



# **THE MAGAZINE OF THE LAGONDA CLUB**

**Number 85     Autumn 1974**





#### **A new Chairman**

As the Magazine closed for press, the Club's Annual General Meeting took place during which Jonathan Abson announced his retirement after five years' service. He stands down with the well earned thanks of everyone in the Club.

Elected to fill the position is Herb Schofield who will continue to act as Northern Secretary. Congratulations Herb!

A full report of the AGM will appear in the Winter Magazine.



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## MAGAZINE

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Contributions do not necessarily represent the views of the Committee nor of the Editor, and expressed opinions are personal to contributors.

FRONT COVER: The twin cylinder air-cooled Tricar circa 1904-5 outside the Lagonda Works.

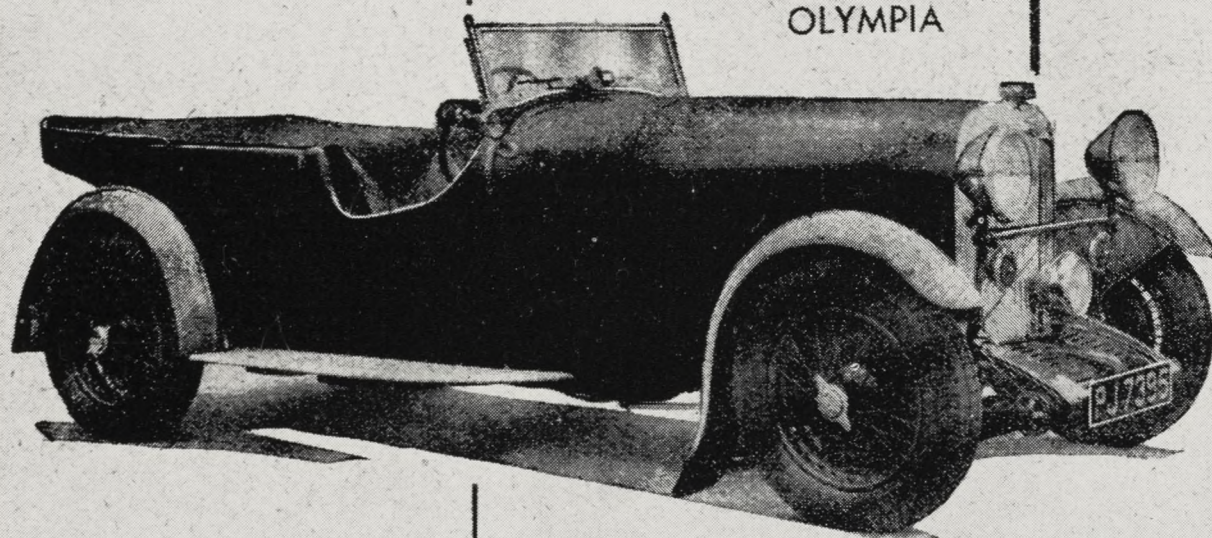


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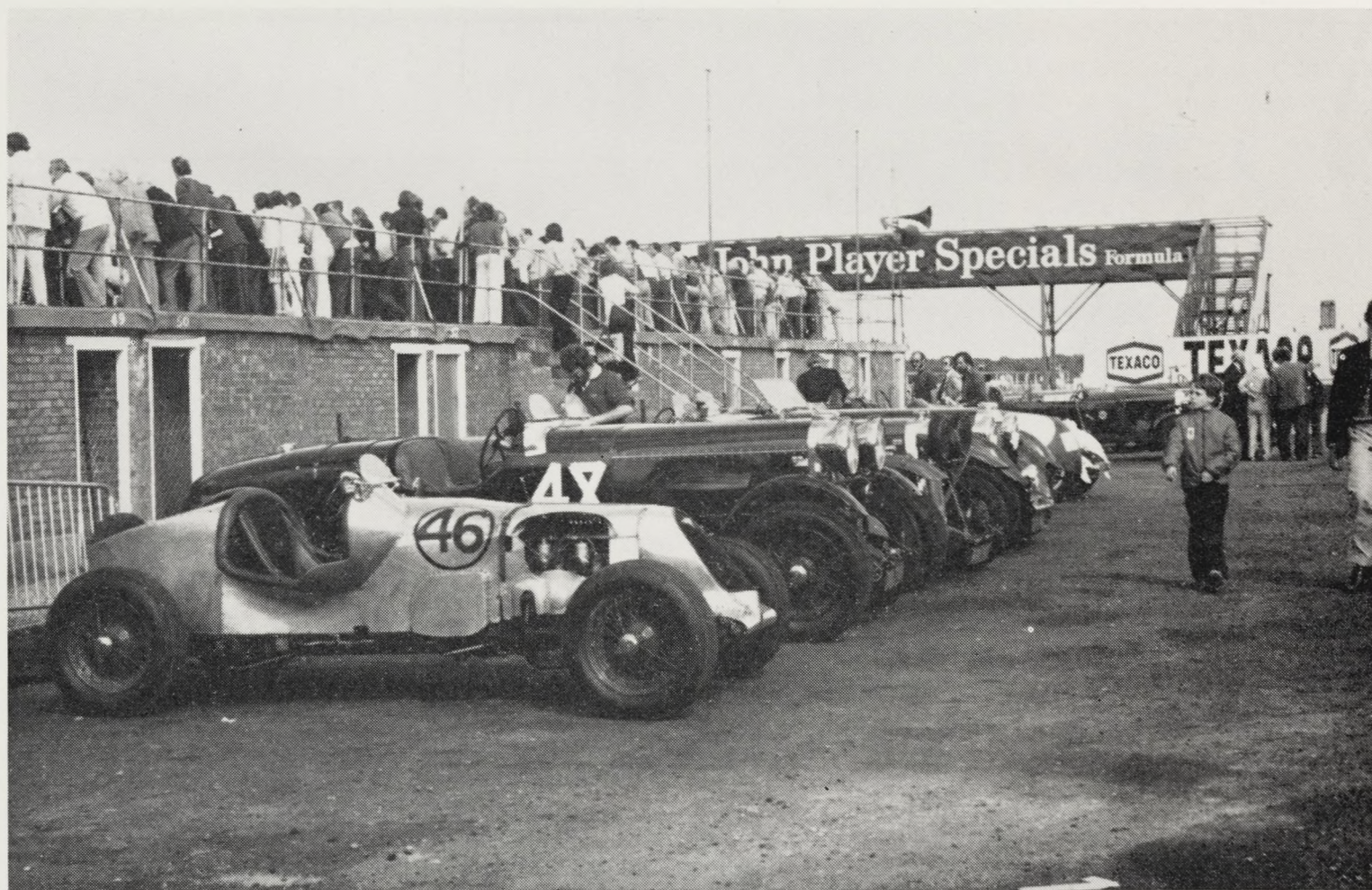
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Lagondas in the Paddock at BDC Silverstone.

Photo: Tony Wood

## Northern Notes

### From Herb Schofield

SINCE LAST "NORTHERN NOTES" WERE PENNED (June 74), various events have taken place. Vintage Oulton Park was enjoyable and sunny, even though the big races were a bit of a bore. In the last race, Capt. Barker was going extremely well, which gave him something to talk about in his local for the next six weeks!

At the end of June, Alan Brown and myself went up to Iain Macdonald's Border Rally in Alan's M.45 tourer—a typical Brown car. No rear seats, no rear footwells and a hole in the silencer the size of his head. For all this, the car went extremely well and the Rally and weekend were great fun, thanks to Iain and Beryl Macdonald for putting us up and feeding us handsomely. What incomparable scenery, what splendid people, and what a fine car the M.45 tourer is.

The following weekend found us at the Northern Drinking Tests, which, as usual, started in the taproom of the "Reindeer", Sandtoft. Barnsley Bitter is dispensed from a hand pump, but one wonders in these days of keg and top pressure beers, how much longer this will last. We had quite a good turnout of about twenty cars with Brown, Paterson and Schofield taking the Lagonda honours in that order. "New" cars and drivers included Fox with his beautifully finished 4½ racer, and Roger Firth was seen burping his way round the tests in Alan's M.45. Robin Colquhoun came a heck of a long way to be with us in his nice 2-litre tourer and only just missed an award.

Two weeks later found us all at Vintage Silverstone and as the excitement of the "Fox and Nicholls" trophy race has been written up by a more capable writer than I, perhaps I should refrain from making further comment on the actual race.

Late August found the Northern lot down for the Bentley Drivers Silverstone, usually the most enjoyable race meeting of the season. Apparently, near twenty Lagondas had entered for the joint



BDC/Lag Club Race, but as usual some were rather late in entering with the result that only eight of us lined up with the Bentley boys. The result, nevertheless, was satisfactory, with Brian Naylor—Rapier (with a credit lap) coming first, followed by Alan Brown (4½) just ahead of a 4½ Bentley (with a credit lap), and Schofield in the “fire engine”.

Reflecting on the above, it is worth bearing in mind that if you wish to enter for this event in the future—and more especially, for VSCC Races, it is essential that you get your entry in as soon as possible. Vintage Race Meetings are usually over subscribed, and the organisers work on the “first come, first served” principal.

#### Other News

Dennis Roberts of Buxton buys a 1961/4 David Brown Rapide to add to his collection of Daimler funeral taxis. Roger Firth of Stalybridge, Cheshire, progresses well with his LG.45 rebuild, whilst over in Disley, Cheshire, Brian Minshull completes his 4½ sports/racer and has a bash at the BDC Silverstone, finishing his race and thoroughly enjoying himself. Alastair Innes Dick from Stratford-upon-Avon called at the “Factory” in August—Alastair is rebuilding an M.45 R.

Rumour has it that Ken Pape from Beverley has at last got his 2-litre rebuild finished and we look forward to seeing the car out next season. Capt. Barker finishes an engine overhaul on his LG.45 tourer and Herb Schofield adds a V.12 2-seater Rapide to his collection of useless Lagondas.

### CHRISTMAS CARDS!

**The Lagonda Club Christmas Card for 1974 will be ready shortly. An excellent design by Mike Gaber in the 1930's style will prove very popular. Price £1 per dozen.**

**See Newsletter for details.**

## Competition Report

### 3rd September 1974

WRITING A FEW DAYS BEFORE THE A.G.M. AND WITH usual rush to meet the Editor's deadline for print, the competition year is almost over. Unfortunately, my notes for the last magazine were lost in the post, so I will cover the high-spots of the season by running through the various events.

It's fair to say Lagondas have had a good deal of success this year with the usual names cropping up in the places. Try as we might to encourage people, very few new cars and owners have appeared and I would be less than honest if I did not say there had been some disappointments. Despite almost 100 entry sheets and regulations going out, the low point of 1974 was Finmere with only eight Lagondas competing out of an entry of ten cars compared with twenty Bentleys.

Thanks to the Oil problems, racing got off to a shaky start. *VSCC Silverstone* was held although none of our members figured in the results and it's a similar story for *Curborough*. However, in May the *Scottish Driving Tests* saw W. H. Golding in his splendid high chassis 2-litre gain a third-class award at the Hamilton Race Course, where the event was held. A good performance as 2-litres do not usually show in this type of competition, especially against the sort of entry attracted by the *VSCC*. *Oulton Park* had a good selection of Lagondas and many club members in evidence which prompted John Beardow's amusing write-up in the last magazine. My own car appeared for the first time this year after a comprehensive engine rebuild (in answer to certain comments the body may be done this winter!), but resolutely failed to run smoothly despite both Tony Wood and I running round and round in practice and making all the usual adjustments. It's true we did spend most of the Friday afternoon trying to start the Rapier on a tow rope and had changed several times from Mag to coil and back again. It turned out there was more missing than the little spark—the copper gasket had blown and towards the end of the day we had more gas coming out of the carburettors than was going down the pipes. Not a good thing with methanol in the lines! It wasn't until *July Silverstone* we discovered a warped cylinder head. However, back to the report.



McCall's Eccles Rapier was also out again together with a number of other Rapiers all going extremely well, some of whose owners have not yet been persuaded to join this club—enough said. There was the usual Northern contingent doing battle on home ground and having enormous fun. Messrs. Brown, Hall and Schofield with 4½'s, with David Hine demonstrating the variable geometry of the V.12's front suspension round Oulton's interesting bends. Try as I might in checking the official results yet again, only Rapiers (note the plural) figured in the results! Brian Naylor took a first in race three—a four lap handicap—and another (non-member) Rapier was third on handicap in the Seaman Historic Trophy, which must prove something! Herb Schofield had his beautiful LG.45 Rapide in the Concours D'Elegance but was unplaced. David Royle's 3-litre tourer was the last Lagonda to take the Cheshire Life Trophy—two years ago, I think—I wonder who will be next?

Alan Elliott ran the *Hants/Dorset Rally Tour* on Sunday, 23rd June, which was an enjoyable event according to the reports. Unfortunately, it suffered from a delayed news letter and the advanced publicity did not arrive on the doormats until too late. Alan writes to say the winner was again Dick Sage in his 16/80 tourer, with Donald Curran second in the Rapier, whilst Stephen Weld driving his 2-litre Crossley tourer we were later to see at Fimmere, was third. Nine Lagondas and the usual friends met at the lunch stop, the Sir Walter Tyrell Inn, near the Rufus Stone, although the run to the Motor Museum at Beaulieu was cancelled.

The following weekend, Iain Macdonald and friends put on the *Border Rally*, which was run as he told me “on a warm day with dry if not sunny weather”. This event is open to members preferably driving Lagondas but encourages those whose cars are out of commission to use their “modern”. However, by fair means or foul, the modern stuff was beaten and a Lagonda came first and second, and 2-litres at that! Well done Julian Reisner and Robin Colquhoun. The full results list is published at the end of this article.

The *Northern Gymkhana* (6th July) is the prerogative of our Northern Secretary. As he is far better than I am at putting pen to paper and more humorous, too, I shall move on to *Silverstone*, the other July event, which was a good meeting even though we failed to get rid of the Fox and Nicholl Trophy. To win it is a worthy

feat, but as for the Trophy itself—Ugh!

Witt Witteridge came second in race two and Iain Macdonald won another pot to add to his seemingly vast collection by coming fourth in the same five lap handicap. But the big success of the day went to Nigel Hall (4½ Special) who after a scrap with Herb Schofield (also 4½ Special), won the Fox and Nicholl Trophy. Herb was heard to say afterwards that just before crossing the line, driving right up Nigel's exhaust pipe (and closing!), he suddenly remembered THAT TROPHY! So, two years after our club donated the F & NT to the VSCC the score is; Lagonda Club members two, VSCC members nil. I am now taking bets on 1975!

Our annual *Fimmere Driving Test* co-promoted with the Bentley Drivers Club took place the next day—Sunday. It was fine and warm, although windy, and before things could get going, the small entry had to wait until three planes had taken off. One of these turned out to be Douglas Hull of ERA fame who keeps a vintage bi-plane (make unknown) in a hangar nearby. Although the tests had been marked, it was some time before the cones could be set out and battle begin. One of the most interesting spectacles was to be BDC member, R. Burrell with his “Speed 12”. This car is a Derby Bentley suitably cut and modified with two-seater coachwork and pointed tail, etc. into which has been crammed a Rolls Royce V.12 7.7-litre engine! Acceleration was terrific, but it didn't seem to want to stop!

There were six tests in all, three in the morning and three to be run in the afternoon, with a generous time gap between to take on ale and for those who felt like it, grab something to eat. By special arrangement and a very willing landlord, the bar is open all day with competition at the pumps starting well before the more organised activities.

The Bentley members, who get a good deal of practice at driving tests, were in force with their usual specials and despite handicapping the individual contest was won by David Llewellyn with the 3/6½-litre and David Hine in the same car.

Alan Brown put in an excellent performance with his LG.45 and was the first Lagonda, second Lagonda, Witt Witteridge. The rest of the results are printed at the end of the article.

A number of people said this year's event had finished early, consequently most people made their way home rather than wait for the Sun Inn at Whitfield to open where the official results



were to be announced. Consequently, next year plans are being made to incorporate the Driving Tests with some Social Event and seeing as the Lagonda Club run the Test, the Bentley People have offered to organise a Barbecue or something similar. If anybody has some other ideas I will be pleased to hear from them.

The usual two-day *Prescott Hill Climb* which took place mid August, attracted a number of Lagondas and it was nice to see Andrew Cheyne with his 3½/4½-litre special out once again after an engine rebuild following his blow-up at Llandow last year. Dick Sage came along with his 16/80, and in the same class were James Woollard and Jeff Ody with 2-litres. In addition, four Rapiers appeared, three in the racing car class, plus Brian Naylor with the Bertelli two-seater doing battle with Rileys and Frazer Nashs. Paul Morgan with his Eccles Replica now running with single supercharger, but still on dope put in the best performance, almost beating the long standing record in the Racing Car class up to 1100 c.c. climbing in just over forty-eight seconds, but being beaten by Dowson in the Light Weight Special, who set a new record in something over forty-six seconds!

Saturday practice was run in wet conditions but Sunday was a superb day and everybody enjoyed the usual relaxed atmosphere to be found at this event.

Of particular interest to club members, during late Sunday afternoon an absolutely splendid close coupled 2-litre high chassis saloon appeared from the general car park which had obviously only just had a complete rebuild and was being driven by a very attractive young lady. To my mind both must stand an extremely good chance at the A.G.M. Concours in September!

With the season now running to a climax, *BDC Silverstone* at the end of August, and the final *VSCC* event at *Thruxton* remain.

The BDC is now under new management and they were trying for a particularly ambitious entry for their Silver Jubilee race meeting (1949-1974—which was to include a special invitation race for Bentley's, Vauxhalls, Mercedes Benz and Sunbeam cars. As a result, entries were under some pressure and a first come first served rule applied. For this reason some of our more regular competitors were disappointed having entered for the BDC/Lagonda handicap. However, ten Lagondas were accepted, which included reserves and everybody lined up on the grid.

It is the first year I have worked out the handi-

caps for this race as previously this has been done by either James Woollard and Jon Abson, and I was particularly pleased with the result. I did not see very much of the race myself, as the Woodbatt was still running in and seemed to spend most of my time circulating on my own after being passed by some of the faster cars. Brian Naylor in the Rapier won with Alan Brown second in his LG.45. Third came Mike Pancheri, Bentley 3/4½, with fourth, Herb Schofield, LG.45 and then new member from South Africa, J. A. Stewart in his DB 3-litre Lagonda Saloon. The rest of the cars were spread out through the field and everybody seems to have enjoyed themselves.

The offer still stands from the BDC that if we can collect sufficient entries we shall be able to have a race of our own and as each year goes by, I cannot understand why we always have the usual handful of cars. A special effort is to be made for 1975, so all those interested please make a provisional note in your diary, watch this space and announcements in the newsletter.

At the time of writing, I have received results from Thruxton and as nobody has written or telephoned to say how they got on, there is little more that I can add to this review of competition activities this year, although it seems that a very quick Rapier once again won the Spero Trophy.

Finally, I would like to thank those members who have competed regularly this year and kept the name of the Lagonda Club to the front. I hope their ranks will be swollen in 1975. The Calendar of Events is now being drawn up and hopefully will go out in early January so that those interested can plan their year.

JOHN BATT

**HAVE YOU BOOKED  
YOUR TICKETS FOR  
THE GRAND CHRIST-  
MAS FILM SHOW  
AND SUPPER ON  
DECEMBER 6th?  
SEE NOVEMBER  
NEWSLETTER FOR  
DETAILS**



## Combined Driving Tests at Fimmere

14th July, 1974

LAGONDA CLUB

BENTLEY DRIVERS CLUB

### RESULTS

#### 1. INTER CLUB CHALLENGE

Eight Best Bentleys 984.2

Eight Best Lagondas 1241.2

Inter Club Winners

#### 2. BENTLEY REGIONAL TEAMS

1. Mid West B	362.8	B. G. Shoosmith, W. A. Shoosmith, W. Thompson
2. South Eastern	413.6	E. G. Amery, B. M. Russ-Turner, M. F. Kingham, D. Llewellyn
3. Eastern	421.2	K. Cleave, H. Grierson, J. Cleave, K. Mummery
4. Mid West C	424.0	B. Mountfort, R. D. Gregory, C. Mountfort
5. Mid West A	458.1	D. Rutherford, G. H. Russell, J. H. Bailey

#### 3. BEST PERFORMANCE IN EACH INDIVIDUAL TEST

Test 1		Test 2		Test 3	
1.	Llewellyn 20.0	1.	Llewellyn 17.0	1.	Shoosmith, W. A. 8.8
2.	Hine 21.8	2.=	Hine 17.2	2.	Bailey 9.0
3.	Shoosmith, B. G. 22.0		Shoosmith, B. G. 17.2	3.=	Llewellyn 9.4
			Brown 17.2		Shoosmith, B. G. 9.4
					Brown 9.4
Test 4		Test 5		Test 6	
1.	Shoosmith, B. G. 21.2	1.	Llewellyn 24.0	1.	Llewellyn 17.8
2.	Hine 21.6	2.	Hine 24.6	2.	Bailey 18.0
3.	Llewellyn 22.0	3.	Shoosmith, W. A. 25.6	3.	Shoosmith, B. G. 18.2

#### 4. BDC HANDICAP RESULTS

Position	Car No.	Name	Handicap	Marks
1	32	Helen Grierson	25%	105.45
2	24	B. G. Shoosmith	5%	109.25
3	38	D. Llewellyn	0%	110.2
4	33	Mrs. J. Cleave	25%	113.7
5	41	H. Hine	0%	114.2
6	26	W. Thompson	10%	115.92
7	35	E. G. Amery	25%	118.4
8	25	Ann Shoosmith	0%	119.0
9	22	G. H. Russell	20%	119.2
10	31	K. Cleave	7½%	119.32
11	37	M. F. Kingham	25%	122.55
12	34	K. Mummery	25%	123.15
13	23	J. H. Bailey	5%	125.21
14	28	R. D. Gregory	5%	125.4
15	27	B. Mountfort	5%	129.58
16	29	Mrs. C. Mountfort	15%	132.26
17	36	B. M. Russ-Turner	12½%	135.97
18	21	D. Rutherford	15%	150.7
	40	R. Burrell	Not Handicapped	
	50	J. Henderson		



# BDC Handicap Results (cont.)

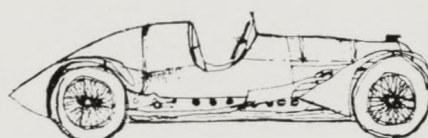
## INDIVIDUAL RESULTS

Position Overall	Car No.	Name	Club	Team	Car	Test 1	2	3	Marks 4	5	6	Total	Position LAG	BDC
1	38	Llewellyn	BDC	SE	3/6½ Lit.	20.0	17.0	9.4	22.0	24.0	17.8	110.2		1
2	41	Hine	BDC	—	3/6½ Lit.	21.8	17.2	10.0	21.6	24.6	19.0	114.2		2
3	24	Shoosmith, B.	BDC	MWB	S.1	22.0	17.2	9.4	21.2	27.0	18.2	115.0		3
4	25	Shoosmith, W.	BDC	MWB	S.1	23.0	19.6	8.8	23.0	25.6	19.0	119.0		4
5=	26	Thompson	BDC	MWB	Mk VI	27.2	19.8	10.4	24.0	29.0	18.4	128.8		5=
5=	50	Henderson	BDC	—	Mk VI 4½L.	25.8	20.0	11.0	24.0	28.0	20.0	128.8		5=
7	31	Cleave, K.	BDC	E	3/4½ Lit.	24.6	20.6	10.0	22.4	29.4	22.0	129.0		7
8	5	Brown	LAG	2	LG.45	26.0	19.2	9.4	23.0	32.8	19.6	130.0	1	
9	23	Bailey	BDC	MWA	4½ Lit.	24.2	18.4	9.0	22.4	39.8	18.0	131.8		8
10	28	Gregory	BDC	MWC	4½ Lit.	23.8	21.0	10.4	25.2	30.0	21.6	132.0		9
11	27	Mountfort, B.	BDC	MWC	4½ Lit.	24.4	30.2	11.0	23.4	28.4	19.0	136.4		10
12=	40	Burrell	BDC	—	Speed 12	23.4	30.0	10.2	24.8	27.6	23.8	139.8		11
12=	6	Wittridge	LAG	2	M.45	27.0	24.0	11.4	27.4	28.0	22.0	139.8	2	
14	32	Grierson	BDC	E	Mk. VI 4½L.	28.8	22.2	11.0	25.0	31.6	22.0	140.6		12
15	3	Weatheritt	LAG	1	2.6	29.6	21.6	13.4	25.0	33.8	22.2	145.6	3	
16	35	Amery	BDC	SE	3 Lit.	27.2	21.4	13.6	25.0	35.6	25.2	148.0		13
17	22	Russell	BDC	MWA	4½ Lit.	27.2	21.4	11.4	26.2	39.0	23.8	149.0		14
18	8	Sage	LAG	3	16/80	26.4	22.0	13.2	28.4	35.2	25.0	150.2	4	
19	33	Cleave, Mrs.	BDC	E	3/4½ Lit.	28.8	23.6	13.0	28.0	35.0	23.2	151.6		15
20	36	Russ-Turner	BDC	SE	4½ Lit.	26.0	20.2	10.4	26.4	50.8	21.6	155.4		16
21	29	Mountfort, C.	BDC	MWC	4½ Lit.	32.8	22.4	11.6	29.0	36.8	23.0	155.6		17
22	7	Ridout	LAG	3	2 Lit.	30.0	24.6	13.2	30.2	36.6	26.2	160.8	5	
23	34	Mummery	BDC	E	S.2	28.4	23.0	10.2	29.4	51.4	21.8	164.2		18
24	1	Odell	LAG	1	11.9	30.2	24.8	16.8	28.0	40.0	26.8	166.6	6	
25	10	Weld	LAG	—	2 Lit.	31.8	25.6	14.2	30.4	41.0	27.0	170.0	7	
26	37	Kingham	BDC	SE	4½ Lit.	31.8	24.2	12.0	29.0	46.4	27.4	170.8		19
27	21	Rutherford	BDC	MWA	Mk. VI	31.8	32.0	11.8	29.0	41.8	30.0	176.4		20
28	9	Pettifer	LAG	3	2 Lit.	40.4	26.2	15.0	29.0	42.0	25.6	178.2	8	

## Border Rally—29th June 1974

### RESULTS

	Route	Test	Deductions Wrong Car	Wrong Direction	Nett Total
1. Julian Reisner Lagonda H/C 2-litre	120	10	—	—	130
2. Robin Colquhoun Lagonda 2-litre	110	—	—	—	110
3. John Broadbank Vauxhall Viva	120	10	11	10	109
4. Harold Golding Lagonda H/C Speed 2-litre	90	5	—	10	85
5. Henry Coates Ford Cortina	80	5	11	—	74
6. Alan Didsbury Lagonda H/C 2-litre	70	—	—	10	60
7. Chester Boylan Lagonda 16/80	60	5	—	10	55
8. Alan Brown Lagonda M.45 TR	60	—	—	10	50
9. Aubrey Brocklebank Reliant Scimitar	40	5	11	—	34





Race 6.

**B.D.C. and Lagonda Club Members' 5 Lap Handicap**

<i>No.</i>	<i>Name</i>	<i>Car</i>	<i>M S</i>
53	Naylor B. (R)	Rapier	7 25.0
52	Brown A. (R)	Lagonda LG.45	7 27.6
7	Pancheri M.	Bentley 3/4½	7 33.0
49	Schofield H.	Lagonda LG.45	7 37.6
47	Stewart J. A.	Lagonda	7 39.0
31	Shoosmith B. G.	Bentley R Special	7 40.2
20	Harben H.	Bentley Hybrid	7 43.6
48	Hall N.	Lagonda LG.45	7 43.6
2	Nutter J. R.	Bentley Speed 6/8	7 47.4
34	Thompson W.	Bentley Mk. VI	7 47.8
3	Tabbenor G. H.	Bentley 6½	7 48.8
10	Middleton J. F.	Bentley 4¼	7 50.0
44	MacDonald I.	Lagonda LG.45	7 51.8
12	Balmer D.	Bentley 3	7 52.4
32	Kimberley W. P.	Bentley Derby	7 52.6
6	Russ-Turner B. M.	Bentley 4¼ (S)	7 53.2
40	Rutherford R. E. (R)	Bentley Mk. VI	7 55.6
9	Hall M. L.	Bentley 3	8 02.6
8	Pardey P. H.	Bentley 4½	8 11.4
43	Wittridge A. H.	Lagonda M.45	8 14.8
1	Cheston W. R.	Bentley 4½	8 16.6
51	Hine D. R.	Lagonda LG.45R	8 18.4
46	Batt J.	Lagonda Rapier	8 30.2
37	Grenville-Mathers R.	Bentley Mk. VI Sp.	8 52.8
182	Roberts Mrs. F. (R)	Lagonda 11.9	8 02.6
14	Hine H. (R)	Bentley 3/4½	Retired
Fastest Lap			
No. 34—1m. 17.6s.			



**Results of Northern Driving Tests—July 6th, 1974**

**CLASS I—LAGONDAS**

1st	Alan Brown	M.45 Tourer
2nd	Roy Paterson	4½ Special
3rd	Herb Schofield	LG.45
4th	Robin Colquhoun	2-Litre (well done lad!)
5th	Roger Firth	M.45 Tourer
6th	R. Hill	M.45 R Tourer
7th	R. Fox	LG.45 Tourer
8th	A. Hill	M.45 R Tourer
9th	A. Ogden	M.45 Tourer
10th	John Davenport	LG.45 Rapide

**CLASS II—OTHER MAKES**

1st	D. Hoggard	Railton Racer
2nd	I. North	Lawnmower
3rd	Ted Townsley	Aston-Martin DB5 Automatic, Power Steering
4th	J. Spencer	Dagenham Dustbin
5th	V. Wiltshire	Railton Mobil Special
6th	G. Squire	Reliant Scimitar Van
7th	Adamson	Another Railton
8th	John Broadbank	ERF





Roy Paterson, Sheila Burke, Richard Hare and Herb Schofield at BDC Silverstone in August.

*Photo: Tony Wood*



Nigel Hall tries the "Woodbatt" for size at BDC Silverstone.

*Photo: Tony Wood*



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## The New Forest Rally 1974

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AT HALF PAST TEN ON A WARM JUNE MORNING, A crowd surrounded a line of Lagondas at a cafe on the A303 west of London. A subdued roar, and one of them, a magnificent 3-litre tourer, moved off, soon to be followed by the remainder.

So began the start of the Lagonda New Forest Rally, held on Sunday, June 23rd. The event went through some of the most beautiful and varied countryside the south of England can provide; picturesque villages with thatched cottages and old inns, rolling chalk uplands, green valleys with meandering streams, and finally, the heathland and stately old trees of the New Forest. Mile after mile of quiet country roads with scarcely another vehicle in sight brought back the thirties, and vintage motoring at its best.

The cars started near Andover, and had to answer twenty questions on the way. The answer to one clue was on a signboard completely visible when the route was plotted, but the undergrowth can be most prolific after a period of six weeks has elapsed. Still, the winner managed to find it. The sign "Deep Ford" may have discouraged some competitors, but fortunately the long dry spell of weather resulted in it being comparatively

hallow. After a little piece of history, where the answer was to be found on the Rufus Stone, the competitors found themselves at the "Sir Walter Tyrrel Inn" for a welcome pint.

The eventual winner of the event was Dick Sage in his Crossley-engined 16/80. Second was Don Curren's Rapier, and third Stephen Weld's Lagonda-engined Crossley. Dick Sage also won this same event last year, and perhaps the only way to prevent him winning again is to persuade him to organise it next year. Stephen Weld's Crossley has of course the same engine as the 16/80, and until recently he has been using the car regularly to commute backwards and forwards from England to his unit in Germany. Don Curren's Rapier is a 1936 Randalagh bodied tourer, which has had a total rebuild entailing many years of hard work, and during the restoration Don moved house several times. Geoffrey Seaton's immaculate 3-litre tourer is well known, half-way through the rally he was seized by a raging thirst, and made straight for the finish!

Several other members arrived with their cars for the picnic, and a few set off to the museum at Beaulieu in the afternoon.

*Footnote:* Comment by an onlooker after examining Geoff Seaton's immaculate 3-litre tourer at the finish. "It's orl right, but I don't like that wire netting stuff on front!" She didn't realize that Geoff has to keep the chickens in under the bonnet somehow.

ALAN ELLIOTT



Stephen Weld and the winner Dick Sage enjoy a pint at the finish.



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# Midlands Sunday Social

21st July 1974

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ALTHOUGH THE FIRST SUNDAY OUTING IN JUNE was belatedly arranged during the May Pub Meet we did discuss and agree the dates and venues of the second and third outings of the summer at the same Pub Meet. This certainly paid dividends because not only were we able to advertise the second outing in the Newsletter, it also gave the weatherman a chance to arrange excellent weather for the 21st July.

Since this do was to take place in the upper (geographically speaking) part of the Midland Section it fell to my lot to find a suitable drinking and eating house and somewhere to sleep if off in the afternoon.

As luck would have it I discovered the Belper Arms, an Olde Worlde type pub at a most unlikely named village called Newton Burgoland, just a few miles east of Measham. And would you believe it, the landlord, Hal Tandy, owned, some years back, a 2-litre H.C. and was a member of the Club. So he was very pleased at the prospect of having a collection of Lags in his car park and was well acquainted with the habits of the occupants to allow them to overrun the place.

The advertising certainly paid off, because during the week before the event, I received a number of telephone calls from members asking how many friends may they bring along, and I was beginning to wonder if the Belper Arms could cope with us all.

Anyhow, on the actual day, and only thirty minutes after opening time, we had assembled ten (yes TEN) Lagondas, and one Austin 12 tourer, and their occupants numbered forty-five, which by any standards is a very good turn out. (Thinks, all good experience for the 1975 A.G.M., but we must find a slightly bigger pub!)

One notable point worth mentioning was that everyone turned up in a real motor and the collection proved to be a representative example of the Lagonda Marque. In fact we only needed a 11.9, 3-litre and V.12 to make the range complete. (I dare say I have left myself wide open to criticism for forgetting a particular model.)

If we had included a concours in the day's events, then undoubtedly 1st prize would have gone to the H.C. 2-litre Weyman Body Fabric Saloon. Some three years had gone into the restoration of this beautifully prepared car. A notable feature of the rear seats is that they individually fold away to provide additional luggage space in addition to the huge trunk on the rear of the body. I fear that my inexperienced pen could not do justice in describing this model in the detail it deserves and would suggest that our highly esteemed Editor persuades Hugh Leigh to provide some photographs and copy telling us the whole story of its restoration. Unfortunately, Mr. Leigh could not be with us on the day but full marks to Mrs. Leigh for coming along to give the 2-litre its debut to Club events.

Continuing down the runners list, in no particular order, we had Mary and Ben Martin with his fine LG.6, Robin Colquhoun and family with his trusty 2-litre L.C., Stuart Pettifer and family with his 2-litre Continental, the Witt-ridges with the M.45, our Midland Secretary, Tony Wood, with his much travelled Rapier, Harry Taylor and family with their DB 3-litre and no less than three 16/80's belonging to Bill Wright, John Ward and myself. The Austin 12 belonged to a friend of John Ward's and I am sorry to say I have forgotten the gentleman's name. Nevertheless we are always pleased to welcome visitors in our outings providing they leave the modern tinware at home.

Well with such a fine collection of cars and people the couple of hours or three of drinking (and eating) time just flew by. At 3.00 p.m. we thanked Hal and Mary Tandy for their kind hospitality and fine food and set off for Shackerstone Station, just a couple of miles away, where the Midland Railway Society was staging one of their regular Steam Ups. They have bought the Station and about a mile of track from B.R. and operate a couple of old tank locos to give rides to the visitors. I had previously been in touch with their Secretary to ask if they could provide us with a special parking space for our cars. What I did not know until the day before was that they had "billed" us as a special attraction and we were placed among some of the other side shows. They had also arranged for the local press to attend. However, undaunted at this prospect we parked our cars in the allotted space, carefully



battened down the hatches and mingled with a few hundred other people there. At least some of us fulfilled a life-long ambition of riding on the footplate of a steam loco (albeit a tank loco). The Ashby Canal Preservation Society also lodge at the same venue and they were operating short boat trips along the canal.

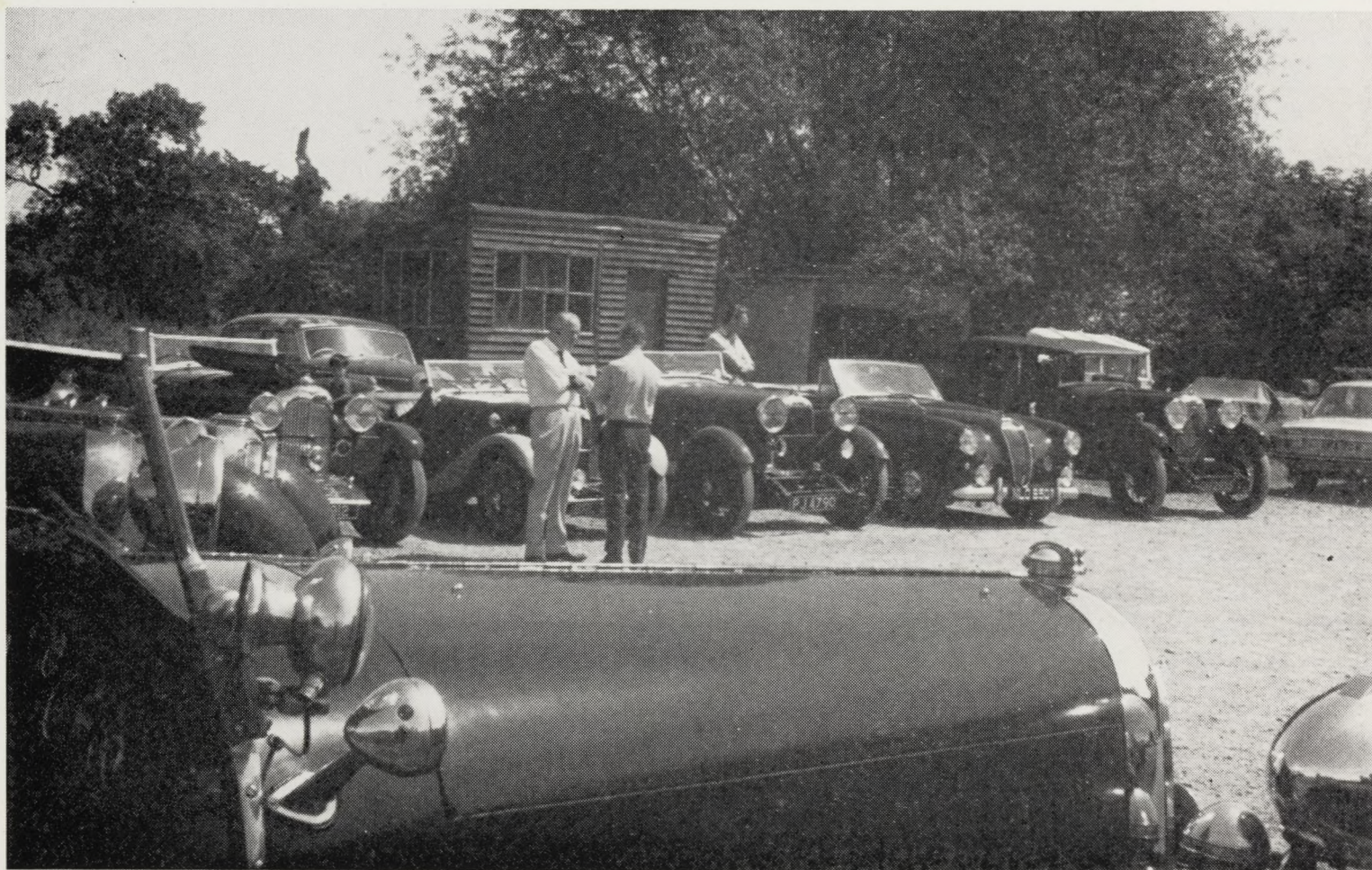
Our stay was not long, because, at the Osgathorpe Pub Meet the week before, Mairwen and Robin Colquhoun suggested that to round off the day we return to their place for tea. They also suggested we should equip ourselves with bathing togs in order to cool off in their swimming pool.

With the combined heat of the day and from the locos we did not have to be told twice when Robin marshalled us together to lead us to Market Bosworth. We set off in procession (I think at the dismay of the onlookers) with Robin at the head of the long line of cars and about half way en route we had the only minor hitch of the day. The petrol pump in Bill Wright's 16/80 decided to have a momentary seizure. The column of cars stopped (in sympathy) to enquire the nature of the trouble, but Robin continued on until he discovered he was on his own. In the meantime Bill had diagnosed and rectified the

fault by a judicial tap with the middle finger of the right hand and we were on our way again in hot pursuit of Robin. As we approached one side of a hump back bridge, to coin that Gerard Hoffnung phrase, Robin was approaching from the opposite direction. When he caught sight of us he raised his hands in dismay and it is just as well these 2-litres steer in a straight course unaided and the bridge was wide enough for two cars to pass each other! We slowed our pace to allow Robin to make another hurried 180° turn (good practice for driving tests) and rejoin the head of the procession.

It was only a few minutes after our arrival at the Colquhoun's residence before the more adventurous members of the gathering were taking the plunge while others sipped tea and consumed delicious goodies in the best garden party manner on the lawn.

As evensong approached, the Church bells rang out calling the occupants of Market Bosworth to prayer. On hearing this Stuart said "I must go, is anyone coming with me?" Before anyone could give an answer he was out of sight. It was only at that moment I had time to reflect on the events that had gone before. Yes, it had



Lagondas at the "Belper Arms".

Photo: Tony Wood



been a wonderful day, the sun had shone brightly all the time, we had enjoyed the pleasure of each other's company, the hospitality of Hal and Mary Tandy, and now Mairwen and Robin. Oh, what joy, perhaps we should have responded to Stuart's call. And then, my thoughts were interrupted again by Stuart's voice. He said, "I really enjoyed that, they even let me ring a couple of peals". Good grief!! The man's a campanologist!!

So as the sun began to settle in the west (it usually does, you know) we made our various ways homeward after a most enjoyable day.

I would like to thank all those who came along, in particular Mrs. Leigh and family and John Ward and party and trust they considered their long journeys worthwhile. We certainly enjoyed their company and hope that even a greater number will be encouraged to participate in future Sunday Socials in the Midlands.

Also very many thanks to Mairwen and Robin for their kind hospitality in providing an unforgettable end to the day.

By the time you read this our third Sunday outing to Iron Bridge Museum in September will have taken place. But do not fear, there will be more next year. We would welcome suggestions for suitable venues from any member in the Midlands Section. The recipe is quite simple, a place of interest or local beauty spot and a nearby country pub which serves a simple bar lunch and who don't mind the children! The rest is up to those who come along to enjoy it all.

NEIL FRAJBIS

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## Midlands Notes

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by Tony Wood

REGRETTABLY, THIS WILL BE THE LAST SET OF notes I will write in the capacity of Midlands Secretary, as other commitments make it impossible to run the area as it should be run. I took on the job almost two years ago, after Peter Denham resigned, and at the persuasion of Barbara Wittridge who was trying to do both the Treasurer's job and that of the Midlands Secretary. I felt that someone had to be gallant and come to the rescue, although even then, time was at a premium. During those two years I hope I have been able to instill some sort of enthusiasm

into the rather reticent Midlands members. At least all the outings and other functions which have been organised, have been well attended, and here I must offer a vote of thanks to Neil Frajbis, my worthy lieutenant in the North of the Area, who has helped out enormously with arrangements for outings in his part of the country.

One problem with the Area, is that it is too big, and had I been able to continue, I would have put it to the Committee that perhaps consideration should have been given to reducing it a bit. However, perhaps my successor, when and if he (or she) materialises, may be able to pursue this point.

I have certainly enjoyed my stint as Mid. Sec. and had it not been for so many other items demanding attention, I would certainly have continued. It is a most rewarding task to see interest slowly building up and I hope that someone, somewhere in the Area will read these notes and feel guilty enough to take on a most enjoyable job. (Advt.!)

The second outing of the summer went off very well on 21st July in really splendid weather, and attracted ten Lagondas. This should be reported elsewhere in this Magazine.

I reported last time, that Berndt and Helga Andrae had returned to Germany after several years in the Midlands, taking the M.45 with them. The regulars at the Meriden Pub Meet had a tankard suitably engraved and sent it on to them. This was very well received and will have pride of place on the mantelpiece (if there are such things in Germany!). We will all miss their cheerful presence at our meetings and wish them well for the future.

Witt's Rapier is coming on apace. He has still not done much more to the bodywork (see the last Mag. for the reason!) but at least the engine now runs, or so I am reliably informed. When I went down there the other day to see how far he had progressed, the engine rather unoblingly, failed to start! Well, anyway we pushed the car out and I took a progress photo or two.

And so, I bid thee all farewell. Not completely, of course. I will still be around and about but not as Mid. Sec. Don't forget the Area's two Pub Meets. The Manor at Meriden, second Tuesdays and the Gate Inn at Osgathorpe between Ashby and Kegworth, third Tuesdays. All are welcome.



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## Lag ... What?

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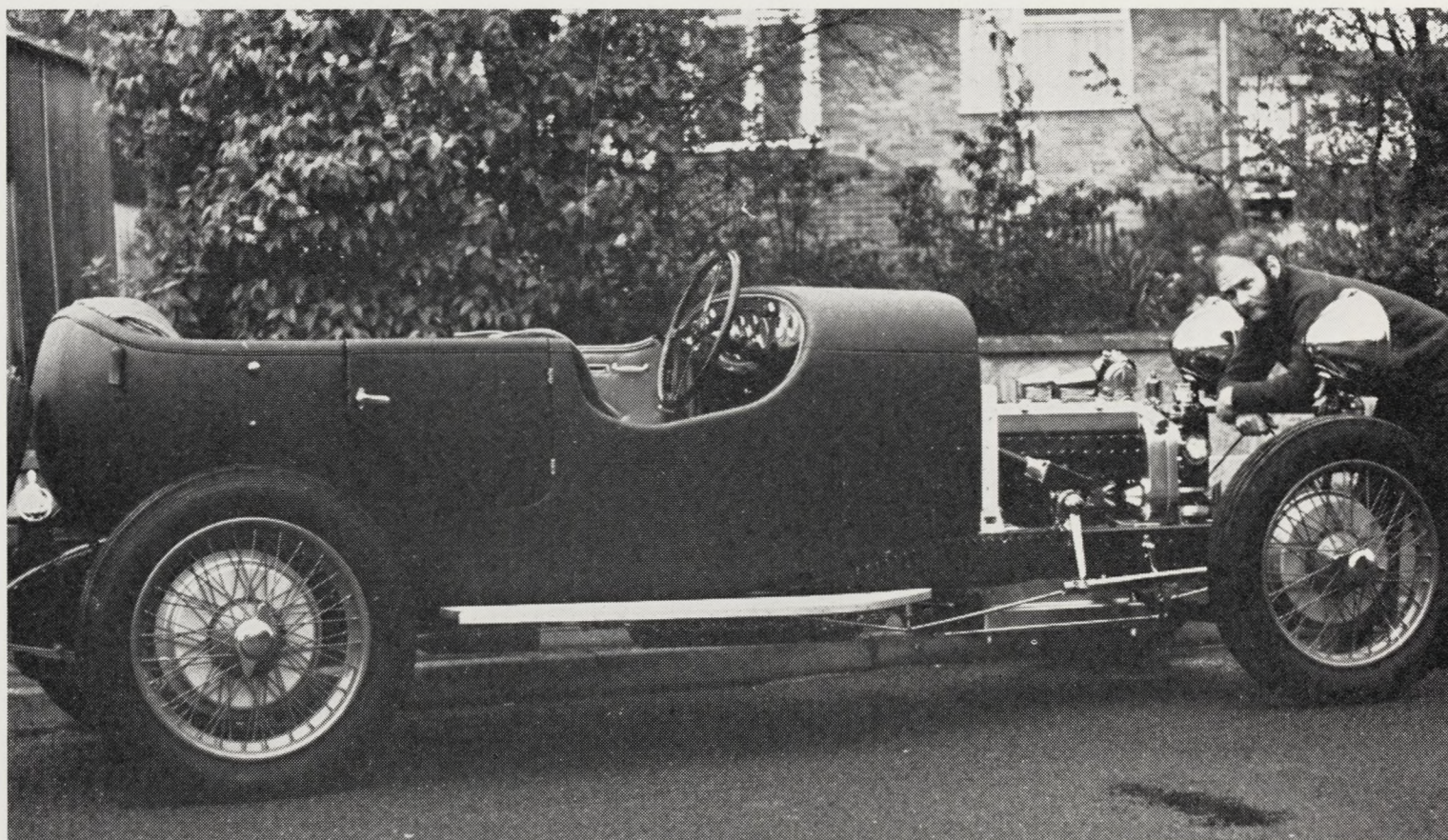
SOME SIX OR SEVEN YEARS AGO WHEN I CALLED ON a friend, the first thing he said was, "Come and meet the old Lag". I could tell from the scarcely concealed note of pleasure in his voice that this time he was not speaking of his wife. Had he then taken up social work and joined some prisoner-after-care service? Now you all know the answer to that question—but at that time I was a "tin-box innocent". The mystery was solved when I was ushered into the presence of a 1931, 2-litre, low chassis, supercharged Ligando.

It looked like a Balkan royalty refugee—impressive but useless, proud but anachronistic, regal yet faded, indeed it was appropriately painted in faded royal blue. A mechanical disaster on wheels, but did the ugly thing belie its looks and actually go? "Well, I did tow it—but the engine does run", I was told. This last fact has yet to be proved to my satisfaction as I have not heard it in anger yet I live only three miles away and I have been informed (the man was a Bentley owner I believe) that I would certainly be able to hear it at five miles, sans exhaust that is.

I wondered what he was going to do with this tatty heap that was too ashamed to look me in the eye with its headlamps pointing at each other. "I'm going to rebuild it", came the announcement, "should only take a year". I believed him, he believed himself! Now, seven years later, the thing has only moved from the garage when I have pushed it!

Little did I know that this was an introduction to another world—the cult of the Loginda car. A world of enthusiasts (euphemism for cranks) enraptured by the sound of a Zoller blower and entranced at the sight of a polished camshaft cover. I overheard at a Lagando event of a member who is reputed to have an orgasm when his Rapier exceeded fifty-five m.p.h. A world where some wives had total involvement before the advent of bra burning, and are willing to give the car a layer of Magicote Vinyl two days before the concours, or to "run up" a new hood on the Singer (that's a sewing machine).

During a rebuild the owner's social life is shattered. Odd people call at even odder times to look at the car; the wife soon realises that the car is only a slightly better proposition than "the other woman" (i.e. the husband doesn't sleep with her but spends all his time and money on her);



Six years work of pleasant agro! The pensioner hanging over the front was a young man when he started!



the children forget who Daddy is and call him Uncle; and the neighbours send petitions to the local authority demanding a reduction of their rates.

In the case of my friends car the rebuild was preceded by the disbuild until the garage was full of cardboard boxes crammed with Legendo bits and looking like Steptoe's back yard. The naked chassis was sandblasted and painted to a high standard even though the most avid concours judge will only be able to see nineteen per cent of it. The engine was dismantled, the radiator, wheels, tank, supercharger, steering wheel, etc., all went to "specialists", rather like a current car factory where they simply assemble other people's bits and pieces. Following restructuring of the woodwork (with a Rentokil guarantee), the body was covered in psuedo leather over a layer of cotton complete with seeds—if the rain ever penetrates the trim you are all invited to a cotton pickin' party. The trimming only needed four pairs of hands to pull it into shape around the hind quarter, plus three kilowatts of hot air, and another pair of hands to hammer in the 5,753 tacks. I have to admit that the result is far superior to the fabric work seen on some Ligon- ders which have a series of pleats at the back.

I spent many hours helping to polish plates, oil pipes, nuts and bolts (though Messrs. Guest, Keen & Nettlefold would not be too pleased to know that I filed their names away) prior to plating. The sequence is: file, emery cloth, wet and dry eighty down to 2,400 in grades of ten, then buffing with cotton discs and finally polishing with lambswool. At last we have a mirror-like finish—except for myriads of vintage holes in the alloy castings.

My main claim to assistance was a large progress chart (critically analysed by all), based on the owner's estimates, which plotted the rebuild completion to Easter, with a few weeks to spare. We took it down in 1972!

I am reaching the conclusion that the art of rebuilding a Lagando lies in it never being quite ready for the road, there is always something away at the platers or being manufactured by a specialist. This theory is reinforced by friends example where the baby that posed all coy and gurgling on the back seat is now almost old enough to rebuild his own motorcycle.

Of course one must join the Club, old boy. It has many advantages—meetings to provide yet

another excuse for working on the car; you can swap a cracked 3-litre cylinder head for a mag- neto and a rear offside door striker plate; mem- bers tell you where to buy a phosphor bronze flange plate after you have spent six weeks filing one from a hundredweight billet. The Club also has a magazine, very originally entitled *The Ligonder*, which I am not allowed to read (the mind boggles), but for which I was asked to subscribe a few notes.

The grand finale to the Club season is, of course, the A.G.M. and Concours—no self respecting member would miss the spectacle of all those pristine cars and the crowded trailer park. Its ideal for picknicking, too, where one meets such a nice type of person, "Oh, really Julian, did you only bring three bottles of Chateaufneuf du Pape".

Seriously though, I think you chaps are doing a grand job keeping these old Ligondas on the road, and I don't doubt that I will eventually count myself among the Ladonga cognoscenti.

ANON.

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## Hull and East Riding Members Notes

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FIRST ITEM IS THAT KEN PAPE'S 2-LITRE IS NOW finished. And what a finish. This result of years of dedicated craftsmanship will be acceptable in the highest company. Within a week of being on the road it was at our local pub meet (last Tuesday at the Duke of York, Skirlaugh).

By the time these notes appear John Broadbank's M.45 R, much improved during its season off the road, will once again be licensed.

Ken's Evening Jaunt became Gill's Jaunt, and at the time of writing there are rumours of a post-harvest social run now in its early planning stage. (They've not yet decided which pubs to use!) It is very definite that John and Gill have already booked the usual Christmas Dinner for the Hermes party, strikes permitting.

Don Hoggard has co-operated on work for several Lagondas lately, but in between times has built himself a Railton sportster. With another Railton driven by Peter Adamson, mentioned in these notes of Winter 1971, and several other Lagonda friends they made a party for the annual event of the Railton Owners Club and were pleasantly surprised to find the whole day was masterminded by Laurie Tann, prominent in his well kept Lagonda 16/80.

John (unlucky) Beardow was stricken by misfortune on his way back from the Lake District at the end of his holiday with Jean and the original M.45 T. A chain broke and damaged the timing gears and sump, and this was not competition motoring either. We are pleased to report that he was soon enjoying Lagonda motoring again, and John passes on his thanks to all those who helped, including syndicate members west of the Pennines, and who offered assistance.

Finally, to put Northern Secretary Herb Schofield off the scent, please note that henceforth the notes from this region are offered by the undersigned, the new

HERMES I



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## Gillian's Jaunt

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FRIDAY THE 7TH JUNE, 1974, PROVIDED A FINE summer evening in Beverley in the East Riding of Yorkshire, where at the Molescroft Inn, the local members and friends gathered to fortify themselves with noggins before throwing their all into the task of navigating the route devised by Gill Broadbank. This route, which led for approximately thirty miles through the Yorkshire Wolds to an unknown destination, was, for the express purpose of confusing the entrants, split into two sections.

Standing in the car park, the exotic machinery waited for the off, to wit, one Triumph, two Fords, one Vauxhall, one Citroen, one Daf, one Aston Martin and—wait for it folks—ONE LAGONDA!

Now came the fateful moment when the route instructions and question sheets were distributed. A hush fell upon the assembled sportsmen, and after a stunned silence the landlord did a roaring trade in stiff gins.

First away was Paterson who must have sorted the first section (a Tulip type affair) at top speed as he disappeared in a cloud of dust in a Northerly direction.

The other competitors crept away gradually with puzzled expressions and much rude behaviour.

After a rather prolonged wait with thoughts of contestants scattered throughout the county, a distant roar was heard followed by the appearance of the Aston at a good rate of knots hotly pursued by Pape and Taylor in the Vauxhall and the Aldersons in the Triumph. Mr. and Mrs. Coates then followed in the Ford whilst the Daf nervously pottered by.

Nothing was seen of Paterson or Beardow and thoughts turned to another occasion some years ago when they both vanished in the general direction of Scotland when they should have been in Northallerton. The second part of the route consisted of a string of numbers hiding spot heights, road numbers and map references, with one rather crafty one where the reference was sited on one side of a triangular junction. Only Coates, Pape and the Aston crew were successful with this one. As all the competitors had been issued with a sealed envelope containing the



location of the finish, there was no real worry that the organisers would have to eat (or rather pay for) the twenty-one fillet steaks ordered. So with confidence they headed for the finish to await the arrival of the various crews.

First home were Pape and Taylor, quickly followed by the rest of the field, including Mr. P. and Mr. B., whereupon there ensued a lively discussion regarding the location and availability of Dutch midgets, how many miles to Ypres and how the devil do you get a large Lagonda up a country lane that is at least a foot narrower than the car.

After studying the results and receiving from the entrants a complete set of unopened envelopes, it was determined that Henry and Viv Coates were the deserved winners, which proves that all that motoring experience must count for something. Ken Pape and David Taylor together with "Bosun" Beardow and his trusty navigators Iain and Mary North tied for second place.

All then fell upon the aforementioned steaks and the party continued into the night to the enjoyment of all concerned.

J.S.B.

## *Lagonda Club*

### Members' Concours D'Elegance- Finnmere 1974.

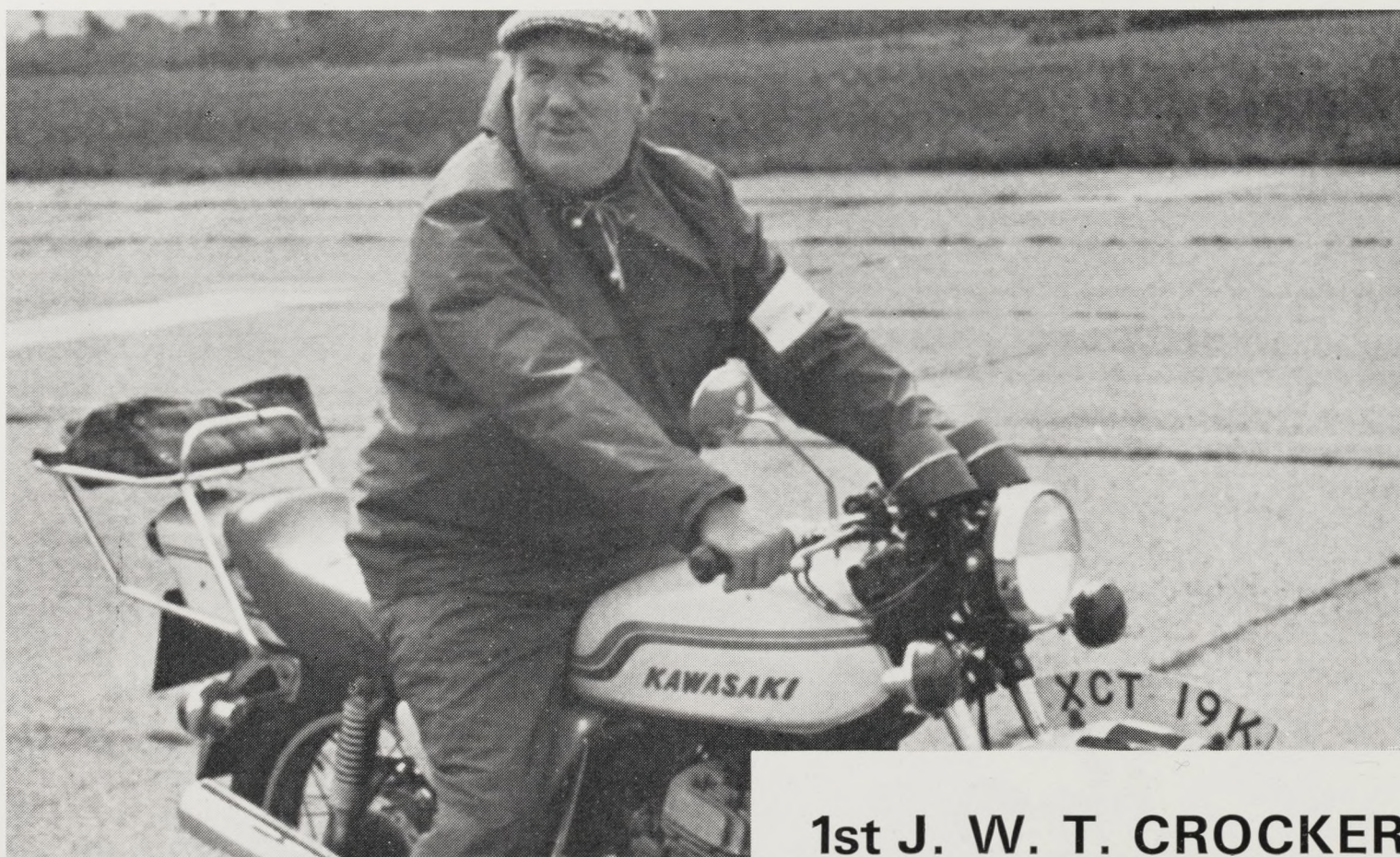
#### JUDGES' COMMENTS

JAMES CROCKER had obviously taken a great deal of trouble over his appearance and the all-weather equipment has recently been replaced. It is not often that one sees such a large touring model in this condition.

MIKE GABER scored high marks for originality and one can see the continental influence in his style. However, the body fabric is due for replacement soon and holes in the door pockets allowed too easy access to the mechanics.

"JENKS" on the other hand is totally original and exactly as turned out by the factory—apart from the beard which we thought was a replica, probably purchased from the "complete automobilist". He lost points, however, by having one or two leaks, and the exhaust was loose.

HERB SCHOFIELD



**1st J. W. T. CROCKER**



## Members' Concours D'Elegance

Photo of the winner and Judges' comments appear opposite

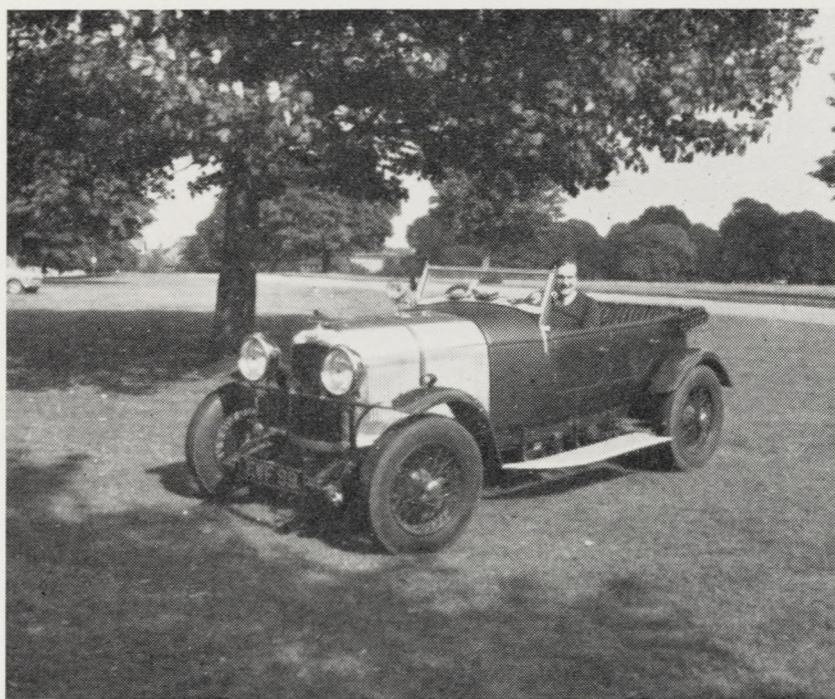
**2nd M. GABER**



**3rd D. S. JENKINSON**







**Ken Pape's painstaking rebuild of his 2-litre is now finished. It is clearly apparent from this photo how well he has done it and members in the North East had the pleasure of seeing Ken driving it this summer**

## **How the Fox & Nicholl Trophy was won**

**by an Observer**

AS WE ALL KNOW THE LAGONDA CLUB PRESENTED one of the Trophies won at Brooklands in 1936 by an Arthur Fox Lagonda, to the Vintage Sports Car Club to be competed for annually in a race at Silverstone. This eight lap event seems to have now become accepted as a classic race, and something of a needle-match between Lagondas and Bentleys for the honour of carrying off the Fox and Nicholl Trophy. Entries get bigger each year, as do some of the cars, and it is essentially a race in true Vintage and PVT character, full of cars that charge and thunder round the Club circuit. Some writers refer to the cars in the Fox and Nicholl Trophy race as "heavy metal", but this invariably evokes a long-winded reply from the owner of a Bentley that he considers "lightweight" at 21½ cwt.! However, to return to this year's race, held at the VSCC July Silverstone there were seven Lagondas entered and six Bentleys, along with assorted things like Alvis, Talbot, Vauxhall, Delage and Delahaye.

On the eve of the race, in a public bar not a 2-litre distance from Silverstone, four members of the Northern Section were seen to be drawing straws over four pints, and muttering amongst

themselves. Some evil decision had obviously been reached, but nothing was said, though it seemed to involve "pairs" or "two-by-two" and two of them were heard to mutter "OK, we'll . . . while you two . . . and he . . .". Assuming that it was something to do with the new Lagonda factory being opened near Manchester, and probably connected with the production line or something the matter was forgotten by the Observer and the scene changed to the hurly-burly of race day and the excitement of the Fox and Nicholl Trophy. As it was a handicap event, the four Northern Members were due to be sent off at various intervals, depending on their prowess as "racing accses", intermingled with all the "other cars", while your Observer was at the back of the grid. This was not because of his prowess as "racing aces", intermingled with all due to the lack of both and the fact that he only had to cover seven laps while the racers covered eight laps. Mind you, he had paid for eight laps like everyone else, but that is by the way. It gave him a fine opportunity to watch the race from a travelling grandstand, instead of from one corner, which is why he enters if the truth be known, and this year it was well worthwhile. Driving quietly away from the Becketts hairpin a glance across the grass towards Maggotts soon provided the fine sight of the great horde pushing and shoving as the faster cars caught up the slower ones, with everyone trying to brake for Becketts at the same place, and a lap or two later they all went thunderin' by on the straight. Next time round



the Northern Plan was put into action and all was revealed, realization coming to your Observer about what he had witnessed in the Public Bar the evening before.

Precisely at the point at which the handicappers had planned that the main body of the runners would be approaching Woodcote corner *en masse* prior to sorting out who was going faster than his handicap, Alan Brown (4½-litre Lagonda) spun in the middle of the corner, sending the whole thing into confusion and putting all the calculations and timekeeping into a state of bewilderment, as well as Marshalls and Photographers. As the race recovered itself and tried to get back into the swing of things as they reached Becketts, David Hine spun his V.12 Lagonda Le Mans Replica, and anyone not confused by

Brown at Woodcote were confused by Hine at Becketts. The only two not confused and put off were the remaining two members from the Northern Quartet, and the words overheard the evening before came back, "... while you two ...". It was no co-incidence that the result of the 1974 Fox and Nicholl Trophy was a sweeping success for the Northern Section of the Lagonda Club, with Nigel Hall (4½-litre Lagonda) first, and Herb Schofield (4½-litre Lagonda) second, while Messrs. Brown and Hine got honourable mentions in the race reports. Next day members of the Bentley Drivers Club could be heard talking loudly about the "clown that spun in the middle of us all, going into Woodcote". Some of the best laid plans "gang oft aglay" but this one didn't. It is not cheating, just good team work.

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## Meditations at Michelham or the Southern Social Meeting

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FOR THE LAST TWO YEARS WE HAVE BEEN LUCKY—a gloriously fine day but not so this year for it was one of the worst wet Sundays of a rainy summer.

The weather did not however damp anyone's enthusiasm for we had no less than sixteen cars parked on the road in front of the lovely old Priory buildings at Michelham, in Sussex.

Thirteen of these cars were Lagondas, all but one being pre-war tourers. Philip Adey's 1955 DB 3-litre, an "ex-works" car, was the exception. Mr. Adey is a new member and we were pleased to welcome him together with Mr. Harding in his M.45 with non-standard wings and malfunctioning Andre Telecontrols. Do they work now on one-third glycerine and two-thirds water plus a good pump up?

In addition, we were glad to see David Cochran in Grandma's blown 2-litre. He was soon comparing blown layouts with Dick Shaw's similar 2-litre.

A wet Richard Hare arrived in his immaculate LG.45 having been caught in storms at Ardingly in company with Sheila Burke with half the May family. The other half arriving in a non-vintage Fiat.

A beautifully kept 1924 Bugatti, four cylinder

version, arrived with owner Mr. Ward of the VSCC. The remaining two cars were an excellent example of a pre-war Rover 10 owned by Club member William Heard and a very nice MG TA of Mr. Morrison. Mr. Morrison is interested in purchasing a Lagonda at a reasonable cost. Geoff Clarke's 3-litre Selecta Special created interest as it is possibly the last remaining example on the road.

Members took shelter from the unceasing rain by touring round the interesting Priory buildings and this and the exhibition in the Smithy were praised. We were pleased to note that there were a number of Club members who braved the weather in non-Lagonda cars as well as members of the general public normally attending Michelham at the weekend.

In conversation in the afternoon it was remarked that the Phoenix Works up the A30 produces woodwork for a tourer body in the Park Ward style for about £400. Phoenix will cover the frame with welded aluminium for about another £200. Has anyone had any direct experience of their work?

I nearly forgot to mention that the meeting was preceded by the now usual Pub Meet over lunch at the Gun Inn where Brian Horwood acted as organiser.

Thanks also to all the other people who valiantly marshalled cars into parking areas in the teaming rain. Fortunately, before the meeting was over the rain had stopped and the skies



cleared so at least people drove home relatively dry.

Among others attending in addition to those already mentioned were Ken Hill, 16/80; Mike Hallows, 2-litre high chassis; Mr. Watt, 2-litre low chassis special; Mr. Mahoney, M.45; Mr. Clarke, Rapier; Mr. Marsh, blown 2-litre. Look forward to seeing you all again next year!

G. THYER

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## LETTERS TO THE EDITOR

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### The Gostling Prize

Dear Sir—The two Summer Magazine photographs in connection with the Harry Gostling Prize were remarkably clear. In detail there is one point about the design which might not be obvious but it demonstrates the care taken in it. The rounded groove along the front top of the wood base is precisely the correct length and depth to accommodate the memento pen, a point so appropriate when the purpose of the award is remembered.

I was also pleased that the last magazine contained copy from old-established, also less regular and new writers such as A. G. Cheyne, John "Hermes" Beardow, and likely enough J. S. Caine. But I noticed that The Captain was absent.

ROY PATERSON  
Cottingham.

### Fox and Nicholl

Dear Sir—Several times in recent issues reference has been made to this firm which is prominent in Lagonda racing history. In deference to our late esteemed Patron, Arthur Fox, I urge all correspondents, printers readers, and writers to note that the other half of the partnership ended with a double consonant. At one time I was not sure which spelling was correct, so I checked with the upper photograph on page fifteen of our magazine number thirty-seven. Mnemonically the link is between the Double Twelve and the double LL of Fox and Nicholl.

ROY PATERSON  
Cottingham.

### From Our Man in Paris

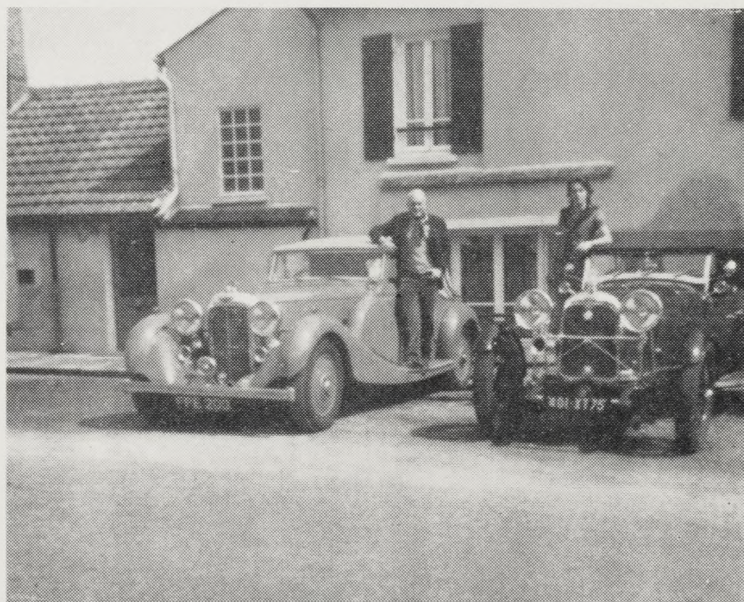
Dear Sir—Please find enclosed photos of two Lagondas (Paris Section of the Lagonda Club!) taken at a picnic given by the Club de l'Auto in Paris on June 9th. I believe there is only one other Lagonda in France, a pale mauve V.12 with Lyon number plates. I do not know who the present owner is as it changed hands in Paris earlier this year for the reputed sum of 70 or 80,000 francs.

My LG.45 Lagonda seems in very good mechanical condition. It photographs well but the body needs a certain amount of sprucing up. The other Lagonda is quite the reverse—an impeccable looking body but alas mechanically it is quite another story. My mechanic, Mr. Ferruchio, is going to try to take in hand before setting up his own repair shop in Fano (near Rimini) in Italy. The young owner has worked fantastically hard on the car. A jeweller by trade, he has himself made a number of missing parts such as the rear stop lights.

Some of the trim on his car is in solid silver as the labour cost represents more than the cost of the material and silver does not become pitted.

Among other interesting cars present at the picnic was a splendid 1932 racing Delage and a Talbot limousine. The Lagondas outshone them all both literally and figuratively.

We are looking forward to seeing Lagondas from England for the Paris—Deauville Rally in October.



**Copy for the Winter Magazine  
should be sent to the Editor by  
November 15th please**



Finally, is it possible to get a chromed 'plug' to fit into the hole where the crank handle is inserted. Mine has always been missing and I would like to fill the gap! Any ideas from other owners?

ALAN S. GRAHAM  
7 Rue Alfred Bruneau,  
75016 Paris,  
France.

#### **B.D.C. Silverstone**

Sir—I should like to express our thanks to all of the members of the Lagonda Club who made us welcome to the last event at Silverstone. We thoroughly enjoyed the event and their company and look forward to future activities.

ANDREW AND PATIENCE STEWART  
Bramhall,  
Cheshire.

#### **Woodbatt strikes back**

Dear Sir—I refer to the letter in the last Magazine from one Ian North, blathering on about specials. So, he thinks the "Woodbatt" Special is notorious? Watch, it North, don't forget that an anti-Batt campaign in respect of the "Woodbatt" is also an anti-Wood campaign. Batt is, as you point out, half owner. I am the other half. We don't try to hide the fact that it is a special. It's correct title is, after all the "Woodbatt" Special. This of course, opens up the old argument raging in the VSCC about how special a special should be before it becomes too special. Unfortunately, John Batt's comment about certain specials being outside the Vintage movement can be a source of argument as it is an intangible description and each person sees it in a different light. Beauty in the eye of the beholder and all that. Personally I don't object to specials provided they are built in the spirit of the '30s or whatever period they originated. If it were not for specials, perhaps 50% of cars eligible for the VSCC would not be with us. They would no doubt be spares for the remaining fully original cars. Thinks: "I have an original bodied Rapier out in the garage. Perhaps the "Woodbatt" should become spares for that. Would someone (Ian North perhaps) please distract John Batt for a moment?!"

How did loo erecting time go Ian? Hope it was as big a success as last year. Is it true that the ladies' faced the wrong way and the spectators were all concentrated along the fence by the road? Perhaps you should come and erect a loo for me sometime instead of for John Batt, and thus go

someway to redress the anti-Wood and Batt campaign. Or not—it might fall down!

TONY WOOD  
Birmingham.

#### **Anniversary Celebration**

Dear Sir—An event which took place recently in this area was the 60th anniversary celebration of the founding of the Royal Naval Air Service, held at Yeovilton on June 15th. It comprised a flying display including a Sopwith Pup and Fairey Swordfish, and also a display of veteran and vintage cars. Four Lagondas were present, Stuart Halsall's high classis 2-litre, Reg. Hawkin's boat decked 3-litre, and 2-litre low chassis cars of Bill Rothwell and myself. Driving tests were held during an interval in the flying, and I was fortunate to be the outright winner. I was quite pleased about this since the opposition included 7.2-litre supercharged Mercedes, 3-litre Bentley, Alvis Speed 20, etc.

I trust you will find this information of interest.

ALAN ELLIOTT  
Sherborne,  
Dorset.

#### **Supply and Demand**

Dear Sir—From the point of view of an Australian, a Colonial, and a new arrival both to England's shores and the esteemed ranks of the Lagonda Club, I offer these comments on the event at Tingewick and our events and approach to vintage motoring in the nether regions.

We have driving tests not dissimilar to those I saw at Tingewick run by such bodies as the Vintage Motor Club and the Vintage Sports Car Club of Australia. Two big differences can be discerned immediately between our events and yours, though. The first is that there could never be the extensive roll-up of vehicles such as you are used to anywhere in Australia, but especially not of one or two makes only. The second is that very few owners of vintage cars in the Southern hemisphere would be at all willing to use their machines as hard as you do. The fact that far less cars went to Australia than were available here and the proportional destruction and recycling of them is, of course, the main reason for these differences instead of making driving tests and hill climbs purely based upon time and these differences.

Instead of making driving tests and hill climbs purely based upon time and penalties in New



South Wales we run such events on a consistency basis. Each car has two or more timed runs and should an owner wish to drive very gently on the first attempt, then so long as he continues to achieve similar times or speeds on subsequent runs he can be the winner. There is a maximum time limit, of course, and if one driver wishes to go as fast as he can he is quite at liberty to do so. A few events are traditionally based purely on speed.

Vintage races are few and quite well attended, usually consisting of one event in a day of general racing—more a crowd drawer than an event *for* vintage enthusiasts. Racing is not held in the same esteem there as it is in Britain.

Just in passing I must say that up until the mid-1950's Australians were often to be seen coaxing vintage machinery about as there was a great dearth of motor cars and only a limited indigenous motor building facility. As cars became more freely available there was a rush to buy new machines and many fine cars and marques disappeared from view completely within two or three years, being crushed or put into gullies to prevent soil erosion. English cars were always scarce, the Americans having most of the pre-war large-car market. The traumas are great, therefore, when in England I see Jaguars, Alfa-Romeos, Bentleys and other beautiful machines, admittedly of a later day but still beautifully engineered, being horribly abused as a result perhaps of over-familiarity.

In Australia we sit and try to figure out ways to dig one more fine vintage steed out of Merry England while here you take such cars quite for granted.

So be it.

ANDREW STEWART

Bramhall,  
Cheshire.

#### Race or Preserve?

Dear Sir—Member Brandes S. Elitch is to be congratulated on giving a talk on the Lagonda to members of an American club; the pity of it is that so few of them had heard of the marque. If only they had their own equivalents of our Vintage Silverstone and Oulton Park race meetings where Lagondas are driven so successfully, then our marque would be better known in the land whence its originator came.

Our Chairman gave a wise reply to Mr. Elitch and may care to know that regional members

here have their own views on this matter. We wonder why B.S.E. so sweepingly characterises "specials" as desecration. A good number of them are well designed and executed, and many, many of the most famous, revered, and almost priceless cars including most record-breakers began their lives as specials. Why does he feel the same about replica bodied cars? Before writing he should have inspected a few of the replicas that have competed in the last few seasons. Not only did they cost good money but also innumerable hours of devoted toil and sweat. Let him remember that if his V.12 is a standard one it was built from component parts which were just taken from stock. Similar parts for a replica may only result from weeks of investigating, or organising short run jobs, or perhaps ultimately in an extremely expensive one-off job by a professional specialist. If his car has specialist coachwork by one of the reputable firms then it can be regarded as a special.

However, if an owner declines to use his car in case certain parts will need replacing, or likes it to spend all its time in a collection, that is certainly his privilege. Enjoying our own Lagondas to the full by driving them in Club events and for pure motoring pleasure—and additionally for the camaraderie engendered—local members here suggest such an owner does not have his priorities in the right order. It is his privilege . . . it is also his misfortune.

"HERMES I"

Hull and East Riding.

Dear Sir—Having given consideration to Mr. Elitch's letter in the Summer Issue 1974, Mag. No. 84, how regrettable it is that such a view has to be printed, perhaps it would be wise for him to obtain relative information before proceeding to pull certain members of the Club to pieces.

I do not know of any good bodied cars that have been deliberately wrecked in order that they can be turned into specials, and it would only be the crack pot who would wreck good cars in order to replace the original body with that of a replica.

From my experience, the support that these people give to the Vintage Movement, the promotion that they give to the Club, and the knowledge that is forthcoming from them is second to none, and I am sure that if our Am-



erican Gentleman was to come along and visit the garage housing the Lagonda Syndicate he would be very pleasingly surprised at both the original and fine examples and to name only two, the specials built by Herb Schofield and Nigel Hall are a credit to the mark "Lagonda" and to the Club in general. These cars having been recovered from the grave, and as in my own case, my special was purchased in scrap condition. It is now nearing completion; yet another car saved from destruction. Now what about the body, do I run it without one in order that I can say it is original, or will they still make me one to order at Staines?

R. F. FIRTH  
Cheshire

Dear Sir—The alarm shown by Mr. Elitch at the Club racing (Letters to the Editor, magazine 84) prompts me to write in defense of this traditional use of our old cars.

The "preservationists/sportsmen" controversy has been raging in the pages of the Vintage Sports Car Club Bulletin for some long time now and because of the sports orientated nature of that club much support has been given to the use of old cars in competition. The great majority of the regular Lagonda campaigners are members of the VSCC, and it is in that club's events that the cars are raced. One of the attractions of the more sporting types of Lagondas is then suitability for racing, and unless they are to end up as museum pieces this is the most suitable way of exercising the cars in the manner which, judging by contemporary road reports of sports models, the public at which they were aimed expected them to be used. Apart from the odd appearance at Bentley invitation meetings, the saloon, de ville and funereal models are not likely to be raced since the VSCC will not accept them for events, which are for sports and racing types of cars. If a sports car is not to be used for sport, what possible purpose can be served from owning it, except its investment potential?

Without the fun derived from competition, meetings with other competitors lose an important part of their purpose and joie de vivre and the old car hobby becomes a static, academic affair.

Personally, I require that any hobby provides fun, and I do not get much fun from polishing a car periodically and making sure that the dust-sheets are secure.

Incidentally, having raced since 1966, I have suffered numerous mechanical derangements and spent quite a bit of money on correcting them but have not once had to obtain original spares for replacements needed through racing.

I suggest most of the demand for original spares comes from those undertaking rebuilds (like myself). People have only undertaken rebuilds in any numbers in recent years because (1) the increasing value of the cars makes it an economically justifiable exercise; (2) the cars can be off the road for long periods because they are rarely used as everyday transport as was formerly the case, and (3) improving standards have a snow-ball effect, so that owners of rough cars have a greater incentive to enhance their cars through extensive rebuilding.

Mr. Elitch also seems rather upset about specials and replica or replacement bodied cars. This subject has also be argued in the VSCC. (Since the Lagonda Club is not directly concerned with racing, I feel it proper to mention VSCC affairs in this context.)

The VSCC committee notes for June 1969 said that "whilst the committee are very keen to encourage members to save eligible cars from being scrapped, if necessary by fitting a new body and other extensive rebuilding, they are not in favour of "specials" built from a heap of odd bits of various cars". All the "specials" I know in the Lagonda Club are 100% Lagonda, and certainly save cars from the knackers yard.

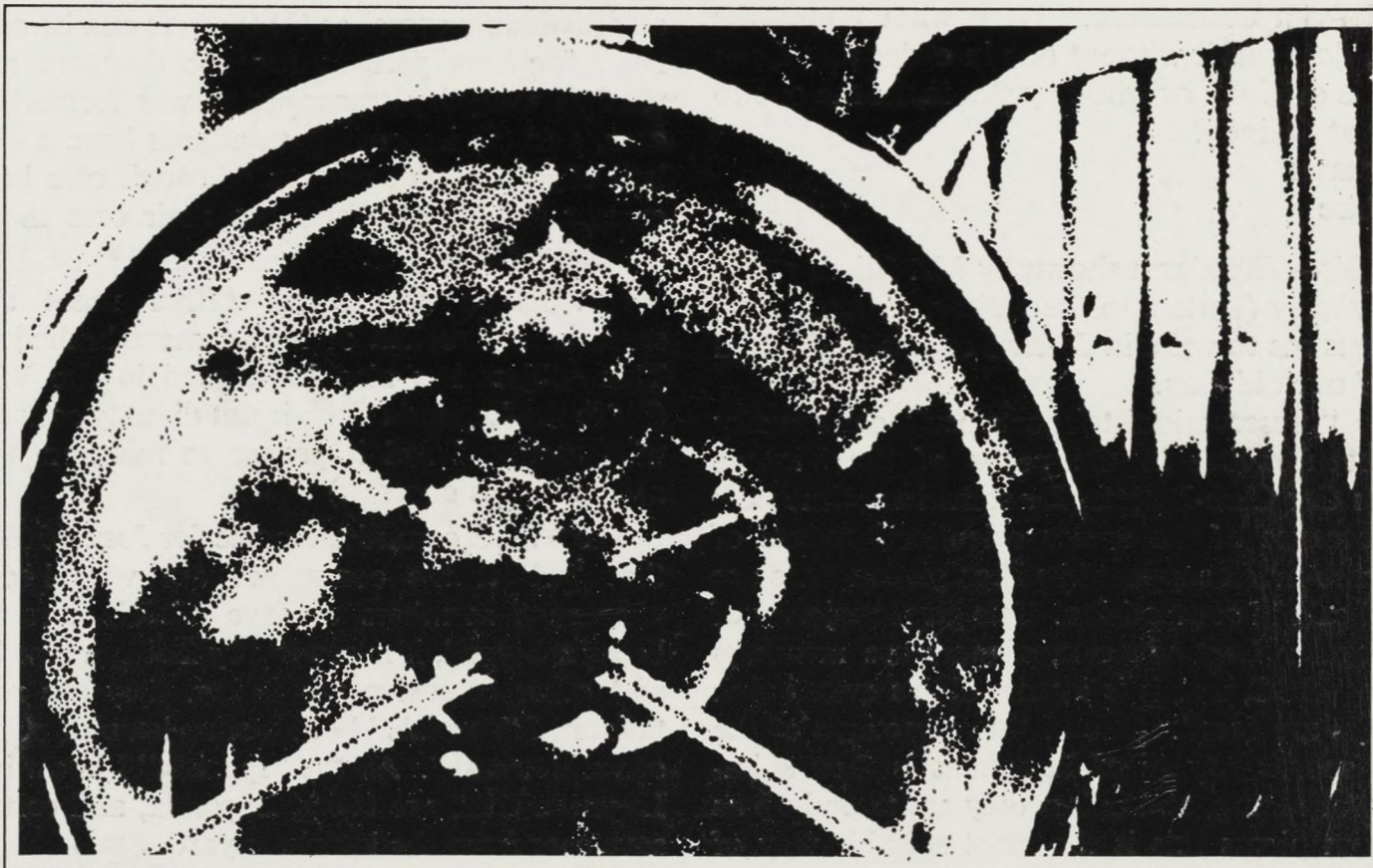
Thus, at this stage the "sportsman" becomes a "preservationist", by fitting an appropriate body to a sound chassis with derelict coachwork, and assuring the car a new lease of life in the racing field. Without this option, I cannot imagine anyone brave enough, however anti-investment and unheeding of the value of his cars, who would rebuild to original a rotten, mouldering LG.45 Saloon at a cost well in excess of the market value of the finished product; so that type of car would be scrapped for spares, as happened in the past, when of course values were very different and there was not the demand the cars enjoy today. You could say that by driving around in my rebodied car I am depriving someone else of his spare parts!

NIGEL HALL  
Mottram-en-Longdendale,  
Cheshire.



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