



**THE MAGAZINE OF THE
LAGONDA CLUB**

Number 258 Autumn 2018



LAGONDA SPECIALIST



With over 40 years experience working on vintage Lagonda automobiles Bishopgray are a true marque specialist.

Now, as part of the Fisher Restoration Group of companies, Bishopgray's admin and customer services will be handled at the Rushock office whilst maintaining our engineering workshop at Aldermaston. This will enhance Bishopgray's unmatched engineering skills and depth of knowledge of pre-war Lagondas with a focus on responsiveness and communication to improve the customer experience - phone lines manned all day and emails answered within 24 hrs.

Full/partial restoration, Rally preparation, 'Recreations'
Regular/annual servicing, Engine rebuild

Tel: 01299 251628 | E: info@bishopgray.com
W: www.bishopgray.com

Rushock Trading Estate, Rushock, Worcestershire. WR9 0NR
Court Farm, Rag Hill, Aldermaston, Berkshire. RG7 4NT



The Lagonda Magazine

e-mail: admin@lagondaclub.com • Web Site: <http://www.lagonda-club.com/>

LAGONDA CLUB LIST OF OFFICERS 2018

President: D. R. Hine

Vice Presidents:

A. Davey, A. W. May, K. P. Painter

Chairman:

John Sword,
Chivel, Chipping Norton,
Oxfordshire, OX7 5TR
Tel: 01608 683227 · Mob: 07795 480031
e-mail: j-sword@hotmail.com

Membership Secretary:

Colin Bugler,
Wintney House, London Road, Hartley Wintney,
Hants, RG27 8RN
Tel: 01252 845451
e-mail: admin@lagondaclub.com

Vice-President & Registrar:

Arnold Davey,
86 The Walk, Potters Bar,
Herts, EN6 1QF
Tel/Fax: 01707 651302 · Mob: 07773 681556

Editor:

Roger Seabrook,
Haslemore, Old Dashwood Hill,
Studley Green, High Wycombe,
Buckinghamshire, HP14 3XD
Tel: 01494 482379
Mob: 07887 635290
e-mail: warrington74@live.co.uk

Hon Treasurer:

Brian Green,
The Coach House, Long Lane,
Haughton, Tarporley,
Cheshire, CW6 9RN
Tel: 01829 261522 · Mob: 07969 450078
e-mail: brianjohngreen@btinternet.com

E-Communications:

Christopher Hobbs,
Church Cottage, Church Hill,
White Waltham,
Berks SL6 3JH
Tel/Fax: 01628 825246 • Mob: 07775 847811
e-mail: christopher.hobbs@chco.co.uk

Competition Secretary:

Tim Parker
25, Chilworth Mews,
London W2 3RG
Mob: 07966 466605
e-mail: timothyparker@hotmail.co.uk

Other Board Members:

Richard Reay-Smith,
Hollyhurst, Godolphin Road, Weybridge,
Surrey, KT13 0PU
Tel: 01932 830366
e-mail: rpmrs@hotmail.com

Nigel Smeal,
4, Nelson Terrace,
Islington, London, N1 8DG.
Tel: 020 7251 8972 Mob: 07711 666504
e-mail: cowcomm98@aol.com

Richard Jenkins,
Parkfield House, Farley Lane,
Upper Slackstead, Nr. Winchester,
Hants, SO51 0QL.
Tel: 01794 368561 Mob: 07507 638 002
e-mail: rj@richardjenkins.co.uk

Post-War Cars Secretary:

Peter Gilkes,
61 Horton View, Banbury,
Oxon OX16 9HW
Tel: 01295 269897
e-mail: pgilkes2@gmail.com

Trophies Officer:

Martin Sumner,
Silver Birches, Stoke by Clare, Sudbury,
Suffolk CO10 8HP
Tel: 01787 277729 Mob: 07748 988338
e-mail: mjsumner@silverbirches.co

The Spares Service:

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

The Lagonda Shop:

Denise and Martin Bugler
Garden Cottage, Walhurst Manor, Picts Lane,
Cowfold, West Sussex, RH13 8AW
Tel: 01403 865442 Mob: 07770 270601
e-mail: shop@lagonda-club.com

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

Overseas Representatives:

USA and Canada

Colin Gurnsey
658 East 5th Street,
North Vancouver V7L 1M7,
British Columbia, Canada
Tel: [+1] 604 980 7429
Mob: [+1] 604 788 7429
e-mail: gurnsey@telus.net

Netherlands, Belgium and Luxembourg:

Herman Arentsen,
Logtsestraat 3, 6675 NB Valburg,
The Netherlands
Tel: (+31) 488 431291
Mob: (+31) (0) 651 427163

Switzerland:

Franz Hatebur-Mani,
Villa Montana, Höheweg 1h, CH 3700 Spiez
Switzerland
Tel: 0041 33 243 3879
Mob: +41 (0)79 816 3786
Fax: 0041 33 243 0607
e-mail: fhatebur@bluewin.ch

Australia:

Nick Proferes
Tel: +61 8 8278 9242
e-mail: nproferes@internode.on.net

Germany:

Eckhard Fabricius,
Franklinstr. 53, D-40479, Düsseldorf, Germany
Tel: +49 211 626767
e-mail: fabricius@fabricius.de

UK Area Representatives:

Anglia:

John Stoneman,
Tel: 01353 649494 · Mob: 07850 218518
e-mail: john.stoneman@btinternet.com

Midlands (East):

Harry Taylor,
Tel: 01559 830363 · Mob: 07901 846672
e-mail: hta108@aol.com

Midlands (East):

Robin Balmain,
Tel: 01531 640166 · Mob: 07816 668065
Fax 01531 640167
e-mail: jenniferbalmain@btinternet.com

South East:

David Bracey
Tel: 01622 751493 · Mob: 07710 423667
e-mail: dcbracey@gmail.com

North:

Nigel Hall
Tel: 01457 762766 · Mob: 07831 638383
e-mail: nigelhallgb@gmail.com

Northern Ireland:

Peter Walby,
Tel: 028 9066 5610 · Mob: 07767 271851
e-mail: pursang@doctors.org.uk

Scotland:

Alastair Gunn,
Tel: 01506 324138 · Mob: 07913 677339
e-mail: alastair.gunn@hotmail.co.uk

South West:

Nigel Paterson,
Tel: 01460 258844
e-mail: nigelandathypaterson@btinternet.com

South:

Michael Drakeford,
Tel: 01903 872197 · Mob: 07932 565830
e-mail: michaelwdrakeford@hotmail.com

Yorkshire:

Ian North,
Tel: 01482 897105
e-mail: iannorth44@gmail.com

FRONT COVER: Norman Marrett's elegant LG6 saloon at Wokefield Park

Contents

From the Driving Seat	5
Lagonda SW meeting at Sherborne.....	6
KF 5369.....	7
Road Test 4½ Litre Lagonda (22 May 1937).....	10
A visit to Robin Lawton and Old Ditcham.....	13
Canadian Magnificence.....	14
VSCC Prescott 2018.....	17
A trip to Classic Le Mans.....	19
An Elegant Weekend.....	21
16th Continental Treffen 2018 - Bad Oeynhausen.....	34
Lagonda 2 Litre Engine Rebuild.....	36
Letters & Emails.....	39-42

From the Driving Seat

Roger Seabrook

The Annual Gathering this year was a great success, with Wokefield Park much improved over the last couple of years. Thanks go to in particular to Nigel Smeal and Len Cozzolino for a good weekend. The featured LG6 and V12s made an impressive show, and some were driven considerable mileages to get to the event. At around 12mpg you could say they are expensive on fuel. But a friend once said to me that 15mpg in my Vauxhall 30/98 was not dear at all. He opined that one mile's drive in that car was worth 10 in any other model so it was actually very economical. The same can be said for these Lagondas!

The saloon under restoration was of considerable interest to me as the wooden frame had had some complex repairs, with new timber expertly inserted where the old had rotted. I have had to repair the nearside rear wheel arch on the 2 litre saloon, and attempting to get accurate 3- dimensional shapes into place is very difficult. I have to say that once it's all covered up by trim it doesn't matter if it's not pretty, but I was impressed by how this V12 was being treated. And it is a complicated looking beast with a massive chassis and lots of heavy engineering to deal with too.

Lagonda saloons have a considerable charm, especially the earlier cars, and it's good that attitudes have changed so that saloons are less likely to be destroyed to make 'specials'. Having said that, economics play a part – it's expensive if you have the work done by a professional firm. But what you get back is something you can use all year round in comfort.

What if the Club could get more 'work in progress' cars along to a future Annual Gathering? I would love to see vehicles that have not been used for years, and it may encourage their owners to get them running again. Perhaps those members with trailers could help out if we get some interest in doing this.

No comments from anyone about how their supercharged and/or V12 cars manage with their cooling. Maybe everyone has got this sorted. And what about the new Lagonda all-electric car? Perhaps no-one is interested.

Well, I now have to fix the Ford Model A's Model B engine, which blew a head gasket back in May (20 miles from Portsmouth, so returned home on the back of a truck). The head was a mission to remove, and most of the studs had to be replaced. I prefer working on the Lagonda! ■

***Last date for copy for the Winter Magazine
is FRIDAY 21st December 2018.***

Lagonda SW Meeting at Sherborne Castle, Dorset ~ Nigel Patterson organised the visit

MEMBERS FROM THE South West area of the Lagonda Club met at Sherborne Castle, Dorset, on Sunday, 19th August. The weather was better than suggested by the forecast. No rain, with sunshine and cloud in the afternoon, and comfortably warm. Twelve Lagondas (or should it be Lagondae?) and a vintage Vauxhall (a 1926 30/98, a lovely car) came along. There were 2 Rapiers (BOJ345, JY4588), five 2 litre low chassis cars, three supercharged cars, although one was lacking the supercharger - mine - but it happily runs on twin

Solex carburettors (GT910, GP695, HX9246, PG2882, BU6754), a 16/80 (APG 489), a 3 litre (MV4034), an M45 with special body (CPA 575) and two DB 2.6/3.0 cars (NYU 820, MGC 503). All cars were running well. I especially liked the Lagondas with superchargers, as they sounded so good, as did the Vauxhall. The gathering was informal, members enjoyed chatting with fellow owners and exchanging advice. Sherborne Castle is a good venue for a vintage car meet, it has good parking and there's plenty else to see. ■



*Cars lined up in front of
Sherborne Castle*



*Nigel & Kathy Patterson
with their 2 Litre*

KF 5369

By Arnold Davey

ONLY FOR A few pre-war Lagondas do we know the history right back to leaving the factory. Usually this only comes about because it has been in one family throughout. But recently our member Roland Frey, in Switzerland, bought KF 5369 (Car number 9717), a 1931 3 Litre tourer, largely because it seemed so original and untampered with. With it came a bundle of documents which, when sorted out, told very nearly the whole story. Roland has agreed I should pass this history on for general interest.

The car was originally registered in Liverpool, whose County Borough Council allotted the number on 13th May 1931. The first owner remains unknown but our first document is a receipt from Lagonda Motors dated 24th August 1938 addressed to L.O. Woodward of 7, Tudor Court, Gunnersbury Avenue, London W5. It acknowledges receipt for five shillings payment for testing and reporting on KF 5369. We must assume Woodward was happy with the car, for only a few days later there is a receipt from the Hammersmith Road Rapier Service Depot for various works including a new piston. Total bill £5 9s 6d.

By November 1938 Woodward has changed repairers and got a quote from Halliday & Company in SW 14 for five items of work. He must have accepted, as Lagonda billed him for £4

9s 11d for twelve parts, mostly gaskets and springs, collected by Halliday. This was in April 1939. Halliday's bill came to £18 9s 3d, with a second one amounting to £2 6s 3d a month later. Then came the war. I will assume that Woodward laid the car up as there is a gap until early 1949 when Davies Motors supplied some parts. Davies had, by then, taken over from the factory for pre-war Lagonda spares and maintenance. We note Woodward had moved and now lived at 9, Muncestergate, York. In January 1950 he was ordering more spares from Davies, king pins and bushes by now, plus a relined clutch plate. Oddly, in July he paid for another clutch plate, followed by a timing chain in August the same year.

Wear was becoming an issue and on file is a quotation for £80 from Isles Ltd., Leyland Service Dealers of Leeds, for a complete engine rebuild, less £12 15s discount for Woodward supplying his own new pistons. This is dated April 1952. There is no invoice for this and I presume the work was not done. Woodward taxed the car until the end of 1953 and there is then a gap before the next tax receipt, from Nottinghamshire, in June 1962. This tallies with a club member buying the car in 1961 and supposedly getting it back roadworthy before taxing it. He was Bryan Maurice Barton from Long

Eaton but he soon sold the car to Roy Jones, also a member, of Solihull, who kept it for 49 years, until 2012. After 2012 there was a string of dealers and auctions before Geoff Underwood took it to the Isle of Wight in 2014. Finally, there was a move to the current Swiss owners in 2017.

I cannot help but be impressed by how polite Lagonda Motors were in 1938. A possible client had asked for an opinion on a seven-year old car and paid five shillings. As well as the report (now lost) the client gets a typed invoice and stuck-on receipt, plus

presumably an envelope and stamp. Agreed, five bob in 1938 would be the equivalent of twenty pounds now, but it is very proper. The quotes for work, too, look amazing to our eyes. Rapier Cars only wanted £3 10s 9d to drop the sump, fit a new piston, and clean everything up and re-assemble. Plus £1 18s 9d for the piston. However we have to factor in the low wage rates at the time. That engine fitter probably only got three pounds a week, so his hourly rate might be less than one and fourpence. It's a different world.

Roland Frey, KF 5369's current owner, brings us up to date:

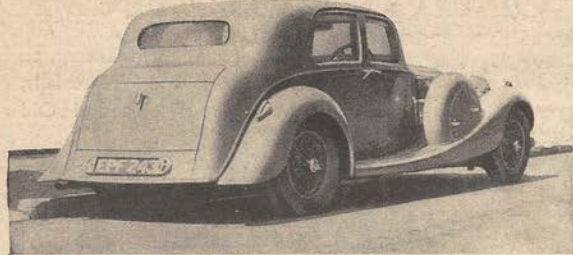
I bought the car last summer, as a "sibling" to my 4 ½ litre Bentley. I was on a tour of New Zealand with the Bentley Drivers Club in early 2017, with 20 pre-war Bentleys and 5 pre-war Lagondas participating. I was quite impressed with the performance and reliability of the Lagondas, which then prompted me to look for a suitable car. A couple of Lagonda Club members pointed the Roy Jones car out to me, which was unfortunately in a bit of a state. On the other hand, it was the most original 3 Litre tourer I had come across, with a well-documented history. After an inspection and cost estimate by BishopGray and some subsequent negotiations the car became ours (and we keep it registered under our London address). Over last winter Charlie did a fair bit of work on the

car to make it usable for continental touring. This included an engine rebuild, magneto to coil conversion, alternator, replacing the RR-type front seats with original ones and so on. By spring the car was ready and my wife Helen and I did the maiden voyage, from Aldermaston through France to Switzerland, without any real issues. Luckily Franz Hatebur lives near us and was at hand to remedy a couple of small items. Late May we used the car for a 4 day rally in the Bernese Oberland and undertook some smaller tours with it during the summer. Late October we will be driving it back to the UK to have Charlie do a few more updates and enhancements during the winter period. I think Roy Jones would be proud of us getting the car back on the road! ■



Roland Frey's immaculate 3 Litre - a lovely car

"PRACTICAL MOTORIST" ROAD TESTS OF NEW C



This rear view shows the large luggage container. The spare wheel is carried in the compartment fitted to the off-side front wing.

4½-Litre L

One Of The Most Distinctive
Cars On The Road, It Costs A
Of Valuable I

LAGONDA—that is a name to conjure with where high-speed cars are concerned. Designed under the guidance of Mr. W. O. Bentley, who is probably one of the best-known designers of high-grade cars in this country, Lagonda cars bear the stamp of distinction which it is not easy to describe in words. They look and are made in superlative style by skilled craftsmen; there are no signs of mass production at the Staines factory of L.G. Motors Ltd. Even the distinctive bodywork of the standard Lagonda models is made throughout in the well-equipped L.G. factory.

Performance—and Comfort

It would be difficult to find anywhere in the world another car which combines the speed, accommodation and sound construction of the 4½-litre saloon which forms the subject of this Test Report. Speed will be taken for granted by those to whom the *morce* of Lagonda is familiar, but those who think of the cars simply as sports or racing cars will probably be surprised to find one of the most comfortable five-seater cars on the road. There is no "fancy" suspension system, yet the car rides almost as if it were on rails at any speed up to well over 90 m.p.h. Bad roads have little effect, except to suggest to the driver that he should vary the damping provided by the hydraulic shock absorbers; this he can do in a trice, simply by moving a small lever mounted on the side of the steering column. The lever can be set to one of a number of positions, and immediately varies the resistance provided by the shock absorbers fitted to all four road springs.

Upholstered throughout in fine hide, the car looks sumptuous without being "flashy." Additionally, unlike many sports saloons, the windows are arranged to provide an unusually wide range of vision for both driver and passengers. One of the accompanying photographs, taken during our test, shows the deep windscreen, which can be opened by means of an accessible centrally-placed winder. The same illustration indicates the thought which has been applied to the disposition of the instruments. All of these are well within the driver's vision without the need for twisting the head from side to side.

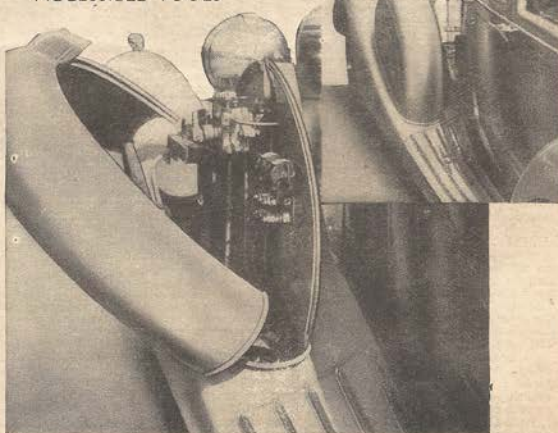
Well-Placed Instruments

Another point which fascinates the enthusiastic driver is the provision of a number of switch knobs placed in a recess in the centre of the polished-walnut fascia. They are all of very sensible proportions and marked to show that they operate the indirect instru-

ment illumination, the interior lamps in the rear corners of the bodywork, a central road light, a map-reading light just above the front passenger seat, and the windscreen wiper. The switches are sufficiently well spaced to render them easy to operate, and all are easily within reach of the driver's left hand.

To the left of the recess is the large-scale speedometer, with trip and total mileage recorder, whilst immediately to the right is a combined rev. counter and eight-day clock. Next to it is a combined oil-gauge and ammeter, and beside this is another dual instrument which records the contents of the rear petrol tank and the temperature of the cooling water. All the instruments are of good proportions, and were found to operate with considerably more than the usual degree of accuracy.

ACCESSIBLE TOOLS



There is a container on the near-side front wing, which is here shown open and closed. It carries the tools, an inspection lamp, and the operating chamber for the "Jackall" in-built hydraulic jacks.

On the left of the instrument panel is a glove compartment with hinged door, which is fitted with a lock.

Among the other controls is an ignition lever mounted on the steering wheel boss, and this operates in conjunction with the automatic advance-and-retard mechanism fitted to the twin magnetos. Also on the steering-wheel boss is the horn button, whilst a switch to give loud or soft notes is mounted on the right-hand side of the dash. On the steering column, balancing with the shock-absorber control is a lever for controlling the mixture strength provided by the two large synchronised S.U. carburettors. This is normally set to the weak position, of course, but is advanced for starting from cold.

ARS

Lagonda

and Comfortable Really Fast
1,125, And Has A Number
refinements

Starting Was Easy

Incidentally, easy-starting is a feature worthy of especial mention. Quite often it is found that high-compression engines designed for high power output give some trouble in this respect. The Lagonda not only started at the first touch of the starter button, but could be driven away immediately without spitting or spluttering. This must, in part,

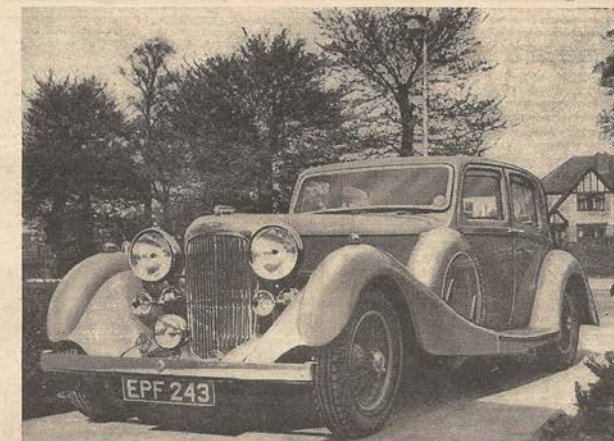


There is excellent visibility from the driving seat. Note the well-placed instruments and controls.

be attributed to the radiator thermostat which operates chromium-plated shutters. Mention should also be made of the starting handle, although this would probably never be required during the life of the car. It is straight, solidly made like every other component, and can be fitted without the slightest difficulty. What is more, when inserted, it could be used to start the engine merely by turning it through a quarter of a circle. The handle could not be "swung"—the compression is far too high for that—but nevertheless the engine started with commendable ease.

Criticism of the Pedals

All of the points mentioned above were examined before commencing the test proper. On taking the driving seat, and adjusting it for correct pedal reach, it was noticed that the accelerator pedal was placed between those for the clutch and brake. That did not cause any inconvenience, but it was found that the pedals were rather too close together, with the result that the driver was



The Lagonda 4½-litre saloon is both dignified and graceful, as this picture indicates.

inclined to tread on his own toe; a small point, but one to which we think the makers should direct their attention. Our only other criticism of the pedals is that, not being covered by rubber pads, there was a tendency for the left foot to slip up the clutch pedal, so that a certain amount of strain was experienced when the pedal had to be held out for a short time—when waiting for traffic to move away after the change in the traffic lights, for instance.

The handbrake lever is on the right, and proved to be reasonably accessible. To lock the lever in the on position, there is a small knob mounted at the end; to release, the lever is simply pulled slightly forward and allowed to return. This arrangement is an excellent one, and greatly facilitates the making of a fast start. A long and stout lever is fitted to the four-speed gearbox, and is centrally placed so that it is easily reached. Gear positions are as usual with a four-speed box, and reverse is engaged by pressing the lever well over to the near-side against the action of a spring, and pulling it forward.

The deep and wide screen gives an excellent view of the road, and the fact that the near-side wing lamp can be seen from the driving position makes the car easy to manoeuvre. Despite the very long and imposing bonnet, the driver at once feels perfectly confident. Add to this the really comfortable seat, the large-diameter spring-spoke steering wheel, and you have a driving position which could not be bettered with a car of comparable size.

Figures Speak for the Car

Now we're off. Starting in bottom gear we reach 30 m.p.h. in 3-3/5th seconds; and there is no "kick in the back," but the exhilarating experience of rushing forward at an incredible rate. Second gear, and we accelerate up to 55 m.p.h.; then third, and the speedometer needle goes up almost to the 80 mark; change to top, and we are unable to extend the car due to road conditions. Actually, the car will do 83 m.p.h., and the speedometer needle can be taken over to 96. In other words, the speedometer is only very slightly "fast."

Using the Longines chronograph we obtained the following acceleration times: 10 to 30 m.p.h. (second gear), 4-2/5 seconds; 10 to 30 m.p.h. (first gear), 2-4/5 seconds; 30 to 50 m.p.h. (third gear), 6-2/5 seconds;

0 to 50 m.p.h. (first and second gears), 11-1/5 seconds; 0 to 80 m.p.h. (first, second and third gears), 35-3/5 seconds. All of these speeds were as indicated by the speedometer. Little need be said about them, beyond the fact that they are remarkably good for a car of such refinement and weighing very nearly two tons (37 cwt. unladen).

The gear-change is effected very easily through the four-speed, all-silent gearbox, which has synchromesh engagement for all except first and reverse. Moreover, the synchromesh behaves in the theoretically-correct manner, being both very quick and very easy of operation. Both upward and downward changes can be made with certainty and silence.

The brakes of a car capable of nearly 100 m.p.h. must be good, if safety is to be ensured. Those of the Lagonda are Girling type and are exceptionally satisfactory. When stopping from 30 m.p.h. our Perodotapley meter gave a reading of 95 per cent., whilst the reading from 60 m.p.h. was 76 per cent. No fault can be found here, especially since the required pedal pressure is moderate and the braking power seems to build-up almost as if servo operation were employed.

Excellent Turning Circle

On the open road, the car is a sheer delight to the driver; in confined spaces the ease with which it can be handled is surprising when it is remembered that the total length is 15 ft. 4 in. and the overall width, 5 ft. 10 in. This is largely because of the particularly good lock, the turning circle being only 44 ft., or slightly more than the average for a 12-h.p. car.

There is no need to describe the engine, for the specification is given elsewhere. But we should say that its appearance is a delight to the engineer. It is built on generous lines, of course, the two carburetors with their air cleaner occupying just about as much space as that required by the whole engine of the average "eight"! Twin magnetos are placed in an accessible position on the near-side of the engine, and the whole assembly is completely free from dirt and oil which is often inclined to collect.

Also under the bonnet are placed two large 6-volt 90-amp-hour batteries which are con-

(Continued overleaf)

(Continued from previous page)
 neated in series. Between them is a rectangular container into which a standard Philips car-radio receiver can easily be fitted.

Neat Tool Mounting

Among the many "special features," mention can be made of the automatic chassis-lubrication system, which is operated by the normal use of the clutch pedal; this almost eliminates maintenance troubles. There are two quick-release petrol-tank filler caps, mounted one on each rear wing; these facilitate filling-up no matter which side of the car the petrol-pump is situated. A spare wheel is carried within a rigid and easily-removed cover built into the off-side wing. On the near-side wing there is a similar container, but this does not carry a spare wheel (unless this is specially required) but holds the tool kit, starting handle, spare set of plugs, inspection lamp and connecting sockets, a copper hub clouter, and the "Jackall" in-built jacking control. We tried the latter and were surprised with the ease with which the two tons could be raised in a few seconds.

This system of carrying the tools and equipment is, as far as we are aware, completely new. All we can say is: other manufacturers, please copy!

The rear luggage boot is commodious and so solidly built that we could not conceive that the lid could ever rattle, however badly it were used. There is ample room for several suitcases and other impediments.

Despite the above remarks, which are intended as timely compliments, we have two or three criticisms to make. The first is that entry to the front seats is not as easy as we should like; this applies particularly to the driver's seat when the handbrake is on. The second is that the near-side doors are inclined to stick so that a good deal of

Brief Specification of 4½-Litre Lagonda

ENGINE.—Six cylinder; 88.5 mm. bore; 120.64 mm. stroke; R.A.C. rating, 29.13 h.p.; tax £22 10s.; engine gives 140 b.h.p.; cylinders are a monobloc casting having a cast-iron detachable head, the latter being fitted with two valves per cylinder operated by push rods and rockers from the camshaft mounted in the crankcase; four-bearings crankshaft in the top half of the crankcase.

IGNITION.—By twin magneto incorporating automatic advance and retard control, in conjunction with a lever on the steering column.

CARBURATION.—Two special S.U. carburettors, synchronized and interconnected.

LUBRICATION.—By pressure-feed system to all crankshaft bearings and valve operating gear; sump capacity, 2½ gallons.

COOLING.—By pump circulating water through an efficient radiator, with thermostatically-controlled shutters.

ELECTRICAL EQUIPMENT.—A 12-volt system is supplied in conjunction with a constant-voltage dynamo, positively driven. The two special batteries have a capacity of 90 amp. hours; electric starter motor is a separate unit controlled by a switch on the instrument panel; batteries and all electrical junction and fuse boxes are mounted in accessible position forward of the dashboard.

CLUTCH.—Single dry-plate type, automatically lubricated.

GEARBOX.—Silent on all gears, synchromesh throughout excepting 1st and reverse; ratios: first, 11.63; second, 5.98; third, 4.48; top, 3.58.

TRANSMISSION.—Drive from the gearbox to the rear axle by open propeller shaft; having needle bearing universal joints at both ends enclosed in oil tight casings.

PETROL SYSTEM.—A 20-gallon rear tank provided with two quick-action filters, one each side to facilitate filling; tank provides a reserve supply of

2 gallons, which is available upon turning the tap in the driver's compartment; petrol supplied to the carburettors by twin electric pumps; overflow pipes are fitted to carburettors.

SUSPENSION SYSTEM.—Long semi-elliptic springs of special design operate in conjunction with large-capacity hydraulic shock absorbers, automatically controlled according to road conditions; they are also controllable by the driver.

BRAKES.—An exceptionally effective four-wheel brake system is incorporated; brake shoes of generous dimensions are within large drums which provide adequate cooling for the most severe and persistent use; operation on Girling principle.

STEERING.—Of the worm-and-lever type; the rake of the steering column can be adjusted and where specially required a longer column supplied at an extra charge.

ROAD WHEELS.—Wire wheels with knock-on caps; wheels are Dunlop, size 3.52 x 18. Dunlop (Fort) tyres, size 6 in. by 18 in.

CHASSIS EQUIPMENT.—Bonnet; spare wheel and tyre (with side mounting); front bumper with special attachment; speedometer; rev. counter; clock; switchboard; dual horns; electric petrol gauge; water thermometer; oil gauge; ammeter; mixture control; "Jackall" hydraulic jacking system; tyre pump; complete tool kit; head, side and tail lamps, the latter being incorporated in the number plate; body brackets; stays for running board and wings; wiring (not completed) indirect lighting to instrument panel; automatic chassis lubrication.

CHASSIS LUBRICATION.—Tecalmit automatic lubrication feeds all main chassis points including steering connections and spring shackles.

JACKING.—"Jackall" hydraulic system.

DIMENSIONS.—Overall length with front bumper: Saloon, 15 ft. 4 in.; overall width, 5 ft. 10 in.; wheelbase, 10 ft. 9 in.; track, 4 ft. 9 in.; ground clearance, 7 in.

effort is required to open them from the inside of the car (there is no central pillar, and the method of locking might be responsible). The third is that although the headlamps are another reproach when set straight ahead, the road light is inadequate when the foot-operated dip-switch is used.

Throughout our test the petrol consumption averaged just 15 m.p.g. In normal fast touring we should expect this figure to be increased to not less than 16 m.p.g. The level of the oil in the 2½-gallon sump did not change during the 300-odd miles over which we drove the car.

TOURING HINTS

BY A WOMAN MOTORIST

FEMININE sports-car enthusiasts, dashing round in an open car, must pay more attention to their dress and complexions than their sisters sedately gliding by in closed saloons, well protected from the elements, with not a hair out of place and not a speck of dust upon their countenances.

While wandering down Bond Street yesterday I discovered the most fascinating headgear I have yet seen for the woman motorist—the sort of thing that makes us feel we simply must go for a run in an open car just for an excuse to wear it.

It was a helmet, made in a light woollen material, lined and with a long scarf attached at the back. There were models in several pastel shades, and (when I had decided that really they were not babies' bonnets) I thought how perfectly ravishing a girl would look in one, with one or two little curls peeping out at the sides. And what a boon! Every hair kept in place, the wind cannot upset your coiffure, and you step out of the tourer after a hundred-mile run looking as spick and span as when you entered the car.

Windproof Suits

The ideal wear for touring is one of those suede suits now being shown. They are made in many different colours, very smartly cut, and no wind can penetrate them. It is no longer necessary to be wrapped up in numerous garments to keep warm, and the effect of a blue suede coat

and skirt with one of the new blue helmets—and scarves is charming.

Handbags and belts of suede to match is another new idea. A very useful handbag for motoring is one which, in addition to special fittings for powder compact, rouge and lipstick, is also fitted with a small bottle, which can be used to carry a small quantity of complexion milk. Many women who prefer to use this to cleanse their faces will welcome these bags.

Face Protection

Which brings us to another point. I wonder how many women carry a jar of cold cream in the car when touring? After a long run the face is covered in dust and roughened by the wind. Not only is cold cream the most convenient way of removing the dust, but it counteracts the roughness of the skin, and is preferable to soap and water. A good plan is to keep a large jar of theatrical cold cream and a packet of tissues in the pocket of the car. Have you ever stopped at one of those quaint, picturesque little places miles from anywhere, for tea, longing for a wash and wondering what the equipment of the ladies' cloakroom is almost nil? Take my tip and "be prepared" by taking that cream along with you.

Remember to pack an eye-bath in your suitcase if you are touring. Dust in the eyes can cause quite a lot of trouble, and a long drive in the wind causes them to become bloodshot.

Steering Wheel Restoration



Professional steering wheel restoration for all vintage to modern cars, tractors, commercials & boats, especially Blumels, Celuloid & Bakelite.

tel: +44 (0)1843 844962

www.SteeringWheelRestoration.com

A visit to Robin Lawton's emporium & a picnic at Old Ditcham

Southern Area members enjoy a day out

THE NOW BI-ANNUAL event of a joint Riley and Lagonda meet normally has an extra item to attract members. Previously this has included a visit to the RSPB centre, a trip around the countryside from Petworth Park, and a jaunt up the test hill at South Harting. This year it was a visit to see Michelle and Robin Lawton at their establishment at Colemore in highest Hampshire.

Waiting for us was not only a display of around 25 cars for sale, but welcome tea, coffee and bacon baps for 60 guests. Thankfully the food was plentiful, with well over 20 cars from members of the Rapier Register, Riley Register and the Lagonda Club arriving from as far away as Chard in Somerset and Hatfield in Hertfordshire.

The next stop at the barn at Old Ditcham was not far, and despite the possibility of inclement weather the sun shone. Georgina and Michael Drakeford left Colemore early to erect

Lagonda signs at Old Ditcham. Jeremy Oates was sitting patiently by the barn and, with trepidation, quite seriously enquired if there would be even a dozen cars coming.

Lo and behold over the next half hour, there would not be 12, but 32 cars arriving. Alas, there were but 5 Lagondas and 2 Rapiers, but 25 others. It must be mentioned that the Riley cars were of an outstanding appearance. Those of us with, perhaps, a bit too much patination, that is well used and non-shining, could but enjoy the glorious spectacle.

The winner of the award for the longest drive to the event went to Martin and Jane Holloway, travelling up from Chard in the 3 litre tourer he has owned since 1966. This is a car in fine original condition.

Well done to Robin and Michelle Lawton and Jeremy and Margaret Oates and their families for providing a splendid day out. ■



Canadian Magnificence

Two V12s visit the West Coast Railway Heritage Park

CANADIAN MEMBER Bill Holt took his two Lagondas for a day out at the Heritage Park at Squamish in British Columbia. With the kind permission of Ken Tanner, of the West Coast Railway Association we are able to use some of the information and photographs from their website, to describe the superb

mainline steam engine and some of the interesting exhibits that are unique to Canada - it seems a very large country where trains cover thousands of miles, often in remote terrains. Pascal Gadbois Photography has also provided us with some fine pictures of the cars, and the engine.



©Gadbois Photography

This locomotive is one of 65 Hudson Class (4 - 6 - 4) locomotives, built for CPR by Montreal Locomotive Works starting in 1929. They were numbered 2800 to 2864. (The class was named Hudson because of the Hudson River by the New York Central which first used the 4 - 6 - 4). Starting with #2820, the Hudson's got the streamlining treatment so popular in the 1930's. In 1939, late King George VI and Queen Elizabeth (Queen Mother) visited

Canada. The No. 2850 was assigned as the Royal train. If performed flawlessly and impressed the King greatly. The CPR requested and received permission to designate the streamlined Hudson's "Royal" and they were then equipped with a crown fastened to their running boards. There were 45 Hudson's that were called Royal (2820 to 2864).

Now there are only four left, with only 2860 operational.



V12R with elegant driver! ©GadboisPhotography



V12 sedanca ©GadboisPhotography

Built in 1905 this is one of a very few surviving Colonist sleeper cars. They were built to carry settlers (mostly from Europe) to settle in western Canada. The last mainline service these cars saw was carrying troops during WWI.

Since 1887, when the Transcontinental Railway was finished, the Canadian government wanted people to settle in the empty land west of Ontario. They advertised free land to people who would come here to make Canada their home.

Because land in Europe was mostly all owned by the rich, ordinary poorer people (especially farmers) were willing to come here so they could have their own land. The colonist cars had hard wooden slat seats and there were enough seats for 50 people but they usually carried many more (up to 100). There were coal stoves at each end for heat and for passengers to cook their food. The people would have to bring their own food and cooking utensils.



*Photos with the kind permission of
Ken Tanner - WCRA*

There were some pull down sleeping berths but they had to supply their own bedding. There were washrooms at either end of the coach, one end for women and the other for men.

There was also a smoking area as well. The cars were not very comfortable and were often overcrowded; people often had to stand up or sit on the floor. The people would spend 4 or 5 long days in the car.



Built in February 1910 this is a "Prairie" type (2-6-2) Baldwin steam locomotive weighing 60 tons. It was the Pacific Great Eastern Railway's first steam locomotive.

The No. 2 is the last surviving steam engine of the PGE. It was a reliable steam engine and was capable of pulling supply trains up the Squamish Valley and returning loaded with logs.

She also worked the North Shore Line until being sold to the Comox Logging and Railway Company on Vancouver Island. There she served as a logging engine until the early 1960's. There is a saddle tank on the engine that would hold the water. It was originally fueled with wood or coal. ■

VSCC Prescott 2018

By John Batt

THE PLAN TO marshal Club members and cars for the Sunday gathering in the Orchard at Prescott this year was a great success. A group of us start off early from the Hollow Bottom Pub in Guiting Power, then drive down through Winchcombe to pass by the Royal Oak in Gretton village at 8.45 (precisely!) where several Lagondas waiting in the car park join in the convoy to arrive at Prescott by 9am. This is a critical time as Sunday is the most popular day, when the vintage car park fills up very quickly and one does not want to be right at the bottom of the field so far away from the action! We have a friendly parking attendant who, over a number of years, has been educated on the appearance of all Lagonda models!

As a result, and with his enthusiastic assistance, we had 18 cars nestled together with plenty of room for picnic tables, chairs etc. Elsewhere in the Orchard were another six club cars which had arrived earlier than our main group and from directions other than Winchcombe. This number must be a record assembly of Lagondas with most of the popular models present both in Tourer and Saloon form as well as a 12/24 Drop Head Coupe and nice red Abbott Rapier 4 seater. The record warm weather of the summer added to the enjoyment of everyone present, if anything it became rather too hot but no one complained! Roll on next year when hopefully we can do it all again and maybe increase the number of our cars beyond the 24 of this year?



*Lagondas in the Orchard, with a picnic area set up.
The umbrella was for the sun, not rain - it was hot!*



Michael Nassim's superb M45 saloon



Nice to see 'Wilbur' again, now back in the Jeddere-Fisher fold

A Trip to Classic Le Mans

Frank Tuffs goes in a 2 Litre Lagonda

THE LAST FEW years I have been having two trips to France each year in friends' cars, sharing the driving and expenses.

Early in June I went to Fougères in Martin Mountfort's 1948 Bristol 400, 2 litre, an amazing car that can cruise at 70mph - so well made and advanced of its time.

On 13th June I set off in Mike Pilgrim's 2 litre Lagonda, on his annual trip to take the drivers for the race around the streets of Le Mans on Friday afternoon, prior to the start of the race on Saturday at 3pm. We like to take our time travelling through France so stayed at Dieppe on Wednesday night, arriving at Le Mans the following afternoon. We then drove to the centre of Le Mans and parked in a friend's garden while we had dinner.

Driving through Le Mans at night in the 2 litre (hood down for the whole trip) is wonderful and then down through the little lanes to the B&B in complete darkness - magic. Mike has made a box that fits in where the back seats are so the drivers sit on the box and not the hood frame. The box is used for securing our luggage and gifts for our friends.

Next day in the centre of Le Mans we parked in a special area for participants in the parade at about 3pm. We were allocated three drivers from the Porsche GT Team - M. Christensen, K. Estre and L. Vanthoor (car 92 - the pink plastic pig) and they won their class on the weekend. A student from the local college sat in the front passenger seat holding a large board with the drivers' details. It was the first time I had the

opportunity to drive the car, which I really enjoyed. Porsche have a team of assistants that walk round with the car handing out gifts while photographers click away. The whole of the running boards and the foot wells were full of giveaways for the crowd. The atmosphere in the paddock was electric with the cars, bands and dancers. We set out up a steep ramp with the Porsche entourage. I had to be careful not to slip the clutch and keep an eye on the temperature, using the fan sparingly so as not to flatten the battery.

Above the ramp were the crowds (estimated 150,000 on the day) that seem like a tunnel of people and the noise, screams and adoration for the drivers was an experience that I shall never forget.

I drove at a snail's pace, going up several ramps to where they had built arenas with chairs for the VIPs and where the drivers are interviewed. They play their part and often jump off the car to mingle with the crowds. Although I was driving in first gear only I had several photographers just walk in front of the car, so had to be very alert.

After about 45 minutes I parked up near the Cathedral to meet Mike, so had a good viewing point for the rest of the parade. At about 8 pm we drove off for a meal, which the organiser's sponsor for the participants had prepared, on the other side of Le Mans. On Saturday we drove into Le Mans again and left the car with our friends, then took the tram into the circuit for the start of the race.

On the Monday we departed for Newhaven, arriving home at midnight.



Frank Tuffs and the drivers from the Porsche team

Your Lagonda deserves skill, precision equipment and quality components... plus experience.

For almost eighty years Gosnay's have worked on respected and classic marques: today our precision machining is relied upon for the latest road and competition engines as well as a wide range of veteran, vintage, classic and historic ones. Our experience enables appropriate materials, components and techniques to be applied, benefiting performance and reliability.

Quick turnaround and competitive prices are offered to owner as well as trade customers for our precision workshop services which include...

- cylinder boring & sleeving
- line boring
- balancing
- valve refacing
- valve seat recutting & inserting
- crankshaft regrinding (including offset)
- cylinder head refacing
- flywheel grinding & lightening
- cam bucket replacement

An extensive range of engine components is also offered enabling you to obtain the complete engine package: this includes gasket sets; pistons; bearings plus leading brand replacement & performance parts for Lagondas of all ages.

For the 16/80 engine, push rods, pistons (all sizes) and steel conrods for shell bearing fitment are available from stock.

gosnay's
ENGINEERING COMPANY LTD
MORE THAN 75 YEARS STRONG

Tel: 01708 748320 Fax: 01708 733266
Email: sales@gosnays.co.uk www.gosnays.co.uk

An Elegant Weekend

Barry & Rachel Halton attended the Annual Gathering at Wokefield Park

WE SPOTTED OUR first Lagonda heading west on the M4 to the AGM weekend gathering at Wokefield Park, in the narrow lanes of the roadworks. It was interesting to watch other motorists giving the DB drophead as wide a berth as possible and scooting past only when a safe space was available. Perhaps they were concerned that some mechanical failure might cause the old lady to veer out of line, or its elderly driver succumb to the stress of modern traffic, but I prefer to suggest that the sight of one of our elegant motor cars still commands admiration and respect on the road.

That set the theme for the rest of the weekend. The choice of venue for the Club gathering, with the 18th century house surrounded by parkland and golf courses, is an excellent setting and seen at its best on a sunny afternoon with the mature trees just starting to produce their splendid autumn colour. We were warmly greeted on arrival by Nigel Smeal and his team with their well-prepared welcome pack. The hotel was populated by very noisy golfers watching the closing rounds of the Ryder Cup but the rooms are comfortable and the staff were helpful. Members had been invited to arrive in time for lunch if required, followed by a short tour through the local area starting at 2pm and finishing at the workshop premises of Bishopgray Limited, close to Aldermaston. Rachel and I had come to the event in a modern car as our 14/60, despite making the Tour of Ireland with perfect ease earlier

this year, doesn't currently inspire enough confidence to make more than a local journey. A choice of routes was given and I hitched a ride as navigator with Clive Dalton who kindly offered the chance to arrive in a proper car. We chose the direct route through very attractive heath and woodland on what should have been a simple six-mile trip. I managed to misdirect us twice using the Google map provided but fortunately Clive had a weather eye on his satnav. I think we weren't the only ones who made detours on the very narrow lanes, but arrived at Bishopgray to be met with tea served by Anne and Anita in their collection of vintage teacups and an array of delicious sandwiches and cakes.

The workshops were a delight and kept most visitors occupied for the best part of a couple of hours. Eight Lagondas were on view in various stages of rebuild, repair or servicing - the only 11.9 seen over the weekend, a 2 Litre high chassis, a 3 Litre, two LG6s, two M45s, a V12 drophead and an Invicta for good measure. Jeremy Bayliss had only recently acquired the enviable blue 3 litre, which was in for a thorough check-over and Jonathan Oppenheimer was taking the opportunity to see progress on the rebuild of his Lancia Aprilia, with its early monocoque body fully exposed. I had a very helpful briefing on my currently troublesome fuel system from Charles Gray and having admired the paintwork on the cars on display learned about the processes from

**CENTRE
SPREAD
SEE
SEP
FILE**

**CENTRE
SPREAD
SEE
SEP
FILE**

enquiries@formhalls.com 01725 511241 www.formhalls.com

FORMHALLS

Vintage & Racing Ltd.

Approved aircraft quality & reliability for competition & road cars



Parkers Close, Downton Business Centre, Downton, Wiltshire. SP5 3RB



White Metal Bearings Specialist (Formhalls Hoyt)

Guaranteed fault free for the life of the engine

Engine Machining, Balancing & Testing

Parts Manufacture & CNC Machining

Welding & Stitching (Lloyds)

In house control allowing us to minimise distortion & Surface damage

Complete engine building services & Dyno testing

Partnered by Historic Competition Services, Belgium



Beaulieu
Much more than a Motor Museum

BROOKLANDS
MUSEUM

Proud sponsor of

info@hcservices.be +32 353 33 32

www.historiccompetitionservices.be

Antwerp

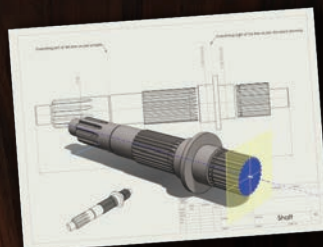
HISTORIC

COMPETITION SERVICES

Belgium



- 3D CAD modelling
- Fully equipped modern machine shop
- Restoration
- Race and Rally preparation
- Engine and Transmission upgrades and rebuilding
- Gearbox design and manufacture
- Engine component design and manufacture including castings and pattern making
- Casting Repairs both welding and stitching
- Aluminium bodywork repairs, manufacture and design
- Photoshopping impressions
- Rally and Race support
- Car sales and service



Stuart Harper of Fisher Restoration. Apparently it takes an etch coat, four coats of primer, four coats of colour, three coats of lacquer with weather and temperature recorded for consistency and then extensive polishing to get a mirror finish - and they have colour cards with 400 variations on 'white' to choose from!

Dinner was indeed an elegant occasion with 10 tables of eight plus a few late arrivals to make 84 in all, including Anne Reed and her daughter representing the Aston Martin Owners Club. After a grace said by John Sword the noise level rose rapidly as some very good food was served, albeit at a rather leisurely pace.

This year's featured models were the LG6 and V12s and after dinner David Hine gave a succinct history of their creation and launch, which took place 80 years ago. His enthusiasm for the cars is very clear, though he was careful to point out that they were not faultless. Developed from scratch in a mere 18 months, and launched immediately by the struggling company, they were intended by Lagonda's Chairman Alan Good to be simply the best car in the world. Despite the superbly complex engine by W.O. Bentley and stylish bodywork crafted by Frank Feeley, these masterpieces were plagued by rushed deadlines and too much complexity. "Well over 1000 nuts and bolts and none are the same length" I had overheard David opine earlier. But to conclude, he dedicated his toast to Alan Good and W.O. Bentley and that received loud echoes from the room to rival any golfing party. It wouldn't be a memorable Club dinner without a recital from David, and he didn't disappoint with a composition called George and the Dragon. His rhyming

tale about a tight-fisted Lagonda driver who ran out of petrol outside a lonely moorland pub only to be badly received by its churlish landlady, brought rapturous applause from the audience. Delivered in his authentic Yorkshire accent, it prompted an exchange on our table; "We are fortunate to have such a good President"... "Aye, he's a proper treasure".

Sunday morning brought clear skies, a chill in the air and a very heavy dew which created one or two starting difficulties, though wisely most cars were parked up slope of the display area. A hearty breakfast buffet rated as one of the highlights of the weekend and was fully appreciated later in the day, which grew steadily colder. After that, it was start-your-engines time and over 60 cars were assembled for display and judging. The ringmaster, Len Cozzolino, used his concentric layout as in previous years and did a terrific job in diplomatically getting everyone in the correct place with the right spacing between cars. This wasn't easy, as there were a couple more than originally expected, but by lunchtime he had it all looking splendid. The field eventually held 22 LG6, V12 and V12 specials, 16 M45, M35 and LG45s, a pair of three litres, a pair of 16/80s, eight two litres, a 14/60, four Rapiers and six DBs. An invited group from the Aston Martin Owners Club brought 16 of their cars and gathered around their club banner to form an extra attraction. I had a brief chat with Wolfgang Kunkel, who told me he had driven 994 kilometres from Berlin to be here. I thought it was a courageous act to expose such an immaculate car to the crowded roads in Europe. Stepping out of a busy Club marquee well stocked with spares by



David Hine & Clive Dalton admire Charles Good's V12 DHC at the visit to Bishopgray



Two V12 saloons flank the Featured Car of the Year - Charles Chadwyck-Healey's V12R tourer

Robin and Leah, one was faced with a panorama of gleaming curves, with the LG6 and V12s taking pride of place in the inner ring - who needs to go to Villa d'Este for an automotive spectacle?

In delightful contrast to the excitable background news of rancorous party political conferences, our AGM was a very genteel affair. About 100 Club members filled the elegant double aspect Lincoln Room and the meeting predictably opened a short while after 11am sharp. John Sword's efficient chairmanship and succinct presentations from committee members held everyone's attention and the whole session was over in just over an hour. As he said at one point, the Club has only two objectives: to keep the cars on the road and ensure members can have a good time together.

David Hine opened by giving a shorter outline of the history of the stars of the weekend - the LG6 and V12 cars - and his trials in rebuilding three of their engines, the last of which he completed only two weeks ago to his great relief. He went on to commend the effort put in by the Club's team in building our spares inventory through the recent acquisition of the LMB stock. Remarking that this was the 32nd AGM of the Club and its third year at Wokefield Park he considered the current venue had improved each year. This led on to grateful thanks on behalf of all present to Nigel Smeal and Len Cozzolino for their excellent organisation of the weekend, and to Jonathan Oppenheimer for cajoling, or dragooning, so many LG6 and V12 owners to take part. A warm welcome was extended to those attendees who had travelled from overseas and David reflected on the fact that some 50% of our new members are in foreign

countries, and particularly in Europe, which now represents about one third of the total Club membership.

Apologies had been received from Tim Sobey, Martin Sumner, Nick Channing, Nigel Opie and Bill Spence but there was concern that, unusually, Arnold Davey had not appeared.

Brian Green introduced the accounts by stating that the Members' funds had increased by 4% per annum over the last ten years. This financial strength had enabled the purchase of the LMB spares and whilst as a commercial entity we could not justify such a spares inventory, it has been possible because we are a Club. He thanked those Members who have supported the purchase fund. Three questions from the floor were then answered. Firstly, the Club has bought all the new spares stock but none of the secondhand items was the response to what has actually been acquired. Second, the purchase price of £70,000 represents a big discount and is a very good deal commercially. And finally, concerning the quality and usefulness of the parts, the LMB stock will be kept separately from existing and future components produced by the Club and prices will reflect this. Brian again thanked all those who had supported this strategic decision and sound applause was given to the sub-committee who handled the project. The accounts were duly approved and the auditors reappointed.

Committee matters were handled at a rattling pace with no dissension and swift raising of hands. Arnold Davey, Christopher Hobbs and Peter Gilkes are re-elected and Nigel Smeal, Tim Parker and Richard Jenkins have now been co-opted onto the board.

And so to A.O.B., which started with

Some prizewinners receiving their awards from David Hine



Eckhard Fabricius



Benjamin Hargreaves



Norman Marrett



Brian Stevens



David Rowe



Charles Chadwyck-Healey



*Wolfgang and Carola Kunkel and their V12 DHC -
driven all the way from Berlin!*

An advertisement for Longstone Classic Cars. It features a side profile of a dark green vintage car. In the background, the word 'Longstone' is written in a large, white, cursive font, and 'CLASSIC CARS' is written in a smaller, white, sans-serif font. Below the car, there are three tires shown in profile, each with a label above it: 'Firestone', 'EXCELSIOR', and 'Lucas'. To the right of the tires, the website 'www.longstone.com' and the phone number 'Tel: +44(0)1302 711123' are listed.

specific thanks to Nigel Smeal, for his handling of the venue, Colin and Valerie Bugler for their sage advice over the weekend, Leah Knee for overseeing the catering, Len Cozzolino for designing and managing the superb display of cars, Brian Green for his careful financial management, Johnathan Oppenheimer for providing signage, Christopher Hobbs as food taster and John Sword for his leadership.

The next item was a discussion about the possibility of staging a future AGM outside the UK, as a gesture which would reflect the large membership of the Club who live in continental Europe. John Sword was keen to test opinion as having previously circulated the Club's 840 members he had received a mere six responses. An initial idea could be a three night stay, to allow some touring in addition to the meeting, say 50 miles inland from Calais. A show of hands produced a topical Brexit result with 31 in favour and 29 unwilling to cross the water. Given that there were at least a hundred of us in the room, indecision ruled again, but some entertaining exchanges ensued. Suggestions included having a UK meeting and another in Europe each year, or having a northern UK venue - "Some of us have already travelled 550 miles to get here!". Perhaps the saddest moment was when the idea of asking a wider audience of Members met the answer that the Club has 850 members but only 200 are active. There followed brief presentations from other board members. Robin Cooke exhorted us all to visit the spares operation and spend more. Tim Parker appealed for more competition entrants and countered a rather lethargic response from the audience with a comment that "now we have more spares available, we can

fix any breakages more easily". Peter Gilkes brought news of some new parts and restoration projects under way on DB cars and made a sales pitch for Alan Heard's new book on post war Aston Martin and Lagonda. Chris Hobbs received a very gratifying 'Yes' when he asked if people were using the website and urged us to look at the Members' photographs section. Colin Bugler reported that membership stands at 850, with over 20 new members joining this year, and made an appeal for us all to renew via the website as it costs the Club money and a great deal of avoidable effort for him to process the 200 or so cheques he still receives each year. He has now given away his three Lagondas to his sons but they were duly washed and on show on the day. Roger Seabrook invited more contributions for the magazine, particularly on the light cars and the biggest ones. John Sword announced a proposal to make the Lagonda Heritage collection a Charitable Independent Organisation, which will better protect these assets for the future. He went on to say that the archive is secure, but access is more difficult than it should be and although there is an inventory it is badly in need of digitising, if any Member is interested in taking on this task. Finally, a couple of questions at the end of this session gave everyone a giggle. Can the magazine be digitised? Answer: It already is! How about free membership to encourage under-21 year olds? Answer: We still have that in place! And then it was time for a very pleasant buffet lunch if you wanted it. As the afternoon got chillier and the shadows lengthened Members gathered in front of the Club marquee for the presentation of awards which were dispensed with much bonhomie

and photogenic smiles by David Hine, ably choreographed by Len Cozzolino and John Sword. And that signalled the end of a memorable weekend.

Reflecting on it all on the way home

- the venue, the well-dressed company at dinner, the handling of the meeting and of course, the cars themselves - I think I can justify overusing that word ... elegance.

The 2018 Annual Gathering Weekend – Award Winners

Class	Car Model	Registration	Winner
2 Litre:	1931 S/C Tourer	PL 7016	Richard Walker
16/80	1933 Special Six Tourer	WD 6391	Norman Marrett
3 Litre & 16/65	1929 3 Litre L/C Tourer	KW 7254	David Rowe
M35, 45 & LG45	1935 M45 Tourer	BUW 780	Stephen Matthews
<i>Featured Car of the Year:</i>			
LG6 & V12	1939 V12R	YSU 310	Sir Charles Chadwyck-Healey
Rapier	1933 Tourer	BPC 4	Peter Cripps
Post War	1954 DB 3L Saloon	UPE 222	Peter Gilkes
Car Club Cup	1935 M45 Tourer	BU 8558	Brian Green
Vokes Cup	V12 Drophead	BWK 5H (EYW 735)	Wolfgang Kunkel
Seaton Trophy	1938 LG6 Drophead	FXM 25	Benjamin Hargreaves
Ladies Choice	V12 Drophead	D07050 (LJF 3)	Eckhard Fabricius
Concours Cup	1939 V12R	YSU 310	Sir Charles Chadwyck-Healey
Merit Trophy	1939 LG6 Saloon	FKT 753	Nik Shaw
Gostling Trophy	Best Magazine article 2017-2018		Brian Stevens
Bellini Trophy	Best Performance in competition by a newcomer		Andrew Cheyne



Peter Merrick (V12 saloon) meets Robin Froude (2 Litre L/C)



The smart 14/60 Semi-Sport of Christopher Hancock

16th Continental Treffen 2018 - Bad Oeynhausen

THE CONTI RALLY was in Northern Germany this year and was hosted by Alfred and Marina Dalpke together with their family Matida, Tobias and Kimberly Dalpke.

Twenty Five trusty Lagonda cars arrived at the superb new hotel, Weinhaus Möhle from all over the Continent for our annual joyful reunion.

The journey across the Netherlands was mostly hot motorway and it was great to arrive to a cool dry evening with outdoor BBQ.

An amazing display of military style drum tattoo was a big surprise. This was just one of the many features that had been organised for our enjoyment.

The road book this year was a real masterpiece of detail and will act as a souvenir as well as a detailed guide for the weekend.

The usual early start took us to a museum of automation through the years with amazing machines and music players. The coffee break was virtually another luxury breakfast. The midday stop included a horse display in the grounds of a castle with a private church decorated entirely in gold leaf.

The return journey was via a restored windmill full of huge wooden gears.

Sunday dawned cloudy with the threat of rain but our spirits were lifted when the first stop was cheese and wine in a cornfield! We journeyed south into the hills to a location where there was a spectacular display of falconry with hawks, vultures and eagles swooping all round us. Torrential rain burst followed but we mostly sheltered apart from a few who got soaked with no hoods on the Lags.

Unbelievable rock formations were the backdrop to lunch followed by a scenic hilly drive home made more exciting by another classic car rally coming the other way at high speed.

We entered the beautiful spa town of Bad Oeynhausen for coffee, music and cake in the grand historic Kurpark buildings where the ladies were presented with parasols to aid perambulation in the sun.

Two vintage bus vehicles were laid on to take us all to a banquet venue for the traditional gala dinner and all too soon we were saying thanks to our hosts and goodbye to our continental cousins for another year.

Lago di Garda in Italy is proposed for 2019 and Alan is back at the Mill designing a magic carpet to fly us there!



*Schloss Bückeburg forms the backdrop of this group photo.
Picture from Alfred & Marina Dalpke*



Alan Brown rehearses next year's jokes on Angela Hinze



The splendid Kurpark in Bad Oeynhausen, complete with string quartet to sooth us after a rainy journey

Lagonda 2 Litre Engine Rebuild

Mike Spicer has a very shiny engine now!

‘THEY’VE GOT NO performance you know’. This, as it turned out, somewhat misguided comment was given to me when I was contemplating buying a 2 litre Lagonda, by a classic car dealer friend who is well respected in such circles. I did not heed his advice as I had spent many years considering a purchase mainly influenced by my uncle and father jointly owning a Lagonda tourer of some sort some 70 years ago before my time. Finally in the summer of 2016 my wife Barbara and I bought a 2 litre tourer but Nick was right, it had no performance!

Trying to address this power loss in an uncharacteristic analytic fashion all the usual faults relating to power seemed okay ie. compressions for a pre-war engine at a very equal 120 psi, ignition, throttle settings etc. all okay. I put the car on our local rolling road dynamometer where it recorded 40 bhp at the wheels with 60 ft lbs of torque. Fuelling and ignition were more or less where one would hope they would be so it was clear that the engine had to come out.

I point out here that running a small garage in Windsor should have made this task a little easier (or so I thought). Although the removal was, shall I say, simple to a mechanic used to more modern vehicles it was rather therapeutic actually, until we became aware of the enormous weight of the unit. Our old engine crane gave up the ghost; we just managed to rest it on the front chassis cross-member leaving it in that position (blocked up) until we had hastily bought a new crane.

I was amused when lifting the engine onto the workbench as, because of the long stroke and height of the engine, at 5 ft 9 in myself, I was unable to reach the cylinder head nuts so, unusually, for our garage, the stripping down of the engine was done on the floor.

Dismantling was very straightforward as it soon became apparent that the unit had very recently had a comprehensive and professional rebuild, with most items showing no wear at all. Valve timings were spot on but set to the original factory figures. The same with the compression ratio, which worked out exactly at the factory 6.8:1. There were new, but original profile camshafts. A new flywheel and clutch was fitted which did seem to me to be incredibly heavy. I was particularly interested in this last item as I had found trying to master the gearbox was hampered by the engine being so slow to spin up (excuse modern parlance) that it was difficult to make double-declutching effective. On weighing the clutch and flywheel unit together it came in at 96 lbs, which I know to be the same as an 8 cylinder Ferrari cylinder block with liners!

Stripping out the cylinder head (a Wessex Workshop standard model) revealed a number of cracks in the soldered joints of the oil feed pipes. The valve stem thimbles were missing altogether, with subsequent damage to the valve guides and the tops of the valve stems. And so, to

the re-build which, whilst relatively straightforward, did present some challenges! I had calculated that removing 0.075" from the cylinder head face would give a compression ratio of 7.4:1, which was about where I wanted it. Obviously we would need to machine a corresponding amount from the cylinder head wings (for want of a better description). We were unable to do this as the wings were found to be not completely parallel to the head face in any plane. Taking only 0.060" from the wings gave us just enough to nicely compress the valve rocker sealing rings.

The next challenge; on measuring the journals of my new Newman camshafts I discovered that they were 0.020" undersized for the camshaft bearings. This caused a problem, as my new friend Robin Cooke could not supply new bearings at that time. Geoff Harris at Stemax Engineering came to the rescue, building up the journals with chrome plate spray and then re-machining to the correct running clearance. On trying to mount the cam sprockets onto their flanges we found that they did not fit. These therefore had to be reamed out to suit. Cams fitted and timing set to David Newman's modern settings this operation concluded at long last.

Turning our attention to the previous plethora of oil leaks, we drilled and tapped all of the timing chain and 'P' cover bolts to 5/16" and made up new duralumin camshaft cover plates to replace the rather buckled steel ones that had been previously fitted. We found the cylinder head valve seats protruded significantly into the inlet ports, with a step of 1/16". These were

blended nicely into the ports, and all ports polished as much as we could. To remedy the valve guide wear problem 'K-line' valve guide inserts were used. They give much better lubrication as they have an internal scroll for the purpose. The valve seats were given a nice 3-angle cut to improve gas flow.

I was concerned that the next modification would cause controversy. I was keen on Barbara driving the car so fitted one of the Club's Borg & Beck diaphragm clutch conversions. The first thing I did was to compare the weight of the flywheel and clutch assembly (including its new shaft and spider) with the original device. It was a whole 30 lbs lighter! I felt this weight reduction itself would help things along. The instructions for fitting this unit consisted of a full-size blueprint and they did say a certain amount of machining would be necessary, but we had approached this knowing it would not be a five-minute job. Firstly the new flywheel mounting holes had to be accurately reamed out, as they did not line up with the crankshaft-to-flywheel bolts. When fitting these bolts, which necessitate the sump being removed, they were found to foul on the rear main bearing oil thrower, so the heads were machined down by 0.030".

Then, on fitting and tightening the clutch cross shaft housing, the release bearing was found to be already pushing on the pressure plate diaphragm. So 0.140" was machined off the front face of the housing. This resulted in the blind holes that accommodate the clutch tappet plate springs no longer being blind! To rectify this we made up small threaded plugs to screw into the now open holes, which provided a

stop for the springs. At the same time the tappet plate guide pins, which had always been a sloppy fit, were enlarged to give a better location for the plates. When all was bolted up we were able to adjust the tappets to the original 0.0020" clearance.

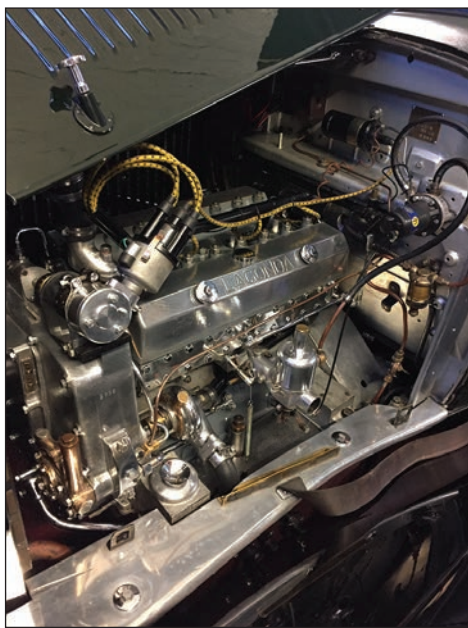
All of the alloy engine components were machine polished, and the cylinder block and head painted in Lotus twin cam grey which seemed to suit. Coming from 50 years of modern and classic cars I find it difficult to enthuse over the current 'oily rag' trend for pre-war cars. I guess I just prefer things to be clean and smart.....

With the engine fitted, oil and petrol pumps primed, everything double-checked, it was time for the initial start-up; there was, of course, some apprehension. After all, every ancillary had been rebuilt, compression ratio altered, modified camshafts fitted and

valve timing drastically altered. In fact, would it start at all? You can imagine my relief when, on switching on the ignition I barely stroked the starter button and she fired and immediately settled down to a 400 rpm tick-over, whilst a gentle blip of the throttle produced a sound reminiscent of a 3 litre Bentley due to my new stainless steel exhaust system.

On the road the additional torque (confirmed on a post-rebuild dyno run to be 20 ft lbs healthier) was immediately apparent which has made general driving and in particular hill climbing much more enjoyable – and that noise!

It might surprise you that I actually enjoyed carrying out this rebuild even after 50 years in the trade but it was made a lot easier with technical help from John Batt and Roger Seabrook. ■



Letters & emails ... Letters & emails

Dear Roger,

Having fitted one to both my Rapier and 2 Litre GX 188, it occurred to me that Club members who have a non-functioning or possibly inaccurate speedo/odometer might be interested in the simple GPS unit I am using to provide an accurate indication of speed and distance covered. It is marketed as a runner or cyclist's trip computer but is perfectly suitable for vehicle use. It is self-contained, so does not need to be used in conjunction with a Smart Phone and app. The unit is supplied in a rather "sudden" yellow so, as you can see from the photographs, I have painted mine in a more fetching British Racing Green.

Members might be relieved to read that there is a menu setting enabling the user to switch off the runner's and cyclist's "calories used" function which, if left on, would allow the driver to calculate how many Mars Bars would be needed to replenish the Lagonda's tank after a run. Operated by GPS, it has a real time speed and current trip distance display, a total

distance memory and resettable trip odometers. There are lots of other settings and menus that users might find useful but which baffle the writer. The internal battery, which has a claimed life of 28 hours per charge, is re-chargeable from a computer via the lead supplied or from the vehicle battery by using a 12volt to 5 volt USB connector.

The unit is a Memory Map Bike 250 at around £30 on Ebay. Other makes are available. It comes with a slotted mount and bicycle handlebar fixing kit.

I mounted mine on a simple bracket secured on the steering column where it does not obscure any other instruments. The slotted mount allows it to be removed easily and popped in your pocket when leaving the car parked.

Remember to "pause" it while in your pocket during long walks and coach excursions or you will be changing your engine oil more often than you need.

[Barry Stiff \(S 45\)](#)



Letters & emails ... Letters & emails

Roger

I was pleased to see the last photograph on the final page of the summer magazine. My eldest daughter, Jan Rogers, runs Marble Brewery in Manchester with my grandson Joe being the Head Brewer, and for the last twenty years or so they have been producing Lagonda IPA in one form or another. Through a conversation with Martin Bugler, Joe sent him a case which eventually ended up at the Le Mans event. The inspiration for it is of course our Two Litre, which has been with us since the early 1960s, and when we got the car it was the family's regular transport so Jan has literally known the car all her life.

I first came across it as a 17-year old when I started work as a youngster in the Engineering Department of the Post Office. Little did I think that five years later I would be the proud owner.

It belonged at that stage to longtime club member John Longridge who sadly died a few years ago. John also had an M45 tourer and several Austin Sevens but when he acquired a Wraith Rolls his wife Valerie put her foot down and something had to go. So PH 3300 has been with us for the last 50 odd years.

It hasn't been on the road all the time due to flirtations with Rileys, Austin Sevens, various motorbikes and even boats but the Lagonda is always there.

Things are looking positive for the future however, for youngest grandson Adam has had his apprenticeship driving our Riley Monaco and has graduated to the Two Litre. Being 21 he has beaten me by two years in driving the Lag.

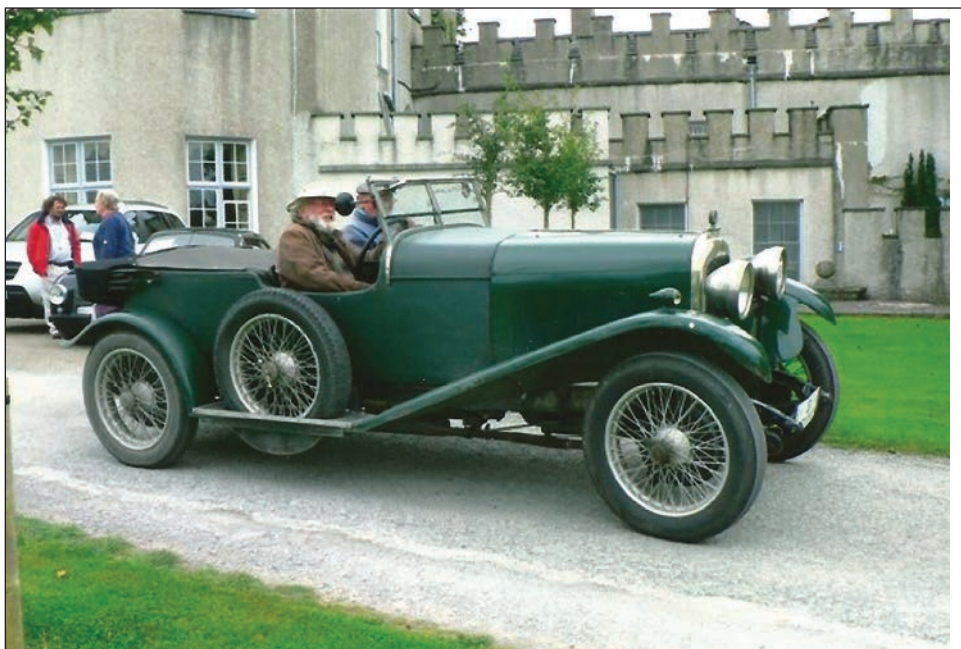
Yours

[Martin Whitehead](#)



Taking part in driving tests

Letters & emails ... Letters & emails



At the 'Knight of Glyn's' residence in County Clare

Dear Roger,

I will not succumb to the 'Hi' salutation and high-fives fashion, which seems to include simulated sex on the pitch by winning sports teams – especially the women!

David, in his eulogy of Monk Fryston 2018 ascribes Lagonda cars to a pure and long life. I can assure everyone that the purity only comes with age. I also think that anyone hoping for a long life should, if he has a Lagonda of M45 size onwards, read David's contribution in the July Newsletter.

Gradually my LG6 has become a b!!!!r to get out of the garage and onto the road without the assistance of younger members of the family: BUT.....it's like downsizing to a bungalow 'because of the stairs' – you end up in a wheelchair, unavailable, yet with a V12 engine! I'll give David a push when I next see him.

Sincerely,

[John](#)

[Dr. J Turner \(T28\)](#)

Letters & emails ... Letters & emails

From Bill Spence, via David Hine:
I attach a picture taken this morning by our local newspaper “The Orcadian” showing my Lagonda KY1610 alongside the Danish Royal Yacht DANNEBROG at Kirkwall Pier. Both were built in 1931/1932 and I couldn’t resist the temptation to send you all a copy of this fine Art Deco pair together!

The eagle eyed will notice that the Union Flag is inverted; I pointed this out to a crewmember, who promptly corrected the error only for it to be reinstated later!

Another detail you may notice is that KY1610 is wearing a black bow at the radiator cap - this in memory of the late Miriam Last who died recently in Surrey. Her husband Bob Last had the car for more than forty years before I bought it in 2002 and Miriam was very involved in the restoration during the early 1960s.

With kind regards,
Bill



Dear Roger,
I was interested in Nick Hine’s letter about Uncle Oswald in the Summer Magazine. Members might enjoy reading more (in fact, the last) of Uncle Oswald’s exploits in Roald Dahl’s short story ‘The Visitor’,

published in Dahl’s book *Switch Bitch*. A good yarn featuring the V12.

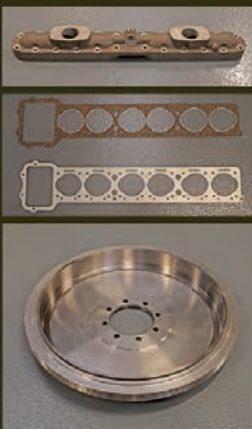
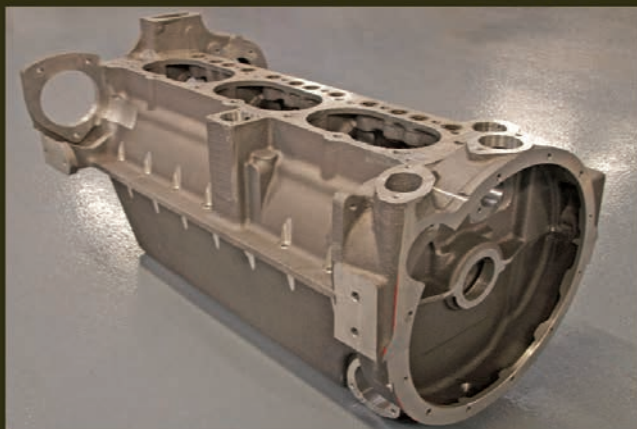
Regards,
Arthur Brend
Member B1



Historic Race Preparation and Restoration

You need parts for your Lagonda?

We are Market Leader in Lagonda spare parts



**and we have a large stock of dedicated
Lagonda parts available:**

- | | | |
|---|---|---|
| - Engine block 4.5 Ltr, 2 Ltr.
and Rapier | - Bell housing 4.5 Ltr. | - Fan tower 4.5 Ltr. |
| - Cylinder head, 4.5 Ltr. | - Crankshaft 4.5 Ltr. and V12 | - Flywheel 4.5 Ltr, 2 Ltr, 3.5 Ltr.
and V12 |
| - HD Head gaskets 4.5 Ltr, 2 Ltr.
and V12 | - Connecting rods 4.5 Ltr.
and V12 | - Brake drums 4.5 Ltr. and V12 |
| - Crankcase 4.5 Ltr. | - Camshaft 4.5 Ltr. and V12 | - Brake back plates 4.5 Ltr.
and V12 |
| - Sump 4.5 Ltr. | - Halfshaft 4.5 Ltr. | - Clutch conversion 4.5 Ltr, 2 Ltr.
and 3.5 Ltr. |
| - Oil pump 4.5 Ltr. | - Inlet and exhaust manifolds
4.5 Ltr. and V12 | - Steering conversion V12 |
| - Water pump/pump housing
4.5 Ltr. and V12 | - Timing cover 4.5 Ltr. | - AND MANY OTHERS |
| | - Magneto drive box 4.5 Ltr. | |

LMB's website (www.lmbracing.be) gives a full overview
per car model of our stock of Lagonda parts.

Wijnegemsteenweg 110, 2160 Wommelgem, Belgium
T. +32 (0)3 354 05 52. F. +32 (0)3 354 05 56
info@lmbracing.be www.lmbracing.be

DAVID AYRE

VINTAGE CAR RESTORATION • RALLY PREPARATION
VINTAGE CAR SALES



'Prepared by 'David Ayre' for 'The Road to Mandalay' E.R.A. Rally.

Complete Restorations • Maintenance / Servicing
Valuations & Appraisals • Chassis Straightening
Full Pattern Service • Engine Upgrades
All Types of Blasting • Machining
Gear Box & Axle Repairs • Rally Preparation
Coach Trimming • Storage Facilities
Covered Transport Available • Insurance Work Undertaken
**Manufacturer of Quality Pre War Car Parts
for Lagonda, Invicta & Bentley**

SPECIALIST IN LAGONDA, PRE-WAR BENTLEY & INVICTA

Web: WWW.DAVIDAYRE.COM • Tel: + 44 (0) 7968 387702

WWW.PREWARCARPARTS.COM Email: parts@davidayre.com

Over the last few years we have fully restored a number of Lagondas, Speed Six Bentleys and 'S' Type Invictas, and have had a number of wins at International Concours d'Elegance, including a class win at 'Pebble Beach' with a Speed Six Vintage Bentley. We pride ourselves in having the KNOWLEDGE, ENTHUSIASM and EXPERTISE in being able to offer the MOST DETAILED and COMPREHENSIVE SERVICE to our WORLDWIDE CUSTOMER BASE.