



**THE MAGAZINE OF THE  
LAGONDA CLUB**

**Number 151 Winter 1991/1992**



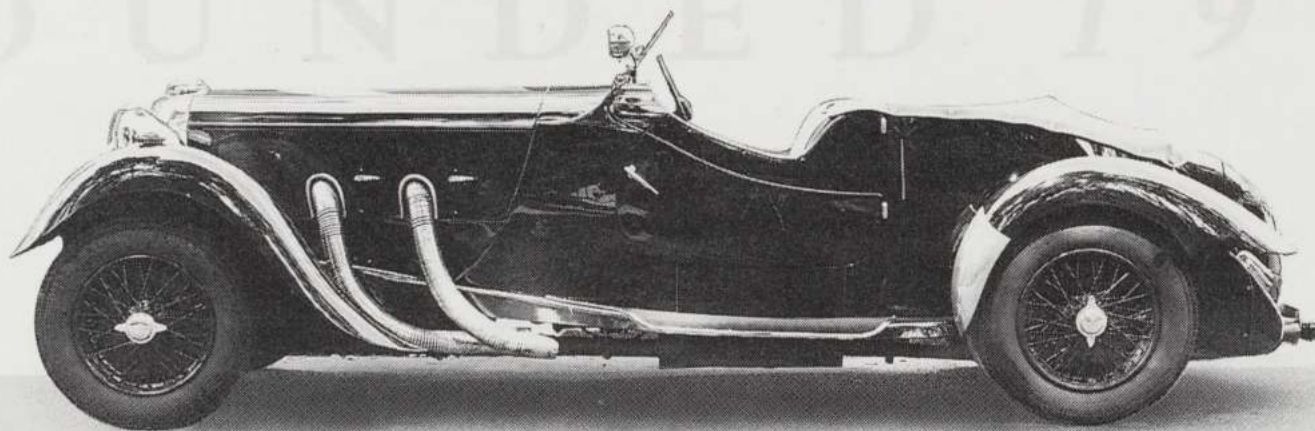


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Winter 1992

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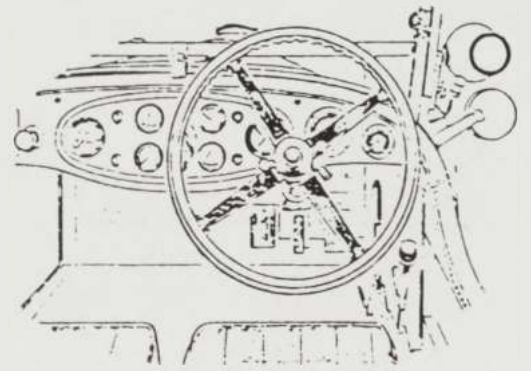
*Chairman Elect David Hine ponders on his new role.*



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# From the Driving Seat



This piece is being written in the afterglow of Christmas, immediately before the copy for this magazine is sent to our printers. For many of us this is a quiet time in the motoring calendar, for some it is a frantically busy period as the car is prepared for next season's racing. For a few, vintage (or classic) motoring doesn't stop just because the weather turns a little colder. My excuse is that with elektron brake backplates and an engine largely composed of elektron castings I dare not take the car out on salty roads.

It will be very different when my 2 litre High Chassis saloon is completed. The last one we owned was our only car and was used throughout the year. The only concession to the weather was a discreetly fitted heater, hidden from casual view on the bulkhead. Since we did about 10,000 miles every year this seemed a sensible compromise. The saloon was sold to make way for our 3½ litre tourer, the heater was craftily removed from the saloon and plumbed into the 3½ litre's water works and we found that with the hood down but the sidescreens erected we kept perfectly warm and comfortable. My first son was born a few months after we bought the tourer and he and his sister travelled many snug and warm miles wrapped up on the back seat. All this was regarded as perfectly normal then, although some considered us a little soft for even considering fitting the heater, so why do we see so few old cars used throughout the year now? The winters haven't got any colder in the last 25 years, the snow is often cleared from the roads a little sooner than in the past and our cars

tend to be kept in even better condition than they were when a Lagonda was my one and only mode of transport. Before you all cry "Salt!", I know that vast quantities are thrown down on our roads at the first hint of a frost and I am all too well aware of the damage it can do to our cars, but it isn't frosty every day of the winter and many winter days are dry, cold and even sunny.

How many of you keep your Lagonda taxed for road use for the whole year now? Excluding those who, like me, have a Lagonda which is undergoing a protracted restoration, (mine is actually more of a re-creation, since most of the component parts have never been together in the same machine and much will be totally new), I would be very surprised if more than about ten per cent of our members even consider driving their cars when the leaves are off the trees. Try it you'll like it!

**K.P.P.**





# Jottings from the Chair

Happy New Year, from the first edition of 1992! If the weather for the New Year's Day meeting was anything to go by, it could be yet another fine one. Although Jeff Leeks has started a new January 1 event at Holyport, we went to Adstock as usual, hoping to meet members from further afield. The usual Suffolk contingent failed to show this year though, and I think the only Lagonda member there was Roger Seabrook in HE, his early low chassis tourer, plus Richard Odell of course, who organises the Adstock meeting and has the Hamish Moffatt 12/24 Sahara model.

In our "Spring" magazine, we will be printing an obit in recognition of Andre Kenny, who sadly died towards the end of 1991. Clive Dalton knew Andre almost like a son-in-law, if not a son, and will write about him far better than I can. But Andre was very instrumental to my entry into the club, and he was one of the nucleus who led the combined Lagonda Car Club and Two Litre Register from their amalgamation in the fifties. I was first introduced to him and Leslie at their old watermill near Long Melford, when as undergraduates in CUAC, the Cambridge University Automobile Club, we used to motor out for evening drinks at their home. That would have been in 1958/59, and he had collected many Lagondas, including OG, now our own 3 litre saloon, and BPJ, now Arnold Davey's M45 saloon. Clearly influenced by this exposure, I bought my own first Lagonda a few months later (Rapier BPJ 303), and a couple of years later again found myself on the Committee representing the Younger Members of the Club. (In those

days, the Senior Members drove relatively new and expensive 4½'s, and Younger Members bought older Rapiers and 2 litres as cheap sports cars. Not quite like today.) Andre was also on that Committee, which met in James Crocker's offices in the City, and he usually gave me a lift home in BPJ, impressively quickly. Later, in 1977, we bought OG from Andre and Leslie, having discovered it still to be unused since I first saw it laid up in their barn in 1958; and later again, after his retirement, Andre worked as a part time consultant in the Middle East to my then employers.

We kept contact haphazardly, and I always found his company both erudite and amusing. A pity such company and such times must pass.

1991 produced yet another splendid series of vintage motoring activities, and another very fine summer too, once again the rain died out in July. We had a few cold wet runs earlier in the year, including to Normandy in June, but towards Prescott and the AGM the weather got better and better. Now it all seems far away. As each year goes by, there are more and more opportunities to use our cars, and it is difficult to control the temptation to book up nearly every weekend with one or another event, and your Committee's belated recognition that members quite like to meet each other locally will produce even more dates in the Club calendar as the different regional activities are published. Which is all as it should be, and long may these activities flourish.

There is another side, of course, and it is hard to suppress the feeling that the past few years may look like golden dreams in





*Winter motoring as it ought to be: A Yorkshire village through the windscreen of Jeff's 3 litre Saloon.*

retrospect, if the outside world has its way with us. Petrol prices and road tax have been relatively kind to motorists of all kinds in recent years, and it will be increasingly tempting to Government to bump them both up, very sharply, on the environmental arguments about atmospheric changes.

Also, economic wellbeing seems as far away as ever as we enter 1992, with few international signs for the kick start for the economy which is now fashionably sought by the politicians. The coming months may be a time to concentrate on detailed matters of maintenance and refurbishment, rather in the spirit of the man who concluded that "il faut cultiver son jardin".

The closing weeks of 1991 brought three fine opportunities to use the 3 litre saloon, which has been going like an express train lately. The first November weekend is always the Brighton Run, and as usual we went to watch it on the slow section at Bolney where we now have our

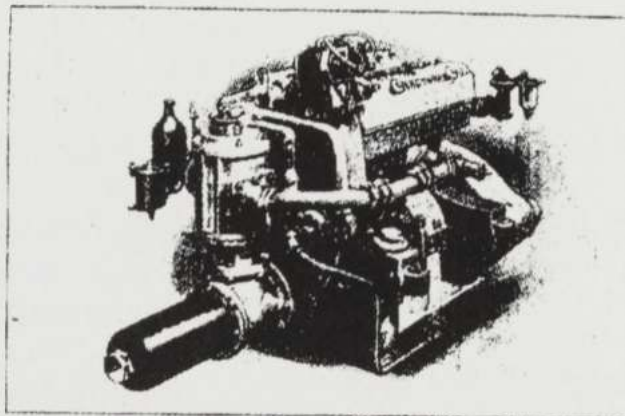
own Lagonda venue at the Queen's Head just down from the Bolney Stage. This will be an annual rendezvous in Jeff Leeks' Southeastern Region programme, although a new bypass is now well advanced around Bolney village, and we shall have to check the precise route to be taken by the veterans next year.

The second weekend in November is traditionally the VSCC Lakeland Trial, at which we marshalled this year with Dick and Pat Sage, of Southwest Region fame. The weather was crisp and spectacular, and although as usual no Lagondas entered, members Roger and Beryl Firth, and Paul and Chris Tebbitt were competing in other makes (Rileys) and James Crocker and John and Veronica Rider were seen at our hotel at Buttermere. We made a long weekend of the drive up and back, stopping northwards with John and Sue Batt to inspect their packing arrangements for Ohio, with their two cars in one container, and southwards at an astonishingly



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*Witness our hands and seal*

*this 13<sup>th</sup> day of July 1991*

*Sanjay Datta* President

*Sallo* Director-General

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extravagant hotel in Cheshire, Rookery Hall. Strictly golden anniversary standard only.

OG did nearly a thousand miles on the trip, and was travel stained but otherwise unaffected on return, doing about 19 to the gallon and 250 to the pint. Its next birthday present will be some new brake linings I think: last year the car received two new door windows (NOT easy), a fresh clutch and a rebuilt gearbox, which have made a huge difference.

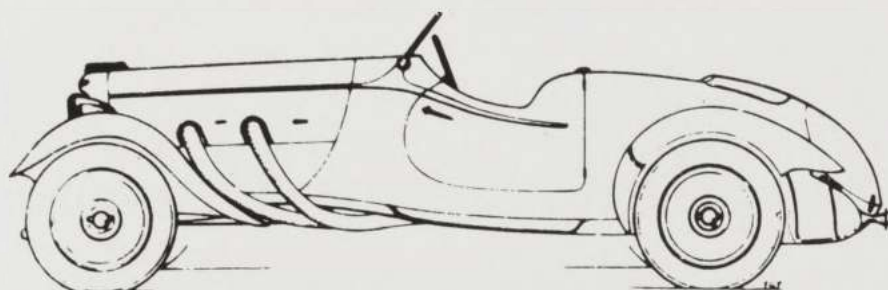
Finally, just before Christmas, Jeff Leeks organised a combined Seasonal lunch and celebration of Geoff Seaton's 40 years of motoring in GH, the Club's best known and outstanding 3 litre tourer. This was at (where else?) Great Fosters, home to the factory's publicity presentations in the thirties. When Geoff first owned his car in the Fifties, he commuted between Bristol and dance band appointments in London, with his drum kit in the back. Different times.

Mention of the factory reminds me that Walter Hayes has taken over there from Victor Gauntlett, and like Victor has joined our club. Although officially in semi retirement, Walter is busier than ever with a very active approach to AML's current concerns with market conditions and with the suggested simpler DB4 derivative model, and was earlier closely involved with Ford's GT 40 and Cosworth GP engine projects. I hope we shall be seeing him at some of our 1992 events, especially the September weekend.

**Technical Hint:** Don't put the valve caps in your mouth when you pump up the tyres: dogs sometimes pee on them. No seriously, do screw up the geaser on the water pump when you put the car away: it may save the gland leaking antifreeze on the garage floor.

TTFN

JGO



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# Northern Notes for 1991

## Annual (Northern) Dinner, April 1991

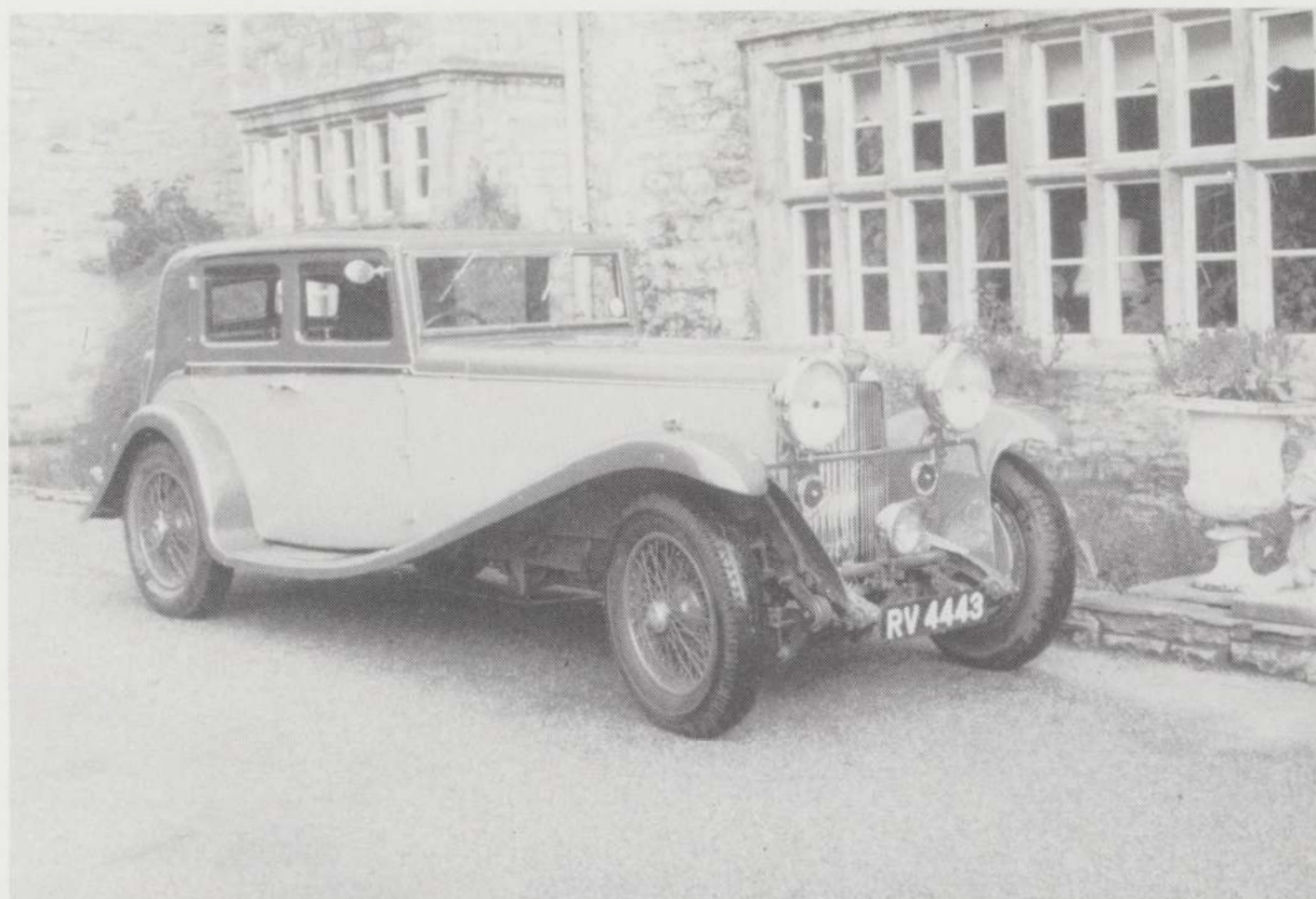
In the opinion of many, the Northern Dinner is just about the most enjoyable event in the Club. A combination of being the first major event of the season, the right surroundings, and a re-acquaintance with friends from all over the country who attend year after year is the main reason. 1991 saw the largest attendance ever, with 90 sitting down to an excellent meal, this is the maximum the Hotel can take and, unfortunately, a number had to be turned away.

The car park saw a good selection of Lagonda cars, including the M45 saloons of Schofield and Firth, Mcloy's 3 litre saloon, Stebbings' and Squire's M45 tourers, Townsley's LG45 tourer, Turner's

LG6 DHC, Ody's 3 litre saloon, and Batt's 2 litre supercharged. However, the most exciting car present was, without doubt, the V12 Le Mans Team Car owned by Phill Erhardt. He spent the afternoon generously taking Club members out for a spin and scaring the life out of most of them – he certainly did me! I have now been privileged over the years to have driven nearly all the 4½ litre team cars, from the 1935 M45R Le Mans winner, one of Robby Hewitt's sister M45R team cars and both surviving LG45R team cars, but the V12 is outstanding and belongs to a different age, despite the fact that there is only five years between them all.

By 7.30 the bar was full of noisy and





*Roger Firth's M45 outside Monk Fryston Hall Hotel waiting for other members to arrive for the 1991 Northern Dinner.*



*If your Lagonda is fitted with the ST34 body and your tools are carried in a Sainsburys' plastic bag, then you should revert to the correct tool tray, as fitted to Roger Firth's car.*



happy Club members downing pints of beer prior to the dinner – none of your small aperitifs in this part of the world! A number of mature gentlemen effected old school blazers, including Doc Turner, Paterson and Hill, ex pupils of Hull Grammar School for Girls. John Charles from Devon looked very smart in his outfit and McCloy not only wore his school blazer, but also sported a pair of Oxford bags and a pith helmet!

Ian North had managed, presumably with some difficulty, to encase himself in his old National Service dress uniform and this was obviously causing him some discomfort as by the end of the evening

most of the buttons had come off, or blown under pressure.

As for the speeches, Brown made the introductions, Ody was only slightly rude, Schofield over the top for 30 minutes, Hine did his Lancashire dialect bit and Hadfield told the story about the grand 'wind' competition in Stockton on Tees. A super evening!

*If you would like to be one of the fortunate few to attend the 1992 event, then NOW is the time to make your booking at the Hotel. Contact Herb Schofield for further details.*

Ed.

## More Northern Chat

Members may be puzzled by the photograph of David Hine, which was included in the Summer issue of the Magazine. The photograph was actually taken in 1965 and shows 20 year-old David seated in CBU 2C. This was our first joint attempt at a sort of replica team car. In 1970 I rebodied the car as a more accurate replica and re-registered her with her original number BGB 988. In 1978 I yet again rebodied the car and she still exists in this form today. A car with many very happy memories. (Editorial interlude: At a recent book sale I found a copy of 'Wind in the Willows' and, what do you know? On the cover, Toad was pictured driving CBU 4C in his own inimitable style! Poetic licence? Or poetic justice?)

With reference to my article in the Spring issue of the magazine, comparing the 3 litre Sunbeam with the 3 litre Lagonda. I criticised the uncomfortable front seats in the Lagonda and, in an attempt to improve the driving position, I have inserted 1 inch tapered wedges under the seat runners. The result has transformed the car! I have noticed wedges under the front seats of other 2/3 litre cars I have worked on, so perhaps they were fitted originally? After another twelve months of motoring in both cars and having made various adjustments to

the braking system on the Lagonda I now find the braking much more effective and comparable to the Sunbeam. Further experience has also shown the roadholding and handling to be superior on the Lagonda, which does help compensate for the inferior performance. As I said in my article, this was a comparison between two particular cars and so other enthusiasts may arrive at different conclusions driving other examples.

I was sorry to read that Lady Daphne Russell had died. Lady Daphne was sister to the Duke of Bedford and owned her LG6 Rapide Coupe for 40 years, using the car as a normal means of transport. I was able to help her with spares and odd bits of advice. However, in 1989, she reluctantly decided to sell the car, which we put through a Coys' Auction in December 1989. The price obtained somewhat compensated for the loss of an old friend. My involvement with the car hasn't ended, as the new owner, wisely or unwisely, put the restoration in my hands.

### **BITS AND PIECES**

Clifford Walmsley completes the restoration of his vintage 3 litre tourer and also presses on with his replica LG45 Rapide, one of a large number of these cars at present being constructed nationwide. I am sure his efforts will result in



capturing the lovely shape of the original. Sadly, most of the others miss by a mile.

Nigel Hall completes an engine overhaul on his unique 3 litre Selector Special Saloon and Alan Brown decides to flog off some of his stock to concentrate on his latest project – installing a pre-war V12 engine in a post-war 2.6 chassis, yes, really!

Captain Alastair Barker contemplates building a V12 competition sports racing coupe. The sort of thing Lagondas might have done in, say, 1940 – if there had been no war. Based on the 1939 Le Mans cars, but a saloon, fastback style, vee windscreen, non-traditional radiator grille and a passing resemblance to the coming Aston Martin DB2, get the picture? Sounds

interesting and a worthwhile project in my opinion.

Russell Squires completes a body and interior restoration of his 3 litre saloon, which must now rate as arguably the best example of a pre-war saloon in the Club. And, finally, the writer, who has a 'thing' about seating, manages to acquire a set of lovely LG45 Sanction 1 front seats, in near perfect condition, to replace the original horrors in his M45 saloon. After colouring to match, they slid straight in on the old runners. What joy, what support, the most comfortable M45 in the world!

**Herb Schofield**

## Northern Driving Tests July 13th 1991

Another meeting that goes from strength to strength. This, for the past few years, has been held at Elvington Air Museum, R.A.F. Elvington, by kind permission of the Station Commander. The Air Museum is well worth a visit and even has a N.A.A.F.I. serving excellent grub and drinks at W.W.2 prices (well, almost!). Thanks to the Townsleys for negotiating the venue.

Despite the recession, we nevertheless had the largest attendance of old Lagondas we have ever had in the 28 years I have been involved in the organisation of the meeting. This must, surely, be the largest gathering of Lagonda cars apart from the AGM.

Something like 30 cars turned up, every model from High and Low Chassis 2 litres,

3 litres, 3½ litres, M45s, M45Rs, LG45s, an LG45R and LG6. Only the V12 model was missing. All the cars were splendidly turned out, particularly Tom Anderson's 3 litre from Edinburgh, Darwin's HC 2 litre, Shaw's lovely LG45 DHC, Geoff Squires' M45 tourer from Fife, Scotland, and Russell Squires' 3 litre saloon, which was outstanding.

Dinner in the evening was taken at the Old Rectory Hotel, Sutton-on-Derwent, which we had taken over for the night.

The outright winner was Dr John Turner in his LG6 Drophead, which no doubt came as a big surprise to him after 30 – odd years of trying!

**Herb Schofield**





*David Hine looks smug as he finds a way of reducing his son's driving speed.*



*A Marshall extricates a Bollard from below the M45 of last year's winner David Hill.*



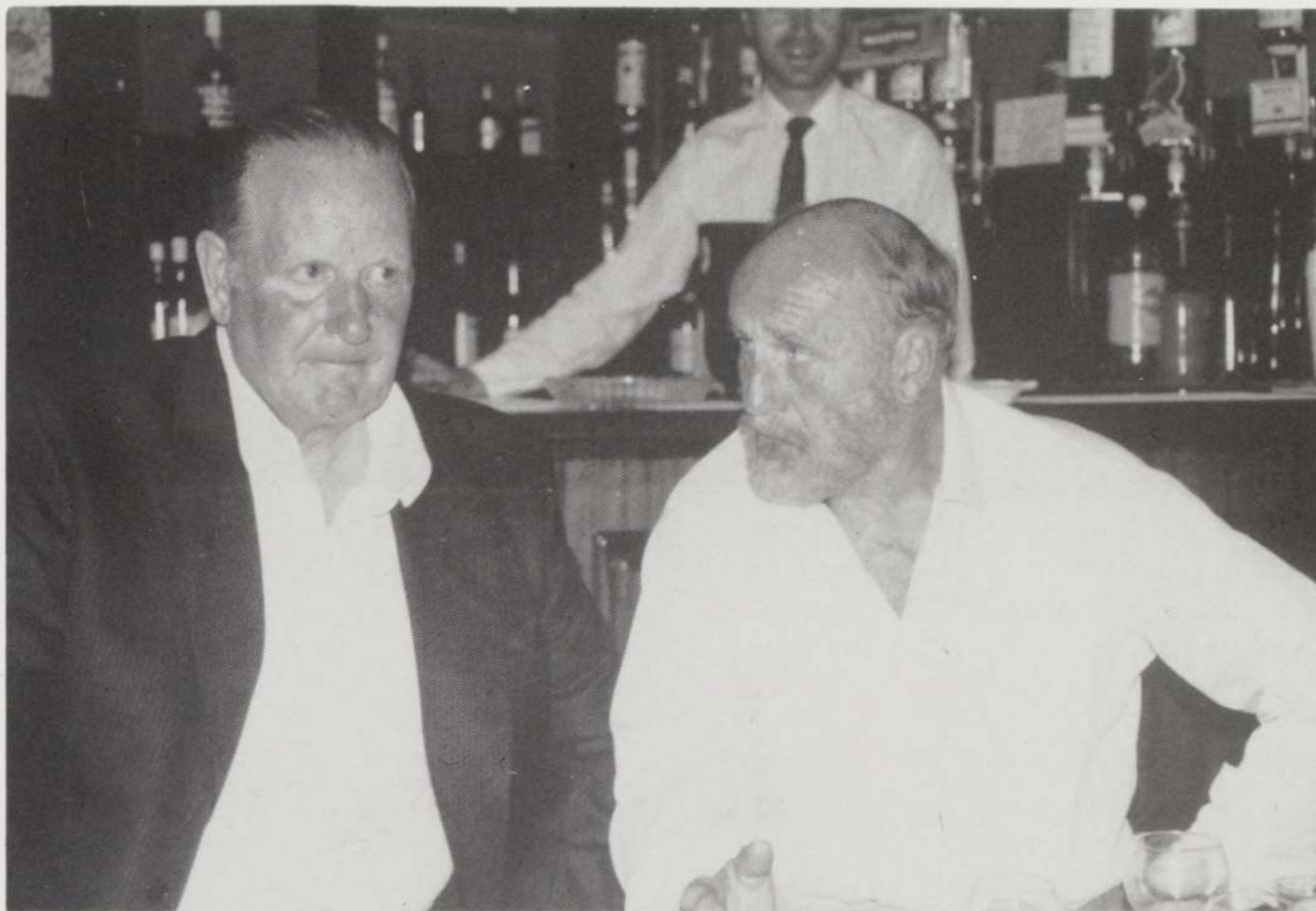


*Beryl Firth times Ian and Mandy North.*



*Roy Hatfield and the boys feel that the baloon is never going to burst.*





*Northern Rally, Ted Townsley and Geoff Squires in the bar.*



*Northern Rally, Chairman Elect Hine reviewing the cars.*



# Round-Up No. 7



This is the usual "close-season" report covering the Autumn events between 15 September and 1 December 1991.

## 15 SEPTEMBER 1991 · VSCC KENTISH RALLY

Two Lagonda Club members entered, surprisingly opting for this event in preference to the AGM on the same day; however – good to see our cars taking part, particularly since John Harris was unable to do so this year. The two were the Evans in their 1930 LC 2L, GF 1347 in the 'Newcomers' Class I, and P Cox in his 1927 HC 2L, PF 7276 in the Vintage Sports Class. The penalty scores were respectively 263 and 122.

## 21 SEPTEMBER 1991 · VSCC DONINGTON PARK RACE MEETING

This popular meeting attracted a record number of Lagonda Club and Rapier Register entries; we had fifteen drivers (including three father/son shared cars).

**Entrants:** (approx. in order of appearance)

Ken/Adam Painter	1935 Maserati 4CS	SN 333
Robert Slater	1934 Rapier Spl	AYW 27
Len Thompson	1934 Rapier 1500 S/seater	BGT 261
John/Nick Morley	1937 LG 45 Spl	CRM 518
TP Brewster	1937 LG 45 Rep	BGB 988
Brian (BH)/Ben (BP) Fidler	1935 Rapier 1500 Spl (Elder)	BLT 391
Jo Moss (R Pollock)	1930 'S' Invicta	LJ 4313
Tony/Tim Metcalfe	1934 Rapier Spl	BGK 795
Freddie Williams	1936 Rapier Spl (Woodbatt)	ACA 145
IA Rowe	1935 Rapier Spl	TH 5734
Mike Hollinshead	1935 Rapier Spl	CZ 8502
Graham Simpson	1934 Rapier S/seater	BCD 250

### Results:

Event No. etc.	Pos.	Driver	Best Lap min/mph	Winners Best min/mph
1 5 Lap Scr	14	A. Painter	1:49.9 —	Grist Alfa 1:35.2 —
	20	Slater	2:15.4 —	
3 5 Lap H/C	1	Thompson	1:38.8/71.3	Maymn Maser 1:34.8/74.3
	14	N. Morley	1:52.6/62.5	
	17	B. H. Fidler	2:2.30/57.6	
5 6 Lap Alfa	14	Brewster	1:53.5/62.0	
7 5 Lap H/C	1	J Moss	1:52.0/62.9	Bellen Talb 1:46.9/65.9
	3	A E Metcalfe	2:5.8/56.0	
	4	Williams	1:54.8/61.3	
	11	Rowe	2:8.8/54.7	
		Hollinshead	2:7.9 DNF	
9 5 Lap H/C	4	J Morley	1:50.2/63.9	





*Weston sprint, Alan Elliotts LC 2 litre.*

	11	Brewster	1:54.3/61.6	
		T Metcalfe	2:3.9 DNF	
		B P Fidler	1:58.8 DNF	
		Simpson	1:47.7 DNF	
11 5 Lap Scr	2	Thompson	1:38.6/71.4	Harper Morg 1:35.6/73.6
	7	Simpson	1:45.8/66.5	
	13	Williams	1:52.0/62.9	
	16	K Painter	1:57.9/59.7	

Congratulations to Len Thompson in Races 3 and 11, and to Jo Moss and Tony Metcalfe in Race 7, also well done Dad Morley in Race 9! A good turnout with good results.

#### **6 OCTOBER 1991 • BURNHAM ON SEA/VSCC WESTON SUPER MARE SPEED TRIALS**

This is a well organised two-day event, with modern production sports cars and racing car classes on the Saturday – including qualifying rounds for the British Sprint Championships – and our classes on Sunday. The weather was distinctly unhelpful on Saturday this year, with intermittent rain, resulting in several spin incidents, not surprising in view of the power of some of the sprint specials using slick tyres. It was quite spectacular to see the take-off of the Championship contenders, achieving around 170 mph in half a kilometre! Ours weren't at all like that, even with a dry track on the Sunday; I think Anthony Mayman in the ERA managed about 115, but the Lagondas were somewhat slower!

There was a tremendous entry from the two clubs, fourteen in all, including virtually a team of red LG45's; as mentioned above, we had the good weather – sunshine and warmth.

#### **Entrants:**

##### **Class I Std & Mod up to 1500cc uns/c**

Mike Cole	1934 Rapier Spl	BLX 480
Margaid/Paul Nickalls	1934 Rapier Eagle Replica	US 8351



**Class 2 Std & Mod over 1500 cc uns/c**

Dick Sage (Rudy Wood-Muller)	1937 LG 45 Spl	DBP 380
Alan Elliott	1930 2L LC	GP 895
Stephen Weld	1930 Crossley 2L Sports	GO 5249
Jo Moss (Rob Pollock)	1930 Invicta 'S'	IJ 4313
Richard Bush	1931 Invicta 'S'	GD 9765
Alastair Barker	1938 V-12 LM Replica	GPK 699

**Class 3 Hybrid & S/C up to 1500 cc**

Ken Painter	1935 Maserati 4CS	SN 333
Tim Wakeley	1937 Rapier Spl 1098s/c (Ph Park)	10 4525/DFP 531

**Class 4 Hybrid & S/C over 1500 cc**

Peter Whenman	1935 M 45R TT Replica	BKA 240
Clive/Jonathan Miller	1936 LG 45 Spl	DPK 164
J C Brewster	1937 LG 45 Spl LM Repl (ex Herb)	BGB 988
Rob Pollock	1936/39 AC Spl 3500cc	

**Class 9 Veteran & Edwardian cars**

Roger Firth	1913 Theophile Schneider	M 5000
-------------	--------------------------	--------

**Results:**

Class	Driver	H/C Time	1st Run Time	2nd Run Time	Award
1	M Cole	26.0	27.90	28.26	
	M Nickalls	21.0	21.58	21.66	
	P Nickalls	20.0	21.05	21.06	First
2	R Sage	—	23.07	23.67	
	A Elliott	28.5	28.29	28.18	2nd H/C
	S Weld	29.0	31.05	30.84	
	J Moss	21.4	20.90	20.85	1st H/C
	R Bush	22.3	22.42	22.68	
	A Barker	19.0	21.68	21.60	
3	K Painter	22.0	23.46	26.08	
	T Wakeley	21.5	22.77	19.21	First
4	P Whenman	20.1	20.61	20.95	
	J Miller	20.3	20.79	20.72	
	C Miller	20.3	19.75	19.96	
	J Brewster	23.3	21.33	21.42	2nd H/C
	R Pollock	19.3	20.23	20.00	
9	R Firth	22.5	23.27	24.66	

Congratulations to all the award winners, particularly to Paul Nickalls and Tim Wakeley for their wins in Classes 1 and 3 respectively.

**12/13 OCTOBER 1991 · VSCC WELSH WEEKEND RALLY AND TRIAL**

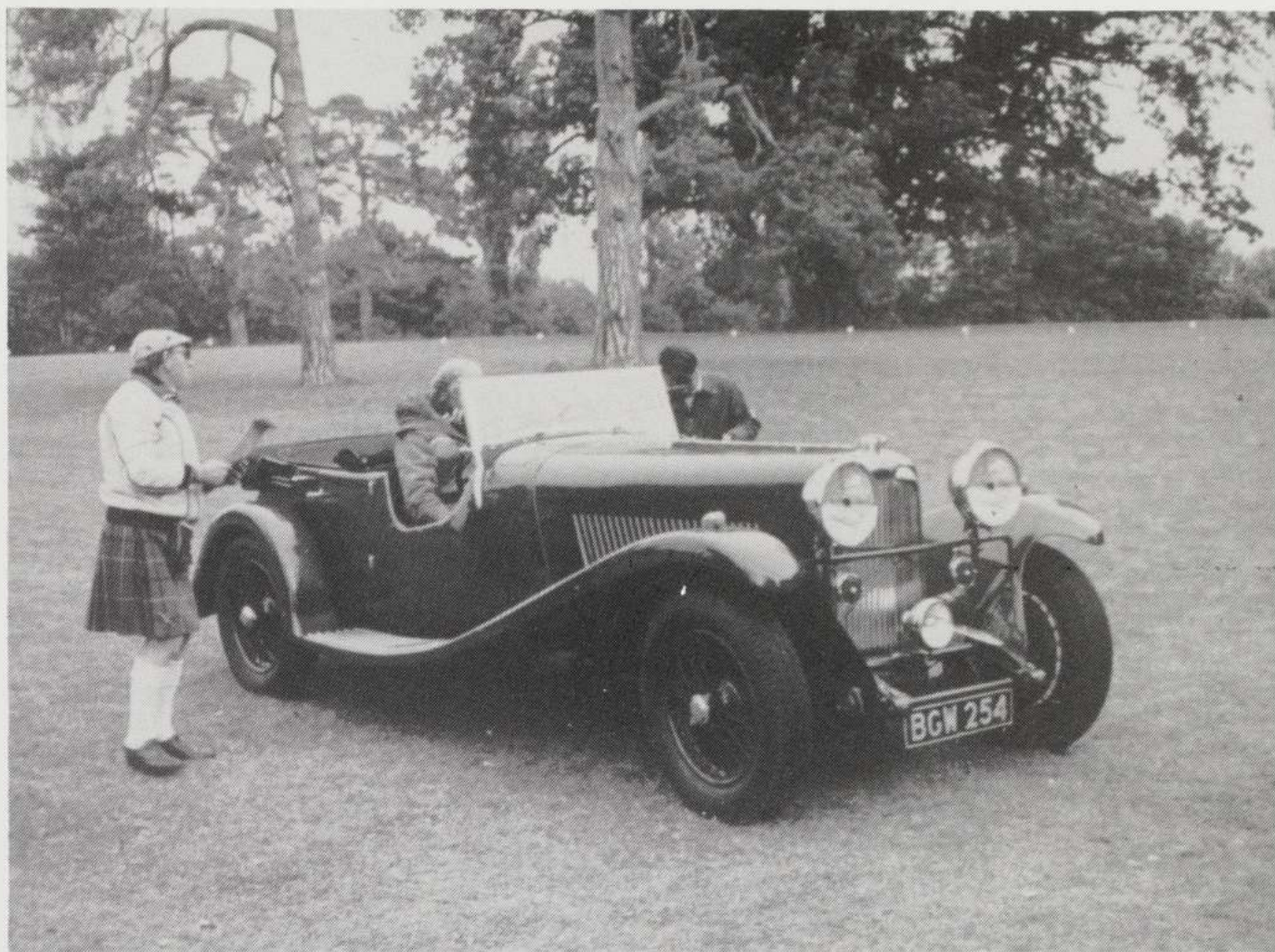
David Evans drove his father's 1930 2L LC tourer GF 1347 in the Navigation Rally on the Saturday, with Bart Peerless as his navigator. They came 17th out of 33, with 109 penalties, the class being won by Creed-Miles in an Austin 7 with 2 penalties – fairly hard to beat!

I note also, from the results of the Trial, that Jonathan Miller, usually seen at the wheel of the LG 45 special, took part in a 12/50 Alvis.

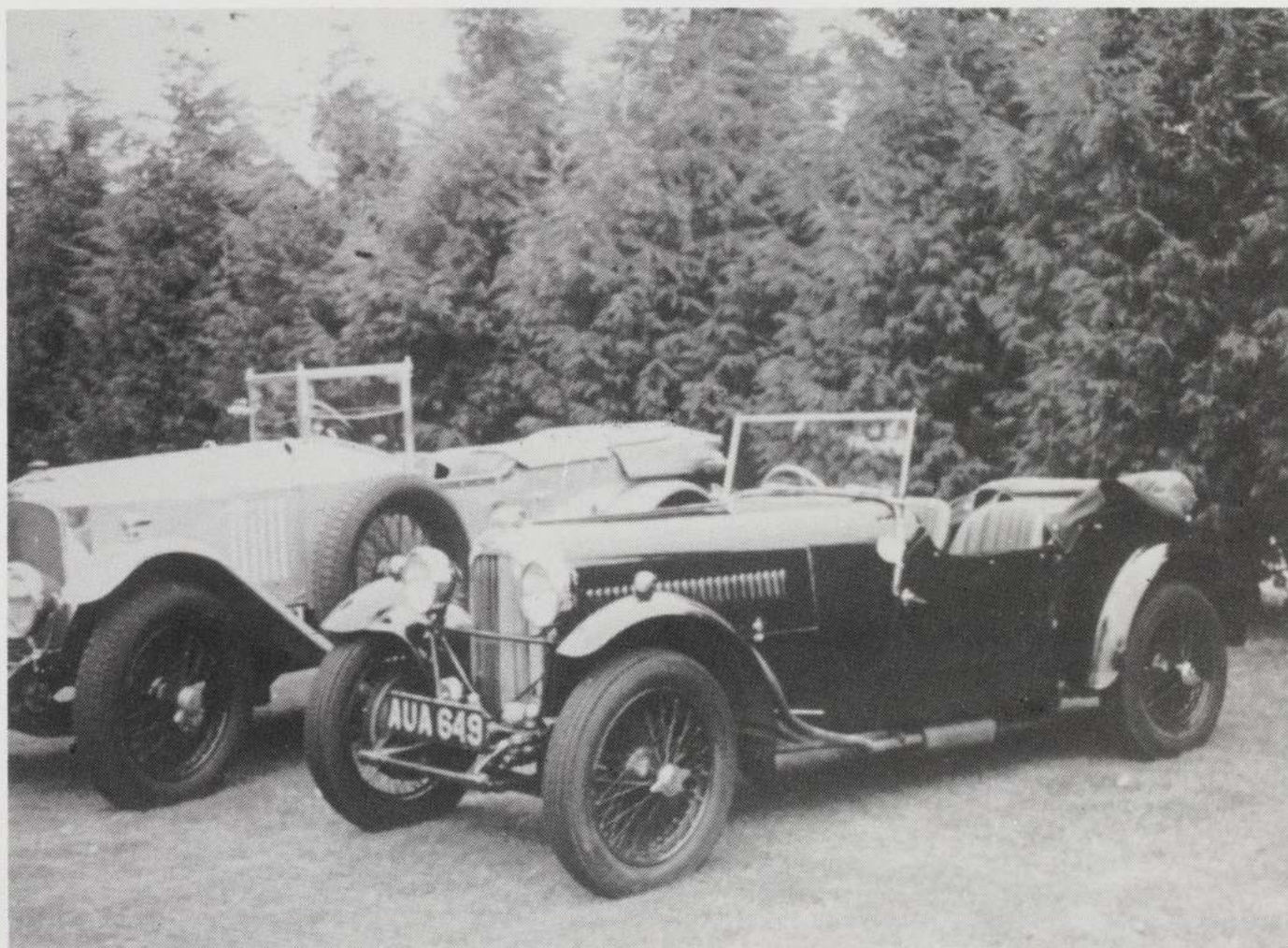
**20 OCTOBER 1991 · VSCC EASTERN RALLY**

A bitterly cold morning at the Melton Grange Hotel in Woodbridge Suffolk for the gathering of 48 diehards preparing for the 80 plus miles of rally route, the mysteries of which were only decipherable it appeared to me, if one was accustomed to



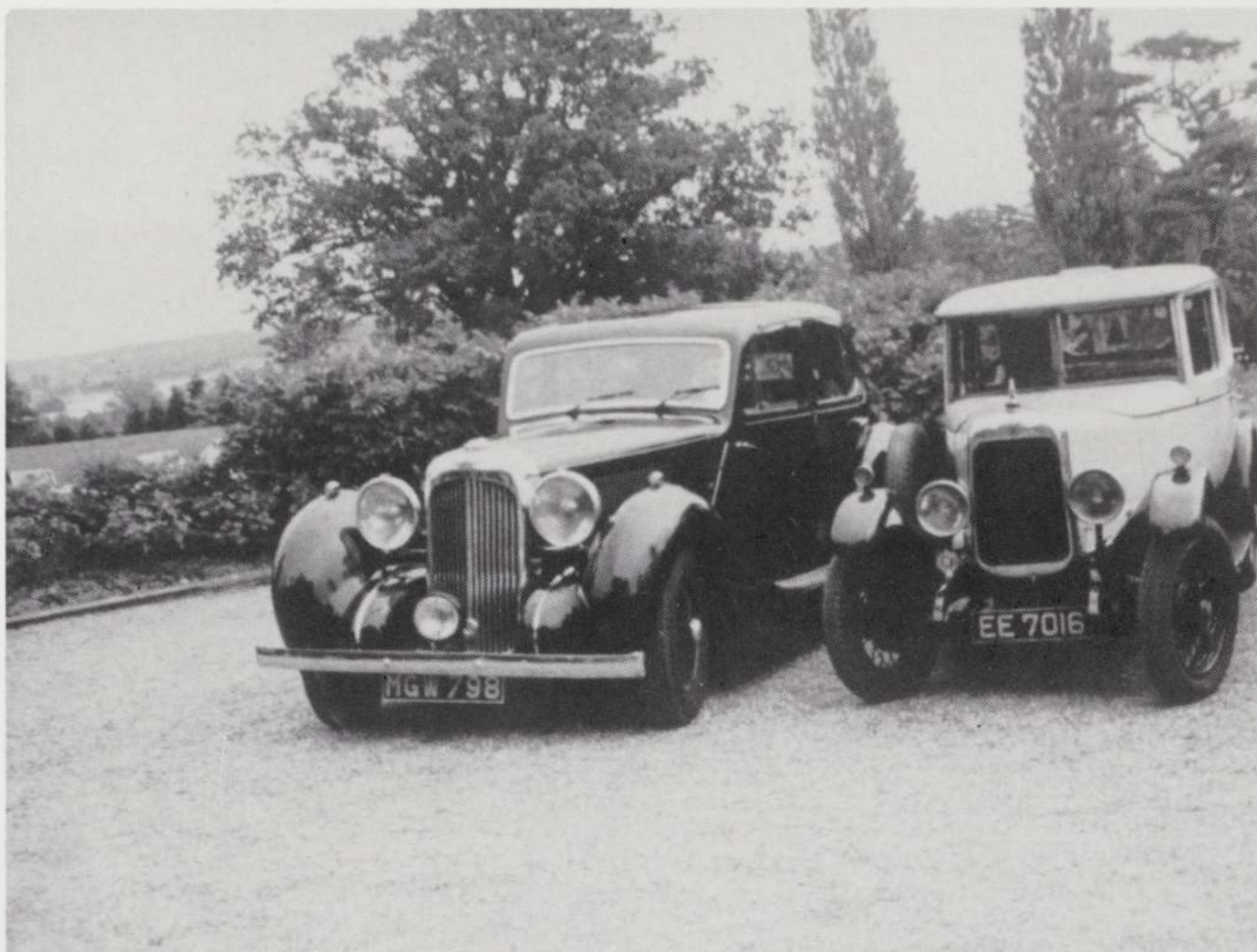


*Eastern Rally, Grindell and Ody at the start, cold knees on Marshall!*



*Eastern Rally, Peter Merrick's class-winning Rapier with the prototype Rapier body.*





*Eastern Rally, Marshalls' cars; Nic Portway's V12 and Colin Mallett's Alvis.*

completing the Times crossword before breakfast! Quite a few it seems were in that category. As far as the weather went, worse was to come in the form of driving rain for most of the afternoon, and many were the drowned rats crawling into the Grange at the end. There were two Rapiers and an M45 from our clubs.

#### **Lagonda Entrants**

Peter Merrick	1934 Rapier 1141 cc (prototype body)	AUA 649
Jim Ruggles	1934 Rapier Spl 1100 cc (4 seater)	BLC 599
Roly Grindell	1934 M45 T7	BGW 254

#### **Results:**

Peter Merrick, with his son Chris navigating, did very well to score only 97 penalty points and win the Newcomer's Award. Their attractive Rapier has recently been rebodied, using the Lagonda Company's own original prototype body, retrieved from a car of another make, Jim Ruggles came eighth in Class 4 with 151 penalties, and Roly with Jeff Ody i/c navigation 14th with 535 penalties after being forced to open the "Newcomers Sealed Simplified Instructions" – which incidentally were equally puzzling to me!

#### **9 NOV 1991 · VSCC LAKELAND TRIAL**

This well-organised popular event takes place annually in some of the most breathtakingly beautiful scenery in the country, and is based on Buttermere with headquarters at the warmly welcoming Bridge Hotel. This year the weather on the day of the trial was superb; crisp with a slight frost but brilliant sunshine highlighting the beauty of the fells. No Lagondas took part, but Messrs Tebbet and Firth exercised their Rileys, albeit without success against the nimble "Nashes and Austins, Paul scoring 157 and



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Roger 160; winner Patrick Blakeney-Edwards in a Nash scored 234, and Thwaites Austin 7, (second) 227 points.

### **7 DEC 1991 · VSCC WINTER DRIVING TESTS ENSTONE**

A crisp bright sub-zero morning greeted the hundred or so entrants for this popular pre-Xmas outing. I was to have been one of them, and got as far as Burford where we were B&B'ing with member David Westall in his lovely Tudor house. The 14/60 was raring to go on Saturday morning, but instant 'flu had afflicted his driver, and we had to scratch, so my report is less than first hand.

There were three other Lagondas entered as well as a certain ubiquitous 'S' Invicta.

### **LAGONDA ENTRANTS**

Roger Seabrook	1929 LC 2L HE 4573
PH Mimpriss	1934 M45 KY 6507 (A new name and unknown car?)
A Van Den Eynde	1935 Rapier Le Mans ZAF 433 (Belgian VSCC member)
Jo Moss	1930 Invicta 'S' LJ 4313

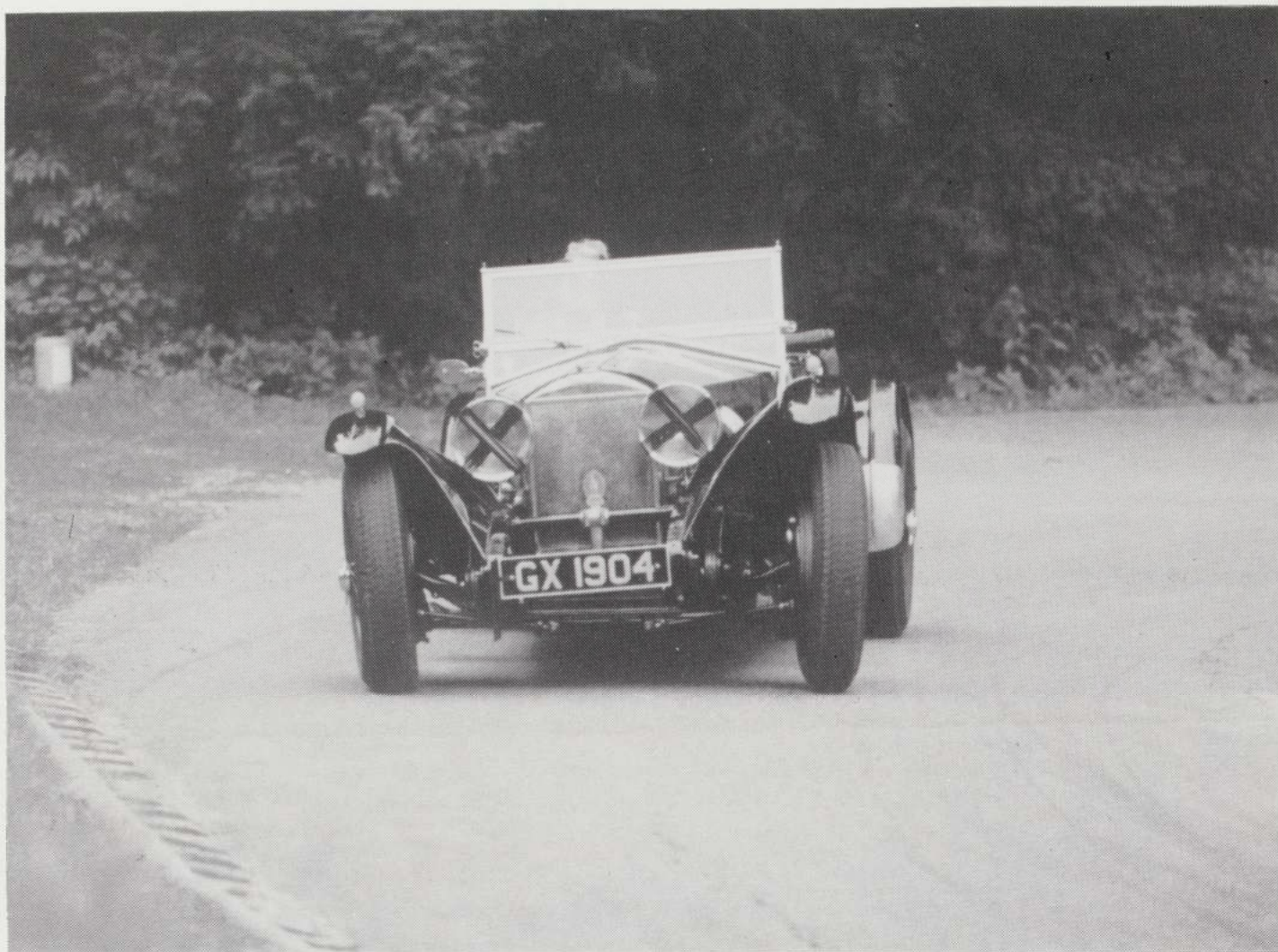
### **Results:**

Van Den Eynde scored 813.9 penalties, gaining a 3rd Class Award. Jo and Roger were close at 949.1 and 957.9 respectively; Mimpriss with the less manoeuvrable M45 scored 1174.8.

### **CORRIGENDA**

Apologies are due to Derek Green for somehow omitting from Round-Up No 6, his efforts at the 1991 Prescott meeting in the 'S' Type Invicta GX 1904, where he took 1st on Handicap in Class 3 with a time of 51, 45, an all-time best for Invictas! A further omission concerned GX 1904's participation at the June Silverstone where Derek came





*Prescott 1991, Derek Green's Invicta 'S' taking 1st on handicap in Class 4.*

*Photo courtesy Derek Green*

13th in Event 1 (1:38.5/60), and 3rd in Event 8 (1:40.4/59). Sorry Derek, but these Low-Chassis Invictas are so low that they sometimes slip under my net!

**THE RACING LAGONDAS – PRESCOTT, Magazine No. 148.**

More sackcloth and ashes, this time for wrongly ascribing fastest "proper" 2 litre time to Alan Elliott with 62.96 secs in 1988, when I should have given this honour to Martin Bugler (1989 62.49 secs) in Colin's 2 litre at his first attempt! Similarly, for awarding fastest V 12 time to Stanley Mann, when it should have been Alastair Barker's honour, (53.85, 1976) – I never was much of a hand at columns of figures! Also for leaving the Miller LG 45 Special DPK 164 out of the 1990 times when driven by Clive's son Johnathan, (it was however included in the Round-Up No 4, Magazine No 146 p15) Nevertheless, it was a very significant omission since Johnathan's time of 50.44 secs just puts him into first spot in the 4½ Litre stakes ahead of Iain Macdonald's 1961 record. Apologies Clive, and thank you for pointing it out!

The odd errors are, I'm afraid, rather inevitable since I have no-one to check the content of these somewhat technical articles, so please feel free to put me right when you spot one; the record must be correct! Incidentally, it is I, not the VSCC results service who is to blame for any mistakes! I have nothing but praise for the clarity and speedy dispatch of each event's results, all due to Neil Murray's generous and efficient efforts.

**Dick Sage**





*AGM Concours winners.*

## Annual General Meeting

This should really be called the Lagonda Club Weekend, but as your scribe was unable to attend the jollifications on the Saturday, the account must be restricted to the events of Sunday 15th September.

This was our second year at Studley Priory and the weather was very kind, it rained the night before the event and so the long gravel drive was nicely dampened and dust free. About 64 Lagondas, all pre-war, attended the day, plus a few 'other makes' of the same period. There must have been well over 200 people in all, as we recorded about 130 members at the formal part of the meeting.

Jeff Leeks and his team worked extremely hard in trying to encourage proud owners to park in some semblance of order, with each model of Lagonda allocated its own area in the parking field. The end result was well worth their efforts and we were treated to a splendid display ranging from the 11.1 to the V12. I

personally had never seen so many of the pre-2 litre models in one place before and it was fascinating to study the evolution of the marque over the 20 or so years of development between the 11.1 and the V12 Le Mans Team Car.

John Oliver, Peter Whenman and Alan Brown brought along a mouth watering selection of the spare parts now available through the Club Spares Scheme and, judging by the numbers flocking around their stall, our members found this very helpful. Our new Hon Sec had the full range of regalia displayed and for sale and was busily undertaking a survey of what else we would like him to stock, so we can expect to see lots of exciting new lines on offer very shortly.

This was a very special meeting for us all and a very sad one as it marked the formal ending of Valerie May's remarkable thirty-four years as Club Secretary. The formal part of our meeting was opened by Jeff Ody paying a glowing tribute to





*Jeff Ody presents Valerie May with her locket.*



*Earl and Carmen Kulgoske came all the way from Chagrin Falls, Ohio.*



Valerie's work and announcing that she and Tony had been elected lifemembers of the Club. He then presented her with an engraved gold locket, a very large cheque and an album of letters of appreciation. Valerie was overcome by the generosity of you all and insisted that she and Tony would maintain very close contact with the many friends she has made through the Club over the years. Thanks again for all you have done Valerie and we look forward to meeting you at future Club events.

Our new Secretary, Colin Bugler read the report from Chris Salyer, our American Representative, who looks after the interests of 72 members. Since they are so spread out, Chris has encouraged other marque clubs to invite Lagondas and their owners to share in their events. Not surprisingly, the American section of the Aston Martin Owners' Club has already invited our members to their events.

Colin gave us a short account of the Club's move to computerised records and assured us that we were properly registered under the Data Protection Act. He described how he would be able to provide secretarial assistance to the proposed regional organisers (still a few vacancies if you want to take a more active role in our organisation) and gleefully announced that for the first time in his married life he was now able to dictate to his wife!

More liaison with the Rapier Register is being encouraged and this was already working in East Anglia and Devon.

We were encouraged to buy more of the regalia and Colin pointed out that our stall at Beaulieu had resulted in £200 worth of stock being sold. Once again he asked members to suggest new lines which we could stock and reminded them that lists were available on the spares stall.

Ken Painter talked briefly about the magazine, he thanked members for their continuing support, with plenty of articles being submitted and he repeated his plea for pictures in 'landscape' format, that is like the ones which accompany this article. The vertical ones are very difficult to fit in to our page layouts.

John Batt then announced that he would be moving to America and would therefore be leaving the Committee. The year had been a successful one, with more members competing and more participation in foreign rallies. He hoped that with the development of regional activities, this trend would continue. Ron Gee pointed out that one of the advertised pub meets had apparently become defunct, but since your editor didn't catch the details and no-one has mentioned it since, it is still advertised within these pages.

John Oliver asked members for feedback on the new additions to the spares scheme which they wanted. He thanked members who had provided finance for expensive projects, which the Club would not have been able to underwrite from existing funds. This provoked a great deal of comment from the members and suggestions ranged from having a spares scheme which carried something of everything, to more modest proposals and to the idea that we impose a small additional levy, say every five years or so, to increase the range of spares available. Plenty of suggestions for the Committee to discuss for some time to come, so watch this space, as they say.

The Area Secretaries variously reported the activities in their parts of the country and it is clear that the new regionalisation scheme could well meet our members' needs far better than the old, more centralised organisation could achieve.

Bryan Hyett regretted that a large number of members had not paid their subs for the year ended 30th June. He also announced a new 'cut off' date of 30th September, so those who didn't take heed of his warning will not be reading this as they are no longer members. There were enquiries as to whether the scheme for paying three years at once would be revived and a covenant scheme was also suggested.

Clive Peerless presented the accounts which, as usual, seemed to baffle most of the members present. The good news is that we remained solvent, with a small surplus to carry forward for any hard times



ahead. Following an enquiry from a member it was pointed out that the spares scheme is self supporting and uses its income to buy more spares, or to finance new lines, not to fund other activities run by the club, which are funded from subscription income, advertising in the magazine and sales of regalia. Similarly, the 'general' income of the club is not diverted to the purchase of spares. After the accounts were accepted, members were asked to re-appoint the club's auditors for a further year.

Jeff Ody then gave members details of how the proposed regionalisation scheme would work. Briefly, the main committee would deal with central issues and local events would be organised for and by members in their own areas. This would involve a smaller main committee and Jeff proposed that the post of Chairman should be limited to three years, with a 'running in' year for the Chairman Elect prior to his three year stint. The committee had discussed these proposals at great length and it was proposed that David Hine be nominated to replace Jeff at the 1992 AGM. This was passed unanimously, as was the proposal that the committee reform to reflect this new structure. The new committee is listed on page three of the magazine, so I won't bore you by repeating their names here.

The concours results were then announced, the overall winner was E Conrad of America, with his lovely V12 DHC, who receives the Car Club Award. The 2 litre and 16/80 class was won by J Walker's 1931 low chassis 2 litre, with Archie Thompson's 1928 high chassis car coming second. the 3/3½ litre class was taken by Robbie Hewitt's 1934 3 litre tourer. The 4½ litre and V12 class went to: 1st, Antony Dady's 1935 M45R saloon; 2nd, Roger Firth's 1934 M45 saloon; 3rd, R Safranek's 1935 LG45 tourer. The Seaton Award went to Dick Sage and his 1926 14/60 saloon and a Special Award for early cars went to Martin and Rosalind Beesley's 1925 12/24 tourer.

Under 'Any Other Business', it was announced that Tony Loch had simplified

the Club's Rules for publication and a copy was handed to each member present. No changes to our rules were involved in this, but it was necessary to seek the approval of the meeting for this procedure, this was also passed unanimously. There being no further business, members returned to the display field for tea and liquid sustenance.

All in all, a splendid day and a fitting end to Valerie's long association with the Committee, but one incident spoiled what might otherwise have been perfection; one of our visitors was bitten by a dog which was roaming loose among the cars. There aren't many events to which we can bring our pets and we would not want to place unnecessary restrictions on this, but it might be better if we kept our dogs on leads in future please.

**Ken Painter**

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*The AGM - Valerie has the last word.*

## The AGM - Valerie has the last word

Dear Editor,

Through the pages of the magazine, I would like to express my thanks and appreciation for my retirement presents. I was, to say the least, quite overwhelmed.

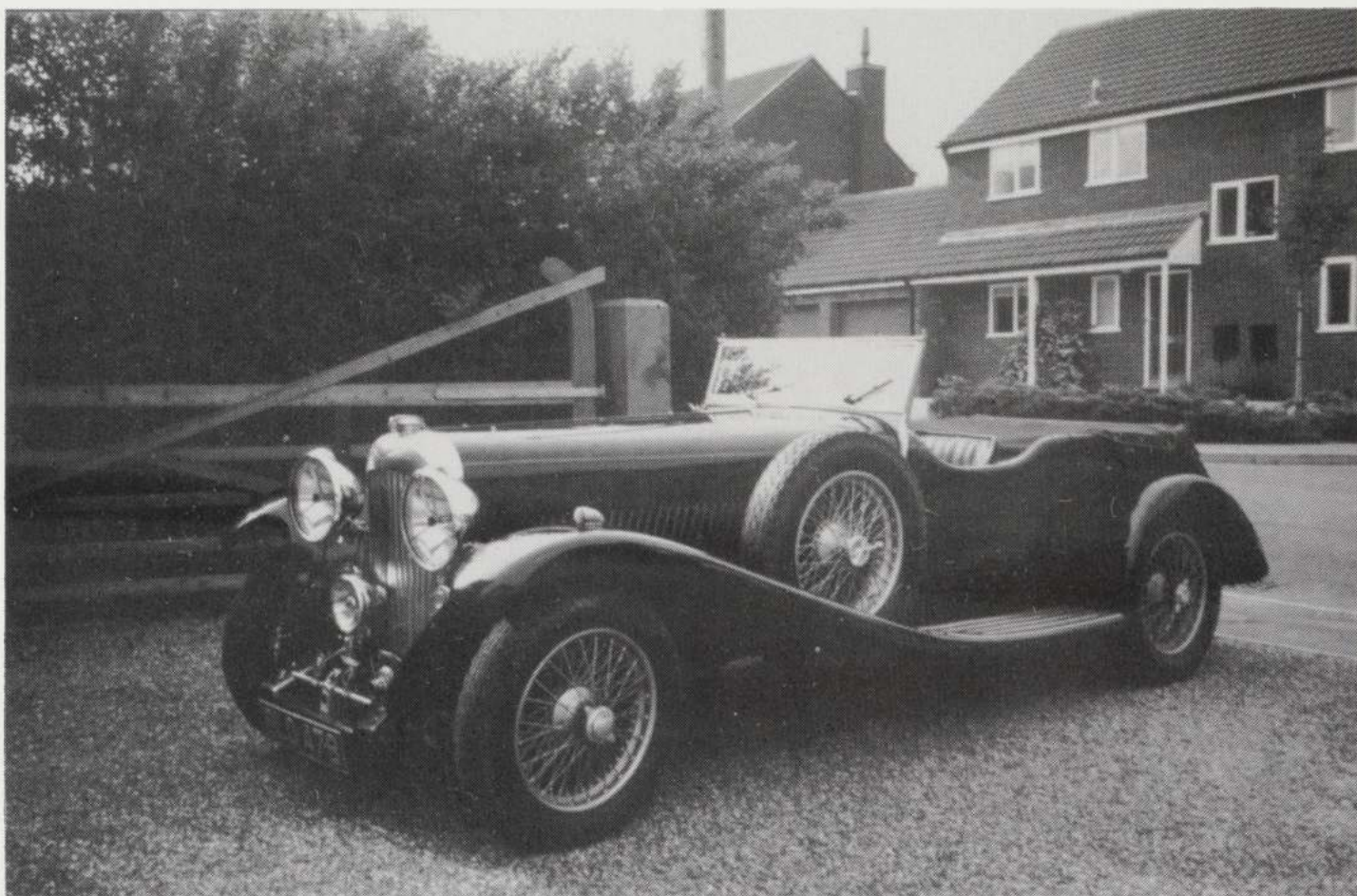
The bouquet of flowers with which I was presented was beautiful and the blooms lasted a good two weeks. The gold locket and chain have already been worn many times and will always give me immense pleasure. For those of you who were unable to see it at the AGM, it is oval in shape with an attractive hand engraved pattern of whirls and curls. On the back is engraved the Lagonda winged badge and underneath is the wording "Club Secretary 1957-90". Inside the locket is more engraving - "To Valerie, With Great Appreciation". As to the cheque, the amount was far beyond anything I could have envisaged and quite left me lost for words. A no mean feat as I really am quite a talker! The Committee have also kindly given life membership to Tony and myself.

The meeting was a most enjoyable occasion - the sun shone, there were many cars of all ages present and lots of friends to meet up with. The years have flown by and Tony and I have made many friends both in this country and overseas and the Club will always be part of our lives.

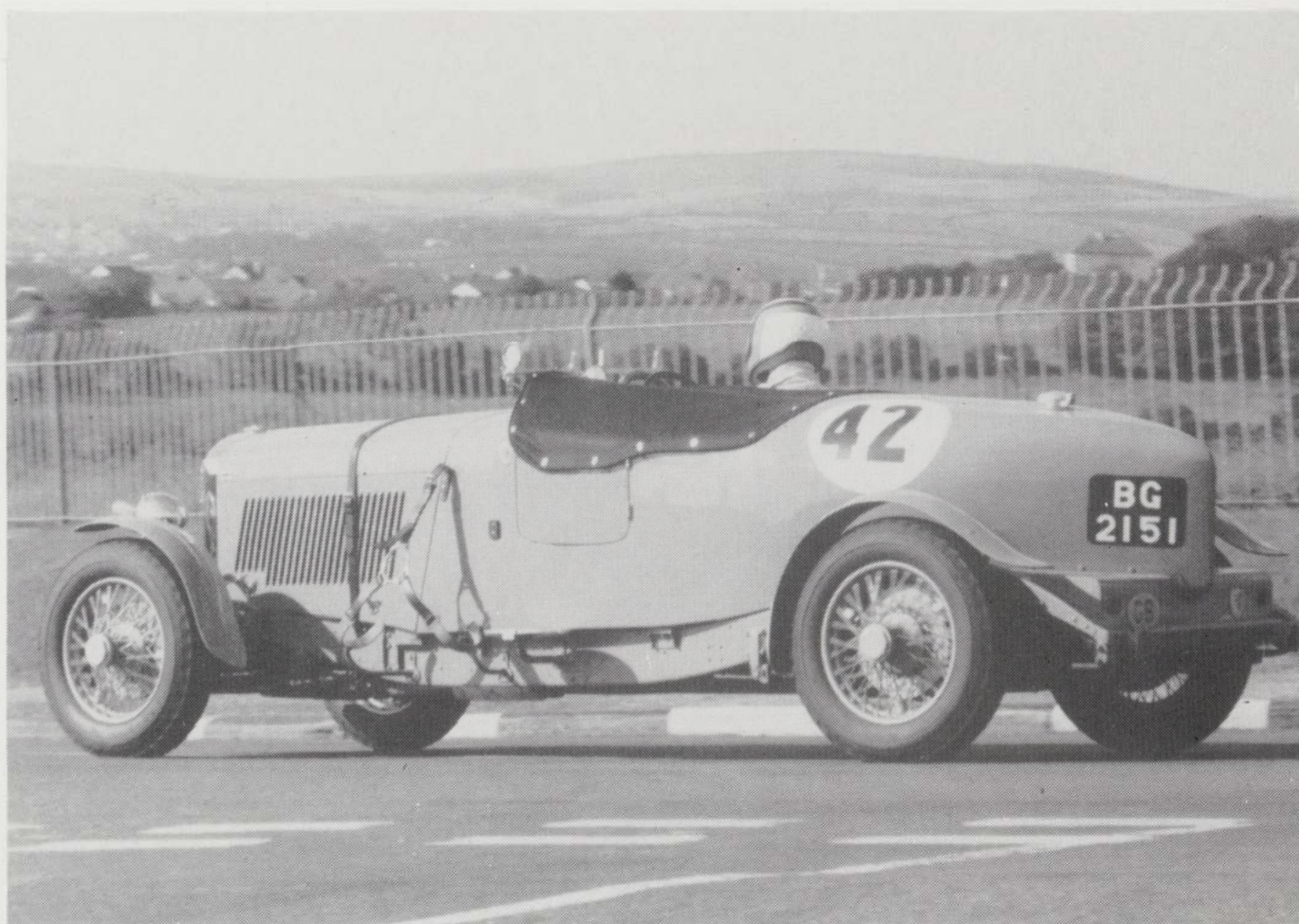
Your generosity is very, very much appreciated - what more can I say than a really big thank you!

**Valerie**





*Richard McCann's 3<sup>1</sup>/<sub>2</sub> litre Lagonda and his 3<sup>1</sup>/<sub>2</sub> litre Bentley*





# Compared, the 1934 Lagonda 3½ litre & the 1934 Bentley 3½ litre

Herb Schofield's excellent article comparing his 3 litre Sunbeam with his 3 litre Lagonda made very interesting reading indeed. Perhaps a brief report of two more models will interest members.

## DATA

	<b>Bentley</b>	<b>Lagonda</b>
<b>Displacement</b>	3669cc 6 cyl, 82.5 x 114mm	3619cc 6 cyl, 80 x 120mm
<b>RAC Rating</b>	25.3 hp	23.82 hp
<b>bhp</b>	120	88
<b>Wheelbase</b>	10'6"	10'3"
<b>Track</b>	4'8"	4'9"
<b>o/a length</b>	14'6"	15'7"
<b>o/a width</b>	5'9"	5'10"
<b>Wheels &amp; tyres</b>	18 x 5.50	19 x 6.00
<b>Weight</b>	28 cwt	34 cwt
<b>Max revs</b>	4500	3800
<b>Max speed (top)</b>	95 mph	82 mph
<b>Max speed (third)</b>	75 mph	72 mph
<b>0-60 mph</b>	13s (Motor)	25s (Motor)
<b>10-30 mph (top)</b>	9s	10s
<b>10-30 mph (third)</b>	7s	8s
<b>Price with 4 seat touring body</b>	£1380	£695

## BACKGROUND

On the face of it, two rival cars, whilst Eddie Hall raced his Bentley 3½ litre in the T.T. and at Le Mans, Lagonda were winning with their M45R. Both Marques appealed to the discerning and fashionable buyers of the day.

## APPEARANCE

Beauty is always in the eye of the beholder: the Lagonda is a tall, perpendicular-built vintage style tourer, with long and beautifully sweeping coachwork (T9), stretching 5'7" on a 10'3" wheelbase.

The Bentley must have been quite striking when announced; low built, rather like a Speed 25 Alvis and only 14'6" long (VdP) touring coachwork, yet a 10'6" wheelbase. Rather modern and – to my eyes – not as beautiful as the Lagonda by any means.

## DESIGN

Not only was the Lagonda of vintage style appearance, the build of the motor-car was massive and rugged. A gutsy, low-revving engine and heavy chassis giving effortless cruising and reliability.

The Bentley was an altogether more precious flower, with a high-revving motor and light, whippy chassis. Nonetheless, both cars were beautifully made.

## ON THE ROAD

As one would expect, the Bentley is the star performer. Whilst the Lagonda powers on towards 50 mph from a standing start, the lightweight Bentley is at over 80 mph and rushing towards its top speed of 95 mph. At low speeds in third and top, the Lagonda's torque ensures that the 'heavyweight' is close behind the Bentley.

Admittedly, my 3½ Bentley is a much modified, special lightweight and is very fast, whereas the Lagonda, in standard T9 guise performs splendidly in its own, gentlemanly,



way. However, the Bentley in service requires careful maintenance. Missing a service interval or a short period of over-revving will wreak the sort of havoc over a matter of months that a Lagonda seems to stand indefinitely.

The Lagonda 'six' is smooth for its type (say, compared with an Alvis), but the smoothness of a well-maintained Bentley is almost unbelievable. I have to watch my rev-counter to know if I'm in third or top – now THAT's smooth! The lightness of the Bentley also gives a delightful 'chuckable' feel to the handling and the car drifts under power in a most controllable manner.

Personally, I find the heavier and larger Lagonda a handful when thrown around. That said, it's very rewarding and user-friendly when driven correctly, but if one behaves like a hooligan, one is reminded that a 34 cwt car needs a bit of space when travelling sideways! Admittedly, Peter Whenman makes his M45R corner indecently fast, but I attribute this to advanced driving, rather than to advanced chassis dynamics!

However there is always – for me – a feeling of Bentley fragility, compared with Lagonda sturdiness.

### VERDICT

For long, fast runs in 1990's road conditions it has to be the Bentley. For sheer beauty, "go anywhere, forever" feel and for 50 – 60 mph touring, the Lagonda is the car.

And, in their day, at £1380 for the Bentley and £695 for the race-bred Lagonda, I think the Best Buy would have to be the Lagonda tourer and, maybe a Lagonda saloon, or three P-type ohc MGs with the saving over the hugely expensive Bentley. How on earth did Lagonda make any profit at £695? . . . but of course they didn't, did they?

**Richard McCann**

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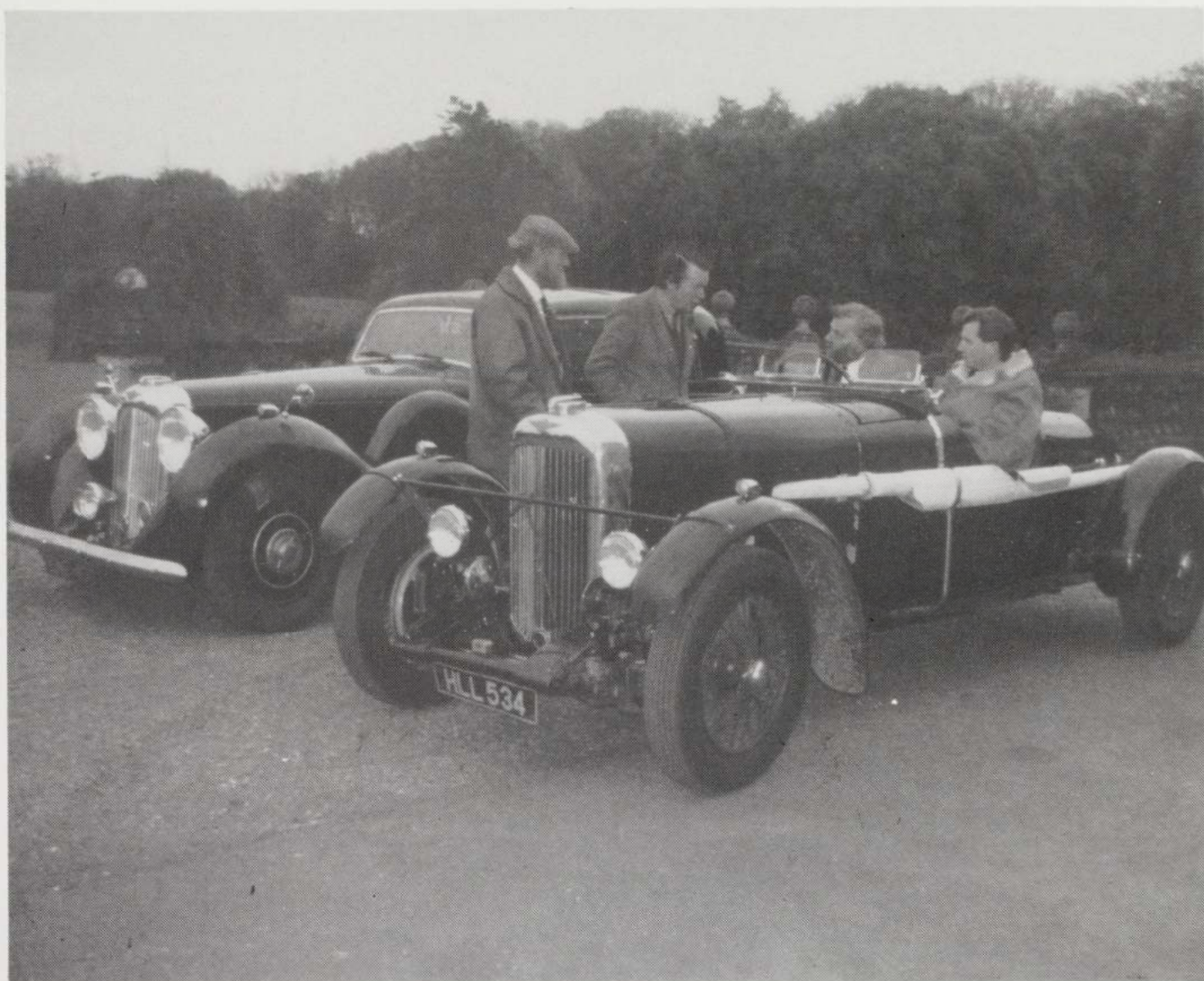
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## Irish Interlude

Finding ourselves with a convenient excuse, Jamie Dutton-Forshaw and myself flew over to Northern Ireland at the invitation of Club member John Longridge. John must be one of the world's most considerate people, as he had not only booked hotel accommodation for us in Bangor, County Down, but entertained us to dinner at the Royal Ulster Yacht Club, a fabulous late Victorian building, containing many valuable trophies and hundreds of photographs of yachts of all sizes, from Sir Edward Lipton's "Erin" downwards to more modern stuff.

The following day, John gave us a guided tour round the old TT circuit at Newtonards and his expert knowledge and vivid descriptions brought the place alive, so much so, I imagined myself

tearing round in an M.G. or Riley, or, preferably, in the car we had come to see, an LG45R Team Car.

Later, we collected Lyn Kearney from his workshop, where he was working on Frank Storr's LG45 tourer. After lunch (thanks, Mrs Longridge), we drove over to Lord Dunleath's residence in John's beautiful LG6 short chassis sports saloon. I was much impressed by the suspension and ride, it certainly makes my old M45 saloon seem somewhat crude in comparison!

On arrival at Dunleath's lovely home, there, outside and already warmed up, was his 1936 Fox and Nichol LG45R Team Car, which he has owned for what must be 35 years. An unbelievable opportunity to take this historic car up the road couldn't be resisted.

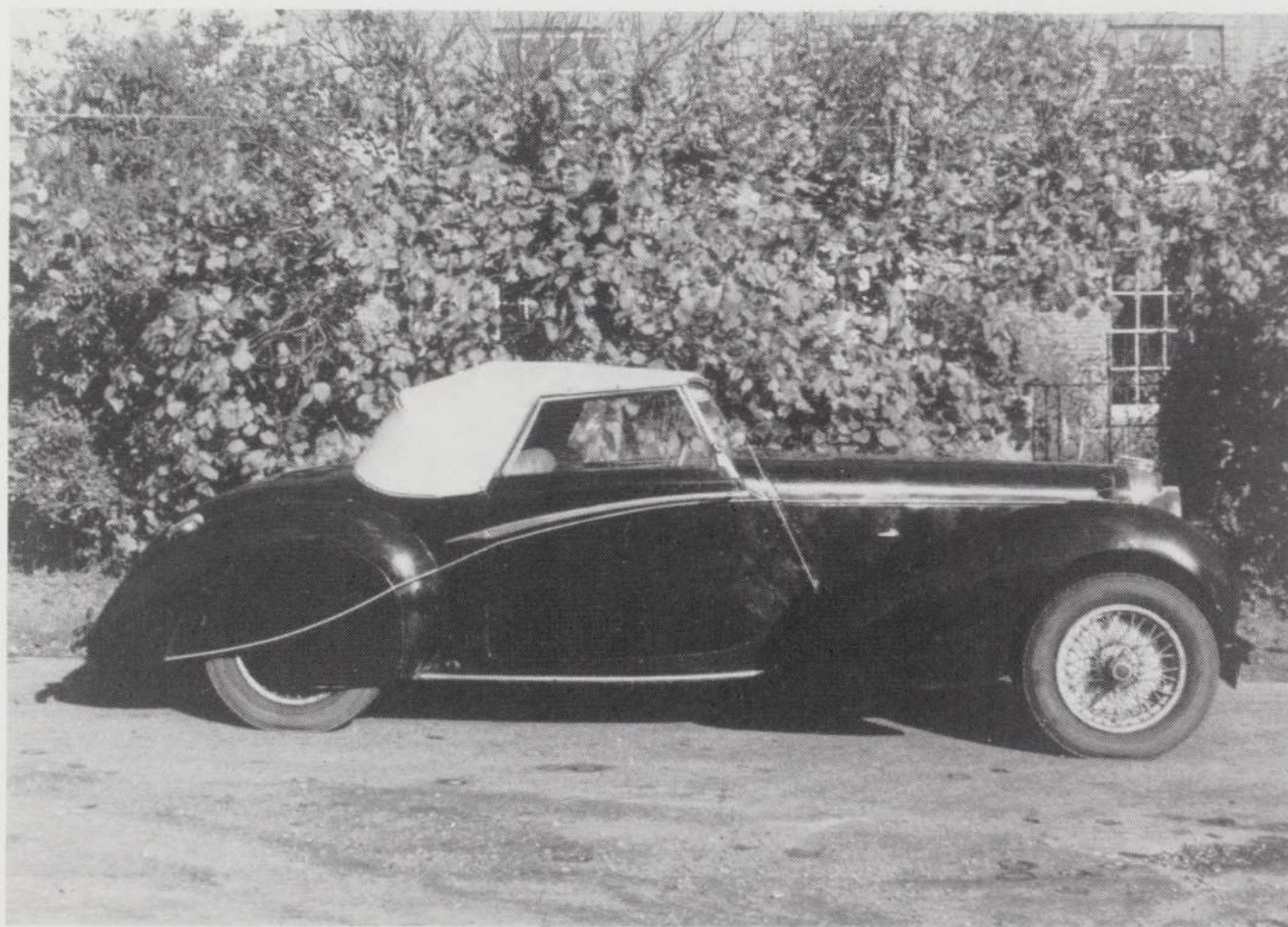


Now I suppose I can lay claim (together with David Hine) to being responsible for constructing the first vague lookalike team car replicas for racing and competition, worthy machines all, but completely uninteresting from a historic viewpoint, but here I was, together with young Jamie in the REAL THING.

The performance of the car is as good as, or better than anything I have ever 'manufactured' and, certainly, some of the lap times that Dunleath achieved back in the fifties with this car are not approached by any of the current crop of 4½ litre 6 cylinder Lagondas presently racing. All

too soon, windswept and cold but highly satisfied, we had to return the car to its owner. A whiskey and a chat in front of the fire in Lord Dunleath's home soon warmed us up, but then it was time to go and thank everyone for their hospitality. A quick visit to the Walbys in Belfast, to view their LG45 saloon, then to the airport and back to the mainland, to be collected at Blackpool airport by Clifford Walmsley, who, the previous day, had shown us his collection of Lagonda cars at his home. A very enjoyable 24 hours.

**Herb Schofield**



*The late Lady Daphne Russell's LG6 Rapide Coupe. (See page 11)*



# Zinc Plating

There we were, bowling along between Bury St Edmunds and Newmarket at 1 in the morning a few Sundays ago when cough, cough, splutter, splutter and the engine dies.

"Ah, run out of fuel."

Leaps out and puts it on reserve.

From then on nothing will persuade it to do anything but bang in the silencer or pop back through the carburettor.

Kindly taxi driver stops and, eventually, tows us 11 miles home at 4 am.

Subsequent investigation shows, of course, that this being a Two Litre, we had stripped the fibre timing wheel. So far this is not news, merely entertainment.

There is more point to this story if you know that Ford have recently stopped plating high tensile fasteners on the grounds that it induces brittle failure. "Recently" means about two years ago or so.

Now it is very tempting to plate all your fasteners during a long rebuild. One of the most depressing facets of such a labour is seeing all your newly cleaned bolt heads and nuts go rusty on some restored assembly while you attend to some other part of the car. Cleaning them again in-situ

is difficult and painting them looks wrong. Zinc plating is cheap, simple and very tempting.

To return to our problem, taking the small timing cover off, I found two of the three bolts holding the fibre timing wheel spider to be broken in the camshaft and that all three were zinc plated. Now I put this bit of my engine together at least thirteen years ago so my excuse is that I was not so sensitive to the problems of hydrogen embrittlement than as I am now.

I am nevertheless more than slightly cross that I have written off a perfectly good timing wheel from this cause. I knew very well that springs should never be plated if good fatigue life was needed.

**MORAL:** Don't zinc plate high tensile fasteners.

In my view this goes for other plating metals too and for other seriously stressed components such as spokes.

Zinc plating ordinary mild steel bolts is, however, quite satisfactory. There is also now a process of mechanically plating with zinc but I have no direct experience of this.

**Clive Dalton.**



*Lagondas at the Christies International Historic meeting, Silverstone July 1991.*





# The Eighth Annual Claret and Classic - A French Adventure

After years of doing local rallies and just enjoying Lagonda motoring, we decided that the time had come to venture further afield!

The event that we decided upon was the eighth Claret and Classics Rally from Bordeaux to Saumur between the 29th June and the 5th July.

A phone call to the organiser, Roger Deeley of Weston-super-Mare, produced the 'booklet' outlining all the necessary information and including 'an application form' for potential participants. The application form was duly completed, together with six good reasons why our entry should be accepted, the first of which was, of course, that we were in a Lagonda.

Having been vetted by Roger Deeley and told that we were in, subject to the despatch of a cheque for £395 each, we set about organising Green Cards, AA 5-star insurance, list of spares to be carried and, above all, planning our route down to Bordeaux.

There then followed what I can only describe as the most bizarre correspondence with P & O Ferries (the price of the ferry was included in the cost of the Rally). They managed to dish out computerised bills for hotels that had

been pre-booked and paid for (also included) for dates that we did not want to travel on, and I suspect that they thought that in reality we weren't a motor car but a boat from the canals of Venice.

The spares that we decided to carry included an inner tube, a magneto, a fuel pump and a half shaft as well as numerous other small bits and pieces and a large selection of tools. ('I hope there's going to be room for the luggage', said Mary.)

Having given the car a final check-over, the day of our departure, 25th June, duly arrived.

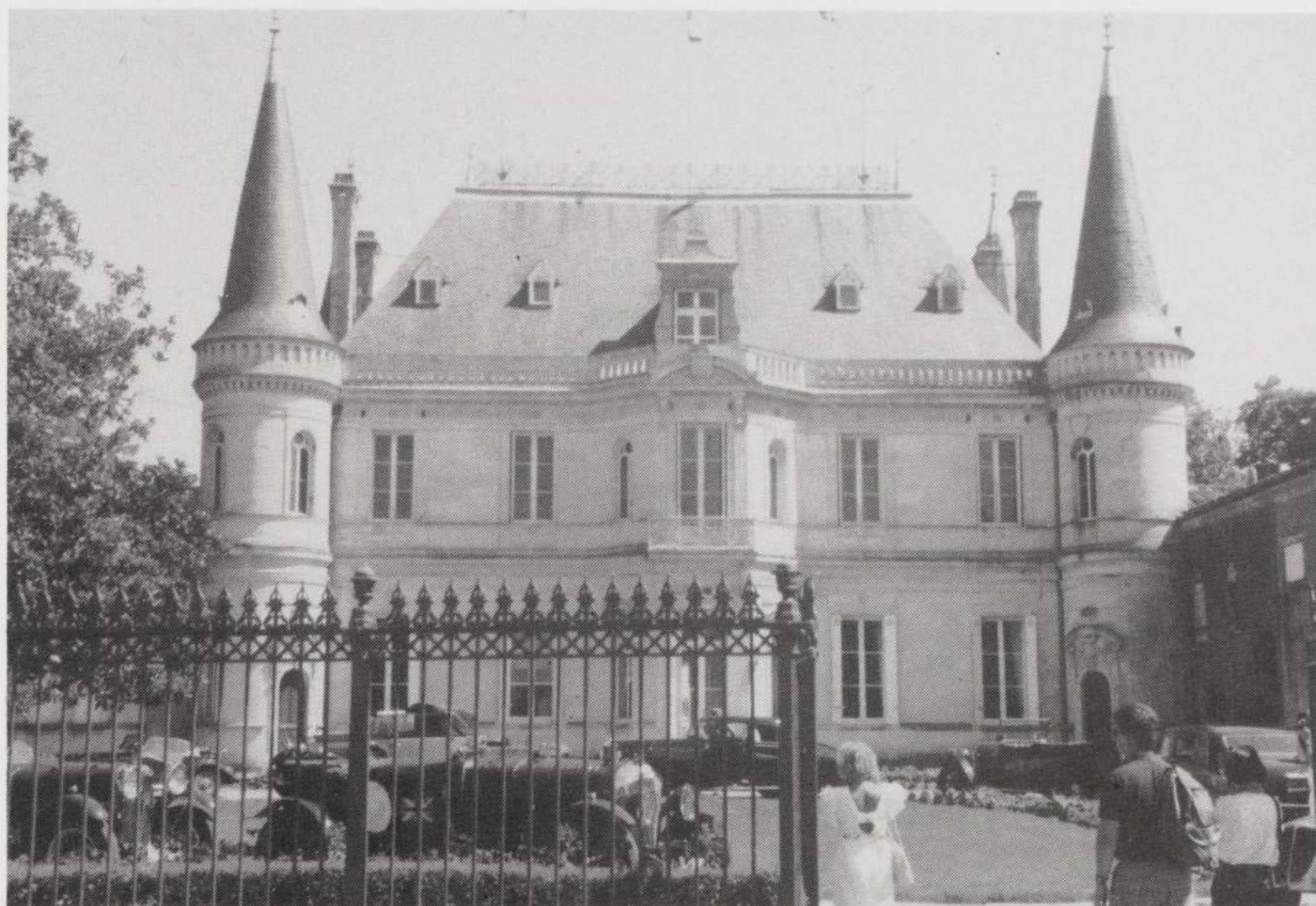
## Tuesday 25th June

We set off for Portsmouth with overcast skies, hood down, but in high spirits. By the time we reached Salisbury the heavens had opened and we were drenched, but a hot meal in a cousin's Aga powered kitchen soon had us dry again. On to Portsmouth to catch the night boat where we found ourselves in the company of, amongst others, a 3-litre Bentley and an Austin Lichfield Tourer.

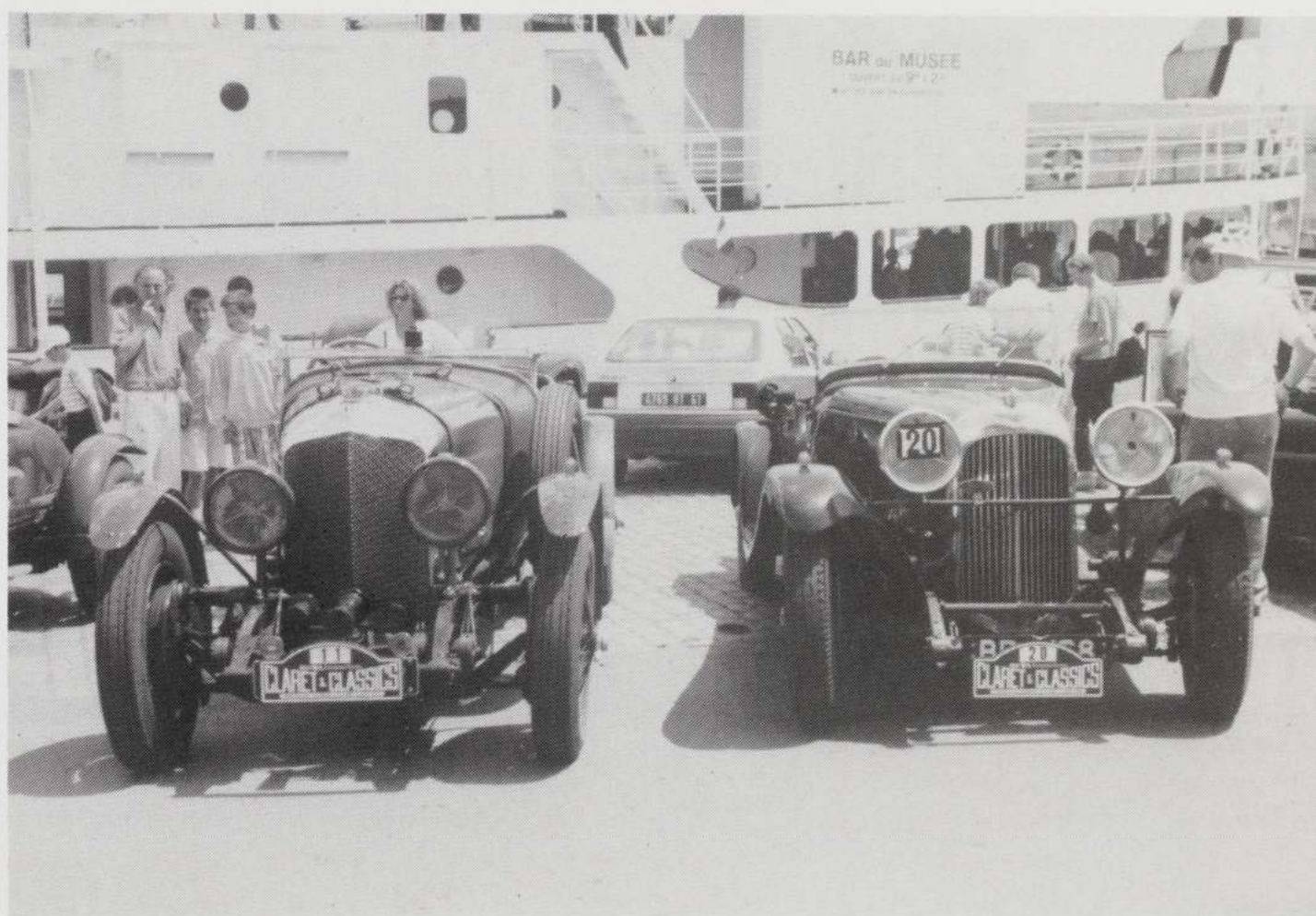
After an incredibly slow loading process spent sitting in the car under the Club umbrella, (it was still tipping) we found ourselves on the 'Pride of Cherbourg' and in the cabin that we had booked!

The facilities on the boat were excellent





*Chateau Palmer, Medoc.*



*La Rochelle Maritime Museum, Mike Lester's 4 1/2 litre Bentley and Andrew Gregg's M45.*



and the cabin a most worthwhile investment. The departure from Portsmouth past the Navel Dockyards, HMS Victory and the Isle of Wight was a splendid start to the holiday.

### **Wednesday 26th June 1991**

The cabin staff called us at 5.30 (an hour before docking) so we were able to watch the entry into Cherbourg, which was disappointingly dreary.

We had decided, if at all possible, to stick to the D roads and take our time getting to Bordeaux and to enjoy the French countryside. Thankfully the weather was kind to us and we made our first stop at COUTANCES for breakfast.

Leaving by the old D7, our next stop was at GAVRAY, simply because it was market day and farmers' markets anywhere in the world are great fun. A second breakfast in the market consisting of the most delicious and enormous home-made sausages, together with intense discussion with the locals on subjects ranging from the price of calves and the splendour of a 4½ litre Lagonda made it all the more enjoyable.

Since MONT ST. MICHELLE was not too far we decided it was to be our next stop.

The old town and abbey are most impressive but sadly it is a real tourist trap, and was unbelievably crowded with what seemed like every nation on earth there.

On to the small town of ROMAZY where we stopped at a Routiers restaurant for lunch.

Anyone travelling in France who is looking for a good cheap meal should head for a Routier. The meal which included specialities such as black pudding, rabbit, delicious Pont de Leveque cheese as well as wine for under £5 was excellent value.

After our first gastronomic extravagance we pushed on to CHATEAU GIRON, which is a pleasant little town where, having explored the town, we fell asleep in the hot sun in the dried up moat beneath the walls of the Chateau.

We aimed to stop at CHATEAUBRIAND for the night but found the town disappointing and the atmosphere cold. We therefore moved on until we found ourselves in JOUE SUR ERDRE, near

Nantes.

L'Auberge du Lyon d'Or looked promising and, sure enough, not only was it very reasonable but it also had an excellent restaurant and, most important, the proprietor is an ardent vintage car fan who has a vast garage for the use of vintage car owners. A recommended stop for those such as myself that regard safe garaging as the first priority! The only downside was the neighbouring church clock and bells which rang throughout the night.

### **Thursday 27th June**

Having said our goodbyes and obtained instructions as to how to circumnavigate NANTES, we set off. Unfortunately neither the instructions nor the road signs were much use and we managed to get hopelessly lost around the basin of the Loire before eventually finding the magnificent new road bridge that gives a splendid view of this river that is so important to this area of France.

After a brief stop for lunch at a place called Le Mouline de Justice (not recommended) we stopped for tea at FONTENAY LE COMPTE. Since we were near the 'Little Venice' of the Vendee region we decided to spend a little time in this fascinating area of flat green countryside criss crossed by hundreds of canals and rivers.

Having explored MAILLEZIAS we booked into a farmhouse for the night in the neighbouring village of DORE, owned by a terribly nice family. The farm was like something out of 'The Darling Buds of May' with all sorts of interesting bits of abandoned machinery. The proprietors, Monsieur and Madame Brie, couldn't have been kinder and provided space in one of their barns for the car.

### **Friday 29th June**

This morning's departure was preceded by a trip round the village with the family as passengers.

The countryside in this area is splendid and the roads uncrowded.

Our next stop was the little town of COURCON for a visit to the local market followed by a stop at SURGERES which has a truly magnificent rampart and 12th



## PUB MEETS

**Midlands:** Third Thursday in each month at the "Green Dragon: Willington (just off the A38 between Derby and Birmingham).

**Northern:** Lancs/Yorks V.S.C.C. Pub Meeting: the Lagonda Club are invited to this meeting, which is held at the "Floating Light", Standedge. (A62) on the third Thursday of each month. Further details can be obtained from Roger Firth, 061 303 9127.

**London:** Jointly with the B.D.C. on the third Tuesday each month at the "Bishop's Finger", in Smithfield. Easy Parking.

**North East:** First Wednesday in each month at the "Triton", Brantingham, near the A63(T), 10 miles west of Hull.

**Dorset:** First Thursday each month at the "Frampton Arms", adjacent to Moreton Railway Station on B3390, Bere Regis. Map reference 780 891.

**North Wilts/Avon:** Second Tuesday each month at "The Shoe", North Wraxall. (on A420 between Marshfield and Chippenham). Contact Editor for details.

**East Anglia:** First Friday each month at the "Royal Oak", Barrington, Nr Cambridge.

**Bedfordshire:** Second Wednesday each month at the "Swan Inn", Astwood village, Near Bedford.

**South Wales:** First Thursday each month at the "Court Colman Hotel", Pen-y-far, near Bridgend.

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### Available from the Secretary:

Copy Instruction Books:	
16/18, 2 1t HC, 2 1t LC, 3/3 1t, M45, LG45, LG6, V12.	£10.00
Copy, Meadows Engine	
Catalogue:	£ 5.00
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Key Fob	£2.50
Tie – blue or maroon terylene	£5.00
Scarf, long, with winged badge	£6.00
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## SWEAT SHIRTS

Sweatshirts, with the Club Badge are available in grey or navy at just £12.00

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*For further details contact*

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by Geoffrey Seaton

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CONTACT THE SECRETARY  
FOR DETAILS





*Mary Gregg, Phillipa Wadsworth and Tim Wadsworth at Chateau Cissac.*



*A checkpoint near Cogniac.*



century Romanesque church. Indeed, this entire area is dotted with little towns that are full of architectural gems.

On to the town of LOULAY for lunch in the routiers called Cafe du Jaques.

Yet another gastronomic meal! Advocado, herring, local perch, cheese, pudding and a half litre of wine, all for 50 francs a head (under £5)!. The next stop was the magnificent city of SAINTES on the river Charente. Here we found, as well as a splendid cathedral, a Roman Arc de Triomphe, a superbly restored Abbey, lovely houses and in the middle of it all Mary found a sex shop!

On to the town of PONS, followed by ARCHIAC and BARBEZIEUX, stopping all the way to absorb the atmosphere and admire the many buildings of interest.

We decided to spend the night at CHALAIS and booked into the Station Hotel (again, safe garaging at the rear). As I lay exhausted on the bed, the TGV went through the station. I thought for a moment that we had been hit by an Exocet. The TGV train, going at full belt, is a sight that is worth seeing and has a sound that is worth experiencing, provided you don't have to sleep next to it! Thankfully not many trains run at night, so it wasn't too bad.

### **Saturday 29th June**

Having decided to give breakfast in the Station Hotel a miss we went on to the little town of ST. AULAYE where we basked in boiling sunshine and breakfasted in the market square. As usual, BPJ 168 attracted admiring crowds.

On to MUSSIDAN for a stop and another local market visit before going on to BERGERAC which again is a magnificent city on the river Dordogne. The seafood in the market and the recommendation of the 'Restaurant Nautique' overlooking the river resulted in a gastronomic seafood platter lunch!

On to BORDEAUX as we were due to check in by 6 o'clock at The Hotel Mercure. The Hotel is some way out of the town in a new industrial complex but it is a modern hotel and has a swimming pool that was most welcoming. The car

park of the hotel had been turned into a scrutineering bay and it was here that we met, for the first time, Roger Deeley and our fellow rallyists. Amongst the 'proper' motor cars was the 2-litre Lagonda belonging to Tim and Philippa Wadsworth and a special bodied LG45 belonging to Robert and Brenda Goodchild.

On his way down to the Rally Robert Goodchild suffered a touch of brain fade and pressed the wrong pedal which resulted in his being faced with hitting either a queue of traffic on the M5 or the crash barrier. He chose the crash barrier and in so doing demolished the nearside front brake drum, back plate and track rod.

Having got himself lifted off the crash barrier he set about an overnight rebuild in a friend's workshop and through the incredible generosity of Alan Brown (Alan, what would we do without you?) was able to borrow backplate and brake drum and have the whole thing re-built and on the road in time to catch the ferry next morning!

There were a total of 45 cars entered for the Rally and as well as the three Lagondas, they included a magnificent 4½ litre Bentley, 4 Rolls Royce motor cars, a Darracq, a model A and model T Ford, an Invicta, a hideous Jowett Jupiter, a Willys Jeep, an Alvis and a smattering of Austins. The modern contingent included Austin Healeys MGAs, Triumphs, a Daimler Dart and the overall winner, which was a Turner. It was clear that some of the participants were taking this very seriously as they were indulging in such activities as calibrating instruments, setting stop watches etc.

After scrutineering and checking in, where we were given our Rally plates and instructions book (Roger Deeley had done a magnificent job on the organisation) all the Rally participants went off for the inaugural Dinner at the nearby Ellie Tennis Club where sadly, the meal was most indifferent but this was more than made up for by the friendly company.

### **Sunday 30th June**

After an early morning dip we set off to visit our first chateau which was





*The checkpoint near La Rochelle.*

CHATEAU PALMER (Medoc). Here we were given a most interesting talk by the proprietor, Charles Sichel, and we experienced our first 'degustation' (tasting). Charles gave us all a bottle of his delicious produce as well as a fascinating tour of the vineyard. I was astonished at the amount of wine they managed to produce from 45 hectares (90 acres) and the size of the enormous vats in which it matures. The machinery included a stalk stripper which works on the same principle as a Roots super-charger.

On to CHATEAU CISSAC (near POIAC) for what was described as a picnic. It turned out to be a fantastic meal supplemented by delicious wines and lovely cheeses, fresh strawberries, etc.

The proprietor here kindly gave us two boxed bottles each.

By now it was incredibly hot and after a long journey back to the hotel a swim was most welcome.

That evening we were due at a Reception at 'L'Automobile Club de

L'Ouest' for an armagnac and foie gras tasting. The club is a most interesting building with lots of motoring prints and in the entrance hall a single seater cycle car that had been made out of World War I aeroplane bits (a fore-runner to the Messerschmidt of the 1950s).

#### **Monday 1st July**

The first day of the Rally and somehow we even managed to get lost on the way to the start!

Having got there we set off on what was described as the 'Deeley Magical Moulon Merry-go-Round'.

This meant that we went round and round the same villages, all arriving and exiting by different routes. At one junction, to the astonishment of the locals, we turned left, the Bentley turned right and a Ford went straight on.

The villages were JENISSAC, MOULON, and PORT DE GENNISE.

On to ST. EMILLION where we picked up our picnic lunch at the last checkpoint before parking in the old moat under the ruins of town walls. St. Emillion is a lovely



town but by now it was again incredibly hot and BPJ was overheating and the radiator leaking.

After yet another wine tasting at CHATEAU L'ANGELUS the Wadsworths and ourselves found a quiet spot on the banks of the River Gironde to rest and sleep off the excesses of the day. The evening was rounded off by a trip into Bordeaux for supper. At the end of the first day we were lying 36th.

### Tuesday 2nd July

Heavy rain meant the hood had to come up for the first time. Notwithstanding this we had an excellent morning's rallying, ending up in COGNAC and we were entertained to a grand lunch by the Mayor, the Chief of Police, etc. etc. This afternoon involved a visit to CHATEAU MOINE for Pinot/Cognac tasting which was excellent. The first casualty of the Rally was the Ford Model T, whose transmission had given up. At the end of the day we were lying 25th overall!

### Wednesday 3rd July

This morning's start was from the Plas sous Prefecture, where our hosts had laid on a sort of cold meat breakfast called 'cassecroute charentais'. This is a mixture

of pate, sausages, etc. etc., together with wine and coffee, but I just couldn't face it at that hour in the morning. After a grand send-off by the Mayor and finding the first two controls without any problems, we found ourselves in the company of Mike Lester's 4½ litre Bentley. Together we rushed down tree-lined roads and the two of us in convoy caused great stir in all the villages we went through.

Needless to say, we both got hopelessly lost, so missed the last control!

The next stop was the Hotel de Ville in LA ROCHELLE for another reception before having lunch in the Maritime Museum which is a boat moored in the harbour. By now Mary and I needed a rest, and so we slipped away to visit THE ISLE DE RE. Access to the island is via a very expensive toll bridge (110 francs). I was, frankly, disappointed with the island which is, understandably, very much a holiday resort. In so doing we missed an oyster and buvet reception but by now the system needed a rest! As a result of having got lost we were back to 35th place.

### Thursday 4th July

Today's Rally took us from La Rochelle

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F4 PATTERN



B5 PATTERN



D2 105 PATTERN



R55 PATTERN

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**Beaded Edge:** Dunlop, Bedford, Firestone, Universal, Durandal. Wheel rims also available.

**Bibendum:** Michelin, Durandal, Firestone.

**Straight sided:** Dunlop, Universal/Lester.

**Racing:** Dunlop CR65, CR70, R1, R5, R6, 5-stud.

**Low profile:** 55/60/70% profile Dunlop, Michelin and Pirelli performance range.

**Motorcycle:** Dunlop, Avon, Cheng Shin, Universal/Lester.

**Whitewall:** USA wide Whitewall in many makes.

**Whitewall trims:** Sets to fit 10, 12-17 inch tyres.

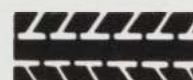


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5 STUD PATTERN



R5 PATTERN



R6 PATTERN



CR65 PATTERN



through some of the country that we had visited on the way down ("La Venize Vert" green Venice). Again, we somehow managed to get lost in the company of the Darracq and the Invicta. Amazingly, and even though we had gone about 25 miles out of our way, we managed to arrive at the first checkpoint, albeit an hour late. The Invicta suffered three punctures today. The day's rallying ended at CHATEAU DE VRILLAYE. This is now run as an hotel by an Englishman called Michael. It is a lovely spot and I would describe it as enjoying decaying splendour! Lunch was a four hour affair of spit roasted sheep.

We broke our journey back to SAUMUR by sight seeing and shopping in CHINON which is a lovely historic town where Richard Coeur de Lion died. The castle was once owned by Henry of Anjou and England. In Saumur we checked in to our hotel (Ann d'Anjou) which was excellent.

#### **Friday 5th July**

The day's start was from the chateau at the top of Saumur and the first section, known as "Deeley's See Saw" meant that the cars had to travel up and down a long straight road between two villages entering and exiting the villages by a different route on each occasion. We found ourselves in a cafe overlooking the road in the company of the Bentley and the 2-litre Lagonda and spent a happy time watching all the other competitors rushing up and down this road.

Turning to the end of our route book, we arrived at the checkpoint only four minutes adrift and having our best day yet!

For those that had the stomach for it there was a trip to COINTREAU in the afternoon. The rest of us gathered our strength for the End of Rally Dinner Dance and prize giving.

This was in the cellars of Bouvet Ladubay in Saumur, where after the most awful and embarrassing speeches we had an enjoyable evening dining and dancing.

#### **Saturday 6th July**

The Rally was now over. We were 34th overall (and we'd beaten the Bentley). By now Robert Goodchild's front nearside tyre was totally devoid of tread and showing signs of breaking up (an

aftermath of his pre-Rally accident) so, having lent him our spare wheel and said our farewells, we headed for home. We had a really super run down the Loire Valley to our first stop at AMBROISE to see Clos Luce which was the home of Leonardo da Vinci and the place where he died (well worth a visit). After visiting the museum we drove, on D roads again, up to LE MANS which was terribly crowded before stopping for the night at ST. PEIRRE SUR ORTHE. Here we booked into yet another small but excellent value hotel 'La Boiserie run by a lovely family who cooked us an enormous supper and showed us with great pride all the vegetables that they were able to grow. (Another recommended and incredibly cheap stopping place.)

#### **Sunday 7th July**

After taking the family for a ride round the village (the French really love vintage cars) our first stop of the day was at the lovely spa town of BAGNOLES. Then to the town of ST. MICHAEL, where we came across a country fair, including the local hunt and the usual spread of local delicacies. Following D roads up to the coast we arrived at PORT EN BLESSIN. Here we had an excellent meal in a small restaurant, recommended by one of the locals, called Le Vaubin. We decided to incorporate in the journey to Cherbourg a visit to the Normandy beaches and in particular Omaha. This inevitably meant that we were running late and so had to rush somewhat to catch the evening ferry.

#### **Monday 8th July**

On our entry into Portsmouth we were greeted by the sight of the Ark Royal and numerous other naval vessels. We were on the road to Bristol by 6.30, and after a stop for breakfast outside Salisbury (by now it was pouring with rain) we arrived safely and in time to go to work!

BPJ 168 hadn't missed a beat, and had behaved impeccably throughout the trip. The Rally was great fun, we met some lovely people, the French hospitality exceeded all expectations, BPJ drew admiring looks wherever she went and the Rally organisation was superb. Would I do it again? Yes, but perhaps in a year or two.

**Andrew Gregg**



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## Susan Fane De Salis

Mrs De Salis came into Lagonda affairs during the war when her brother, Major John Aldworth, was in the Ulster Rifles and liked to keep his blown 2 litre tourer with him wherever he was posted. However, he could rarely drive it from camp to camp and Susan was recruited to do so. The car had been bought from Bartlett of Notting Hill in 1933 when about 18 months old. The first owner, Miss Hanbury, not really getting on very well with it. It had been raced and rather neglected. That was not the end of Miss Hanbury's connection with Lagondas, though, as I believe she later married Alec Coryton.

John Aldworth was an early member of the VSCC and took part in numerous rallies, trials and race meetings with the 2 litre before the war. He was killed in action just after D Day and as the widow did not drive and was preparing to practically give the car away, Susan bought the car in 1945 for £50.

She was one of the first members of the

2 Litre Register (No. 36), joining in December 1946 and I can't resist quoting from the letter she wrote to Peter Densham on the back of her application form.

*"... Throughout the 12 1/2 years we have had her, this car has displayed all the characteristics of a thoroughbred, when, owing to advancing years some small thing goes wrong, it is at the Airport she does it, so that a small army of expert fitters rush to her side. She has a very proper spirit."*

The 2 litre GO 1906 (OH 9852) was to carry on as it had started and Susan drove it in all weathers for nearly thirty years. On one occasion featured on the Movietone News as being the first car up Marlborough Hill for three days one snowy winter. She and the car attended many club functions in those days and they were always at the AGM. To celebrate becoming a grandmother in 1953 she bought her first motor bike and used it to



commute to Bristol from her home in Thornbury. She passed the IAM test in her Lagonda when she was in her sixties, being told by the examiner that she had absolutely no driving faults at all and that this was the first time he had ever been able to say this about a lady driver. She did a lot of the maintenance work on her cars herself, managing on one occasion to get trapped under the Lagonda's clutch. Towards the end of her working life she forsook the motor bike for a 1928 Austin Seven Top Hat saloon for her regular daily journey.

Her youngest son, Shaun, was a fine engineer and did a lot of work on the Lagonda and the two Austin Sevens. His death in 1963 at the age of only 26 was a great blow to her; he was killed in a flying accident with the Tiger Club.

I have to add a story of my own. At the first Burnham Beeches AGM in 1976 the management of the hotel changed (as they always do) between our booking the place and arriving for the event. The new bloke, full of zeal, forbade any picnicking in the grounds, despite our having a letter from

his predecessor saying that this would be okay. As most of the club had brought a picnic this was a crisis and someone had to go and beard him and get the decision reversed. Mrs De Salis had by then a beautiful head of silver hair and pink cheeks and looked like Central Casting's idea of everyone's Nanny. Only Stalin on a bad day could have refused her anything. Underneath the benign exterior was a will of steel, though, and we got our picnic.

She survived two husbands and her last years were spent with her children in Devon. Her cars are still being regularly used and enjoyed by two of her grandsons, one of whom is our member David Cochrane, to whom we are indebted for a great deal of the background to the story above.

Our sympathy is extended to the family in their loss. We shall miss her as they will; the Lagonda Club has always attracted notable characters, but the years are beginning to winnow them down nowadays.

**Arnold Davey**

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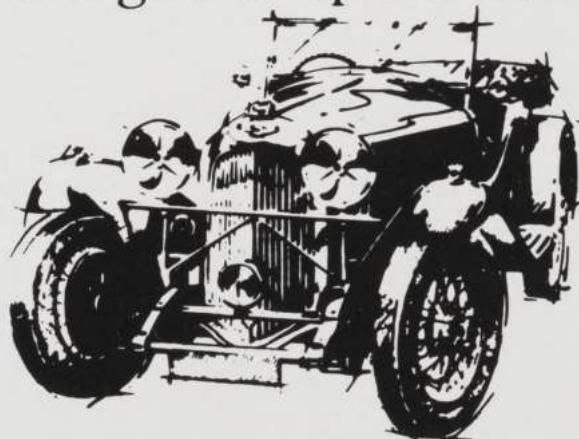


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# LAGONDA CLUB MEMBERS SPARES SCHEME

March 1992

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#### 2, 3, + 31/2 LITRE, 16/80, M45, LG45

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V12	
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Master cylinder kit LG6 + V12	£20.00
Torsion bar rubs LG + V12 (set)	£38.00
Steering jnt rubber LG + V12	£3.50
St'rng jnt rub retain spring	£3.00

### WATER PUMPS

2 Litre shaft	£20.00
2 Litre dog adaptor	£8.50
2 or 3 Litre body machined	£120.00
16/80 early body casting	£30.00
16/80 late pump casting	£30.00
2/3 L. 16/80 pumps complete	£365.00

### GEARS

2 Litre Timing gear RH/LH	£60.00
2 Litre Magneto drive gear	£150.00
2 Litre Rev cntr drive gear	£75.00
3 Litre Oil Pump drive gear	£60.00
16/80 Oil Pump drive gear	£60.00
Z Gearbox needles set 2 + 1	£27.50
ZE Gearbox needles set 2 + 1	Ask
M45 Distributor gear small	£35.00*
M45 Distributor gear large	£35.00*
Scintilla Vertex gear small	£35.00
Scintilla Vertex gear large	£60.00
Crown wheel & pinion 13/43 for M45, M45R, LG45, LG45R, LG6,	
+ some 3 Litre	£375.00
G9 3rd gear set	£240.00

### RUBBER & FABRIC

2 + 3 Ltr engine mount pad	£2.50
2 + 3 Ltr dynamo/str coupling	£8.50
11.9 + 12/24 drive disc	£45.00
2 + 3 Ltr 3 layer drive disc	£45.00
2 + 3 Ltr 2 layer drive disc	£38.00
41/2 Ltr + V12 drive disc	£45.00
2, 3, 16/80, 3 Ltr/2 Ltr bump stop	£10.00
41/2 Ltr bump stops lge + sml	£3.50

2 + 3 Ltr radiator bush pair	£8.00
LG45 radiator rubbers pair	£15.00
Fan belts 3L, M45, LG or V12	£10.00*
2 + 3 Ltr top hat moulding	£16.00
41/2 Ltr bonnet moulding	£26.00
41/2 Ltr "Y" rubber	£26.00

### CLUTCHES

2 + 3 Ltr driving pins x 4 + 2	£85.00
2 or 3 Ltr springs set 6	£12.50
2 + 3 Ltr steel driven plate	£75.00
2 + 3 Ltr friction disc each	£32.50
M45 steel driven plate	£65.00*
M45 friction disc pair	£65.00*
M45 springs set 12	£30.00*
LG45 carbon thrust bearing	£25.00
LG45 carbon thrust brng clip	£.75
LG45 Clutch less tower	£125.00
LG45 Driven plate	£65.00
LG6 V12 Clutch arm spring	£7.50

### VALVES

#### 2 LITRE

Valve	£5.00
Valve guide	£5.00
Valve thimbles set x 8	£16.00
Springs double set x 8	£24.00
Spring retaining cap	£7.50
Collets set	£20.00
Rocker pin	Ask
Rocker	Ask

#### 16/80 CROSSLEY

Inlet + exhaust	£8.00
Springs double set x 12	£40.00

#### 3 & 31/2 LITRE

Inlet + exhaust valve 72mm	£12.50
Inlet + exhaust 75mm + 80mm	£10.00
Valve guide	£15.00
Springs 72 or 75mm + 80mm	£35.00
Cam follower springs x 12	£12.50

#### 41/2 LITRE

M45 slotted valve in + ex	£12.50*
Sanction 1 + 2 valve in + ex	£8.00
Valve guide M45	£13.50
Sanction 3 + 4 inlet valve	£8.00
Sanction 3 + 4 exhaust valve	£8.00
Valve guide LG	£14.50
M45 valve thimbles set 12	£24.00*
LG45 valve thimbles set 12	£24.00
M45 springs double set 12	£30.00*
LG45 springs double set 12	£35.00
Cam follower springs x 12	£12.50*
Spring retaining cap	£8.25*
Rocker shafts set x 3	£85.00*

#### V12

Series 1 inlet valve	£8.00
Series 1 exhaust valve	£8.00
Series 2 inlet valve	£8.00
Series 2 exhaust valve	£8.00
Valve guide two part	£10.50
Valve springs set x 24	Ask
Tappet adjuster screw + nut	£6.50

### OIL PRESSURE RELIEF SPRINGS

2, 3, 31/2, 41/2 Litre	£4.00*
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## LEATHER HIDE GAITERS

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arm & track rod end gaiters . £12.50  
2 + 3 Ltr, 16/80, 31/2 Ltr, M45,  
+ LG45 steering drop arm  
gaiters . . . . . £12.50  
Late 3 Ltr, 31/2 Ltr, M45, + LG45,  
track rod end gaiters . . . . . £17.50  
Rapid drop arm rear gaiter . £17.50  
Perrot shaft gaiters pair . . . £24.00

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16/80, in mahogany, pair . . £125.00  
Running board edge strip . . £17.50  
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in stainless to order . . . . £40.00  
Sill plate 18 5/8" x 1 1/4" . . . £26.00  
Sill plate 15" x 1" . . . . . £24.00  
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brass, now in three sizes . . £7.50  
Greasing point instruction plates  
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Cozette s'charger plate . . . £10.00  
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Winged badge flat . . . . . £32.50  
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LG filler cap rubber gasket . £10.00  
LG filler cap cork . . . . . £ .50  
LG filler caps complete . . . £260.00  
Castellated brass tank cap . £36.00  
2 + 3 Ltr Radiator cap corks . £ .50  
LG starting handle aperture cap  
in brass machined . . . . . £26.00  
LG start handle bumper cap . £8.00  
Bonnet/Chassis washer brass £3.50  
Spare wheel cap in brass ready  
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M45 Aluminium fan pulley . . £40.00

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that I can confirm the stock position and tally  
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## Letters

Dear Ken,

I was very surprised that young Schofield does not know the reason why there are no doors on the driver's side of his car.

This of course is directly derived from the Freudian school of design and, therefore, the necessary sexual connotations involved. Even young Herb had been known to brag about this (note past tense).

The reason is simple, it is to enhance the Macho image by the action of getting a leg over.

Yours as ever, a mine of information on these matters.

**Alan Brown**

Dear Ken,

Oh Goodee – The Lagonda Club Autumn Magazine has just arrived.

Imagine my dismay when a piece of junk mail from Allied Crowbar fell into my cornflakes. Perhaps they won Le Mans in the early days, or are they a competent firm of car restorers?

I do think the Club has to be very careful not to lose its way in allowing certain types of advertisement to be enclosed with or even in the magazine.

For instance, would the Club allow an advert for Mates Condoms, or Ivor Body – be interred with your beloved Lagonda.

Yours sincerely,

**Phill Erhardt**

*Phill wrote this with his tongue firmly in his cheek, but there is a very important point in his letter. We try very hard to ensure that advertisements are appropriate to the status of the Club and of our cars. There ARE certain things which we don't allow to be advertised and we discourage advertisers from making a 'big thing' about the prices our sort of car fetch at auction.*

*Although I am not a client of 'Allied Crowbar', I was very grateful for the excellent advice I received from that company on avoiding crippling capital transfer tax. We can't avoid the fact that our cars are worth much more than they were a few years ago and I for one want to ensure that my hobby doesn't financially cripple my family when I am gone. Oh, by the way, Mates Condoms haven't asked for an advertising rate card yet!*

**K.P.P.**

Dear Mr Painter,

I have just been reading back numbers of 'The Lagonda' and I see that there was a letter in No. 147 from John Berridge with a photo of ARP Chiefs. One chap, unnamed, standing in the centre of the room facing the camera was Ted Keene, who was Superintendent of the Chertsey – District of St John's Ambulance Brigade,



Besides being in charge of the St John's section in the Lagonda Works.

When I joined Lagonda as a boy in 1925, Ted operated a very large lathe in the Service dept, which at that time was a Department with large doors opening onto the Thorpe Road. In 1939 this Dept was moved across the causeway to a large building that was next to the Ship public house (no longer there) and Ted was transferred to the Tool Room on a similar machine. Ted was a great friend of mine and helped me in many ways. In first aid especially, he helped me to my final St John's Certificate. I also was in charge of the Surgery for two years before the war. During the war I was also a member of the Egham A.F.S. and therefore only served in the company first aid when at work.

I well remember John Berridge, I think he was one of two brothers who came to work at the Lagonda. One of the brothers became famous for being the only known man to cycle across Staines Bridge in the pouring rain with an umbrella held open above his head, with his bicycle bell firmly fixed to the handle of his open 'gamp'.

I also remember John Biggs, your correspondent in issue No. 149 and of course I well remember Ted Rickard and the leather apron he wore. Very sorry to hear of his death. I wonder how many more of the 100 men we had working in the sheet metal shop during the war are still with us?

I wonder if John Biggs remembers the copper saucepans that were made for the A.I.D. inspectors?

Makes you think, doesn't it, that 100 panel beaters and flat workers were employed in the sheet metal shops during the war, yet the whole work force when I started and up to about 1935 only totalled 300. My regards to 'Old Lags' still around.

**L. G. Lambourne**

Dear Mr Bugler,

I am an 84 year old and am not a member of the Lagonda Club, but thanks

to the kindness of Valerie May some years ago, she arranged for me to be put on the Magazine mailing list – and I greatly look forward to receiving the copies.

From 1924 to 1929 I was an apprentice at Staines, in the exciting period when the old 12 – 24 was coming to the end – and the new 2 litre OH model was being developed and tooled up.

At the end of my apprenticeship I was in the tool drawing office, under the very clever James Voller. I was surprised that in the Lagonda book he was never mentioned, for he and his design team did a super job in the tooling up, overcoming new problems – like machining the hemispheres in the cylinder head and machining the oil release seatings in that lovely aluminium sump.

After my leaving and going to Vauxhall Motors, Luton, we remained friends and met at his home near Woking. He had a large batch of photos of the Staines works and promised them to me when he died, but his executors, whoever they were, never carried out his wishes.

In my time were the Cranmer brothers, Bolton, Buckingham and so on. Ever so many financial crises occurred, but the old firm kept going. What a lovely job the Speed Model developed into in its low chassis form.

A few years ago, another Staines apprentice and I spent a wonderful day at Aston Martin Lagonda, everyone was so kind to us old stagers.

What a shame Gauntlett has left the firm, he seemed so dynamic and friendly to us two.

Yours sincerely,

**Dennis Hawkins**

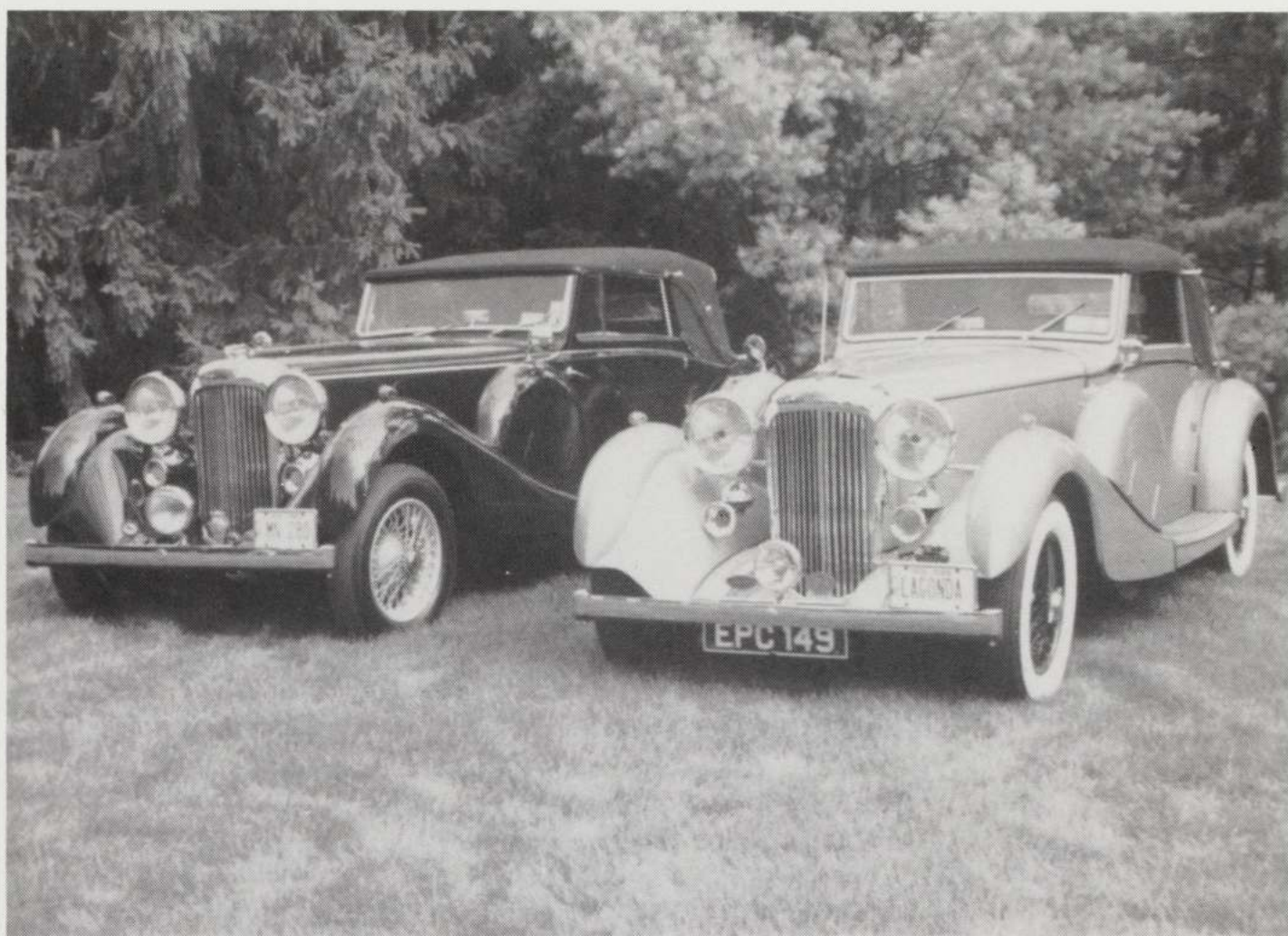
P.S. What a super edition the Autumn Mag. is. Great to see so many photos – especially the old 11.1 2 seater.

Dear Alan Brown

You have been most helpful over the years in assisting to restore and re-restore both of my Lagondas and I wanted you to know how much I really appreciated your cooperation.

The first Lagonda that I acquired was EPC 149 (Now painted silver with





Burgundy wheels and trim) and was found in Ballemena, Northern Ireland in 1972. It took 14 years before that car was put on the road. It was subsequently rebuilt and more recently it was taken all the way down to the chassis and totally re-restored.

The second Lagonda, EPC 238 (Burgundy), was acquired from Geoff Hunt, in Mackay, Queensland, Australia. Geoff had restored the Lagonda and I visited with him in September 1990 and acquired the car and brought it back to the USA. Since it came back we did additional work on the car and I now have a pair (or brace, whichever you prefer) of identical LG45 Lagondas.

I enclose herewith for your information, the colour photos of both cars and I am taking the privilege of sending black and white glossies to Ken Painter, who may have an interest in using them in some issue of the magazine.

There are not too many Lagondas located in or near the upstate New York area, but last weekend (October 10, 11,

12) I took the Burgundy Lagonda (EPC 238) to a National AACA show in Hershey, Pennsylvania and it was the only Lagonda at this National show where over 1,250 antique and/or classic automobiles were shown. So we were well received.

Best Regards,

**John Lazor**

Dear Ken,

As with most enthusiasts and especially those with a strong interest in certain marques, I tend to read just about everything that I can get my hands on in an effort to become more familiar with the car in question. It is with this simple practice that I'm often disappointed with many of the so-called "in depth" articles that frequent many of the motoring journals.

So, it is with great pleasure, and thus this letter of recognition to the club, that I found Herb Schofield's comparison of the 3-litre Lagonda and Sunbeam in issue No. 148 an absolute delight. Mr. Schofield



seemed to capture and present to the reader a genuine feel for each of the car's habits and attributes in a fashion that compelled me to re-read the article at least another time. Perhaps I'll be lucky enough one day to own either motor car; and, dare I say it: the Sunbeam seems to represent a compelling choice!

I hope that the available and, no doubt, vast body of knowledge on the part of club members continues to show itself in the form of such articles.

Best regards,

**Eric H. Killorin**

Dear Mr. Painter,

I am the owner of a twin-cam 3-litre Sunbeam and thus was most interested in Herb Schofield's comparison with the Lagonda 3-litre in your Spring edition of 'The Lagonda'. I also happen to be well acquainted with the owner of a 3-litre Lagonda which is bodied by a twin-cam 3-litre Sunbeam. The coincidence continued when I was recently taking part in the VSCC Kentish Rally when the

previous owner of the (Sunbeam) Lagonda approached me; as a result thereof, subsequently furnished the current custodian with much information from the past.

During this time, and whilst in temporary possession of your Spring journal, I 'blew' an exhaust manifold gasket on the Sunbeam. I am mechanically illiterate, thus call for help from the nearest motor coper in this area, which happens to be Vintage Coach Works at Hartley Wintney. Peter Whenman, a technical adviser and committee member of your Club, proffered me such assistance and advice well beyond the call of duty, which reflects magnificently upon your club. It the quality of workmanship undertaken and the acceptability of his charges are typical of the Lagonda fraternity it cannot be far behind that available to us in the STD register!

With my thanks,

Yours sincerely,

**Kent Robinson**

# Lagonda

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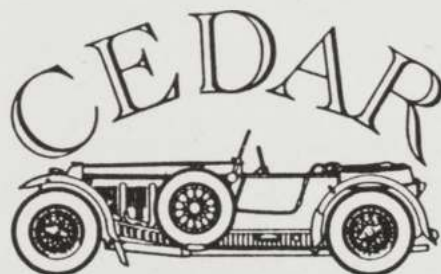
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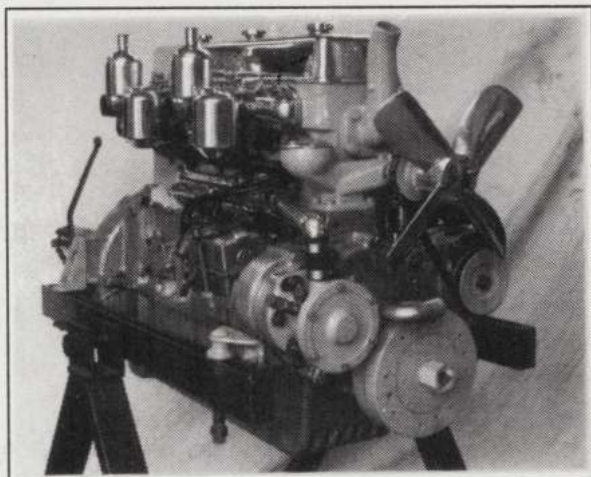
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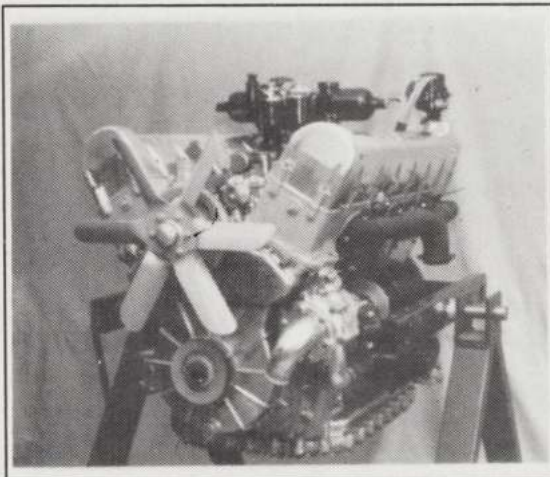


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