



THE LAGONDA CLUB

**THE MAGAZINE OF THE
LAGONDA CLUB**

Number 182

Autumn 1999



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In this instance all went smoothly, but AXX 757 does have a 200 BHP engine thus ensuring that the bride and groom could make a rapid departure!

Simon Bull's Invicta has semi-retired from racing and is being used as a "Q car" for everyday use in London and long distance touring, surprising many a modern with its 230 BHP and 125 MPH top speed.

A 1904 Martini is currently being fully rebuilt. This is a fascinating project, because we are having to re-manufacture a vast number of new parts. We are tempted to wave the magic wand over the engine and see if we can double its original power, as we have with the Meadows engine, but the owner feels it might not be in keeping for the London to Brighton.

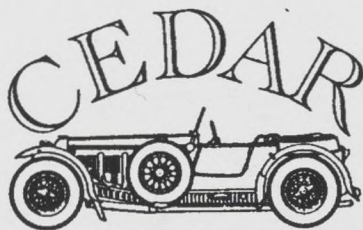
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The Tricar and the AMV8 at Brooklands.

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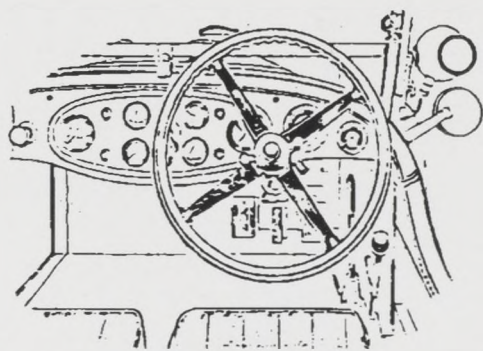
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From the Driving Seat

by Ken Painter



IT SEEMS that I have been worrying some of my friends unnecessarily. My wife, Chris, has been suffering from a sudden and very rapid deterioration of her hip, due to arthritis. She was quickly reduced to moving by wheelchair and long distance travel by car was very painful and difficult, but our National Health Service has come up trumps and she was fitted with an artificial hip joint in mid August. She is making an excellent recovery and will be taking her normal active role in our motoring activities next season. She asks me to thank the many members who have asked after her and she looks forward to seeing you all next year.

If you take a peep at page three, you might notice a few subtle changes; the first is to confirm the Board of Directors for the next twelve months. No surprises there, as the existing Board members who had completed their three-year term were re-elected at the Annual General Meeting. The second is to add email addresses where appropriate, your Editor is now all plugged in to the Net, has already received one article by this means and confidently expects lots more electronic contributions to your favourite magazine! The third records the recent promotion of Steven Matthews and I am sure you will join me in congratulating him. He is a great asset to the Board and we all hope that his new responsibilities will still allow him to continue serving the Club for many years to come.

For some time now, Rudy

Wood-Muller, the Club's American representative, has been producing a superb little newsletter for our American members, this is very much geared to their own needs and activities, carries full colour pictures and is a fascinating read! We are grateful to Rudy and to his contributors to be able to reproduce a somewhat extended version of Robert Bettigole's article on the Brooklands Weekend (which was sent by email).

Robert's comments about never having seen more than two Lagondas together before the weekend brought home to me just how lucky we are to live in a small country with an enthusiastic old car movement and a parliamentary system that is, by and large, sympathetic to our hobby. I am not anti-European, but it is true to say that most, if not all, of the recent threats to our hobby have come from EC regulations and that is why the Club is an enthusiastic supporter of the FBHVC.

The Federation has had its own internal problems recently, but it continues to promote the interests of all historic vehicle users and lobbies very successfully to ensure that, as far as possible, European legislation is introduced in a way which will not restrict our hobby. Yes, I know that the battle for leaded fuel has been lost and it is already beginning to be phased out at many petrol stations, some of the supermarkets no longer supply it and the smaller outlets will be almost bound to follow their example. It remains to be

seen just how effective the new additives will be in engines that work hard for a living, or which routinely run at high revs, but whatever the fuel situation, we

old car users have virtually unrestricted use of our toys in this country. Long may it continue!

The Wessex Rally 1999

Brian Watson and Stephen Weld

SUNDAY 2nd May dawned perfect; warm, sunny, cloudless blue skies, the drone of hot insects and the evocative honking of Canada geese on the move. I put out the "Lagonda" directional arrows before breakfast and returned to enjoy School Sunday breakfast - a fry-up.

We assembled at about 10 a.m. at Hordle Walhampton School near Lymington, passing through fine wrought iron gates in front of the mostly 16th Century school buildings. Nine cars took part, seven Lagondas and two Invictas. A "modern" Lagonda and an MGB were present at the start, which was presided over by Stephen Weld's comparatively lofty Crossley saloon. Coffee and biscuits beckoned in the grand front hall of the school and Route Cards were issued.

Route cards were based on six figure grid references, requiring the use of a huge map of far greater area than most Lagonda cockpits. The route took in part of the Lymington to Isle of Wight ferry to East Boldre and Beaulieu, past Exbury Gardens to Lepe. A surprise view of the Solent here; I wonder whether any of our cars had witnessed a Supermarine S3 in full cry low over the Solent at a Schneider trophy event.

Back to Beaulieu, Lyndhurst and to Bolderwood and the Rhinefield Ornamental Drive, passing beneath great

cathedrals of Redwoods and all manner of arborescent extravaganzas, to Brockenhurst, the open Forest, Boldre and "back to school".

The sun was high as we parked for a latish picnic lunch in the grounds of the school, which happened to be open to the public today. Picnics were taken beneath gushing rhododendrons; visitors pottered lazily over the warm grass down avenues of azaleas; school children wandered about, some aimlessly, some directing visitors.

What an intriguing and thoroughly enjoyable day. Our thanks are due to Stephen Weld, who devised the Rally and Allan Elliott, who helped with the arrangements and to the Headmaster, Henry Phillips, who offered this fine location for the event.

The Results:

- | | | |
|-----|-----------------|---------------------|
| 1. | Brian Watson | LG45 DHC |
| 2. | Robert Williams | LG45 Tourer |
| 3. | Derrick Parker | 2 litre Continental |
| 4. | Jo Moss | Invicta |
| 5. | Allan Elliott | 2 litre |
| 6. | Michael Bolger | Invicta |
| (7. | Paul Kitchen | MGC GT) |

Non Finishers:

- | | |
|----------------|------------|
| Bill Schofield | 2 litre |
| Jolyon French | 3 litre HC |

1.



The start, Horse Walhampton.

LS
99

2.



LS
99

Near Calshot.

3.



too big maps.

4.

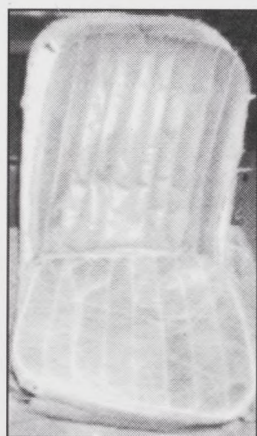


Picnic in the grounds.

5.



"Sir - what's a lagonda ? " S
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The Northern Centenary Tour

Peter and Anne Walby report

THE Northern Section of the Club's three-day tour in May through Lancashire and Yorkshire was enormously successful. A mix of cars and people came together to give an unforgettable experience. As happened on the Irish Rally a couple of years ago there were more takers for the event than originally planned for and the Inn at Whitewell was an additional starting base, apart from those living within local driving distance. From Connecticut came Jenny and Rudy Wood-Muller in their very original M45 saloon. The gathering began on Thursday with an informal dinner. Our two LG45s from Belfast landed in Liverpool on a clear morning for the run up to Chipping and the Gibbon Bridge Hotel, where the Club tour was based for two nights. We took on board the warning about the dearth of petrol stations the area and filled up in the assumption that we were heading into a wilderness.

The directions to Gibbon Bridge were spot-on and we arrived mid-morning into a wonderful haven for our stay. Through the hotel courtyard into a secluded car park revealed that we were not the first arrivals. Johns Stoneman and Breen had arrived the night before, following a run up from the south and becoming separated by a degree of boiling. A team of three Austrian cars, 2 litres and a 3 litre owned by the Kallingers and Skreiners were already in residence. One recalcitrant 2 litre was failing to start because of a petrol filter sucking air and needing a new gasket. They were later to help another reluctant car with a squirt of Austrian version of Damp-Start, which smelt suspiciously like schnaps in an aerosol. Club member Janet Simpson, who has a very

attractively bodied LG45, runs the hotel, which is a very friendly well fitted-out establishment.

There were about 25 cars staying at the hotel, but such was the popularity of the event that there were half a dozen more at Whitewell a few miles up the road. An informal dinner in the evening was the official start of the proceedings, but they really got under way in the car park during the afternoon, as Lagondas of varying capacities and models arrived. Greetings and introductions were made, with the common theme quickly breaking the ice for any newcomers to Lagonda events. The range of cars ran from the Oates' 12/24, which is now sporting a new trunk, presumably for continental touring or re-enacting Hamish Moffatt's African safari. 2 litres, supercharged and 16/80, 3 litres and a preponderance of 4½ litres, but no V12s or rapiers. A splendid collection of saloons were seen, a handsome 3 litre, 4 M45s and an LG45. The chat moved to the bar and thence to dinner.

A 10.00 am start allowed a leisurely departure and we wended our way up to the Tatham Fells where many of us paused to take in the view and Herb was re-united with a 2 litre he had owned many years previously. We had an interesting dissertation on why 2 litre radiators seem to be nickel plated or chromium at random, but obviously mainly related to availability in the works and the Company's policy of using up old stocks of parts whenever possible. It is funny how, when one or two cars make an unscheduled stop, nearly everyone assumes they are missing something if they don't, so soon the narrow verge was choked with Lagondas.



The picnic at Ingleton Fells. Photo, Peter Walby.



Three LG45 tourers, owned by the Townsleys, Storrs and Gates. Photo, Peter Walby.

We then headed for coffee just outside Ingleton and some shopping for those with this nervous disposition.

The field at Ingleton adjacent to the falls was being set up by the out-reach branch of the Gibbon Bridge Hotel. A splendid buffet was arranged, surrounded by potted palms under awnings to cater for the heat of the sunny day. Lunch was taken in groups around the cars and a fine feed it was, with lobster and every meat imaginable and wonderful salads. Those who knew what was in store in the gastronomic department wisely did their walk up to the Falls before lunch, but we did it with added ballast afterwards. Alan Brown was acting as an unobtrusive tender car and when he turned up for lunch I took the opportunity to off-load an Alvis all-synchromesh gearbox I was carrying in the rear footwell of the LG45 saloon. This prompted ribald comments about the quality of my gear changes and an obsessive need to carry spares, just in case.

It is quite a steep walk to the top of the falls, with breathtaking views from walkways over the cascading water chasms. Out the top of the tree line, and a walk up to the lane where a wise ice-cream salesman did a roaring trade as we made our cooling descent back to the cars. Alastair and Claire even did it with the aplomb of smoking their way round the circuit, pneumonically the equivalent of the arm tied behind the back, very impressive - as was their Ferrari! We chose the route back across the Trough of Bowland and this was a pleasant drive on open roads with spectacular views. Returning to the hotel there was little sign that the motoring effort had tired any of the cars, although there were a few aches among motorists. We had a more formally organised dinner on the Thursday night, with the participants from the Whitewell Inn again joining for the meal.

The Northern Convenor and Vice President, Herb Schofield made a few chosen words, ending with a toast to our erstwhile *raison-d'être*, Wilbur Gunn and the President, in fine form again,

demonstrated that his Equity card for public performing is up-to-date. The vino and beer flowed well.

The following morning Janet was as industrious as ever, delivering the fried eggs to the assembled masses. It was at this stage that the Chairman chose to tear up my instructions for the day's route, which even Shirley felt was rather unsporting, but Anne is an experienced navigator and a spot of marmalade on the plans did not affect our progress.

The Friday morning route took us to the Yorkshire Dales. The weather started to be less than kind and those with windscreen wipers had a chance to exercise them. We had a mid-morning coffee stop at the Watershed Mill outside Settle and then a run through the moors, taking us past the famous Ribbleshead Viaduct, enshrouded in mist and rain unfortunately. Instead of stopping for photographs, at least three drivers were seen chasing hats, which had blown off in the strong wind. Most went over Wharfedale and on the climb were greeted by a photocall from the Whenmans looming out of the mist. Onwards to a lunch in Kettlewell, for us in the Blue Bell pub. We took a detour round the cobbled streets of Grassington, but a temporary sticking open of the throttle prevented any of that shopping disease. We then had a good run into Monk Fryston, by-passing Tadcaster.

The original plan for a barbecue was abandoned in favour of an indoor meal and just to flout the organisers the weather immediately cleared. A good evening's natter in the bar meant we were nearly last in the queue for food, in my eyes the sign of an enjoyable event. I heard reports that the bar stayed open fairly late and a good night was had by all.

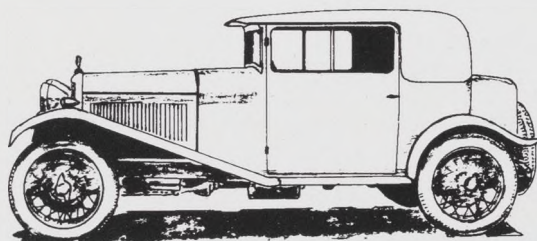
The following morning there was a choice of venue and we decided to join Roger Firth and Gordon Rider's tour of the Yorkshire moors. A day in York was the alternative and was enjoyed by many of the assembly. We took one of the LG45s with four up and a bracing drive

was had up to the Faucenberg Arms in Coxwold, where morning coffee and biscuits were laid on courtesy of an anonymous Club member - thank you. The climb up Wass Bank was steep but manageable. We stopped to view the dramatic remains of Riveaulx Abbey and here the three LG45 tourers of Ted and Eleanor Townsley, Geoff and Diana Gates and Frank and Erica Storrs lined up for photographs. Ted remarked that it was the first time in his 50 years in the Club that he had seen three of these tourers alongside. It was particularly sad to learn of his death a short time after the end of our tour. He had enjoyed his vintage motoring right up to his death and our sympathy goes to Eleanor in her loss.

I cadged a lift in John Batt's beautiful supercharged 2 litre and almost felt embarrassed as Sue adjusted the kitchen sinks under the tonneau to allow me into the front for a run. It was a great new experience for me, thanks. We continued onwards to Ingleby Greenhow, where we had a pint and a sandwich. After lunch we met a ford actually containing water, whereas all the signs before lunch were just teases. We carried on climbing up over the moors, when the roar of a 2 litre caught us up. This seemed exceptional performance from even a supercharged version and it was only when the light glinted off David Ayre's sunglasses (like the glint in the eye of the other David's bantam-cock) that I remembered that this 2 litre is not all it

seems, with Henry Meadows having been shoe-horned under the bonnet. David says it fitted a treat, but I suspect it was not as simple as he makes out. In deference to the clutch plate we decided not to ascend the 1 in 3 Rosedale Chimney, but all the cars that did succeeded. We made the recommended detour and stopped in Helmsley to buy cheese and one of the famed pork pies from Hunter's Delicatessen.

The 1 in 4 Sutton Bank descent was suitably controlled, with views into the distance, then we skirted York and headed back to Monk Fryston. A most enjoyable day of about 160 miles and, for me, the novelty of being passenger in different models. We got back late afternoon as the troop from York was returning. I liberated a pint of the local bitter and had the honour of holding the torch for Alan Brown while he fought with the selectors and input shaft gears of Gordon Ryder's M45R, which decided to lock-up solid on arrival back in Monk Fryston. It was not to be unselected in-situ and the AA were required to retrieve the car to Alan Brown's domain, where Gordon's spare gearbox was installed in time for his trip to France the following week. Following this excitement the Northern Tour was deemed to have ended and the evening festivities of the annual Northern Dinner were about to commence. A big "thank you" to all the team who put the tour together and, in particular, to Herb, Roger and David.



The Champagne Rally 23rd to 27th June 1999-10-11

Tim Wadsworth re-lives a wonderful event

CHAMPAGNE they said, and champagne there was - the real stuff and more than most of us could drink. Centred on Epernay in Northern France, this was the Club's flagship rally for the centennial Year and what a sparkling affair it proved to be.

Ably organised by the grand Touring Club, it had been hoped that there would be 70 Lagondas taking part, but only 46 entered and the rally was thrown open to all comers. The final grid was ten 2 litres, eight M45s, five 16/80s, four V12s, three LG6s, three Rapiers, two 3 litres, one M35, two Bentleys, two Rolls Royces, one Alvis, one Rover and, post war, one DB and four V8s. Sadly not all of them made it to the start or got through to the finish.

First casualty was Jonathan Oppenheimer's V12 which, due to an unfortunate misunderstanding, virtually wrote off a small Renault some 20 miles from Calais and suffered too much damage itself to be driven on. Jonathan and his friends continued in a hired Fiat, but such was the nature of this very friendly rally that the other entrants inundated them, and others who found themselves in a similar situation, with offers of back seat hospitality.

Not far from the same spot, Peter Blenk's 2 litre lost all its oil pressure and had to be garaged in a somewhat dubious spot until Peter could escort it on a recovery vehicle back to England. Peter had had the good sense to lend his V12 to the Nichols, so they were able to travel on in style together, with only the minor inconvenience of a faulty dynamo.

That first evening we all met for drinks - champagne of course - and dinner at the Restaurant Le Theatre.

While swapping stories of our trip from Calais, or in a few cases from le Havre, we learnt that the pre-selector gearbox of Mags and Christopher Sykes' 16/80 had failed and they had been trailered to Epernay. As if this wasn't enough, when they reached their hotel room the bed promptly collapsed! Despite the best efforts of the early morning fettlers, the car could not be repaired and another vehicle was to make a premature departure for the UK!

Day two was, for many, the high point of the rally. To see nearly 50 Lagondas lined up in front of the old pit counters of the, now defunct, Reims grand Prix circuit was an unforgettable sight. If one half closed one's eyes, looking down the 2 kilometre straight from under the rusting remains of the grandstand, there were our heroes, Moss, Hawthorn, Brooks, Fangio, screaming past at 160 miles an hour. Nostalgia was everywhere. All too soon it was time to leave this evocative ruin - they say there could be a commemorative event here some time in the future - and head out on to the circuit itself. This was something of a disappointment as the promised police escort did not materialise and we were stop-go all the way.

Lunch was at Chateau Pierry. On the way, Alan Heard's Rover slowed noticeably. This car was a last minute substitute for his V12, which had been suffering from overheating problems. Later the reason became clear. The Rover had run a big end and there was yet another car to be trailered back to the UK.

Our host, Monsieur Gobillard of Chateau Pierry is a star performer - there's even a suggestion we should make him an honorary member of the



The cars line up on the old Reims circuit. Photo, Alistair Pringle.



*Roy and Margaret Hatfield loading cases of champagne at Chateau Pierry - Grand Touring!
Photo, Alistair Pringle*

Club. His champagne is delicious and the way he takes the top off a bottle with his sabre is a real party trick. The sun shone, one glass of champagne followed another, and another, and another. This was the life.

Friday and we were off again, this time to the Abbey and beautiful gardens at Hautvillers, where the monk Dom Perignon discovered how to make the stuff back in the 1660s. The glasses must have been smaller here because on the way home Steven Constable was breathalysed by the French police and totally failed to register on their machine! Sportingly he alerted other Lagonda drivers, who promptly did an about turn and sped off in the opposite direction. Earlier, Michael Valentine had had trouble with his V12, temporarily reduced to a 6 cylinder 2¼, but Battman had the problem sorted in a flash. Away in Reims, Leslie Mackie was having trouble of another kind with a broken rocker on his blown 2 litre. The car had been taken to an amazing back street garage and was repaired alongside two vintage Delahayes and a collection of early post-war Jaguars. It was to give trouble again on the way back to Calais - once more Battman to the rescue, working on the car deck to free a seized valve, much to the amusement of the French crew. Anne and Leslie eventually

made it back to Northern Ireland under their own steam - a fine effort.

That evening was best bib and tucker night and we were transported by coach and Micky Mouse train to the sumptuous premises of Champagne Mercier. Here 30 metres underground, there is a vast complex of tunnels where millions of bottles of champagne are ageing to perfection. The Gala Dinner was held in the grand cavern, against the backdrop of a giant carved relief of Bacchus, the god of wine. Each Course and each different champagne was heralded in with an overwhelming fanfare of horns. A gastronomic experience we shall never forget.

The final hurdle in the alcoholic obstacle course was the Dinner "Campagnard" in the grounds of the Chateau d'Etoges, but not before some of the party had taken an afternoon boat trip down the Marne, while others made their own way out into the country in search of bargain champagne.

By now the glorious weather we had enjoyed was fast disappearing and thunderstorms were spreading across France. Sunday saw us bidding farewell to friends old and new and heading for home, or setting off on an extended holiday, but whatever our destination, all agreed that the last four days had been just about "as good as it gets".



The Horns signalling the next champagne in the cavern at Champagne Mercier. Photo, Clive Dalton



Listening to Paul Gobillard at Chateau Pierry. Photo, Clive Dalton.



Clive Dalton presents a mug to Mr Dutroy, President of Champagne Automobile Club.



Left to right: John Batt, Dennis Nichols, Susie Batt, Clive Dalton, Shirley Dalton, Dorothy Nichols and Nina, all taking the waters en-route.



The cars arrive at Chateau d'Etoges for the final dinner.

The Lagonda Champagne Rally from a Blown 2 litre

Leslie and Ann Mackie tell it their way

A WONDERFUL introduction to the Lagonda Club. Our 2 litre supercharged 1932 Lagonda, which was having the radiator re-cored by Star Engineering, only returned the day before we set off for France. Was it going to get us to Epernay? Yes - without a hitch.

We stayed in the Chateau d'Etoges, where the cars were lined up at night in a most elegant setting, a French Chateau with superb grounds and Moat, which seemed to be the perfect backdrop for so many magnificent cars. From this base we saw the splendours of the Champagne region and thoroughly enjoyed the highly organised few days of sparkling entertainment and fun.

On the second day we were in a wonderful garage in Reims with a broken rocker arm, while the club 'did' the circuit and visited Chateau Dom Perignon for lunch. What an exciting garage it was, as the owner specialised in old cars and had a selection of Jaguars, Rolls Royces, Ferraris, Maseratis and Delahayes.

The next morning Tim Wadsworth kindly offered to fit his spare rocker, turn up an inlet valve and get us back on the road. What a saint.

The highlight of the rally was the gala dinner held 100 feet underground in the Mercier champagne vaults. Ten miles of tunnels which we toured by 'train' and then were serenaded by French horns each time we supped a different champagne and yet another exciting course of dinner. The Mercier brothers held a car rally in these vaults in years gone by - and miraculously not one bottle of champagne out of the many millions being stored had been broken! We were happy to be driven home by coach after

such a splendid celebration.

We enjoyed a boat trip on the River Marne. We floated gently through the vineyards and pretty villages and we had a lot of fun with the other Lagonda Club members.

Our return journey was interesting. Leaving early on Sunday morning we had only travelled 20 miles when the bell mouth of the exhaust fell out. Miraculously, a kind French mechanic changed from his best clothes, helped to repair it and expected no payment!

100 miles south of Calais, Terry and Margaret Brewster stopped to help us when the no. 3 exhaust valve stuck. We limped onto the ferry on three cylinders.

On embarkation, John Batt and Clive Dalton immediately released the valve and increased all the exhaust clearances in a record time of 15 minutes before the hold was locked! So we enjoyed a pleasant drive back to Ireland thanks to all these wonderful Lagonda Club members.

Thank you to the Club Committee, members and organisers for a very happy and most memorable few days. Let's do it again soon.

P.S. The garage in Reims specialising in old cars is :- Garage Courty, 55 Avenue Jean Jaures, 51100, Reims. Tel: 0326475202.

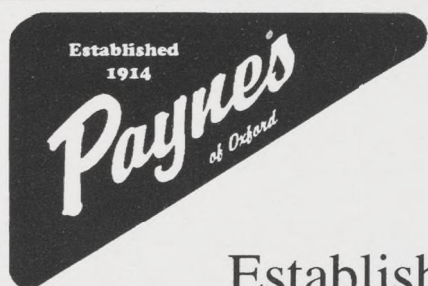
John Batt recommends not less than eight thousandths of an inch valve clearance for supercharged models and if this had been set we do not think we would have had any problems. The radiator was a great success. We never needed the electric fan.



Christopher Hancock and his daughter Rowena won the Centenary driving Tests in their 1927 14/60 tourer Photo, Kelvin Price (see "Letters" page)



DPE120 at the driving tests at Ripley, showing the unique wings fitted new by the factory to this and its sister car for rally conditions where ice and snow were expected - and experienced. Photo, Kelvin Price.

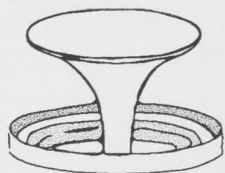


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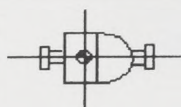
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Team cars at Brooklands, what a wonderful sight! Photo, Jeremy Oates.



The two LG45 tourers entered by the works in the 1936 Monte Carlo Rally, possibly together for the first time in 63 years. DPE 121 was driven by Alan Good, Lagonda Chairman, but retired after an accident at Riga. It is now owned by Norman Webster. DPE 120 was driven by T G Moore, proprietor of "Motor Sport" and finished 41st. It is now owned by Gwyn Stephens. Neither car has changed hands in the last quarter century. Photo, Kelvin Price.

A Trip to Brooklands

Robert Bettigole finds himself in Lagonda Heaven

WITH our sons Charlie and Alex away for a month of canoeing in the wilds of northern Canada, Barbara and I headed off to England for a short holiday. Not coincidentally, the Lagonda Fete at Brooklands fitted right into our plans.

The first event on Saturday July 17th was a "Lagonda Fun Day" that had been laid on at a field in Ripley, close by the temporary Club HQ at the Cobham Hilton. We arrived a bit late, but managed to catch some of the action. When you consider that the most Lagondas I had seen together prior to this day were two (Dan Ghose's M45 and Willy Rodriguez's 16/80), you can imagine my delight at the sight that greeted us as we turned into the field: something like 40 Lagondas of all models, body styles and colours. We enjoyed watching the "speed event", which involved backing in and out of a "garage" defined by a number of orange traffic cones, in both forward and reverse directions. The V12 le Mans made the most impressive show, with plenty of wheelspin (grass is not the grippiest of surfaces). 2 litres, LG45s and many other cars had a go at achieving their best possible times. As the event wound up, we wandered over to the adjoining pub to discover that all the "real" English ales had been consumed by the thirsty club membership.

Then on to the Club Dinner at Brooklands. We all piled in to the two buses and un-piled at the Clubhouse, which was only a few miles away. The queue for drinks was the longest I had ever seen, but I left Barbara talking to Valerie Bugler and joined the mob. And I thought the Brooklands motto was "The right crowd and no crowding". The Buglers introduced us to Bill Roberts and

his wife Meri, who had made the long trip from Seattle, breaking away from their Pebble Beach preparations. At Dinner, we sat with Tony Metcalfe and family and had a really fine time. The Metcalfes, father and son, campaign a Rapier special, in which they have had considerable success in the VSCC.

David Hine entertained us with his apparently traditional rendition of "Albert and the Lion", which involves parental reaction to a son being consumed by a lion at the zoo. Most of the audience had heard it many times before, but seemed to enjoy it nonetheless. We thought it was great.

The next morning we ate breakfast as slowly as I could stand and then headed over to Brooklands. As one enters the grounds and passes the Test Hill, the Clubhouse is directly ahead. On this morning its forecourt was filled with Lagondas of all descriptions. We parked quickly and walked back.

Greeting us as we approached were a pair of tricars, one dating from 1904 and the other from 1907. Here were cars that our own Wilbur Gunn may well have laid hands on!

In addition to the tricars, the organisers had invited a cross-section of cars to park in the forecourt. These included a sample or two of most models, including 14/60s, 2 litres, 16/80s, 3 litres, M45s, LG6s, Rapides, V12s, Rapiers, etc. The Duke of Edinburgh's post-war convertible was there. In fact there were a number of well-known cars, including EPE 97 (unofficial one hour record holder at Brooklands in 1937 at 104.44.mph), the 1954 and 1955 le Mans 4.5 litre V12s and many others. All four 2 litre team cars from 1929 were present and wonderfully



The two tricars take pride of place at Brooklands. Photo, Jeremy Oates.



A 2 litre makes it to the top of the test hill - just! That cloud of smoke is from the clutch. Photo, Keith Harris

preserved.

I spent quite a lot of time in the Clubhouse forecourt, but after a while I wondered where all the other Lagondas had been going - many had been directed to the right of the Clubhouse. I strolled in that direction, which took me toward the remaining part of the banking. As I cleared one of the outbuildings I suddenly saw five or six long rows of Lagondas - well over 100 cars, with more arriving steadily. Rapiers were spied with Abbot, Ranalagh, de Clifford Special and other bodies. 2 litres were there in abundance (yes, I was in Heaven) - high chassis, low chassis, Continentals and Supercharged. Some were well used and in unrestored condition. Many others would do well at any concours event.

I walked up the banking and found it to be in remarkably good shape for 92 year old concrete. And it is as steep as you've heard. I could barely stand up six feet from the upper edge. A few times during the day, people would drive up the banking for photo-ops. I'll bet it would have felt a lot more secure at 80 mph than five or ten.

By mid-afternoon, I thought I ought to look at some of the Brooklands exhibits, but I was distracted from that course by discovering three other areas where large numbers of Lagondas were on display. Under a shed area, models had been arranged more or less chronologically and here I saw some models that I hadn't seen earlier, including 11.1s, 11.9s and 12/24s.

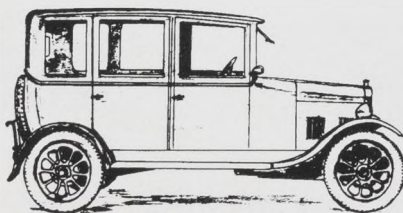
The main activity of the day was

runs up the old Brooklands Test Hill, which has a steadily increasing gradient; it is steeper than 1:4 towards the top. Several cars needed a bit of a running start and several had to bear the disappointment of backing down the hill, but even one of the tricars made the climb. Standing by the wooden rail, feet away from the cars as they made their runs, it was easy to imagine one was back in the Brooklands of the pre-war days.

Through the day, most cars had their bonnets closed. Whenever I spotted one open, I'd make my way over for a close look. The most interesting engine I saw was that of a 2 litre. It had a Shorrock supercharger mounted on the top of the engine, but was running two SU's at atmospheric pressure. Generally one would think that 2 litres didn't need to carry surplus weight with them, but the effect was certainly eye-catching.

Arnold Davey set up a small bookshop at the back of his Range Rover and dispensed the new "Lagonda 1899 - 1999", a nice effort, just in time for the centenary. There are many photographs not seen before and the text is up to Arnold's high standard.

After the awards for the best period dress - which went to one of the tricar owning couples, I finally took pity on my poor, long suffering, wife. We bade goodbye to the Buglers and headed off for London. Peter and Hilary Whenman, Tony Loch and many others did a superb job in putting together this truly unique event.





Wall-to-wall Lagondas, just some of the 350 or so cars at Brooklands. Photos, Jeremy Oates.



The 1999 Annual General Meeting, 19th September

Tony Loch reports:

THE AGM returned this year to Phyllis Court on the banks of the Thames at Henley. For the first time in many AGMs the weather let us down with the day dawning with rain in the air and the forecast of heavy and prolonged showers later. As a result nobody expected a large turnout.

At one moment it looked as if the fourteen board members might outnumber the other members, but when the meeting began soon after 11am in the dry of the marquee, at least 65 members had arrived.

The new President, David Hine, opened the proceedings by welcoming everybody. He said that the Centennial events throughout the year had been a great success; in particular the Brooklands Fete was the envy of many car clubs. They were all asking how we did it?

The Chairman in his review of the year thanked the Centennial Sub-Committee for all the hard work that they had put into the year's events and he also thanked all the members who turned up in such large numbers to make the events the success that they were. He will long remember one member on the Champagne Rally River Marne boat trip, who leant back against the rails and said with a sigh "another day in paradise".

The next item was the approval of the accounts. The Chairman explained the significant increase in debtors was because it included the very generous donation from AML of £5000, although the cheque had not been received when the accounts were closed. The increase in stock was due to the large buys of special Centennial regalia for sale throughout the year. In response to a question he said that it was too early

to say what the cost would be to the Club for all the Centennial celebrations, but a budget had been agreed by the Board and the forecast was that this would not be exceeded.

The Board members who were retiring at the end of their term of office were Messrs Breen, Matthews and Whenman. All were re-elected. There were no other nominations.

This concluded the formal part of the meeting and the Chairman asked for points from the floor. In reply to a request that the date of future AGMs be changed so that they do not clash with the Goodwood revival Race Meeting, he said that the venue for the next year's meeting was already booked, but the AGM in 2001, when the Club would celebrate its 50th Anniversary, was to be a week later. Tony Loch said that when he was organising the Brooklands display he became aware that less than half of the surviving early Lagondas, the tricars, 11.1s, 11.9s and 12/24s, now belonged to Club members. These cars were, he suggested, the Club's heritage and he asked the Board to consider how the Club could ensure that it did not lose touch with them. This was supported by the members and the suggestion was made that the owners should be given honorary membership.

Another member asked for an update on the demise of leaded petrol. The Chairman pointed out that valve recession occurred only at engine speeds above the driving range of most Lagondas, so there should be no problem in using unleaded petrol. However, lead substitute additives and Lead Replacement Petrols which use similar additives, will be available by 1 January for those who wished to use them. The

important point is that if they are used, it is essential that the same additive is always used, because the additives are not compatible.

John Breen, the Spares Secretary, then made a plea for help. He has only enough time to run the existing holdings and while he would like to add new items he is unable to do so. He urgently needs help to source them and, in particular, to prepare the manufacturing drawings, without which nothing new can be made. Please will members with mechanical draughtsmanship skills, or with suitable manufacturing contacts, get in touch with him.

Those members with experience

in the Armed Forces may have been amused to see that the minutes of the meeting were being taken by a serving Brigadier, not in uniform though, I hasten to add.

By the time the meeting ended the weather had relented and it was possible to go and look at the cars. In spite of the early rain there were over 50 Lagondas, ranging from a 1914 11.1, that had come all the way under its own power, to an AML V8; others included 18 2 litres, 3 Rapiers, 4 3 or 3½ litres, 22 4½ litres and 3 DBs. While most members were enjoying a barbecue lunch the concours was judged. The winners were:

2 Litres	
1st	John Fitton's HC Speed model YX 2306
2nd	Peter Blenk's LC s/c OG 8059
Award of Merit	Alan North's 16/80 tourer WUR 7
3/3½ litres	Nigel Hall's 3l Selector Special Weymann saloon USU 920
4½ litres	
1st	Brian Watson's LG45 DHC FPA 521
2nd	Tony Dady's M45R Gurney Nutting saloon US 9772
Award of Merit	Freddie Pritchard's LG45 DHC BKU 999
V12	Jeff Leeks' saloon KPA 637
Rapier	Malcolm Burgess' Abbott FHC BKA 916
DBs	Roger Paulson's 2.6 FHC NXN 302
Car Club Trophy	Knut Schmiedel's LG45R tourer FJP 3
Outstanding Previous Winner	Michael Valentine's V12 DHC EYY 2
Ladies Choice	Tony Mayes' M45 tourer AXF 984
Early Cars	James Elphinstone's 11.1 Coupe NK 4098

Special Award of Merit was awarded to Peter Walby for his splendid restoration of the tricar and for his bringing it to Brooklands all the way from Belfast.

After the prize giving the Centenary prize draw took place. The winners were: Roger Stevens, George McCallum and Ernst Meir.



At the AGM. The sign said "Early Cars", but as James Elphinstone's 11.1 was the only one, the final letter was covered up. Photo, Ken Painter.



We don't see enough of the post war cars at Club events, but they were well represented at this year's AGM. Photo, Ken Painter.

Letters

Dear Editor,

May I please use your pages to thank all the members (and non-members) who brought their cars to Brooklands on 18 July for the displays. I would also like to thank all those who intended to bring their cars, but mainly for mechanical reasons, did not make it.

The two displays showing the history of the marque and some of its achievements have been hailed as a great success, thanks to you.

Unfortunately, because the marquee had not been taken down, the historic display was not as good as we had planned. Instead of having all the pre-war Lagondas in one large open area we had to spread the models around and tuck some of you into odd corners. It was a big disappointment, but it was the best we could do at short notice. I am sorry.

I hope you all got safely home without too many problems from the traffic and the heat.

Again, thank you.

Yours sincerely

Tony Loch

Dear Mr Painter,

You have probably been overwhelmed by photos for publication in "The Lagonda" covering the Brooklands celebrations, but I enclose three I consider worthy of publication, It was a wonderful weekend.

One is of Christopher Hancock and his daughter Rowena who won the Centenary Driving Tests at Ripley in their 1927 14/60 tourer, a car Chris personally spent many hours restoring and one he drives many miles each year, including to Brooklands in July, from Penarth, near Cardiff.

Another is of the 1936 Monte

Carlo Rally Works Team cars (LG 45 tourers). During the Brooklands weekend there were people who ought to know better, misjudging both cars individually, that coachwork, wings, etc. had been modified and so misinforming others. The truth is that, apart from a colour change and loss of front bumper on DPE 121, both cars are as authentic as any that were on parade.

Most significant was that we later lined up the two side by side, which is probably the first time in over 63 years since both cars were parked as in the Seaton book page 213!

I travelled in DPE 120 all the way and shared some of the driving with Gwyn Stephens.

Yours sincerely

Kelvin Price

Dear Ken,

I am just calming down after the excitement of the wonderful day at Brooklands. It was magical!

First, may I thank John Anderson, issue No 180, page 29 "The Second Time Around", who helped me identify and deal with a long-term oil leak. John has a wealth of experience gained over many years with Lagondas and is always so amusing with his comments. Thank you John.

Secondly, I recently had the opportunity of trying a hood/tonneau reviver called "Renovo". It worked very well on my 35 years old double-duck hood, tonneau and hood bag, transforming them from a discoloured grey into a nice even black. It is easy to apply and is economical in use. It is manufactured by AGN Ltd of PO Box 404, Haywards Heath RH17 5TN. Their plastic window polish is good on the

sidescreens and back windows. Needless to say, I have no connection with the company, but am a satisfied customer.

Yours sincerely
Peter Sowle

I suppose we all have a connection with the company really. The product was developed by Alan North, Club member and owner of a lovely 16/80. **Ed**

Dear Ken,

Having just received the Summer Lag magazine; regarding the photograph (p20) purporting to be me!

Oh, if only! Maybe 30 years ago!

Hope Alison Mores isn't too upset, but it is in fact she.

Sincerely
Ruth Turner

Dear Ken,

Would you please convey my and John's grateful thanks through "The Lagonda" magazine to all the kind members who so lovingly supported us with their letters and cards on the sudden death of Ted.

Yours sincerely
Eleanor Townsley

Book Review

Images of Motoring, Lagonda, 1899-1999

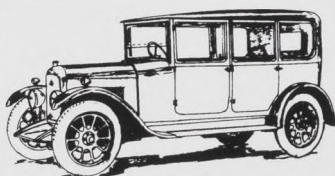
Compiled by Arnold Davey Tempus Publishing Ltd, price £9.99

ARNOLD has been the Club's Historian and Archivist for forty years now and this is his second book on the marque. It differs in several important ways from the seminal "Lagonda, a History of the Marque", which he co-authored with Tony Mays. First it is a very competitively priced paperback. Secondly, it is very much shorter, although it contains much that has been learned since the first book was published. Thirdly, and very importantly, it contains no less than 161 photographs, drawings and reproduced advertisements in its 128 pages. Many of these have not been published before, so there is much to be learned by even the

most experienced Lagonda owner.

He writes with his usual wit, insight and clarity, so the book is a model of how to present a complex story in an easily readable style, where every word counts. I read it in a single sitting, but will re-read it again and again. This is a gem of a book and every Lagonda owner should have one! Copies are available direct from Colin Bugler, our Secretary and every one sold will benefit Club funds. I would describe the book as the ideal Christmas stocking filler, but I defy anyone to put it to one side and not read it before the festive season!

Bookworm.





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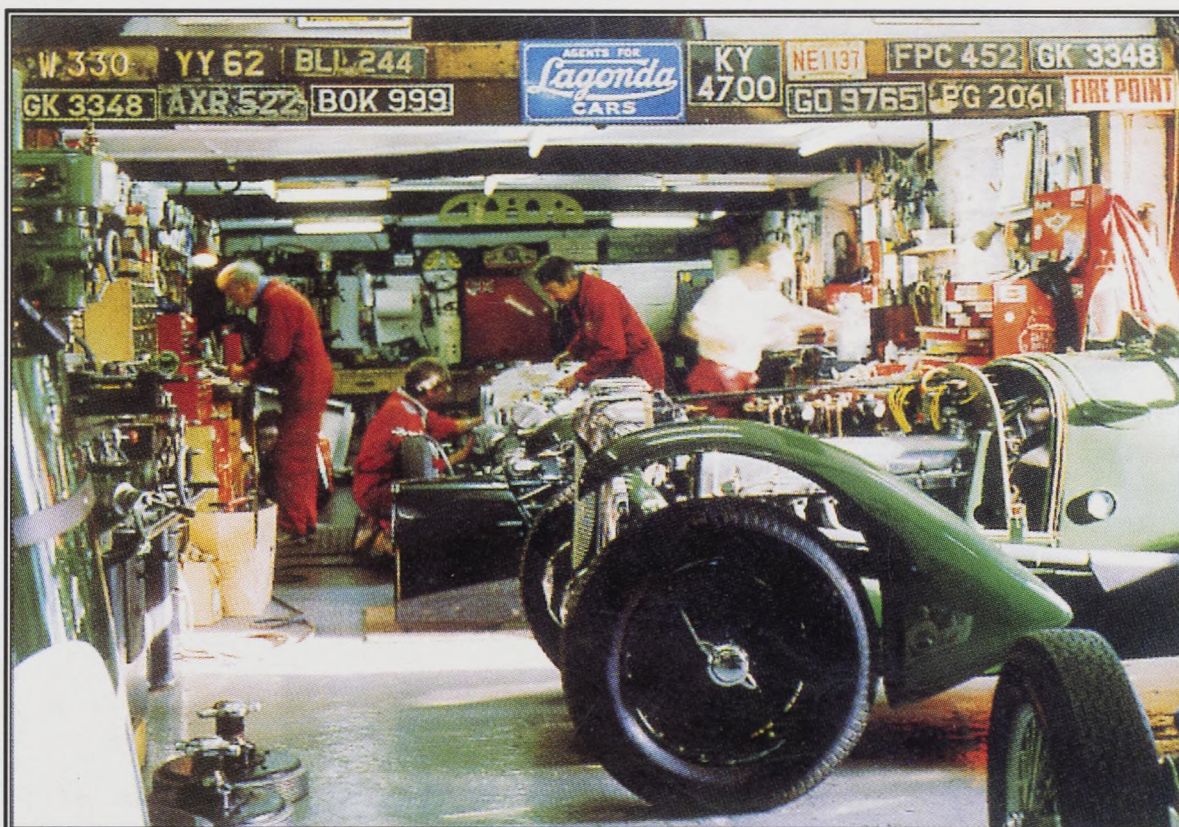


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