



**THE MAGAZINE OF THE
LAGONDA CLUB**

Number 262 Autumn 2019

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Thanks to Barry Stiff for this advert from days gone by.



The Lagonda Magazine

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COVER: 'Wilbur' the 12/24 departs from Basildon Park, on the 2019 Annual Gathering Saturday Run.

Picture from Barry Halton

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From the Workbench

Roger Seabrook

THIS MAY AS WELL be entitled 'From under the Dashboard' as I seem to have spent an inordinate amount of time there recently. How many of us really understand how the electrics are connected – this has never been my strong point! I was careful to mark each wire as I disconnected them so I could remove the dashboard, and although all the accessories work (lights, horn etc.) the dynamo does not show a charge on the ammeter. Yet I know it is charging, because the cut-out points close when the engine is running. However they do not open again without me turning off the battery. Tracing the fault is not helped by every wire, bar one, being coloured red!

However, I did find a very useful article from the owner of a Morris. His car uses the same Lucas Type 'PLC' dashboard switch that is on the 2 litre saloon and he describes the connections on the back and the operation very clearly, with good pictures and diagrams. For example, did you know that the mysterious 'L' connection is a throwback to the three lamp lighting sets where the head/side lamps carried bulbs with

dim and bright filaments? With the more up to date dipping headlights this connection became redundant. So I have a spare wire sticking out of the back of the switch!!

Luckily the 2 litre tourer has been fine, and we managed a tour of Northern Spain without any major issues (except an oil leak which got worse until I loosened and re-tightened the banjo on the oil filter, whereupon it was cured).

I do like seeing the early cars – we followed the 12/24 shown on the cover back to Wokefield, after the Saturday Annual Gathering tour. I never managed to restore mine, but here is a picture of it after someone did – taken by Ken Painter some years ago. It's a pity the owner isn't in the Lagonda Club. ■



***Last date for copy for the Winter Magazine is FRIDAY 20th December 2019.
New articles are needed please, and interesting photographs.***

Vintage Montlhery 2019

Kip Waistell reports from France

FRENCH ROADS ARE generally an absolute pleasure to drive on, especially with an old car - unlike in my native Herefordshire, where roads are commonly narrow medieval sunken tracks, with a bit of tarmac round the holes, raced upon by enormous log lorries. However, in the vicinity of Paris some strange disease seems to have infected all local mayors...a hatred of motor vehicles in general and any sort of speed in particular. This is evidenced by chicanes, humps, bumps, kerbs, cobbles, rumble strips, lights, and strange esoteric diagonal painting on the tarmac. Things are not improved by an inclination to place road signs not where you can see them when approaching any given point, but so that they are only visible from the opposite direction to that in which you are travelling. Road numbers mysteriously change, and some road signs point not down a given road, but between two roads. For the old-car driver, these obstacles amount to a definite challenge, ensuring that one arrives at one's destination shaken and stirred, and not entirely immune from a certain feeling of inclement temper. So it was that we eventually spluttered through the portals of the Montlhery circuit, just south of Paris, the 3 litre Lagonda's plugs being somewhat oiled up and the car generally being hot and bothered, like its occupants. Twenty years have passed since the Lagonda's last appearance at this wonderful banked circuit, constructed in 1924. But not that much has changed, certainly not French nonchalance.

"Where do we park up?" "Anywhere you like".... no discrimination, so we parked between two Austin Sevens, where the Lagonda settled down somewhat in the boggy ground with a sigh of relief.

Thinking that it would be a good idea to get scrutineering out of the way, and have that expensive oil catch tank just fitted to comply with their regulations checked out, I enquired where the scrutineering area was, and asked one more effort of the car before putting her to bed for the night. On arrival, a long line of cars was discernible, moving along at a surprisingly fast rate. In no time, we were in the inspection bay where a gentleman awaited with a sticker the size of a postage stamp poised on the end of a nicotine-stained finger. No more than ten seconds elapsed (uh-huh, uh-huh) before a considerably longer period was taken whilst he decided where to stick aforesaid sticker, and that was scrutineering done!

Now I know that here in UK we take things seriously when it comes to motoring events, and that perhaps the French err on the side of carelessness, but it is nice to be expected to exercise some responsibility, and not be subjected to some pedantic individual who does not understand that it is all about "enjoyment" first and foremost. France is definitely fun.

Tucked the Lagonda back between the two charming little Austin Sevens, and set off to have a look around. What struck me most was

the wonderful array of pre-war motor cycles...I have not seen such a varied display since visiting the Birmingham Motorcycle Museum... and these were to be used! One race had no less than 60 going round.

A search for some liquid sustenance proved somewhat fruitless - in a very un-Gallic manner, all alcohol at the circuit was forbidden. *Sacré Bleu!!* The numerous tents housed various vendors of this or that (including a seller of pre-war cars whom I discovered to my amazement was advertising my Riley 12/4, sold 17 months before to an English gent for £72,000, for which that gent was now asking no less than 110,000 euros! (using MY photographs!!).

There was a parting of people, and a column of 4x4's with German and Swiss number plates approached. Well-dressed gents and well coiffed dames alighted; gents went to covered trailers and pushed buttons. The covers raised automatically to reveal an assortment of Alfa Romeos - one with very silly and unauthentic modern "oily paint"...maybe an Argentinean repro after all? Suitable revving, bonnet lifting etc. etc. before proceeding to covered tented accommodation. It was cold - the weather forecast not good. Most heat was coming from running engines. Has anyone ever thought of a prize for he/she who cooks the best meal on a manifold? Those aero-engined things could provide a banquet!

Departed in the modern for our B&B - only seven miles away but took nearly an hour. Wonderful farmhouse in the middle of a built up area, walked down to the town for a pizza and got soaked on return in a downpour. Never mind - and so to bed.

Had a lie in - not "racing" (in inverted commas as there is no grid as such, no timing, no prize for coming first etc.) till midday, and we were the only Lagonda to be on the track, though Club member Andrew Howe-Davies was racing his wonderful SCAT, and Mike Pilgrim's Rapier was in the car park. A much easier drive back to the circuit, another look around the mouth-watering collection of cars and bikes, and then it was time to warm up the car. Started first go, but all the dials misted up. Called to pre-pre-grill area, then to the pre-grill next to the circuit. Turned off the engine and waited our turn to depart. The marshal held up a board "engines on" and in the sudden roar I was not sure whether we were "on" or not! No, we were not. Everyone else left for the circuit, whilst we (one passenger allowed) were ignominiously pushed back to the paddock by 6 marshals. No spark. Took mag leads out to find the mag saturated with condensation. Dried it out, fired up first go, quick return to the circuit, where we managed one lap before it was all over. Track extremely slippery. Only one end of the banked circuit was being used, and there and elsewhere local mayors had managed to ensure adequate chicanes to prevent extreme speed (though officially speed was limited to 95mph., we managed to get to 70!!) Second "race" for us at 5.30 went well and uneventfully.

Not a nice day - sunshine and very heavy showers, leading to some disruption of "race" times, and cancellation of one bike race due to water on the circuit. Very cold too. Tonneau on - sun would come out. Tonneau off - it would rain. Not that



A fine car, having a lot of fun!

many spectators.

Sunday - the sun had put its hat on, hip hip hooray! Long queue of cars waiting to get in to the circuit, but again our very civilised first "race" was not till noon. Full check of all electrical bits to ensure no repeat of Saturday's problem. Had a look around in the company of far more spectators, and enjoying a very lively atmosphere. Inspected a repro. Bugatti on sale for 446,000 euros. "Guaranteed no problems with DVLA".

Rather liked two highly restored Amilcars, was told they were worth £750,000 apiece, then during its race one car had a front wheel fall off! The banking IS very steep- we overtook the "100 MPH Wolseley" single seater with seemingly a decent gap between us only to find the Lagonda "falling" down the banking rather too close for comfort to said Wolseley. Both our races went well and, all in all, a great event. Certainly we won't wait 20 years before returning.

Since Montlhery, we have also taken the Lagonda to the Chanteloup Hill climb near Paris, with Grand Prix de Tours (no longer at Tours but at Chinon) to come later in June. Our little Austin Ulster is tucked up in the garage waiting for Grand Prix de Bressuire at the end of June (six/seven races over two days and lunch for two....£70) and Circuit des Remparts at Angouleme (which I first went to in the Lagonda in 1981, when there were probably only a dozen or so Brits including Stirling Moss and Innes Ireland...I was paid £200 for attending, and given many bottles of Pinneau). If you despair of UK rules and regulations, the degree of pedantry at times, and the expense, I do encourage you to have a go in France. There are websites for Circuit

des Remparts (where a race licence is required but you can buy one for the day) and for other "races" such as the Grand Prix of Puy Notre Dame, and Bressuire (this one on part of the old original street circuit) - where no race licence is required but fun is guaranteed at ridiculously low prices... plus, at Bressuire, you are near the wonderful Puy du Fou (see their website- we have been twelve times now and take a party there again this month). A huge number of other Rallies and Hill climbs are available. We spend our summers in France- we live in Falaise , only 45 minutes from Ouistreham port (contact us on kipcarwaistell@hotmail.com) and would welcome any members.

Since typing the above, the Bendix on the Lagonda has busted and, for want of better description, the female moving bit under the spring has fallen apart and has to be replaced. It seems to be a matter of fitting a (new) larger cylindrical part with an inwards projecting lip around the circumference of one end of that part, around a smaller cylinder with a groove round that into which said lip fits. My French mechanic was somewhat bemused at first but it appears a solution has been found - see correspondence below:-

Dear Marco

I think we may have a problem - I have been thinking about the broken piece, and that "rim" which you saw on the edge of it. The broken piece, which is what we call a "female" piece, is pushed forward along the shaft when the starter turns, to mesh with the fixed "male" piece. The spring is compressed. Then when the starter stops, the spring pushes the female piece (now broken) and

the part to which it attaches (which has a groove around it) , back along the shaft to disengage from the male piece. BUT the female piece will only move back if that rim is there to engage in the groove on the piece over which it fits. Otherwise, although the piece with the groove will move back, because of the spring, the female piece will stay engaged with the male piece. I am sorry to have to write this in English but I do not know the French for the technical terms!

As you say, if the rim is meant to

be there on the broken part, how on earth does it fit onto the piece next to it?

Kip

Hi Kip' Its ok.

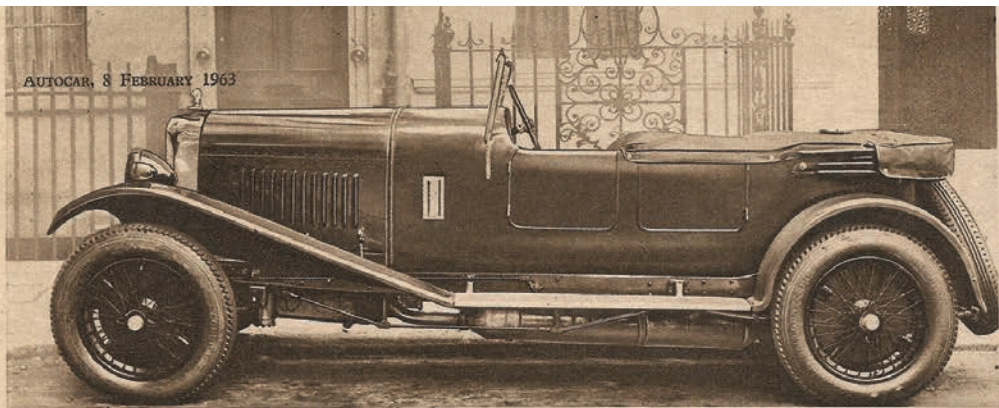
We think about it with the machinist. We have to build exactly the same pièce. But to mont it I have to heat a red it. And the second parts must be one Night in the freezer.

And it should be ok to Mount it.

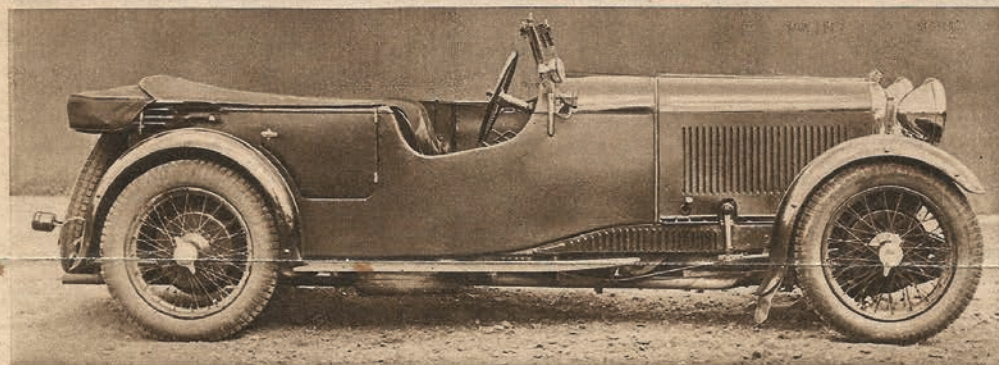
Its the only solution they can do in 1929! Marco. ■



Lower picture taken from another French race - on the Mulsanne Straight at Le Mans



Were those the Days?



ROAD TESTS FROM THE AUTOCAR, SEPTEMBER 1930, SUPERCHARGED 4½-LITRE BENTLEY AND 2-LITRE LAGONDA

INTO these offices flows a small but steady stream of requests from readers that we should republish some of the more interesting Road Tests of bygone years. While there is no intention of making this a regular feature, because many other readers may have little or no interest in the subject, it may be salutary in some respects to look back at past glories. In retrospect some of them may seem less glorious than those who drove them in their heyday like to remember; others may still seem astonishing when one counts the number of years between "then" and now. We shall wait for your reactions before deciding how often other tests might be reprinted in this fashion.

Looking at the two examples chosen to start this ball rolling, today's Road Test staff wonder how their predecessors used to go about the business 33 years ago. How long did they keep the test cars, and how many miles did they cover? What instrumentation did they use? As you see, the performance figures were not much of a chore. The maximum speed was probably recorded as the mean of several laps of the banked circuit at Brooklands, but the acceleration figures could have been measured easily enough in a London suburb. After all, in these two cases, none were greater than 11.8sec or required the car to move at more than 30 m.p.h. Mind you, they had to reach 40 m.p.h. to record the dynamo charge at that speed.

You will see that the supercharged 2-litre Lagonda was brought to a halt in 27ft from 30 m.p.h. and the supercharged 4½-litre Bentley in 25ft. The last figure represents 1.2g in modern parlance—rather better than the theoretical best possible. Completing the tabulated matter were the

fuel consumption and tank capacity, leading dimensions of the engine, chassis and body (outside only), and turning circle, weight and price. There were about 1,000 words of copy, whereas these days the average figure is rather more than double that.

However, *The Autocar* used to include more new car tests—about 32 in a half-year instead of approximately one a week.

Until late in November 1930 it was the custom to superimpose the side view of the test car upon the silhouette of a huge 40-50 h.p. Rolls-Royce, but we have omitted this for the sake of clarity; and we have added photographs of the engines.

Bentley and Lagonda were both high quality cars; many splendid examples have survived to substantiate and perpetuate their reputations, and the Vintage experts know them inside out—even if the exposure has sometimes manifested itself involuntarily. Both companies were unusual, though by no means unparalleled, in cataloguing supercharged models.

In 1930 £775 was a lot of money for a 12.8 h.p. car, even if it did have a supercharger; but there were not many 2-litre touring cars which could reach 88 m.p.h. At £1,720—rather more than double the Lagonda's price—the Bentley was for the very wealthy, but a virtually 100 m.p.h. four-seater was also hard to come by. Its big brother, the 8-litre, could even exceed that magic figure under the top-hamper of a luxurious saloon body. While it is true that today one can buy a big family saloon with an engine of only 2.2 litres, which takes 100 m.p.h. in its stride as a



SUPERCHARGED 4½-LITRE BENTLEY

*The Appeal of Immense Power, Linked
with Great Docility*

AS PUBLISHED IN *The Autocar*, 19 SEPTEMBER, 1930

cruising speed, one must keep things in proportion; 33 years is a long time. . . .

A GREAT deal is expected of any Bentley, simply and wholly because of the name and because of the manner in which that name has been gained. But it is interesting for a moment, in dealing with the supercharged 4½-litre, to regard the car from an angle quite apart from the speed, and see what its advantages are in other directions.

For instance—and this the driver who comes under that popular heading of the average motorist may be disinclined at first to believe—the big car can be throttled down to 8 or 9 m.p.h. on top gear, and can be driven in traffic almost entirely on top and third, and then there is practically nothing which makes the car any different to handle from any other machine. Certainly there is no suggestion then of fierceness, nor is there any such suggestion when, with the throttle right back, the car is cruising normally and quietly along a busy main road at the general speed of the line of traffic. This ability of the car to potter so docilely is, in fact, one of the greatest charms in a sense, remembering what is being held in reserve all the time; and whatever the need of the moment may be—extremely rapid acceleration or fast work on a suitable road—the driver knows full well that the car will respond instantly to the controls.

Certainly, too, the acceleration is remarkable, and although the utmost can be obtained from a machine of this type only by intelligent use of the indirects, there is so much power that even on the high top ratio the majority of hills can be taken fast, if the owner wishes, while, of course, for the enthusiast there are few things more fascinating than the proper use of a close-ratio gear-box. Acceleration is becoming one of the most vital factors of all under present-day road conditions, and, as a

general rule, a car with really brilliant acceleration is a safe car—that is, in the right hands.

As to actual maximum, quite obviously it is of the order that is adequate for all tastes outside a race proper, and there is no doubt the production machine lives up to the elusive phrase in being "a hundred mile an hour car." In point of fact, the machine tested was all but brand new, in spite of which the speedometer reading during the timed test on the track was 101 m.p.h., comfortable readings on the indirect ratios being, by the way, 38, 58 and 70 m.p.h. on first, second and third.

But for practical, everyday purposes in this country what really matters is the ability of the car to get quickly to a fast cruising speed and to stay there with no suggestion of effort of any kind for as long as conditions allow. It is interesting, incidentally, that from inside the car the sound of the supercharger itself is scarcely audible.

The machine controls exactly as it should in every respect, wherein lies one of the greatest differences between a car of this calibre and another of more ordinary type, though some drivers might prefer a slightly longer gear lever; the brake operation is light and the brakes are properly decisive and smooth, while the hand brake, controlled by the outside lever, is powerful too.

The independent bucket seats in the front are easily adjustable and very comfortable indeed, the back seats are adequate, there being two doors to the back compartment, the upholstery is admirable, there is provision for side screens, and the tonneau cover is neat and most effective. The main windscreen is excellent, having a single panel which can be opened fully by means of outriggers, there are ventilators in the scuttle sides, and the screen

wiper is of the type driven in conjunction with the speedometer, which, of course, does not cease to function when the throttle is opened suddenly.

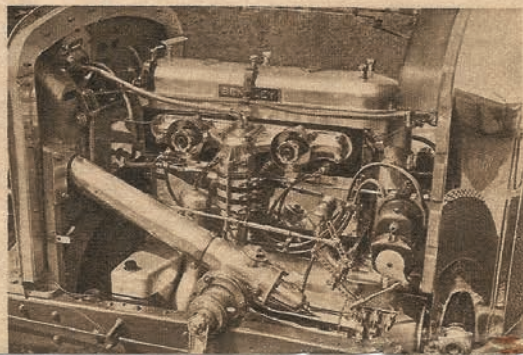
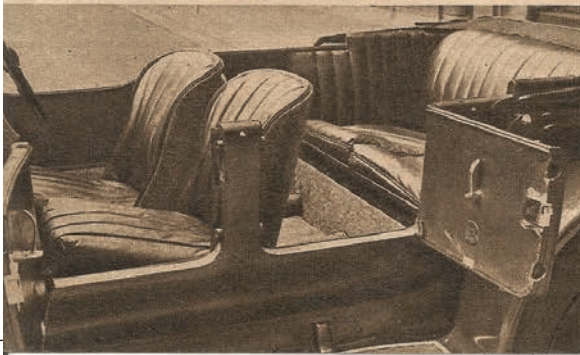
The hood is held securely, without rattle, and has a neat cover—things which, in conjunction with a good tonneau cover, are practically essential for a fast, open four-seater that may be used for a considerable part of the time with only the front seats occupied. It often happens with a sports car travelling fairly quickly, the windscreen being relatively close to the driver, that short of a downpour the hood need not be raised, the rain mostly passing over and beyond the crew in the front; which is all right provided there is protection for the back compartment to prevent puddles of water collecting.

The instruments are mounted individually, but are neat, and an external lamp gives a soft, green-tinted light; the instruments include a revolution counter, a clock, and a good fuel tank gauge, an engine thermometer not being a standard fitting. The bezel-type control on the instrument board for the lights is good, though there is no dimming device, and, with all lights on, including the instrument illumination, the current output at 40 m.p.h. just failed to balance the consumption.

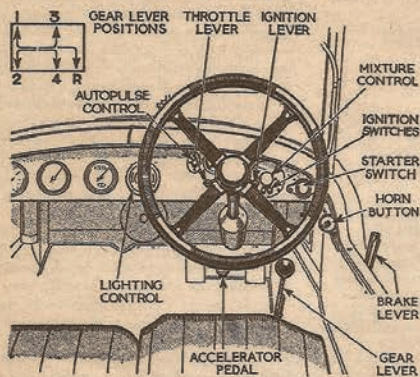
Concerning general detail and equipment, the supercharger gear at the front is enclosed particularly neatly, the engine as a whole is beautifully finished, both sets of plugs are accessible, as also both magnetos, the quick-action oil filler is big, as well as excellently placed, and the oil level indicator, giving a permanent visible reading, is good.

The tools are carried in a container, of which the lid forms part of the running board, and which can be locked.

Small doors and high sills (to preserve body stiffness) were no real obstacle with the hood down. The overhead camshaft engine, with four valves per cylinder had an Amherst-Villiers Roots-type supercharger driven from the nose of the crankshaft



SUPERCHARGED 4½ LITRE BENTLEY.

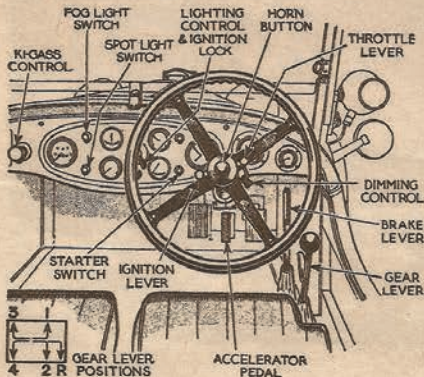


DATA FOR THE DRIVER.

24.8 h.p., four cylinders, 100 x 140 mm. (4,398 c.c.).
 Tax £25.
 Wheelbase 10ft. 10in., track 4ft. 8in.
 Overall length 15ft. 4½in., width 5ft. 8½in., height 4ft. 8in.
 Tyres: 33 x 6in. on detachable wire wheels.
 Engine—rear axle gear ratios. Acceleration from steady 10 to 30 m.p.h. Timed speed over ¼ mile.
 9.3 to 1 4½ sec.
 5.7 to 1 6½ sec.
 4.7 to 1 7½ sec.
 3.53 to 1 11½ sec.
 97.82 m.p.h.
 Turning circle: 49ft.
 Tank capacity 16 gallons, fuel consumption 11 m.p.g.
 12-volt lighting set cuts in at 20 m.p.h., 7 amps. at 40 m.p.h.
 Weight: 37 cwt.
 Price, with open four-seater body, £1,720.



SUPERCHARGED TWO-LITRE LAGONDA.



DATA FOR THE DRIVER.

12.8 h.p., four cylinders, 72 x 120 mm. (1,954 c.c.).
 Tax £13.
 Wheelbase 10ft., track 4ft. 8in.
 Overall length 14ft. 3in., width 5ft. 7in., height 5ft. 6in.
 Tyres: 31½ x 5.25in. on detachable wire wheels.
 Engine—rear axle gear ratios. Acceleration from steady 10 to 30 m.p.h. Timed speed over ¼ mile.
 13.2 to 1 4½ sec.
 8.25 to 1 6 sec.
 5.23 to 1 10½ sec.
 4.2 to 1 11½ sec.
 85.23 m.p.h.
 Turning circle: 41ft.
 Tank capacity 20 gallons; fuel consumption 18 m.p.g.
 12-volt lighting set cuts in at 20 m.p.h., 14 amps. at 40 m.p.h.
 Weight: 29 cwt.
 Price, with four-seater tourer body, £775.



There is provision for changing the tail lamp from the right to the left-hand side when the car is taken abroad; and the finish everywhere, with chromium plating for the bright parts, is what one expects to find.

There is something unusually impressive

about the Bentley radiator, especially from the dead-front view, and, somewhat curiously perhaps, those exposed details such as the hand-brake gear help to give the idea of an engineering job, which, apart from a few English exceptions, is as a rule suggested

chiefly by the bigger and more expensive cars which are the product of Continental manufacturers.

A car with the strongest possible individuality, and it is certain that it is immensely likeable no matter from what angle one may regard it.

SUPERCHARGED 2-LITRE LAGONDA

*Smooth Engine, Ease of Handling, and
Extremely Rapid Acceleration*

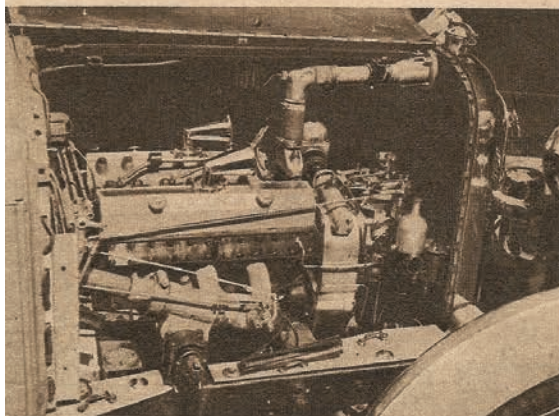
THERE are a certain limited number of exceptional cars, of which the Lagonda is one, that are best regarded as a whole—almost as a living entity—in the sense that it is what they do and the way they do it which stand out above all else; and tiny details of specification

such as might be considered in thinking of another type of machine are relatively unimportant.

The addition of the supercharger to the two-litre was a logical development, especially since today rapid acceleration is more important,



AS PUBLISHED IN *The Autocar*,
12 SEPTEMBER 1930



Supercharged 2-litre Lagonda . . .

Twin camshafts were carried high in the block, and operated opposed valves directly through bell-crank rockers. A Powerplus cone-type blower, mounted vertically, was belt-driven from the nose of the crankshaft.

really, than an abnormally high maximum. The acceleration figures in the table tell their own story, while, in addition, there is not the slightest doubt that the actual maximum on top is increased by as much as ten miles an hour. Moreover, this type has as high a maximum on third gear as the unblown car on top; in fact, running up to 4,500 r.p.m. on the indirects—well within the limit of engine speed—the speedometer readings on first, second and third are 32, 52 and 82 m.p.h.

While as to the maximum itself the car will certainly reach 90, the reading during the timed test varying from 92 to 89 m.p.h., the day in question being one of those occasions when there is a summer gale, yet the wind seems to help the machine nowhere. That is sufficiently fast for most people, but figures alone are not always illuminating, and the greatest value of the performance is the way in which a cruising speed of anything up to seventy can be reached on even a short stretch of suitable road, and the ability of the machine to maintain that cruising speed effortlessly and tirelessly for mile upon mile with plenty of reserve—the car steady,

absolutely under the control of one hand, if the driver chooses, and cornering exactly as a speed model should. With the shock absorbers set to make the car steady and comfortable at speed the suspension is not unduly harsh running slowly.

Withal, there is not too much noise, and the engine is very smooth, the effect of the supercharger being particularly noticeable at low speeds in the matter of mixture distribution; moreover, the car will pull without snatch at 6 m.p.h. on top and then accelerate away. Just as the driver pleases, he can have what is called a touring car type of performance far above the average for the most part on top gear alone, or, bringing the indirects into use, the performance becomes terrific, the difference between the two things being in method alone; either way the tractability of the car is most marked. It is interesting, too, that from inside the car the supercharger gears are hardly audible at all, and that the engine is not oversensitive to the ignition retard control in the way that the type sometimes is.

The controls handle as would be expected,

everything being properly to hand, with the racing-type brake lever inside the body. The clutch was set so as to require fairly heavy pressure on the pedal, and the clutch stop so close as to need knowing in changing up, though that is a question of taste. The brakes are light, even, and excellent, and the steering has just the right caster action, with the thin-rim spring-spoked wheel exactly where it is best. It is interesting that the steering lock is not appreciably lessened by reason of the cycle-type mudguards. The steering column, incidentally, is adjustable for angle, and both the separate bucket front seats are easily adjusted while occupied, so that driving position can be a matter of taste too.

The instruments are grouped in a panel and indirectly lighted, among them being a good engine thermometer, a clock and an electrical fuel tank gauge which gives a reading when a button alongside is pressed, while to the right of the panel, immediately before the driver, are the revolution counter and supercharger pressure gauge. The double-panel screen has an electric wiper, with twin arms, and still has, by the way, a rubber strip extending right across to keep rain from blowing in between the panes, though actually the strip can be removed in reasonable weather.

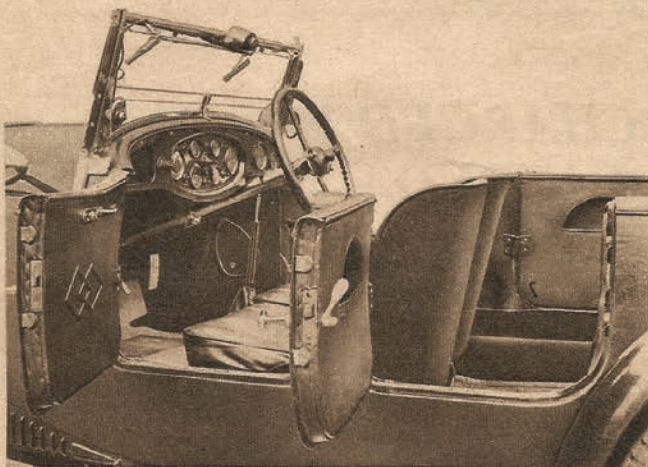
Pneumatic cushions

The seats are comfortable, with pneumatic upholstery, and wells are provided so that the back passengers sit definitely in the car. There is no reason why the sports car owner should not appreciate details of convenience and the two doors now fitted to the back compartment, the cubby hole in the instrument board, the pockets in two of the doors, and the spot lamp, which can be used also as a fog lamp, are worth having. Most of the tools are carried in a locker concealed in the left-hand scuttle side.

The engine is remarkably clean, and the supercharger has next to nothing of the appearance of being an addition. There is a separate tank, which is filled with oil for the requirements of the blower, fuel feed is by a mechanical pump with a glass-bowl filter, and a two-way tap traps a reserve supply of fuel, while the sparking plugs and the magneto are exceptionally accessible. It has been found perfectly feasible, by the way, to run the car on less expensive grades of petrol without pinking, and, curiously enough, any tendency to oil up the plugs appears to have been eliminated since the supercharger was put on.

On the chassis there are the two extremely convenient groups of grease nipples, reached from the side of the car, which have been a Lagonda feature for a long while, and the main brake adjustment, accessible when the bonnet is lifted, is excellent; the bonnet clips, by the way, being a particularly good type. The radiator has, in addition to the stone guard, a clip filler and the fuel tank will probably have one as well. The big head lamps, mounted high, give a most powerful beam, and help the front appearance of the car a lot, too, while the dimming switch is very convenient. With all lights on, including the instrument illumination, at 40 m.p.h. the current output balances the consumption.

A delightful car to handle, which shows most definitely what a supercharger, properly applied, can do.



Man's size pedals, right-hand gear change, fly-off handbrake—and no transmission tunnel

The Aston Martin Spring Concours at Wormsley – sequel

Alan Heard comments on the Post 1945 scene

PART OF THE Concours was the Aston Martin Owners Club, Heritage Trust Celebration display of Lagondas and Aston Martins.

Arriving at the gates of the Getty family estate there is a wonderful drive down through the overhanging trees, past some lovely cottages and countryside, before arriving at the Wormsley Cricket field and display areas. This venue was superb and an ideal place for the Marques Aston Martin and Lagonda.

The AMOC Heritage Trust display was organised by its chairman Rob Smith who is also a Lagonda club member - our display was in the most prominent position overlooking the Cricket field and the AMOC Concours Display.

Our weekend had really started on Saturday evening with a black tie Gala Dinner of fine food and wine, with a small five piece band that played dance music, with a Cha Cha or two thrown in for those able to dance to it.

On Sunday the sun shone - it was really a lovely day, the line up of

Lagondas starting with Alan Heard's 2.6 DHC, Peter Gilkes in his 3Lt, and the stunning Rapide of Gordon Wyles. Rodger Dudding, a friend of mine, brought his Towns V8 - this being the last one made - and its top-class condition reflected its very low mileage. Tim Ludbrook came in his DB3Lt, and also on display was the outstanding 2009 Geneva motor show Lagonda SUV - it has a V12 engine and the quality of this car was superb. Back in 2009 the motoring press did not like it, but today it would be a real head turner and not be out of place with modern SUV's such as the Range Rovers, BMW's etc. The Sunday came to a close with the prize-giving, the first part of this being the Heritage Trust trophy and bottle of Taittinger Champagne. It appears it was a very close call between the 2009 Geneva show car and my own 2.6 Lagonda and which eventually came out in favour of SMX 10.

It was a great weekend and we were able to drive the 50+ miles home with the sun shining and the top down. ■



The concours line-up. Picture from Alan Heard



Alan, Carol and Lagonda about to leave for the Gala Dinner



The Lagonda SUV from 2009. Pictures from Alan Heard

The 17th Continental Rally - Berchtesgaden

David Hine took the M45 saloon & Warren King the DB 3 litre

David Hine Reports:

THIS YEAR OUR annual “Conti” was based in the magnificent Edelweiss Hotel located in the centre of the beautiful town of Berchtesgaden, in the Obersalzberg region of Germany. Our cars could be parked directly underneath the hotel with a special lift to all floors. Most of us parked in the spaces reserved for charging electric cars. These were, as expected, always vacant.

Only Alan Brown and I together with Warren King and his pal Martin Mountfort came from the UK. It really was rather a long way to drive. The trusty M45 saloon conveyed us together with Anne Jetzer who joined us near Zurich. The hot weather was the main problem. The car appeared unaffected but we were roasted. One evening, on the way, I experienced the hot handbrake lever for only the second time of Lagondering in 57 years!

It was wonderful to be made so welcome by our Continental Lagonda Family and there were 46 folk on the Rally this year. The organisers, who change in turn each year, were Hanny Böhnke and Hardy Ueberreiter. They had arranged the two days of touring and the three dinners as is traditional for this event.

After the usual ‘startling’ early start we all dashed off to an amazing Red Bull aircraft museum, which is a new creation with money as no object. Those little tins of juice must be quite profitable. In glorious weather

we climbed another mountain to an isolated church with a restaurant next door. A splendid buffet lunch was provided. After lunch we went back down the mountain but we took a wrong turn and ended up on an unmade logging track which gave us a rather rapid, white knuckle, descent back down.

We all then went to the Obersalzberg mountain region where Adolf Hitler had his summer headquarters constructed high up on a crag known as the Kehlstein (Eagle’s Nest). Some of us went up in a bus but we went down into the maze of underground tunnels which had been excavated during the war. The visitor information centre was full of gruesome reminders of that ghastly period of history.

A refreshing tour around the spectacular mountains followed. The evening was then completed with a traditional, jolly, beer house dinner complete with singing, band, and ladies, with décolletage, serving foaming steins of ale.

Saturday dawned fine and we travelled to HP Porsche Anger. This was another amazing display of models - cars, ships, you name it. There was also the biggest train set I have ever seen. The sheer size and complexity of it set the mind reeling. It’s incredible what can be done with unlimited funds at the enthusiast’s disposal.

A typical Bavarian lunch of huge pig’s trotter with dumplings followed

after a tour round the brewery and ancient stately home built into the mountainside.

All too soon it was gourmet gala dinner-time, which was held in the open on the rooftop of our hotel. It was wonderful to note all the old and new happy friendships that have developed over the 17 years but sad that many are only with us in spirit.

The Lagonda cars performed faultlessly without exception. Our Conti friends do have some of the most superb examples of the marque and they are driven with extreme gusto at all times!

And Warren King adds:

We were blessed with fine sunny weather throughout the Continental Rally this year and enjoyed lightly trafficked rural roads in the foothills of the Alps. Berchtesgaden lies in the far distant southeast corner of Bavaria, only a few miles from the Austrian border, and there were times when we were very aware of the towering snow-capped peaks not far away.

On the first morning the route book took us into Austria for a striking introduction to our driving programme – to the Red Bull Hangar 7 alongside the airfield at Salzburg airport. On each side of the building entrance stood two broad glass towers containing offices and storage, several storeys high. The remarkable building itself was in the shape of an immense ellipse with a glass dome held in place by a self-supporting steel framework. Inside you were met with a crowded collection of historic exhibits including planes, helicopters, Formula 1 cars, classic cars, all arranged apparently randomly

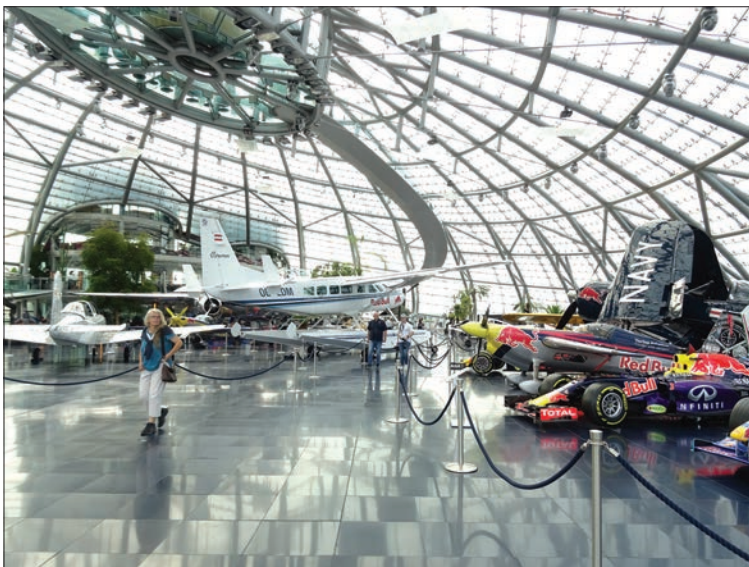
with descriptions. The planes were all part of the Red Bull fleet and they were a wide range of mainly American post-war propeller aircraft, including a Douglas DC6 for example. To one side up the stairs to a mezzanine floor there was a fascinating collection of further exhibits. You could have spent all morning there, but we had to move on. Lunch was taken in the Mesnerwirt Ettenberg, a substantial very Bavarian guesthouse and restaurant standing on a hillside surrounded by alpine mountains. It seemed to be popular with hikers. Nearby we visited the historic pilgrimage church of Maria Ettenberg. It was fifteen miles to another intriguing historical site. Dokumentation is a museum still under development in the countryside area of Obersalzberg, overlooking spectacular valleys and alpine mountains all around. With comprehensive displays and photographs it tells the story of the popular rise of the National Socialists in the 1930s, and the local expansion of original farm buildings into an extensive complex of offices and accommodation as their alternative administration base to Berlin. Virtually nothing remains above ground but underground bunkers were constructed and the corridors, shafts, office rooms and accommodation with power and plumbing facilities made it the equivalent of a small town. We were able to explore the lengthy tunnels and even came across the remains of a machine gun emplacement. There were further interesting places to visit the next day, driving through lovely countryside with the brooding Alps not far away. We were all offered a glass of Bavarian beer in a

long established brewery followed by lunch outdoors. There was more busy alpine driving to the Zirmstiftung in the Schellenberg mountain area, which turned out to be a large restored farmhouse in the traditional style. It not only has accommodation and a comfortable restaurant, but it is also a

cultural centre staging exhibitions and major concerts. Along with the lively dinners each evening in friendly company, Hanny and Hardy arranged an excellent Lagonda Rally this year. We were fully engaged all the time and we owe them a vote of thanks. ■



This is how Jürg Pilgrim gets his car going fast.



Hangar 7 at Salzburg Airport, home of the historical Flying Bull's aircraft and Formula 1 cars.

GR 8843 - The Old Lady

*James Baxendale continues the history of this
early low chassis 2 litre*

1942-50: Harry Gostling

THE WAR OVER, Harry transferred to the Army reserves in February 1946.

Holiday in France and Switzerland, September-October 1948.

Harry was likely at the inaugural 2 Litre Lagonda rally in Farnborough in April 1947, which attracted about 60 cars.

Harry's photograph albums, now with Kelvin Price, Secretary of the South Wales Section of the Rolls Royce Enthusiasts Club, include photos of a 1947 2 litre Lagonda rally. There are other photos from this period of GF 8843 at the Fox Talbot home of Lacock Abbey in Wiltshire. In late September 1948, Harry headed across



The 1948 Continental Tour

the Channel in GF 8843 (or the ‘Old Lady’, as he called her) with a friend, Leslie, for a two-week, 2,700 mile, holiday in France and Switzerland. Having driven through Reims, they crossed over into Switzerland at Basel – where they had their first un-rationed meal – and Lucerne, before driving the ‘Old Lady’ over the spectacular Saint Gothard Pass (“*where the ‘Old Lady’ gave her all*”) and down into Locarno and Lugano. Surviving on limited funds, most meals were taken by the side of the road. However, un-rationed meals were clearly an exception to this, breakfast in Locarno consisting of several months’ meat ration at one meal. From there, they drove back over the Alps via the Simplon Pass (“*the ‘Old Lady’ got very hot running on one carb*”) and down to Lake Geneva.

To two men recently out of the army and in austerity Britain, Switzerland was clearly a revelation, Harry describing Geneva as “the city of plenty (of everything)”. Below a photograph of a shop overflowing with fruit and vegetables, he wrote “this ought to be in colour”. From Lake Geneva, they drove over the mountains and down into Nice and Antibes. At Menton, they had a minor car accident, a Count in a baby Fiat ramming the car (“*the Old Lady is very tough*”). Monte Carlo, like Switzerland, was a wonder, though beyond their means (“How can people do it on £35?”). “Grey bags and sports coats not admitted”, he wrote below a photo of the Casino de Monte-Carlo. From the Riviera, they look the “long road home”, along the old Route des Vacances, the RN 7.

Racing



I can sadly find no proof in Club magazines that Harry raced GF 8843 (I suspect she may not have been fast enough for racing). There exists, however, an undated photo amongst Harry’s collection of GF 8843 at an event, possibly at a race meet, next to

ALP 695 (currently owned by a Lagonda Club member). The well-known motor racing photographer, Guy Griffiths, took the picture.

If any member is able to identify the location (or even the event), I would love to hear from them!

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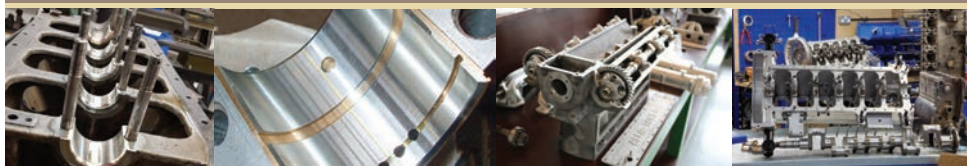
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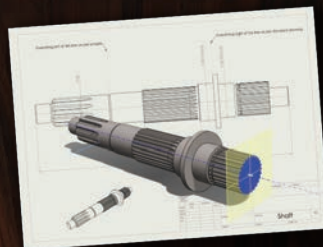
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Harry did race his next car extensively, the 2 litre Continental YY 1778 (and possibly his other Continental - GX 2565). The Club Magazines from the 1950s and 1960s record many of Harry's races. He came third in the Lagonda race at the Bentley Drivers Club race meeting at Silverstone in July 1954 and participated widely in other race meets. He won the Club's Densham Trophy (for 2 litres) in 1956, 1957, 1962 and 1964 (when he tied with Maurice Leo).

Harry, who was an active committee member of the Club from 1958 to 1969, gave up competitive racing at the end of 1965, when YY 1778 was taken off the road for a seven year refit (and perhaps linked to the fact that Harry was also taken sick that year). He organised the AGM throughout the 1960s, as well as being the representative of the West Home Counties, Middlesex and West London area. The West London Lagonda club pub meet, about which he provided regular write-ups for the Club magazine from the late 1960s, was so much his own that it was discontinued after his death.

In 1966, Harry recorded a camping trip he made to Spain in one of his Continentals (likely GX 2565) with another 2 litre Lagonda. Various members of the Club remember Harry well: Colin Bugler, who used to race with Harry in the 1950s and 1960s, and Arnold Davey, who sat with him on the committee. They both recall Harry for his height (someone easy to find in a crowded paddock), with a pipe permanently clamped between his teeth. According to Arnold, Harry was his own man, someone who just got on with the job.



Harry Gostling

Obituary

Harry died in 1973 at the relatively young age of 61, from complications after a freak accident in his garden, falling off a ladder. Just a year before his death he had bought a post war DB 3 litre Drophead as a retirement project. The Lagonda Club Magazine no 79 recorded Harry's death as follows : *"Harry Gostling died on the 1st March after a short illness. This tragic news came as a great shock to all his friends in the Club most of whom were unaware that Harry had been taken ill. Typical of the man he kept his illness from all but his closest colleagues. Harry had retired from business only a few months previously down in Sussex and organised a Lagonda section in the area ...Harry will always be associated with low chassis 2-litres, his green and latterly the black and cream cars regularly in attendance at Lagonda gatherings. His tall and commanding figure, tweed cap and pipe, could never be missed. Now he is gone, and the loss will be felt no more keenly than by his many friends in the Club and especially those in the West London area. ..."*

Harry Gostling prize

In memory of Harry, his brother, Ian, offered the Club the Harry Gostling prize, awarded annually to the writer judged by the Editor to have submitted the most interesting article to the magazine (at one time the prize being accompanied by a Parker 51 pen provided by Ian). The first two recipients were Roy Paterson and Michael Valentine.

Right: The Gostling Trophy

PART TWO: THE POST HARRY GOSTLING YEARS AND RESTORATION

1950/53-56 : David Michael Walker



In David Walker's ownership 1954

According to the Lagonda Club records, Harry sold GF 8843 on 30 June 1950 (although the fact that he did not buy YY 1778 until 1953 might indicate a later sale date). He possibly sold her to David Michael Walker, a herdsman in his early twenties who lived and worked at Home Farm, Madresfield, near Malvern. In 1954, David – who certainly owned the car by then – sent a photograph to Harry of GF 8843 in the yard at Home Farm.



On the back of the photograph he wrote that he had carried out a couple of modifications to the engine, notably to fit twin SU carburettors – perhaps a reflection of the fact that, as Harry had noted, the engine was inclined to get hot running on one carb – and a SU petrol pump. GF 8843 still runs on these twin SU carbs today. David also removed the wartime third headlight.

He sold GF 8843 in December 1956, prior to emigrating permanently to New Zealand in June 1957. He worked as a herd tester in Stratford Taranaki, marrying Judith and eventually buying a farm there. David died in 2016, but his love of classic cars remained with him. A keen member of the local car club, he owned a Sunbeam Rapier (sadly not a Lagonda Rapier!) and a green Wolseley.



David Michael Walker

1956-61: Barry Hatton,

Tony Aston and Jack Williamson

GF 8843 passed very briefly through the hands of Barry Hatton of Madresfield, possibly a car dealer as he only owned her for two months. The vehicle registration book dates from his short period of ownership. Hatton may have done some restoration. It would appear that it was at this time that the cycle wings were painted black (they seem to be green in earlier photos); the car lost the apron at the front (since replaced) ; and the location of the spare wheel was changed from the bonnet on the right hand side to the rear of the car.

Hatton sold GF 8843 to Tony Aston of Ripple, near Tewkesbury, in January 1957. Tony was in his late twenties when he bought the car. A lover of old cars, he had previously owned a Lagonda 2 litre high chassis (in 1953), a Rolls Royce and various MGs. However, with two young children under three, he clearly realised that he could not afford to keep her. There

is even speculation he did not tell his wife that he had bought her – how many of us have that feeling?

Tony sold GF 8843 12 months later to Jack Williamson. Jack, who was also in his late 20s/early 30s, lived first in Warwick and then, until 1965, in Bussage, near Stroud. Jack owned the car for four years, selling it when his new job provided him with a company car, a Humber Hawk. Above the garage of his house in Bussage is a stone with his initials and the date, "JW 1964". Jack was probably responsible for replacing the fabric on the car body. He sold GF 8843 in December 1961 for £100, advertising it in the *Exchange & Mart*. He sent a hazy snapshot of the car in a field to the prospective purchaser, Roger Huntley.

John Organ, formerly editor of the *Rapier News*, remembers visiting the car when Jack put her up for sale. Aged just 19, he was unable to afford it, but recalls her as being in very clean condition. Jack was insistent that the seats were from a Spitfire. Despite having a company car, Jack subsequently bought a 1929 Hillman 14 Tourer, which he kept until 1964, subsequently selling her to Michael Burn.

1961-63 : Roger Huntley

Roger was the owner of the Treasure Galleon Gift Shop in Cardiff. He bought GF 8843, aged 22, in December 1961, picking the car up from Jack in Bussage and almost crashing it into a bus in Gloucester on the way back, mistaking the central accelerator for the brake. He insured the car with the AA for £18-3s, with an insurance value of £150 and a £25 excess. Roger



Roger & Mary Huntley 1962

used the car on a daily basis with his girlfriend Mary (soon to be his wife), even to tow his dingy over the Brecon Beacons to Llangorse Lake and to Pwllgwaelod beach, near Fishguard in Pembrokeshire. He added a tow bar to the bracket holding the spare wheel.

Roger said the car went beautifully and there were no problems with reliability. He re-chromed the Lucas headlights and added an aluminium sheet over the top rail on the driver's side to cover up the raw edge of the fabric (which he thought looked



Roger & Mary Huntley 2019

messy). The aluminium sheeting was still visible on the car in 2000, just prior to the restoration. Roger was also forced to replace the fabric hood, after it was left in a field and cows chewed it! He sold the car in May 1963 to Alfred Mayo.

Roger, who was a member of the Lagonda Club during his ownership of the car, and he and his wife Mary, were reunited with GF 8843 at the Aston Martin Owners Club concours at Wormsley in May, 56 years after they last saw it.



Pwllgwaelod beach, 1962



*Alfred Mayo,
Bracelet Bay*

1963-67 : Alfred ('Sam') Mayo

Alfred was 74 at the time he bought the car. Retired and living in Swansea, he was the founder, with Tom Purvis, of Purma Cameras (the 1930s all-British 'Purma Special' camera). Alfred bought the car for £175, selling it three years later to Viv Newman in 1967 for £250. He was ill with cancer at the time and died the same year (see

the Letters sections for his grandson, Bill Goodwin's memories of the car).

Viv's son, Martin, who was 13 at the time, remembers the excitement at first seeing the car on a very cold wet day in Alfred's garage in the Uplands, just ten minutes from where they lived. There were several trips to see the car before his father finally bought it.

1967-2000 : Viv Newman

Viv was the Managing Director of the engineering company, Tom Smith and Clarkes Ltd in Port Tennant, Swansea. He owned GF 8843 for 33 years until 2000. Martin remembers many happy times sitting in the back of the car, with blankets to keep warm. He said his father always drove GF 8843 vigorously, often out to the Gower Peninsular to go walking (Martin loved the drive, but not the walking!). They participated in some of the VSCC South Wales events, including one to Llwynbarried Hall, near Llandrindod Wells, the home of Bill Boddy, the long-time editor of Motor Sport and one of the founding members of the VSCC. GF 8843 was also regularly driven to local vintage car rallies at Cowbridge and the Presteigne two day



Hawthorne Avenue, Swansea

trials, the latter being the highlight of the year. Kelvin Price, who had a short drive in the car at Presteigne in about 1970, described it as "sound, but somewhat tired". He later tried to buy the car on several occasions, but Viv would not sell.

To be concluded ■

The 2019 Annual Weekend Gathering - 28th & 29th September

Peter Walby describes the event

THE ANNUAL WEEKEND for the Club at the end of September was again filled with activity for the keen. Many arrived on the Friday to be prepared for the organised tour on Saturday. The accommodation was to the usual high standard. The property at Wokefield Park is largely a golfing venue and the hotel dining room is popular in the evening requiring booking to get a table, although there is a separate buffet where food can be obtained with the theme for the Friday night being Chinese fare.

On Saturday more cars began to gather in advance of the afternoon tour and visit to the National Trust property at Basildon Park in Berkshire, while Colin Bugler was spotted as usual at work supervising the location of the marquee which was being erected on the lawn in advance of Sunday's activities.

A 20-mile route through some scenic leafy rural lanes was organised by the Bishopgray restoration company and took us via Pangbourne to the estate with its 18th century mansion and wooded parkland. Some had chosen to travel by minibus and a picnic box lunch was provided, again kindly by Bishopgray.

Lord and Lady Iliffe had restored the mansion in the 1950s after it had been de-requisitioned following the Second World War. A total of 17 Lagondas were invited to park nose-in at the edge of the lawn at the front of

the house. An unusual arrangement but it spared the blushes of any owners who maybe had less-continent cars and might have otherwise left their mark on the gravel drive on exiting. A short skiff of slight rain hardly marred the afternoon.

A special feature of the Basildon Park visit was an exhibition of ladies' dresses on loan from the Fashion and Textile Museum. There were 18 examples from the Vogue collection of dresses from the very best of the couturieres of the 1950s to the 1970s. The return drive to Wokefield Park was by a slightly shorter route on the main roads to allow preparation for the Club Dinner.

Seventy-eight members and guests assembled for pre-dinner drinks, although the bar staff were not quite prepared for the keen early starters and the rush for drinks, which took a little while to satisfy. Once seated the evening took its routine course with a welcome to Club members and Grace from the Chairman John Sword. The special occasion being celebrated was the 120 years since the manufacturer Wilbur Gunn founded the firm. The menu card had an attractive picture on the cover of the water-cooled tricar, which is now in the Glasgow Transport Museum. The photo was probably taken in the 1960s when the car was owned by David Brown, but whether it is he and his wife who have donned period garb I do not know. On the



Ace organiser Len Cozzolino directs Norman Marrett to his parking place



*Rodney Saunders, Hazel & Mike Heins & Nigel Walder
enjoying a picnic at Basildon Park. Pictures from Barry Halton*

menu back cover was a rather saucy Longstone Tyres advert featuring a photo of the only known surviving air-cooled tricar. On the inside was a rather ghostly image of Wilbur Gunn supervising proceedings looking as if he disapproved of the overdressed occupants of the tricar on the front cover and the underdressed lady on the back.

At any rate Nigel Smeal felt Mr. Gunn had been sent to supervise good weather for the event.

The meal was to the usual standard, and when finished the Loyal Toast was proposed by Michael Drakeford and then President David Hine took to the floor. He welcomed the assembled diners particularly those who had come from continental Europe including, from my memory, Eckhard Fabricius, Laurence Hannam, Nick Schede, and Walter Czech. David made the point that the odd name "Lagonda" chosen for the vehicles, albeit from the Springfield Ohio lake connection, was probably brought about more because an eponymous use of the manufacturer's name would have led to the cars being called Gunns, which would hardly have helped sales. He rounded off with a ditty by Jake Thackray relating the amorous adventures of Isobel and our National Monuments, which metaphorically brought the house down, and with a Toast to the Club and Wilbur Gunn the evening was drawn to a close.

The following morning saw the AGM take place at its usual brisk pace with John Sword leading the Directors through their roles. A random selection of points I noted were that Brian Green's accounts were

passed after the statutory question from Warren King. Tim Parker noted that members using their cars a lot and thereby breaking them helped the Club's finances - needing Club spares to fix them! He also reported that a new trophy (from the Club silverware) was to be presented by the VSCC for Lagonda performance, to be named the Crocker Trophy, and that there might be a move to present some of the Club trophies at a race meeting. A question was asked whether a list of the items in the Club Archives could be made available and, if so, be digitised in due course. Membership remained healthy at 823 but it was a bit alarming to hear that 25% of renewals have still not been received by three weeks after the deadline which can lead to 60 suspensions of membership. Colin Bugler volunteered that he had clocked up 60 years of his 2-litre ownership and in addition Club membership. It was noted that 30% of members reside outside the UK and it was questioned whether we were doing enough for these folk. Stephen Matthews asked that Steve Wilson of Fisher Restorations (owners of Bishopgray) be thanked for its support of the Club and the Chairman thanked Stephen for maintaining the contact. Peter Gilkes reported on-going restoration of DB cars and encouraged requests for any new spares to be manufactured. Andrew Gregg proposed a vote of thanks for the work of the Board of Directors. These notes do not, of course, provide the formal Minutes of the meeting.

Shortly after the AGM there was a drive-past parade of fine examples from the range of cars produced by the firm accompanied by a commentary



There were some heavy showers, but Francesca Rowe looks cheerful.



*But it did brighten now and again – cars in the concours line up.
Pictures from Barry Halton*

by David Hine to the membership, who had gathered at the entrance to the mansion. The Tricar (LN 3252) was a static exhibit due to gearbox failure. The cars featured were 11.9 (WA 5786, Bishopgray), 12/24 (NN 8080, Ken Jeddere Fisher), 14/60 (VB 889, Christopher Hancock), 2L HC (XV 1738, Dick Jones), 2L HC CC sln (GU 2935, Tom Willcox), 2L LC (TG 1547, Walter Thompson), 16/80 (AME 912, John Breen), 16/65 (NF 7381, Len Cozzolino), 3L (PL 4051, John Sword), Rapier (YS 7465, John Boyes), M35 (BLO 479, William Harkness), M45 tr (BUW 780, Stephen Matthews), M45 sln (AMT 717, Michael Nassim), LG45 tr (DPE 121, Charles Good), LG45R (DXU 163, Adam Gentilli), LG45 sln (JM 3373, Mark Yeomans), LG45 dhc (255 PAA, Alan Harrison), LG6 sln (DAK 311, Norman Marrett), V12R (FMA 310, Charles Good), V12 dhc (ARD 246, Jonathan Oppenheimer),

2.6 dhc (HJW 900, David Stone-Lee), 3.0 fhc (UPE 222, Peter Gilkes).

The cars all then proceeded to the lawn in front of the hotel where they joined the other cars gathered for the concours.

This made a grand total of 44 cars (1 tricar, 1 11.9, 1 12/24, 1 14/60, 1 16/65, 9 2L, 3 3 & 3½, 1 16/80, 6 M45, 9 LG45, 2 Rapier, 3 LG6, 2 V12, 4 DB). The Club marquee did its trade of regalia, spares both new and used and the secretarial fare including back numbers of Club magazines for those trying to complete a run of them. There was a brief shower of rain over lunch but by the time of judging the weather improved. David Hine announced the winners of the trophies.

This brought to a close the Annual Gathering for another year. Many thanks to Nigel Smeal, Len Cozzolino and all those who made the event so enjoyable. ■



*Peter Gilkes in his DB 3 litre -
the Wokefield staffs' favourite car*

The 2019 Annual Gathering Weekend

– Award Winners

Class	Car Model	Registration	Winner
Early Cars	1924 12/24 Coupe	NN 8080	Ken Jeddere-Fisher
2 Litre:	1928 HC Tourer	XV 1738	Dick Jones
16/80	1933 Special Six Tourer	AME 912	John Breen
3Ltr, 16/65,M35	1934 M35 Tourer	BLO 479	William Harkness
M45 & LG45	1937 LG45R Tourer	EP 97	Ian Wilson
LG6 & V12	1938 V12R DHC	FMA 310	Charles Good
Rapier	1935 Ranalagh Tourer	BLK 381	John Boyes
Post War:	1950 DB 2.6 DHC	HJW 900	David Stone-Lee
Car Club Cup	1929 Close Coupled Saloon	GU 2935	Tom Willcox
Vokes Cup	1937 LG45 Mayfair project	EGH 947	Walter Czech
Seaton Trophy	1927 14/60 Semi Sports	VB 889	Christopher Hancock
Ladies Choice	1939 LG6 Saloon	DAK 311	Norman Marrett
Merit Trophy	1907 Tricar Forecarriage	LN 3252	Peter Walby
Gostling Trophy	Best Magazine Article 2018-19		Mike Dufton



Walter Czech receives the Vokes Cup



Anne Walby receives the Merit Trophy

Pictures from Barry Halton

All the Names have been changed

By Arnold Davey

WE ALL LOVE a detective story but this one is a bit different: first it is true and second, we don't know the solution. It starts with an article in *The Autocar* for May 31st 1940. This relates how Lagonda had been able to convince the government that they should finish off all the cars already started in 1939 and currently in store. The idea was that such cars could be exported to America and gain a few extra dollars. The article mentions a striking two-tone V12 Rapide Coupé, with an illustration, and refers to it having a four-carburettor engine, one of the spare Le Mans engines, now surplus to requirements. In the picture, this car is obviously not going to be exported as its blackout headlamp mask is already in place. It is the only Rapide in the line-up of cars. The front number plate is on but the magazine had blotted it out, to avoid complications from the owner-to-be.

We then fast-forward to 1961, when the car turned up in California, changing hands several times during which it acquired a story that the first owner in 1940 had been Lolita La Tease, the famous exotic dancer (translation: "stripper"). In 1994 the then owner put it into the hands of a Famous Auction House, who made a lot of publicity out of Lolita's ownership, instantly picked up by the tabloids. I trudged down the remote reaches of the Northern Line to view the car when it arrived. The distinctive bottle green over cream paint had gone, although visible in some crannies, and

the car was now dull grey with one front wing in primer. Both front wings were replacements, like the originals but without any sidelamps. There was no sign of a four-carb. head. The front seats were obviously original, dark green, cracked and torn, but a gleaming new cream leather sideways rear seat looked so incongruous. Following my advice about V12s that have stood for years, the FAH had made no attempt to start it, but confirmed the engine turned over with no problems on the handle.

The dash (new) and all internal wooden trim had been removed, re-polished but not fitted, the pale green hood looked original and there were dark green Ace wheel discs. There was also a UK number plate off another car, an LG45. Obviously an owner had started to re-furbish the car, made some odd choices and then given up. But it was all there and could be made into a very nice car, given that a load of cash would be needed.

The car then sold at auction for what was then a high price, but not spectacularly so. The buyer turned out to be a dealer, Heinz Bigbux from Monte Carlo. A few weeks later there was a disturbing phone call from the FAH. Bigbux had been over to look at the factory build sheets to confirm the Lolita story, could find no trace of her and now wanted his money back, accusing the FAH of misrepresentation. As the story originated from the Lagonda Club, if he sued we would be implicated. Legal advice was that he

could only claim for the difference in value between any old part-dismantled V12 Rapide Coupé and a similar part-dismantled V12 Rapide Coupé once owned by Lolita La Tease. Although substantial, it would never be enough to pay expensive court and lawyers' fees. It all went quiet after that and we have to assume some deal was done; no FAH would want that sort of publicity, even if they won. We filed the whole thing under "Weird" and forgot it. Bigbux found a buyer and the car vanished somewhere in Europe.

Fast-forward again to 2017. As people become aware of our website we get ever more people following up pre-war cars once in their family, usually belonging to grandparents nowadays. Towards the end of 2017 we had one such, along the lines of "Does the Lagonda once owned by Grandad still exist?" This particular story started the same but referred, unusually, to Grandma's old Lagonda. Quizzed for details the enquirer admitted Grandma was a dancer using the stage name Lolita La Tease, who had made a great deal of money just before and during WW2 but had gone spectacularly broke afterwards. Pressed for more, much more, the family recalled stories told by Grandad about travelling down to Staines to collect the Lagonda and what a fortune it had cost. And the stir it caused when using it. Now we can start assembling the facts to see what might have happened. The factory records for this car say it was bought by the eminently respectable Sir Humphrey Bumphrey, who took delivery on 14th November 1940. The car remained in the UK with two owner changes until

at least 1951, when all the records stop. I have a note that Sir H.B. traded in his 8 Litre Bentley. But The Autocar photo in May 1940 shows a car about to be delivered. Where was it for the missing six months? The UK registration number is a November 1940 one, so if Lolita did own it from May it wouldn't have had that November number but an earlier one, which Lagonda would have had to remove before selling the car to Sir H. B.

The May 1940 article makes a point about the four carb. engine, but the present engine in the car has the standard head and is stamped with the correct chassis number. (Upside down, but that must be irrelevant). So it is likely that the missing six months was partly spent in an engine change. Did Lolita blow it up or prang it? Did the factory grab it back because her cheque bounced? Or maybe both of those events? This latter guess is based on the ways of the rich and famous, and I recall a story in our family. In the nineteen thirties my father worked for a firm that built bespoke furniture, specialising in boardrooms and hotels. They were approached by a celebrity whose daughter's wedding was imminent. He wanted to refurbish the reception room in his mansion for the occasion and money was no object but time was pressing. The firm pulled out all the stops, met the deadline and sent in their bill. No response. Months went by with various excuses. Eventually it came about that he wasn't going to pay, because the riotous reception had trashed the new furniture and he didn't now want it. The firm could take it back or he would give it away. They never did get paid in full. The furniture

was useless anywhere else, of course, and the firm made little profit that year.

There is another possibility. We do not know when the car went to America. We know it was still in the UK in 1951. Bob Crane was our US Secretary from 1954 to 1985 and kept albums of photographs of Lagondas he had knowledge of, whether with members or not. For the car in question there are two photos, one shows a gleaming Rapide Coupé in bottle green over cream, dated 1962, the other a sad grey car with one front wing in primer, just as it still was in 1994. So between 1951 and 1962 the car could have been anywhere, possibly in Lolita's garage? But see below.

A few more facts. "Lolita La Tease" was born in 1914 in London, was married in 1938 and reached

the height of her fame in WWII, entertaining the war-weary. She took over a London theatre for some years during the war for her own show. She made two films, went bankrupt in the 1950s and died of cancer in 1964.

One last thought. Have we got the right car? The Lolita story got attached to the car while it was in America, even though I doubt if she was a recognised star there at any time. A V12 Rapide Coupé is just the sort of car an exotic dancer would want to have, and her descendants agree, but as far as we know, none of them actually saw or rode in it. What we need now is some internet expert to trawl through stage magazines of 1940 to see if Lolita made any headlines (I bet she did), and did her car feature. If any member is keen enough to take this task on, I will reveal all the real names!! ■

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Letters & emails ... Letters & emails

This email was addressed to Len Cozzolino. Walter brought the

project to the Annual Gathering and deservedly won the Vokes Cup:

Dear Len,

After 2½ years ...seems nearly ready for spray.

We reached the quote of 98% original ..as the car was presented at Olympia in 1936.

May Frances Day would like to sit in now! ...Smoking like a stovepipe...

Interior work expected to start in early spring ...completion May (hopefully) in June/July.

I appreciated the service and the support from the club very much. Spares supply has been a important key ...to keep the restoration on track.

My thanks to Colin, Robin, Denise, Martin and Leah.

All the best and may see you (a pity not yet with the car) until the gathering.

Enthusiastic regards,
Walter



Letters & emails ... Letters & emails



Letters & emails ... Letters & emails

Dear Roger,

I was pleasantly surprised to see James Baxendale's article on GF 8843 in Lag Mag 261 as the car was briefly owned by my grandfather, A.C ('Sam') Mayo, in the early 1960s. He was living with my parents in Swansea at the time and the family drove him to Penarth on 5th May 1963 where he bought the Lagonda and drove it home. It was his first car with a centre throttle, his previous cars having been Sunbeams, and my parents were concerned that he may be too old to learn new tricks and insisted he fit a sideways extension to the throttle pedal so that it could be driven in the more conventional way. If there is still a hole in the throttle pedal, that is where the extension was attached. I only rode in the car once, a trip from Swansea to Hirwaun. The car developed clutch slip as we got back to Swansea and I was despatched by the short, steep route back home whilst a more gently graded was found by grandfather and my father. My small hands were subsequently drafted in to do something inside the clutch – scraping crud off the drive pins perhaps.

Another problem was the water pump, which was severely corroded and left me with life-long distrust of aluminium castings.

Despite these problems the car remained usable and was successfully driven from Swansea to East Sheen and back.


Grandfather contracted cancer and the car was sold in October 1966, shortly before his death, with the assistance of Arnold Lewis, a fellow VSCC member, the new owner being Vivian Newman. The subsequent history, up to Roly Evans' ownership, was covered in a brief article in the November 2000 issue of *The Automobile*.

Following this I got in touch with Roly Evans and he told me about the history that had come with the car: it's great to see that it's being published at last.

Yours sincerely,
Bill Godwin (G55)

Bill included a photo of Sam Mayo with the car, and this is shown in James Baxendale's article.

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Letters & emails ... Letters & emails

Hello Roger,

I was reading your editorial '*From the Workbench* (Spring 2019)', and was surprised to see that you nearly bought what was, in all probability, the Two Litre that I have now owned for nearly thirty five years. The car was for sale at Dan Margulies emporium in the December 1978 issue of *Motor Sport*, with a black and white photograph. In those days I was an avid reader of *Motor Sport*, and still have this particular issue. In fact I bought the car through the private classified section.

My Two Litre was bought by a Christopher Herring in December 1979, and then Bill Bangham (William Gervais Bangham) of Cheltenham, from whom I bought the car in October 1984.

Bill had removed the old very dilapidated body and replaced it with a T Type(T1). The body and upholstery were finished to a high standard. In subsequent years the car has been rebuilt mechanically by Alan Brown of Lagonda Northern Factory fame.

I doubt whether Vincent built the two-seater beetle back body on my car. According to Arnold Davey, from a letter to the previous owner, to facilitate it's re- registration in this country he says:

"It first appears in 1960 when owned by R.D.C.Taylor in Hampstead. It had by then already been re-registered DFG 698, which is early 1939, and was fitted with a non-original two-seater beetle-back body.

As it was on the supercharged two litre chassis the car must have been built between late 1930 and the summer of 1932,when the 16/80 superseded it. It was reasonably common to re-register cars like this pre-war in an attempt to increase the second hand value." The car was re-registered by Bill Bangham with a more appropriate number EL 1203.

When I bought the Two Litre, even though it had a high chassis front axle, I soon realised that it was an original early supercharged car, with a heavy back axle, larger fuel tank, cross member in front of radiator bent upwards in the middle to facilitate fitting the dynamo, and the blown number stamped on the timing case (2B 1023). I obtained a low chassis axle beam from a member on the Isle of Wight. The car had been converted to twin carbs, and the blower was missing. Alan Brown returned it to original specification with a replica No.9 Cozette, and David Ayre provided me with an original AC Type A mechanical pump.

My car was sold to a Tim Severin in Lewes in 1963 who took it to the U.S.A. in 1964 and drove it from New York to San Francisco. He wrote an article about this trip in the Summer/ Autumn 1965 (No.52) of The Lagonda Magazine. Quite by accident, last year, looking through old Lagonda Magazines I found the said article, and realised that it was about my car. I Googled the name Tim Severin (as you do) and 'low and behold' his name

Letters & emails ... Letters & emails

appeared. He is a well-respected writer of historical novels and an inveterate adventurer. I sent him an email via his website thinking I would not receive a reply. Within an hour he emailed me back to confirm that he was the very same Tim Severin that owned my car! He is now in his late seventies, living in

Peter is absolutely right, his is the car I nearly bought all those years ago. Here is a picture of it taken



To the Lagonda Club:

I feel greatly honoured to be the recipient of this years Gostling Trophy, particularly as a relatively new member of the Lagonda Club and owner of a wonderful two litre Tourer. I cannot however claim yet to be a driver of this fine vehicle, as some may recall from reading the club magazine, ETV 199 is not quite ready for the road!.

Undoubtedly my thanks should go to Roger, who bravely decided that a series of technical emails that 'bounced' between us on restoration matters might also form the basis of an 'article', and assured me that there were many practical owners who would be

Ireland. I was on the Lagonda Spring Tour in Wales 2016 organised by John Fitton. My car is on the front cover of the Lagonda Club Magazine No.249 Summer 2016 shown following Tom Willcox in his Honeymoon Coupe

Many Regards,

Peter Bradley (B34)

from the Margulies advertisement in December 1978 (excuse poor quality), and next to it in its current configuration:- Ed.



interested in my endeavours. From this, the joys and woes of restoration have been documented in subsequent scripts interspersed with plenty of photographs, perhaps causing the reader to think 'ooh, mine's just like that' or 'what a mess'!. Whatever the reaction, what has shone through universally, is the willingness of members to freely pass on hints and tips, do's and don'ts, technical data, and, encouragement to continue restoring! So, one day in the not too distant future, my final contribution to the Club Magazine can be entitled 'First Time Driving Experiences of ETV 199' !!

Mike Dufton



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