG45 O/S fitting on the bulkhead

Fuel Boiling

Clive Dalton explains why, and offers a solution

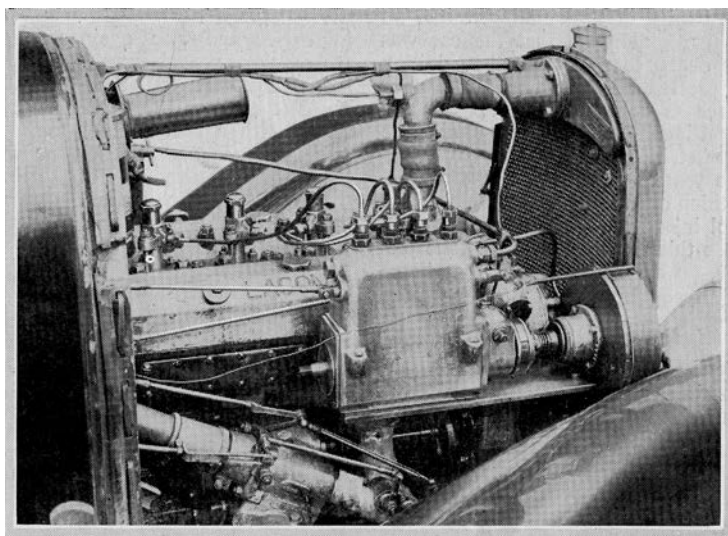
EVERY SO OFTEN, especially in hot weather, we hear of cars starting to splutter some way into the journey. Although this mostly occurs with the 3½ and 4½ cars it is not unknown with 16/80s too. Partly this is related to the known tendency of these engines to run hot.

What happens is that the pump drawing fuel from the tank suddenly finds itself drawing fuel vapour, which it doesn't like and which doesn't run the engine as it should. If you open the bonnet what you see is that every time the pump sucks a succession of bubbles is given off in the fuel filter, which you can see through the glass bowl. It is common to mistake these bubbles for an air leak and to go searching for one. This is wrong. What is happening is that the warm fuel is boiling under reduced pressure and

the bubbles you see are fuel vapour. It is easy to explain why this is seen. The fuel filter is acting as a (small) restriction to the flow and when the pump sucks, downstream of the filter is a reduced pressure area.

The cure, fundamental though it is, is to put the fuel pump in or near the fuel tank at the back of the car. This has the effect of raising the fuel pressure forward of the pump so reducing the tendency of the fuel to boil. Some people have installed two fuel pumps but this shouldn't be necessary.

Insulating the fuel lines is often recommended and does work but it is a difficult thing to do and, like insulation generally, all it buys is time. Removing the fuel pump to the back is a better solution. ■



Contemporary picture of the 2 litre diesel engine - see article opposite

Letters & emails ... Letters & emails

Dear Roger,

I was struck by Tony Loch's letter in Magazine No. 252. Tony has long been interested in this engine and it was he who asked me to track it down in the early 1990's. After some research I found that our former member David Johnson was storing it, albeit in the open and covered in autumnal leaves.

I arranged to collect this engine and it was lowered into the boot of my modern car, which was a Ford Granada at the time. The weight caused a significant tail-down attitude with the mudflaps scraping on the road. It occurred to me that with the spare wheel underneath the Lagonda engine a puncture would have been a huge problem!! Additionally sump oil leaked into the boot of the car staining the carpets and, leaving a nasty smell for several weeks – my wife, Valerie, was not amused. I drove home extremely carefully! There was a spare piston with the engine which was an amazing shape with a substantial cone on top.

After a member in the Midlands promised to restore it but made no progress, Stephen Matthews took pity on it. At the time he was Commandant of the REME Headquarters at Arborfield and arranged for some army artificers at the School of Electrical & Mechanical Engineering (SEME) at Bordon to renovate it. He tells me that *"they did get the engine running again but they needed around 2,000rpm before it would fire, so a normal starter motor was incapable of delivering those starting revs. It was relatively easy with a tow start, but the question that was never really answered was how did Professor Pattenden get the*

engine to start when it was installed in a vehicle at the Military College of Science (perhaps it was towed after all)". Having just re-read Professor Pattenden's article in Magazine No.32 I see that he states *"the engine could only be started by towing the car"*.

The Board decided that the engine would be loaned to the REME Museum at Arborfield and, when the 2002 AGM was held next to the Museum, many members saw it on display.

Within recent years the Army camp at Arborfield has been sold off for private development and the Museum closed. The Lagonda Club then had a quandary regarding the future of the engine and, fortunately, our Chairman, John Sword, came to the rescue and it is now safely in one of his extensive garages.

Kind regards,
Colin Bugler

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Letters & emails ... Letters & emails

Dear Roger,

I photographed this 1935 Lagonda LG45 Saloon (fitted with an M45 engine) back in 2000.

It remains outdoors to this day in exactly the same spot as nearly 20 years ago, with a few old tarpaulins and bits of wood as its only protection from the weather. I know the car well, and believe it to be beyond restoration.

The final indignity has been an adjacent tree recently falling on it, with large branches piled onto the roof. Arnold Davey is aware of the details of this car.

In 2017 I am amazed that anyone would leave an historic car outdoors, derelict, as it has been for so long.

Yours sincerely,

Mike Farrow



STOP PRESS! This car is in the Brightwell's 27th September Auction Est. £15-20,000.

Letters & emails ... Letters & emails

Dear Editor,

I was extremely interested to see the photograph of Nick Bell's 12 /24 on the cover of the Spring magazine, and to read his article. I last saw this car in La Grande Place, Brussels, during a gloomy day in January 1973. This was the occasion of the Drive into Europe, marking this country's entry into the European Common Market. The event was organised by Lord Montagu and included such luminaries as Stirling Moss, Peter Garnier – editor of The Autocar, and James Crocker. – Chairman of the Lagonda Club and the VSCC.

The team of Lagondas comprised Tom Fenton's 12/24, Robby Hewitt's Le Mans M45 and our Two Litre. The Prime Minister, Edward Heath, waved the flag in Horse Guards' Parade for the start of the cavalcade, and we all proceeded to Brussels through the January mists. I enclose a rather poor photograph showing Tom Fenton with WL627. This 12/24 has quite a distinguished history!

Yours Sincerely,

Alan Elliott



Letters & emails ... Letters & emails

Dear Roger,

Just a quick response to Ken Painter's magazine article featuring those lovely old photos of Donald Monro's HC 2Litre. I'm sure Jo Moss would have contacted you already but yes, Red Gauntlet still exists in pristine condition having been completely restored by Paul Kitcher back in 2006, which is when I took this photo at Brooklands. My pal Maurice Dennis is the assistant registrar for the Invicta club and I asked him to look it up. Here is his reply :-

"Yes, Donald Monro owned Red Gauntlet, but there have been several owners since, Was originally a FHC, but now a 2 seater tourer., Chassis Number S64. Currently owned by Mr J Keatley of Northern Ireland."

I was very interested to read Arnold's article in the Spring magazine as it reveals for the first time what Ricardo's fee must have been for the IOE 3Litre development; Arnold identifies it as a written-off sum of £2,592, which, according to an on-line converter was the equivalent to £123,500 in today's money!!

Regards,

Brian Stevens

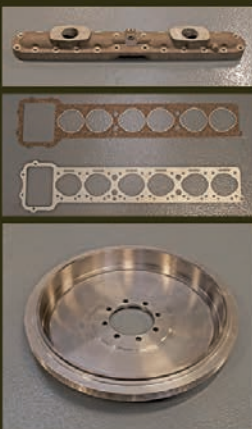
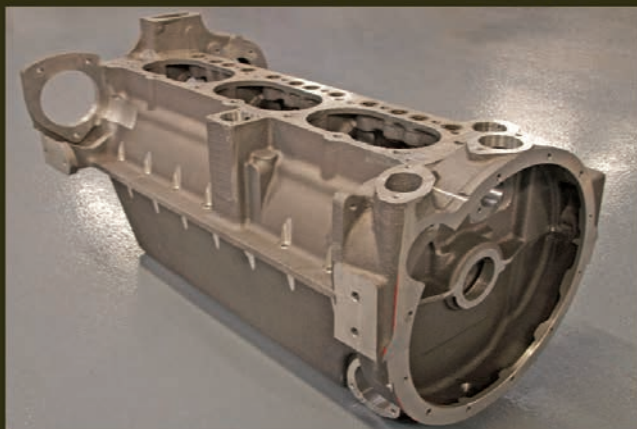




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