



THE MAGAZINE OF THE
LAGONDA CLUB

Number 145

Summer 1990



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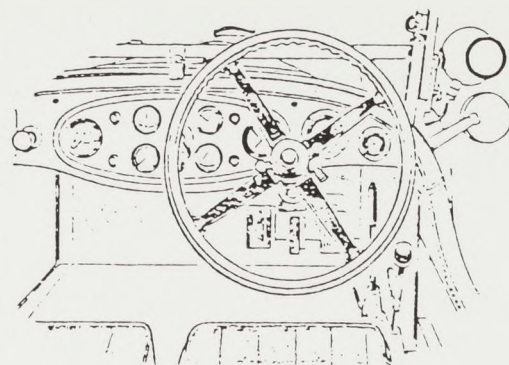
FRONT COVER

*The Hyetts, the Daveys and Chris Painter
celebrate the completion of the rebuild of
Bryan's 1935 3 1/2 Litre at Silverstone.*



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the views of the Committee, nor of the
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product or service by the Committee.

From the Driving Seat



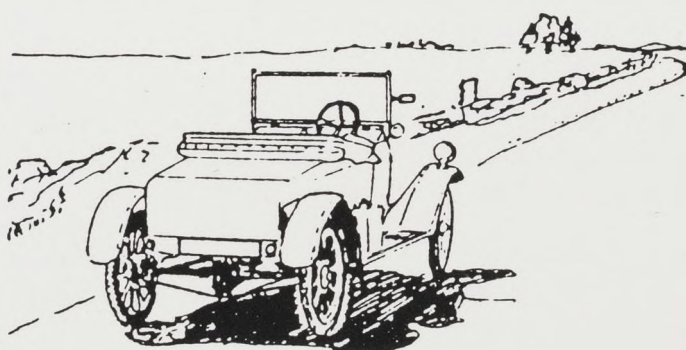
It's roughly a year since I bought the 2 Litre meccano set which will one day be possibly the last remaining high chassis Weymann saloon. What have I done to it in all that time? Well may you ask, the brutal answer is, apart from collecting a few more parts, nothing. I need to sell the car which takes up the space in my second garage before I can start work on the Lagonda, but that car needs some work done to it before it can be sold and I haven't spent anything like enough of my time on that project, so the poor old Lagonda just sits and waits.

I was beginning to feel terribly guilty about this until I visited a fellow VSCC member near Salisbury. He has a collection of eight Humber cars, ranging in age from 1910 to 1933 and only two of the collection are currently complete and useable. Some of the remainder are almost as desperate as my 2 Litre and to restore the entire collection will take decades. I suddenly realised that I am not the only idiot to take on too many restoration projects and, in comparison with some, I am positively modest in my ambitions. Somehow I felt a little better about the 2 Litre after my visit!

The Northern Dinner seems an age ago now, it was my first 'proper' motoring event for the 1990 season and the drive up to Yorkshire was made in true vintage style on mostly minor roads, with only the short blast up the A1 M around Doncaster on a road which could be called busy. As is traditional at this event, a fine selection of Lagondas was parked outside Monk Fryston Hall, but, since I was promised an article on the evening I foolishly neglected to make my own list of those present. I believe that there were over a

dozen cars, including the 12/24 of Colin Mallett, the 'new' specially engined car of Ted Townsley and the 3 Litre Selector Special of Nigel Hall. Colin offered several of us a ride in his 12/24 and Herb Schofield and I took up his generous offer. This was my very first experience of any pre 2 Litre Lagonda and I greatly enjoyed it. What a pity the very early Lagondas are so rarely seen at our events. I have decided that one aim of my editorship will be to experience a ride in every surviving Lagonda model, can any of our members claim to have achieved this in the past? Let me see, so far I have driven or ridden in the 12/24, the 2 Litre, the Rapier, the 16/80, the post vintage 3 litre, the 3½ litre, the M45, the LG45 and the V12. For the post war models my record is much poorer, the DB 2.6 and 3 litre, and an early Rapide. That leaves an awful lot of gaps in my motoring experience, so it looks as if I shall have to remain Editor for many years to come!

K.P.P.



The Bristol to Bournemouth Vintage Vehicle Run

SATURDAY 11th JUNE 1989

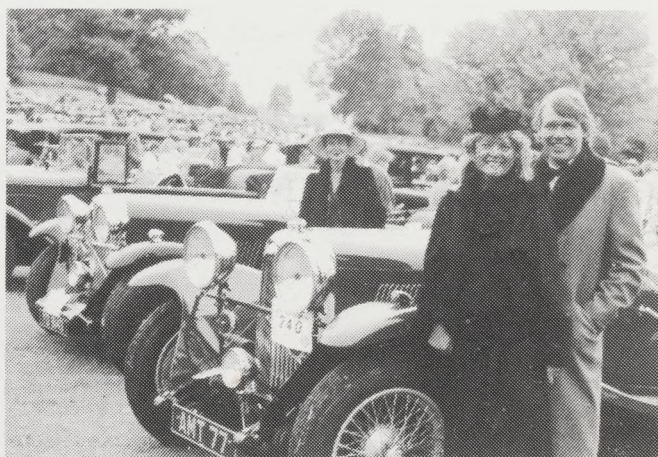
The invitation to participate in last Summer's Bristol to Bournemouth run contained two slightly unusual features. The first referred to an announcement that this was to be the last run organised by Keith McGee from the Yeovil Car Club. Keith has organised all the previous annual runs that started as the Bristol to Weymouth Rally until it grew to such a size that three years ago the destination was changed to Bournemouth. The Rally, and this year was no exception, is always great fun and well organised due to the tireless efforts of Keith and his assistants.

The second slightly unusual feature was the invitation to participate, especially if children were going on the rally, in a film for "Playbus". I duly despatched my application form and wrote to the "Playbus" Producer without fully appreciating that the programme, excellent though it is, is for very young children and not for teenage adolescents such as mine! When I told them that the subject was "W for Wheel", I was smartly told that it should have been "W for Wally"!

The event was preceded by the usual pre rally reception and dinner on Saturday

10th June at Redwood Lodge Country Club and whilst I felt the meal was somewhat indifferent (mass catering is always a problem) the company and friendship of all the entrants made the evening a memorable one. The evening was rounded off with an excellent firework display which incidentally was attended by the Mayor of Bristol and the Mayor of Woodspring who some years ago had taught me how to weld at the South Bristol Polytechnic!

Sunday dawned clear and bright as we all assembled in the park surrounding Ashton Court. There were 400 entries, including 19 Lagondas, the earliest being a 1926 14/60 Saloon driven by the Verstoep family from Holland and the latest from John Brown who had arrived with his superb and enormous LG45 Tourer (listed as a 1929 Bentley!). Nowell and Briget Stebbing had brought their M45 tourer (ex Lord de Clifford) from Cheshire, which was suffering from fuel problems. James Bidwell-Topham had come from Liverpool in his very original M45 Tourer with his terrier as co-driver. Tony Breakspear had brought along his beautiful 2-litre Continental Tourer.

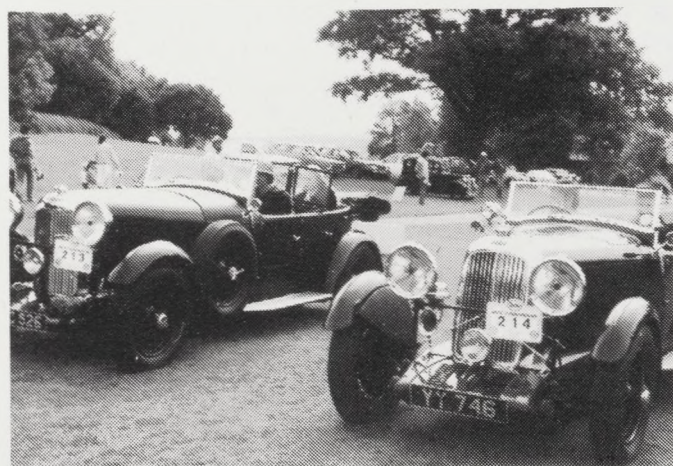


The full list of Lagonda entries was as follows:

No.	Year	Model	Name	Home
79	1926	14/60 saloon	Verstoep	Holland
122	1928	2 litre Tourer	Holmes	Southampton
123	1928	2 litre Tourer	Jones	Westbury
124	1928	2 litre Tourer	Creer	Bristol
151	1936	4½ litre Tourer	Brown	Newbury
162	1930	2 litre Tourer	James & Colin Sheppard	Wells
186	1931	2 litre Tourer	Dudley Palmer	Weymouth
187	1931	2 litre Tourer	Tim & Philippa Wadsworth	Malmesbury
188	1931	2 litre Tourer	Michael & Patricia Wheeler	Windlesham
189	1931	2 litre S/C Tourer	Matthew Collings & Neville Maine-Tucker	London
213	1932	Lagonda 16/80 Tourer	Ian Green	Shepton Mallet
214	1932	2 litre Continental Tourer	Tony Breakspear	Honiton
239	1933	16/80 Tourer	Lionel Parker	Bath
240	1933	M45 Tourer	Nowell & Brigit Stebbing	Hale, Cheshire
272	1934	M45 Tourer	Andrew & Mary Gregg	Bristol
273	1934	M45 Tourer	James Bidwell-Topham	Liverpool
274	1934	M45 Rapide Saloon	Anthony Dady	Brighton
308	1935	M45 Tourer	Gwyn Stephens and Kelvin Price	Neath
309	1935	M45 Weyman Saloon	Hon. Mark Balfour	Sheffield

One or two of us, my family included, had also entered the fancy dress competition which all added to the fun of the event.

The first vehicle which left at 9 o'clock, was a 1902 Panhard. The rest of us followed in numerical order. This year, fortunately, we were not required to wait for the usual one minute after the preceding vehicle, which meant that we all got away much quicker. The first



stopping point was after 25 miles at Wells which was reached in a reasonable time, notwithstanding the heavy congestion that had built up behind some of the older and slower cars.

From Wells we headed for Glastonbury, which is another lovely town, reeking of history, and thence to Ilchester before arriving in Yeovil for a well earned rest.

This year, having decided to take a picnic, we left Yeovil in search of a suitable and comfortable watering hole. This we found about ten miles down the road in the company of such other exotic machinery.

After a leisurely lunch we drove on to Sherborne before arriving at the third check-in point in Blandford Forum. In Blandford the route took us to the splendid and tree-lined road passing Bradbury Rings (there is something very exciting about driving a reasonably fast open vintage car down a straight road

lined with mature trees through which the sunlight gently filters).

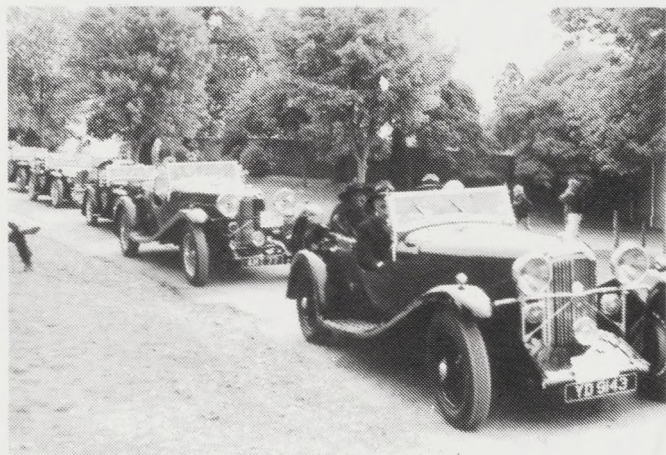
Wimborne was the next town to pass through before heading for our final destination, Bournemouth.

Here we were given a royal welcome by the massive crowds who had turned out in the hot sunshine and we were presented with our finishers' medals by the Mayor of Bournemouth.

After the reception we headed straight for the Royal Norfolk Hotel where, as last year, the Management had kindly reserved the Bridal Suite, though this time of course we had to share it with our two adolescent and budding film star children!

At various stages throughout the Run we had had the fun of a cameraman on board for the Playbus film and that served to make the whole event all the more enjoyable. This year's event – 10th June 1990 – see you there.

Andrew Gregg



Picture Credits

p5 left, Andrew and Mary Gregg and family, M45 tourer 1934.

p6 right, The Stebbings with the ex-Lord de Clifford 1933 M45 tourer, Parker's 16/80 tourer alongside.

p6 left, Tony Breakspeare's 2 Litre Continental and Ian Green's 16/80 tourer.

p6 top right, John Brown and his LG 45 Salmons Tickford tourer.

p6 bottom right, Tim and Philippa Wadsworth's 1931 2 Litre at the finish.

p7 left, Lionel Parker's 16/80 ahead of Nowel Stebbing's M45.

p7 right, the Gregg's M45, James Bidwell Topham's M45 and Antony Dady's M45 Rapide saloon.

Those Summer Days

The sudden angry roar, of an ERA being bump-started by four puffing men, accompanied by the barking of a Grindley Peerless racing motor cycle. The reflections of the sun flashing from its fine nickel livery, and the voice coming over the loudspeakers, "Has any kind soul a spare drop of Castrol R?".

So it was, yet again, another summer day at the Brooklands Society reunion. It found my wife and I waiting in the 2 litre to join the queue of cars and motorcycles, that would shortly make their individual assault of the Test Hill, and then to motor around the Members' Banking.

It is not unusual for us on these occasions to offer a ride whenever possible to those members without a Brooklands period vehicle, who would cherish the experience of a ride up Test Hill and onto the banking, for a few moments of pure nostalgia. For us to receive the thanks and the occasional "That's made my day!", certainly contributes to making ours.

Striding towards us, as we began to move forward, came two tall gentlemen, one of whom I knew to be a Society Committee Member, the other I had never met. The first gentleman politely asked if we would be kind enough to allow his companion a ride in the Lagonda. A request to which we happily concurred. My wife then proceeded to vacate the front passenger seat, this being her usual practice in such circumstances, believing that the proper place for a motoring gentleman, or lady for that matter, is in the front seat. "No, please my dear, don't get out", said our guest, "I would rather ride in the back if you don't mind, I can see better from here".

Settling his large frame, he surveyed the bustling activity around the foot of Test Hill with an air of bemused satisfaction. Just ahead of us, and about to throw itself at the historic gradient, stood Robbie Hewitt's big red team car, complete with the said lady bobbing about inside. I drew the big man's attention to the famous 4½

litre, laughingly pointing out that she would be skipping up the hill a darn sight quicker than we were about to.

In style, our dear 'sit up and beg' Lagonda burbled gracefully over the final few yards of the 1 in 4, amid the usual gathering of cheery spectators. "There you are", said our passenger. "Piece of cake!".

We made our way past the old shuttered restaurant and round to the Members' Banking where I slowed to a crawl as my wife half turned to the stranger, and pointing to the high expanse of concrete said "Isn't it incredible to think that they used to thunder along here at 120 miles per hour, and sometimes so near the top". The gent stared up, "Indeed", he said, "And on the odd occasion over the top".

Passing under the Members' bridge with its many faces looking down, we eventually came to the end of the run, where a solitary marshal, standing in the middle of the old track, indicated the return route to the Paddock. I halted briefly before turning off, and we gazed past the marshal down to where the track comes to an abrupt end at the River Wey, unfortunately no longer spanned by the motorcourse.

"Its the end of the road just there." I said jokingly, "We've run out of track". "Ah yes". came the thoughtful voice from behind. "Over the bump and round to the Railway Straight". "Not anymore I'm afraid", said my wife.

The distinct crackle of a Bugatti coming along the banking behind us, brought my attention to the now anxious looking marshal. "Sorry, just going Sir" I said, and then made our way back to the melee of the Paddock area.

The stranger alighted from the Lagonda, shook hands, thanked us for the ride and complimenting us on our car, strode into the crowd. A cold beer was the next thing on the agenda and throwing my leg over the side of the car, I sprung to the ground to be confronted by the aforementioned committee man. "Ah, Mr D. just the chap",

he said, grabbing my arm. “. . . Must apologise for not introducing your last passenger, and thank you for taking him along. Did you know who he was?”. I admitted that I did not, and he went on. “That Sir, was the Brooklands racing driver George Harvey-Noble”. “George Harvey-Noble!” I repeated. “Good grief!”, isn’t he the holder of the last Brooklands 130 MPH badge?”. “The very man” said he with a grin. “Got it in ’39 in the 6½ Bentley-Jackson”.

As I was thinking how honoured we had been, and trying to remember all I had said during our brief encounter with the old Speed King, he continued, “If you happen to be going round again . . .?” and he nodded towards a couple of people standing nearby. My wife was already removing her hat from the front seat and

climbing into the back.

I looked wistfully across at the beer tent, and then at my wife who gave me a whimsical smile and raised her eyebrows. “Ah yes folks”, said I, “My pleasure, welcome aboard”. “You’re most kind” replied the lady as she climbed nimbly into the car. “I do like your Lagonda”.

“Thanks again Mr Dexter” came the voice of the Committee man, “Allow me to introduce Mrs Hess . . . Mrs Alan Hess”. Closing the little door, he gave it a final pat before standing back with a wave of the hand.

“Castrol R, please gentlemen?” pleaded the commentator over the PA. “We’re still in need of a drop.”

Ah, those summer days.

John Dexter

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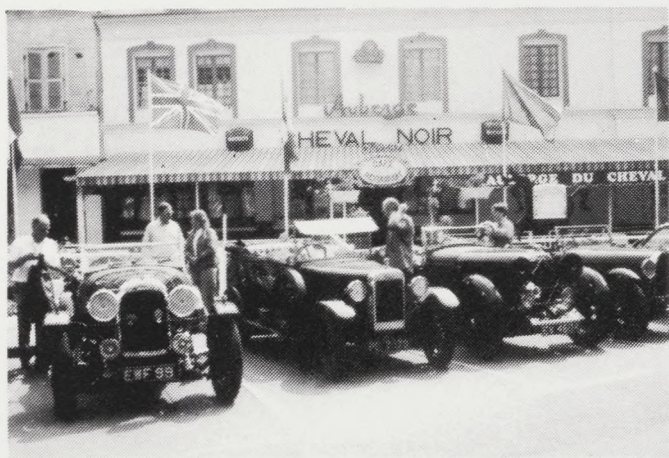
Jottings from the Chair

We are just coming up to the preparation of the annual accounts for the twelve months to June 1990, and Clive Peerless is tackling his first full exposure to the task heroically. The signs are that our measures to get a grip of costs, notably on the Magazine itself, have been effective, and the Club's finances have improved significantly. As a result, the subscription increase will not be the emergency measure we had feared, but will hopefully provide us with something of a cushion against cash flow panics over the next two or three years.

Now that July Vintage Silverstone is held in June, my sense of accelerating time is even more upsetting. I assume the May Races at Cambridge are still held in June, so perhaps it's all part of a fine tradition. Both April and June Silverstone meetings took place since the last magazine, and both were attended by a very fine turnout of Lagondas, competing as well as

spectating. Len Thompson (Rapier) and Peter Whenman (4 1/2) raced particularly effectively. It was nice to see Tony Longmate's T3 three litre out, spectating at the June meeting, as well as John Ryder's three (restored after a particularly unfortunate accident last year), and Geoff Gates's LG45 tourer. Considering how few of the tourers were made, in comparison with the DHC's, they are surprisingly frequently encountered and very active.

The Lagonda group which went to Honfleur near Deauville in May enjoyed a very successful and trouble free holiday. We had no rain over the 10 day trip, and only enough mechanical problems to keep things interesting. Two litres were represented by John and Sue Batt (S), Ian and Mary North (short chassis), Richard and Pat Sage (team replica), Robin and Mairwen Colquhoun (travelstained after 3000 miles in remotest Spain), and ourselves; whilst Colin Mallett brought his



Randonnee Honfleur 1990, lunch stop at Jackie Pichon's Black Horse tavern at Cleres.

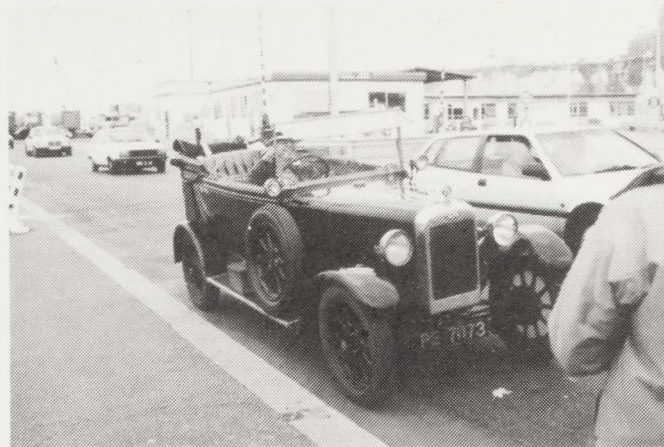


Lagondas in Normandy 1990: confusion at the crossroads.



Normandy 1990: the Events Secretary narrowly ahead of Mrs North in the banana race.

12/24, Martin Holloway his three litre (another T3), and Richard Gabriel his Bugatti, pour encourager les indigenes. Derangements were limited to broken carb chamber retaining clip (Mallet 12/24), exhaustion of essence (Mallet 12/24), burst oil gauge connection (yours truly), and petrol starvation (Holloway, who on one journey was reduced to reversing up the hills. No, really). The combination of more volatile modern fuel with increasingly tired AC mechanical pumps is not a happy one for the early three litres. Wet nappies (applied around the pump itself) are a temporary help, but an SU somewhere in the system looks more and more essential, even if the VSCC disqualify them for competitions. Fortunately both mechanical and electrical will pump



Lagondas in Normandy 1990, Colin Mallett awaits the fray.

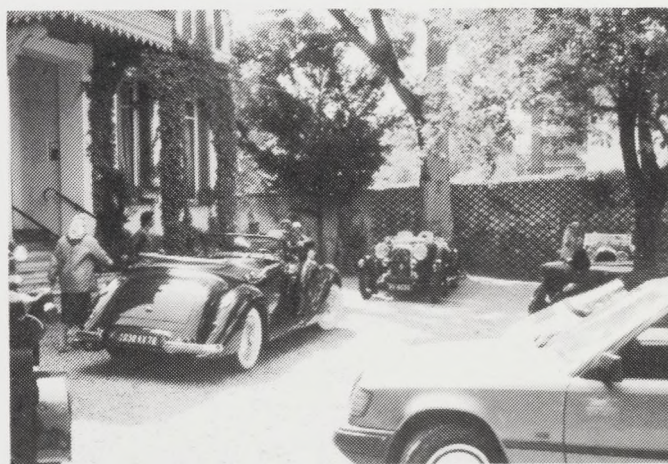
across the top of the other, so it is possible to switch in the SU at will, particularly for cold start priming and on hot runs.

Technical Hint: Have you noticed how little attention is paid to SU carb float levels, in comparison with the endless fun that people get from the fine tuning of the jets? On the run down through France the two litre was doing 14 mpg. I had recently fitted a new larger float chamber, and some careful manipulation of the curvature of the cutoff forks abruptly improved this to 24 mpg. The SU handbooks give the correct bar size to set the forks on each of the different sizes of SU carb, and it is well worthwhile to check this.

TTFN: Jeff Ody



GT910's view of the Norths in France, May 1990.



Randonnee Honfleur 1990: a local V12 visits the group.

Technical Facts

You will no doubt be aware as a result of some publicity, that the opportunity has now arisen whereby you are now in a position to help your fellow club members.

Together with your Committee, I realise that to produce the Technical Facts will be no mean feat, and without your personal involvement, it will be a non starter, you are all important to its success, even though you may not think so.

Those who are familiar with the Technical Facts produced by the Bentley Driver's Club will be well aware that the contents are most valuable, and cover various areas of servicing and maintenance from the smallest problem to Engine, Gear Box and Axle repairs.

We have to start somewhere, and **however small and unimportant you consider your knowledge to be**, please spend a few minutes writing this down

and forward it onto me. Remember, this is one way in which you can assist your fellow members, who, in turn hopefully will assist you. Why not record your information on tape or anything else for that matter, I will accept anything, and do the rest to formulate the publication.

We are very fortunate in that we have a lot of published material in the early magazines, and I intend to use this as the basis for the publication, therefore producing a valuable asset for club members, and following the kind of assistance offered by Paul Ellis and Roy Taylor, I am sure we will succeed.

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F4 PATTERN



B5 PATTERN



D2 103 PATTERN



R5 PATTERN

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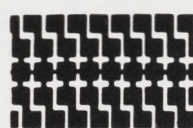
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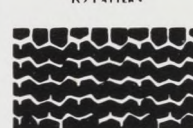
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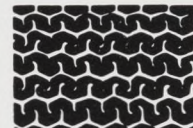
5 STUD PATTERN



R5 PATTERN



R6 PATTERN



CR65 PATTERN

Competition Round-Up No. 3

This report spans the period December '89 to June '90 and covers rallies, driving tests, sprints, hillclimbs and races in which members of the Lagonda Club participated. I have not been able to witness as many events as usual so far this year, but thanks to the willing co-operation of Neil Murray, VSCC Competition Secretary, have collected all the necessary data to keep the records intact. However, as I have requested before, it would help greatly if competitors could send me photos of their efforts to illustrate these reports. If you read this to see whether YOU have been remembered in these historic annals, perhaps YOU can remember about the snaps next time!

2 DECEMBER 1989

VSCC ENSTONE DRIVING TESTS

A brisk morning's activity on a bleak Oxfordshire airfield, Roger Seabrook was our sole representative in his 1929 LC 2L HE 4573; he was 16th in class 2 after wrong-slotting in the first two tests. Reg Nice's Austin won this class.

6/7 JANUARY 1990

VSCC MEASHAM RALLY

This long established VSCC fixture, a winter night navigation event, was in several respects a Lagonda affair this year. Organised by Paul Tebbett and his brother Mike, the 198 mile route was centred on Hereford, the Moat House Hotel being used as start and finish. John Harris and his navigator Costigan won the PVT class for the second year running in the ex-Coates-Batt LG45R Special LBT 74. Young member Bart Peerless with his navigator Dominic Evans, in their first VSCC event won the Novices Award in the spartan 1933 Low Chassis 4½ Invicta. Congratulations to both teams and to the organisers.

3 FEBRUARY 1990

VSCC BROOKLANDS DRIVING TESTS

On a wet winter's day, a very good turnout – but only two from our club: Chairman and Alan Rendall in Amilcar and Robbie-racer (BPK 201) respectively. Jeff, despite 'completing two tests incorrectly' and smiting three bollards, won the Light Car Award. (Pity it wasn't in an 11.9!) Alan came 23rd in class 2 after swiping 6 bollards and being incorrect once – quite a handful BPK 201 I imagine!

3 MARCH 1990

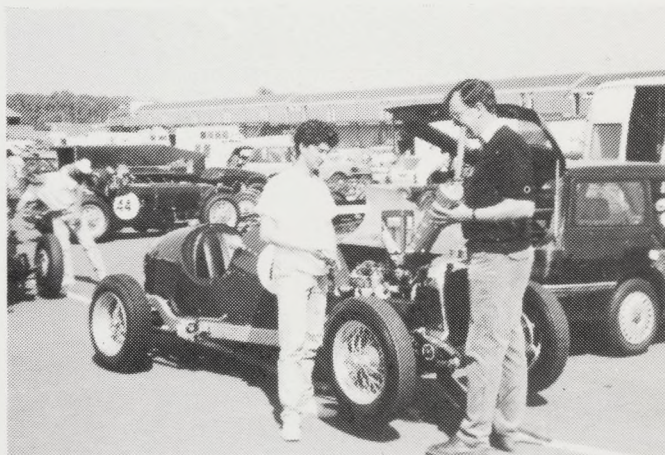
VSCC POMEROY TROPHY SILVERSTONE

Among a host of modern machinery in the entry list lurked two Lagondas: Phil Erhardt in HPL 448, the V-12 Team car, and Roger Firth in his 2 L HC 1929 Close Coupled 'Honeymoon Coupe' UU 7571 – just the thing for winter sports! Phil would almost certainly have won a 3rd if not 2nd award had he not spun the V 12 in the first test, a zig-zag, thereby clocking up 23 secs, – slower than Roger's 22 secs! Their overall placings were 43rd and 62nd.

21 APRIL 1990

VSCC SILVERSTONE

Further changes to the Club circuit marked the opening VSCC race meeting; Woodcote has been removed to be



replaced by a left-hander named 'Brooklands' at the end of the straight, leading into a loop comprising several slower corners, before rejoining the pit straight, which in consequence is somewhat longer and faster into Copse.

Lagonda Club Entrants

M.G.B. Collings 1931 SL S/C GO 4553
Colin Bugler LG 45 TT Replica AYS 620
Peter Whenman M45 R Replica BKA 240
Nick Morley LG 45 Special CRM 518
Tim Wakeley Rapier

Other Rapiers were driven by Metcalfe, Fidler, Thompson and Williams.

Results Race	Position	Driver	Best Lap Speed & Lap Time	Winner's Speed & Best Lap Time
1 (H/S Trial) –		M. Collings	11 laps u/q	–
3 (5 lap)	9	Peter Whenman	64.88 1:43.2	69.75 1:36.6
6 (5 lap)	16	Colin Bugler	64.30 1:47.1	68.38 1:37.8
	17	Peter Whenman	66.80 1:43.1	
		Nick Morley	64.60 1:46.6	
8 (5 lap)	3	Colin Bugler	65.22 1:45.6	64.17 1:43.1
11 (5 lap)	6	Tim Wakeley	59.73 1:55.3	60.36 1:47.9

There were no Lagondas in this year's Fox & Nicholl Trophy race.

5 MAY 1990

VSCC BUXTON RALLY

Six Lagondas figured in the entry list for this popular Yorkshire event, three of which belong to Club members. One of the others was the 1927 16/65 tourer NF 7381 formerly owned by Phil Rouse in the States, now by M. J. Ridley of Shropshire.

Lagonda Club Entrants

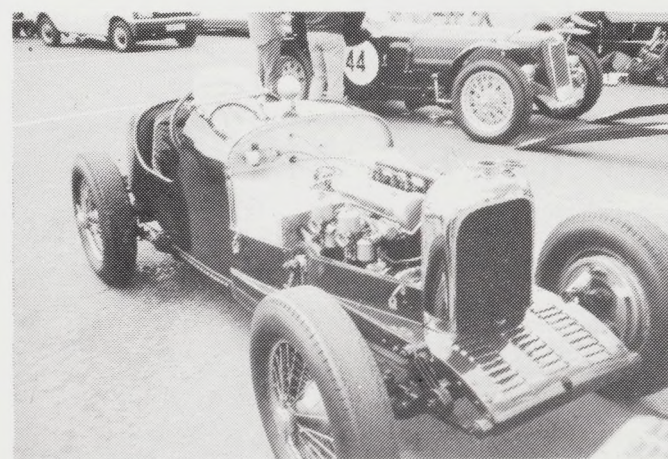
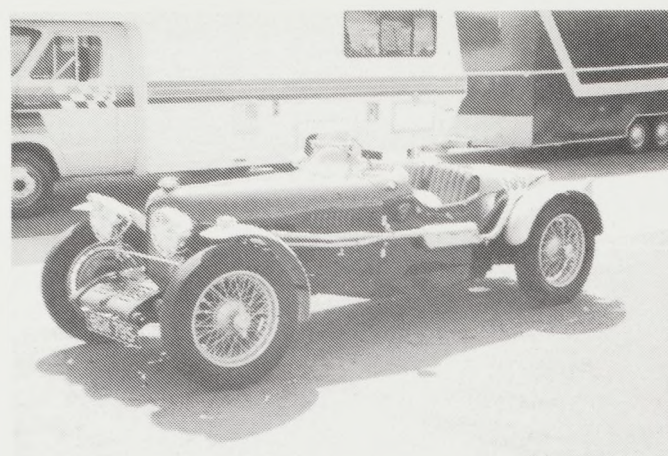
K. Dobinson/E. Dobinson
1930 2 L LC GF 9796
J. M. Thring/D. Marshal
1935 3 1/2 T9 BTO 356
J. A. John/T. T. John
1934 M 45R T9 BPK 743 Cole & Wildsmith entered Rapiers.

Results: The Dobinsons in Class 2 amassed a fair crop of penalties – but were not quite last! In Class 3 the Johns came top collecting the 1st class award and the Thring team were awarded 'Best Novice'. Well done all!

6 MAY 1990 - 27TH VSCC

CURBOROUGH SPEED TRIALS

Three members entered their cars this year, including 'Hero' Firth in the Schneider.



Non-member Metcalfe's Rapier also attended.

Lagonda Club Entrants

Dennis Keen 1934 Rapier s/c BPK 233 N/S
Clive Miller 1936 LG 45 ?
Roger Firth 1913 Th. Schneider M5000

Results	H/C	1st Run	2nd Run
Keen	49.0	N/S	
Miller	48.5	48.71	47.71
Firth	50.0	52.57	51.06

13 MAY 1990

VSCC WISCOMBE HILLCLIMB

To Alan Elliott fell the lonely duty of carrying the flag at Wiscombe; (Dennis Keen had entered but was scratched).

Alan's 1930 2 L L/C GP 895, described for some reason in the entry list as 'hybrid' (a more original 2 L I cannot envisage) performed well within the handicap of 74 secs, taking 72.05 on the first run, and 72.08 on the second; he won't be allowed to repeat that next time!

26 MAY 1990

**VSCC SHUTTLEWORTH TROPHY RACE
MEETING DONINGTON PARK**

Four stalward LG men represented us at this meeting, and there were the usual Rapierists Thompson Fidler and Metcalfe.

Lagonda Club Entrants

Nigel Hall

1935 LG 45 Special DNA 709

Colin Bugler

1937 LG 45 TT Repl AYS 620

Nic/John Morley

1937 LG 45 Special CRM 518

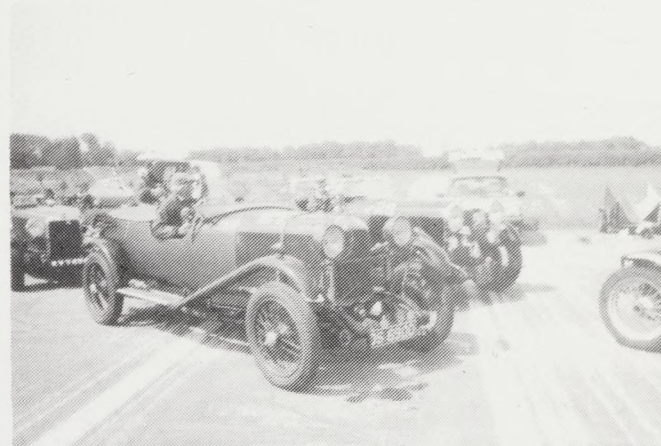
**Results Position Driver
Race**

2	4	Nigel Hall
(5 lap HC)	8	Colin Bugler
	12	Nick Morley
9	5	Colin Bugler
(5 lap HC)	8	Nigel Hall
	12	John Morley

2 JUNE 1990 VSCC

COLERNE SPEED TRIALS

Five from the Club on this occasion; Alan Elliott, Peter Whenman, Clive and J. Miller, and myself; Stephen Weld unfortunately couldn't make it – kept in by the Head for extra prep I heard. The usual carefree atmosphere prevailed; Hamish Moffatt drifted in with his Gipsy Moth, Dirt-Track Douglasses were streaking all over the place – a real Brooklands feel about it. It was nice to see Elder Statesman Mike Edmondson having a go in his 'other' love, MG - Colvin Gunn's Q Type Midget - and obviously enjoying himself. Gallie in the GN Ariel - GN with two Ariel Square Four engines in tandem blew up spectacularly near the start line, a rod appearing through the bottom of the crankcase. Not to be



**Best Lap Speed
& Time**

65.98 1:46.8
67.24 1:44.8
65.98 1:46.8
66.41 1:46.1
65.00 1:48.4
63.42 1:51.1

**Winner's Speed
& Best Lap Time**

65.55 1:45.9
(Drewitt Riley)
66.95 1:42.2
(Fox Delahaye)

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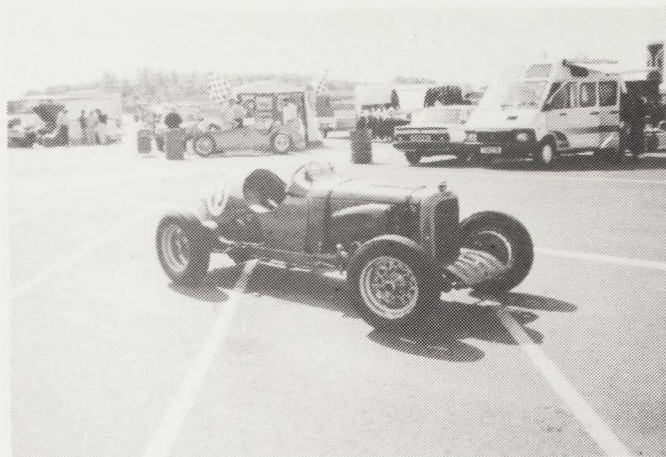
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defeated, he returned to the paddock, disconnected the front chain, removed the defunct unit and re-entered the fray as a 1000 cc racer!

Alan had problems with a slipping clutch at the start and was unable to match the breathtaking acceleration of my car during our concurrent runs! (I was a full HALF SECOND faster over the 1/4 mile! Must be the single SU which Alan loaned me five years ago until I had installed the correct pair of Zeniths!) this year your Continental Saloon will get its gasworks back/Alan, I promise.



Lagonda Club Results

Class 2 Driver	Car	H/Cap	1st Run			2nd Run		
			1/4 ml	km	TS	1/4 ml	km	TS
Dick Sage	1928/9 2LHC LM Repl DS6900	47	25.72	47.61	66	Time not recorded (too fast!)		
Alan Elliott	1930 2LLC GP 894	47	26.35	49.09	63	25.09	48.00	64
Class 4								
J. Miller	1936 LG 45	33	17.66	33.06	93	18.92	33.95	93
Clive Miller	1936 LG 45	32	17.61	32.72	99	16.99	32.03	98
Peter Whenman	1935 M45RLM Repl. BKA 240	32	17.24	32.4	97	17.46	32.44	98

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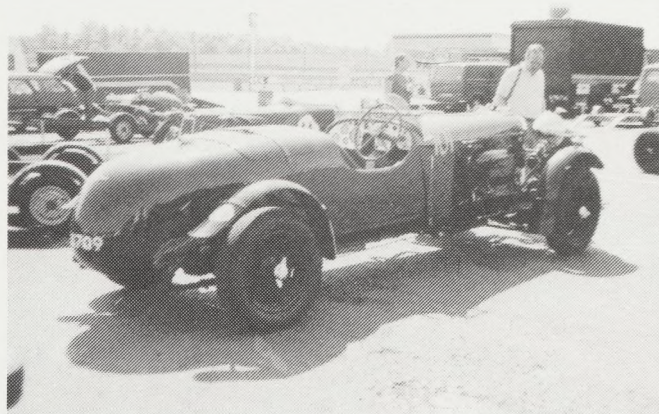
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16 JUNE 1990 VSCC MIKE HAWTHORN MEMORIAL TROPHY SILVERSTONE

Lagondas were few at this meeting, only half last year's turnout, even including the Rapier Register people, Peter Whenman, Nick Morley and James Crocker represented the Club:

Peter Whenman	
1935 M45R LM repl	BJA 240
Nick Morley	
1937 LG 45 Special	CRM 518
James Crocker	
1934 Rapier AC Spec	BPH 492



Results Race	Position	Best Lap Speed Driver	Winner's Speed & Lap Time	& Best Lap Time
3 (5 lap HC)	10	Peter Whenman	65.79 1:44.4	67.38 1:39.5 (Thompson Rapier)
	20	Nick Morley	63.54 1:48.1	
6 (10 lap Scr)	18	James Crocker	61.44 1:44.6	81.19 1:21.9 (Mayman ERA R4D)
10 (5 lap HC)	12	Peter Whenman	64.86 1:45.9	64.04 1:43.0 (Ellison Riley)
	24	Nick Morley	63.02 1:49.0	

See you at Prescott – don't forget the snapshots!

Dick Sage

Picture Credits

p13 Donnington, Fidler's Rapier. You have to remove a cam cover to top up the oil.

p14 top, Metcalfe's Rapier appeared at Curborough and Donnington.

p14 lower, Fletcher-Jones' Rapier has been racing for some years and is still very effective.

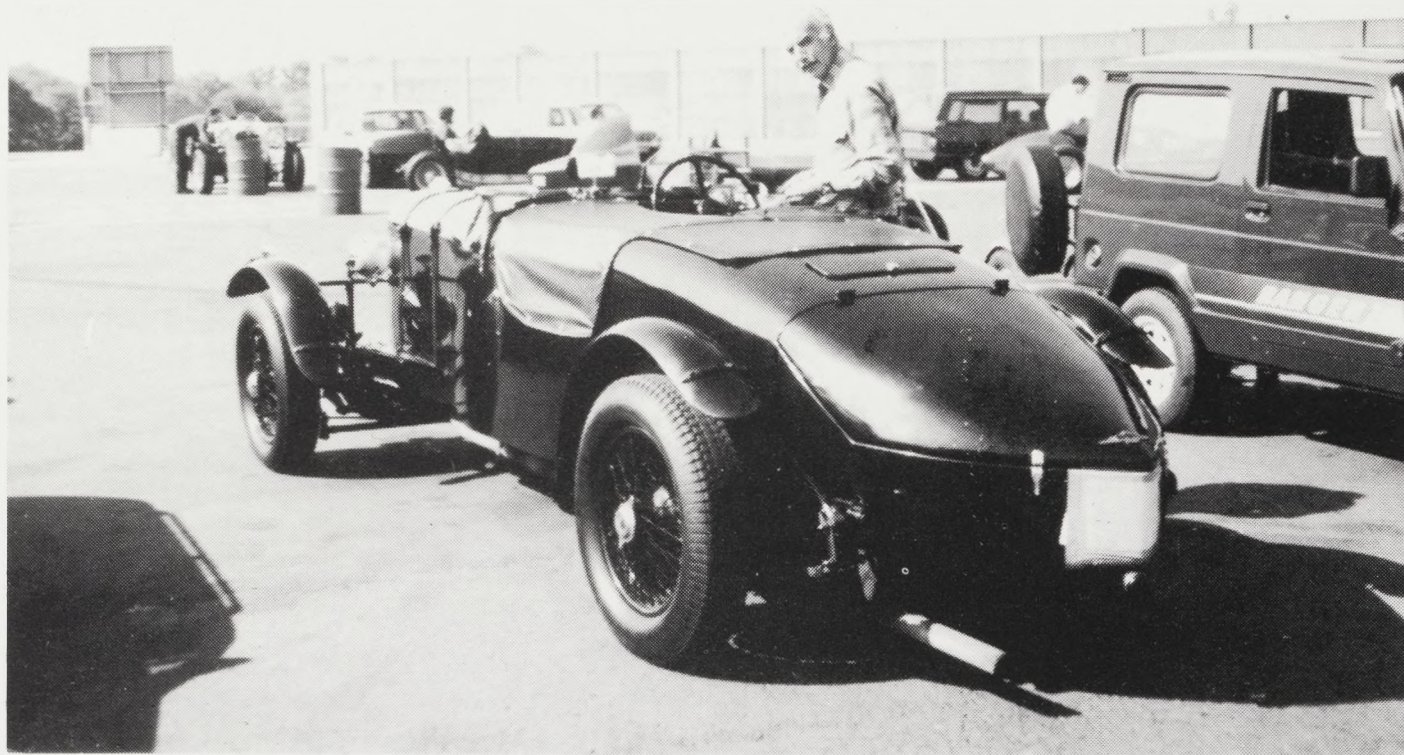
p15 top, Alan Elliott relaxes at Wiscombe Park.

p15 lower, Dick Sage, 2 Litre Team Car replica and Alan Elliott, 1930 2 Litre Low Chassis, drive to the start at Colerne.

p16 Thompson's Rapier at Donnington, note how quiet the paddock is.

p17 Nigel Hall's 4 1/2 at Donnington.

(All pictures by Nigel Hall except pps 15 and 16 – Ken Painter)



Colin Bulger's LG45 TT Replica at Donnington. Photo Nigel Hall

Donington Park and the Ford Vintage Racing Trophy

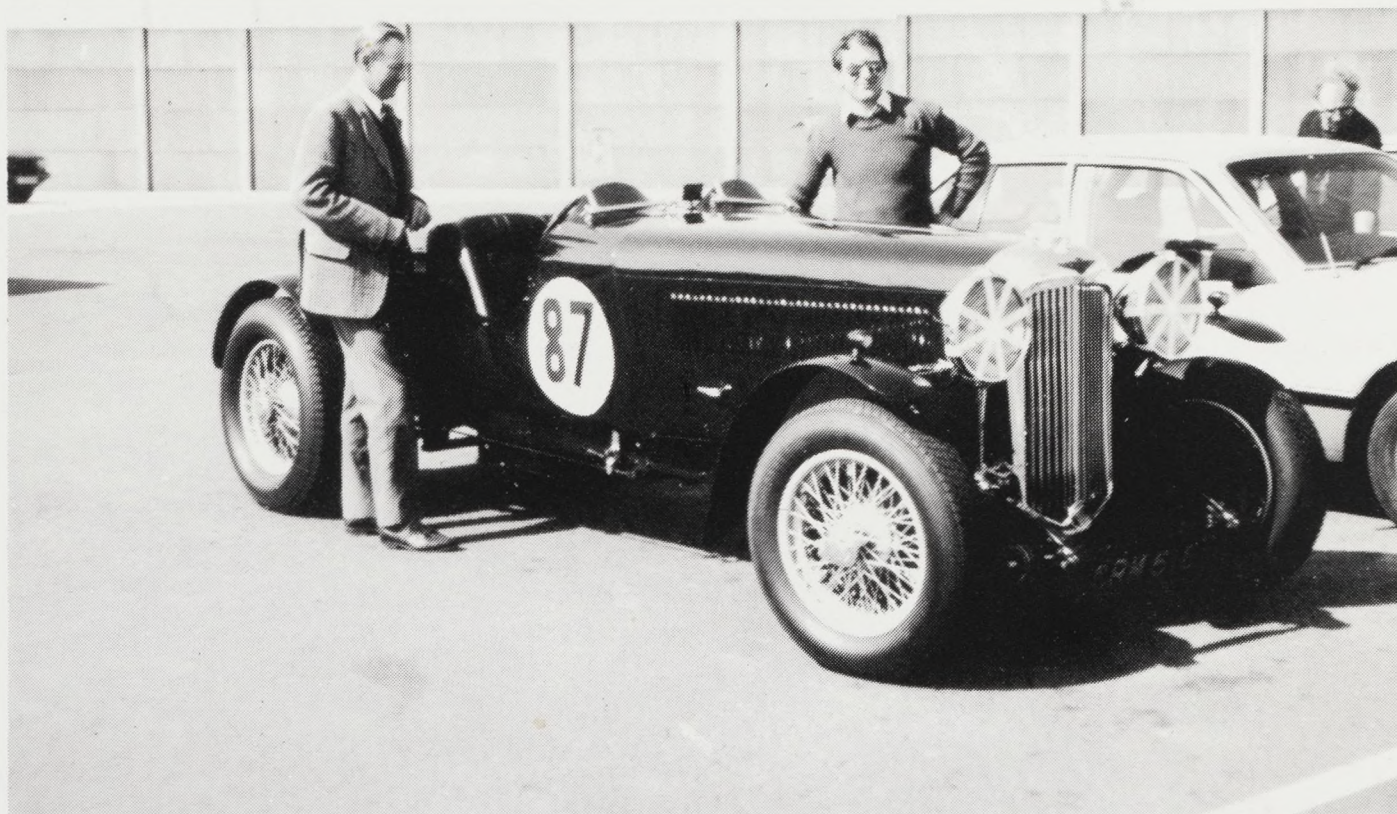
The Ford Vintage Racing Trophy is donated for the best performance on aggregate in VSCC races each season. It is restricted to cars which are road equipped, taxed and driven to and from the circuit. I believe James Crocker had a hand in organising its predecessor when the trophy was first instituted in 1981.

Marks are allotted on the basis of 10 points for a win, 9 for a second and so on down to 1 point for a 10th place. In 1989, Donington Park was the last event in the series of races and having been fairly successful in the early part of the season, I was hoping that I stood a chance to win the Ford Trophy.

Nick Morley had also done well in his father's LG45 (a very similar car to mine) and when we arrived at Donington Park

we discovered that we had both amassed 27 points. I had a 1st and a 4th at April Silverstone and a 1st at June Silverstone, whilst Nick had a 4th at Silverstone and wins at Oulton and Cadwell. However, David Heimann, in the very fast ex-Albert Sparrowhawk 4.3 Alvis had 28 points. There appeared to be no way we could get ahead of the Alvis as David Heimann had 3 scratch races in each of which he was one of the fastest cars. It seemed likely, therefore, that he would achieve 6 or 7 points in each race, leaving Nick and I to settle 2nd place between us.

The day was very exciting and I was not always quite certain where we all stood in the points battle. Half way through the afternoon I discovered that David Heimann had retired from his first race.



John and Nick Morley with their "unmodified" 4½ Litre Photo Nigel Hall

My first race went very well – my car seems to like Donington and so do I, and although I started near the back of the grid I managed to overtake the many slower cars in front and came through to win. David Heimann's second race brought him a 3rd place and therefore at that stage I had 37 points to his 36. I didn't see the third race in which he competed (too busy talking) and consequently when I started my second and last race I was not really aware of our relative positions.

Again, I was starting from fairly near the rear of the grid and had the usual problem of groups of slower cars straddling the circuit on some of the corners. I managed to pass most of these without being slowed by any significant amount and once again, the LG was going extremely well. As I entered the last lap, I saw a large car a few hundred yards in front of me, and soon realised it was Stanley Mann's 4½ litre Bentley. I was steadily overhauling the Bently as we got to the half way stage, at which point there is a series of corners with only short straights

between them, and I was not able to overtake. As we entered the long straight which leads to the chicane, I was close on Stanley's tail and expected him to pull over to the right. At this point, however, Stanley apparently forgot the time honoured rule that you drive on the right in order to leave room on the left for faster cars to overtake, and a few hundred yards had passed before I realised that it would be necessary to overtake him on the right. As I pulled over, so did Stanley, and I once again had to move to the left. By now we were nearing the chicane and it was too late for me to get by. Stanley went half sideways through the chicane and as we came on to the finishing straight I hauled the LG to the left and started to overtake him. Unfortunately, the finishing line at Donington is very close to the chicane and as we crossed the line, my radiator was alongside his cockpit. The official results gave him a lead of .2 of a second (not the 3 seconds reported by Dick Sage).

I really should have overtaken him but even so, that day was the best I have ever

had with a 1st and a 2nd.

When I got back to the paddock I was still unsure as to the final positions in the Ford Trophy, but my wife told me that David Heimann had another 3rd in his last race. With my 2nd place, I was now two points ahead of him. Nick Morley was 3rd in the Ford Trophy and I think we were both extremely proud that 1989 saw Lagondas 1st and 3rd in this particular competition. Certainly, it's the best day's racing I can ever remember, and Donington Park is now definitely my favourite circuit.

Colin Bugler



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LAGONDA DINNER AT MONK FRYSTON

No article I'm afraid, so a feast of pictures instead. From the top and from left to right:

Our President consults his hymn book, then . . .

Conducts the Lagonda Male Voice Choir in Songs Of Praise.

Even some simple local people came to Monk Fyston.

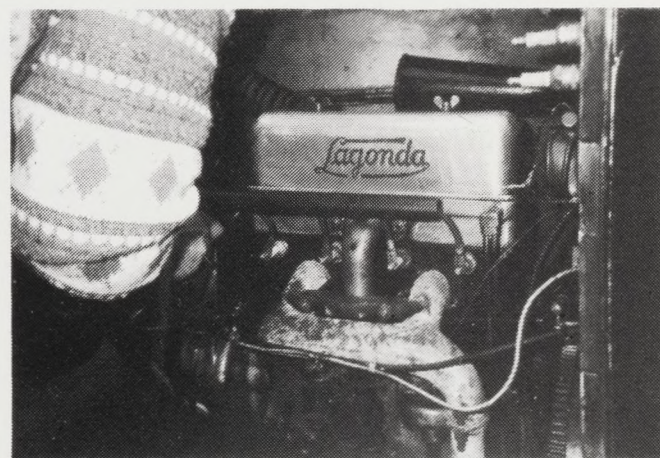
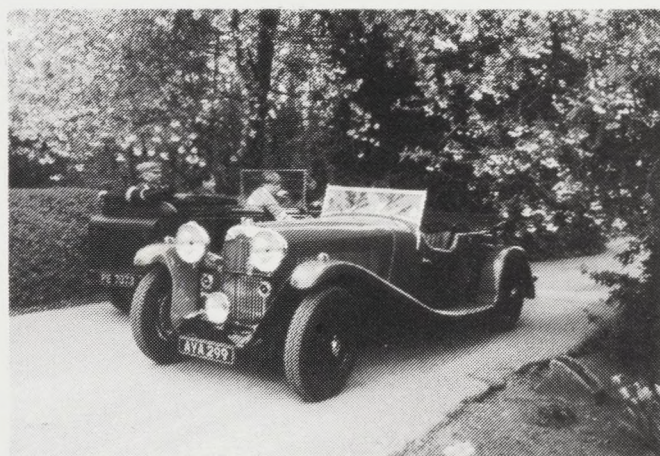
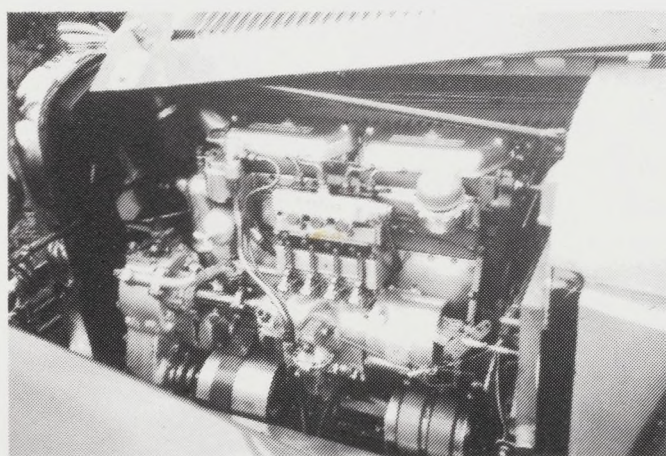
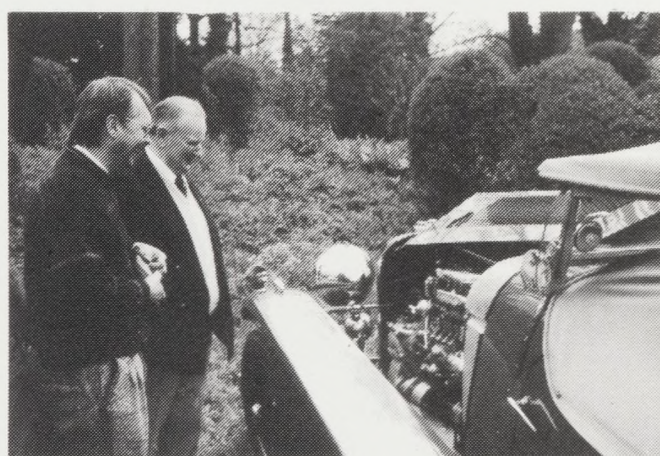
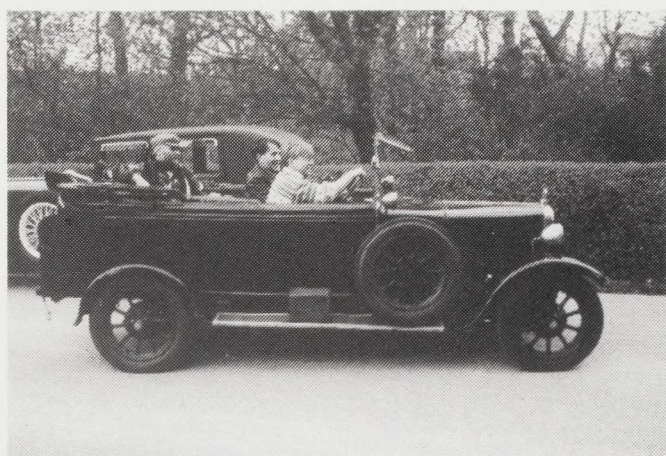
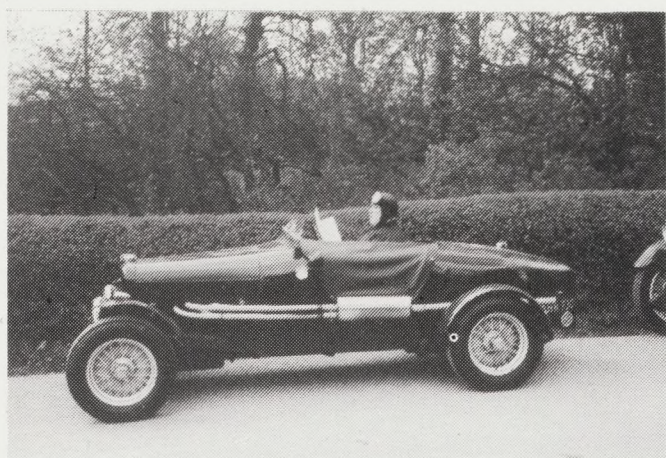
Mr Townsley finds his engine has been switched to a diesel overnight.

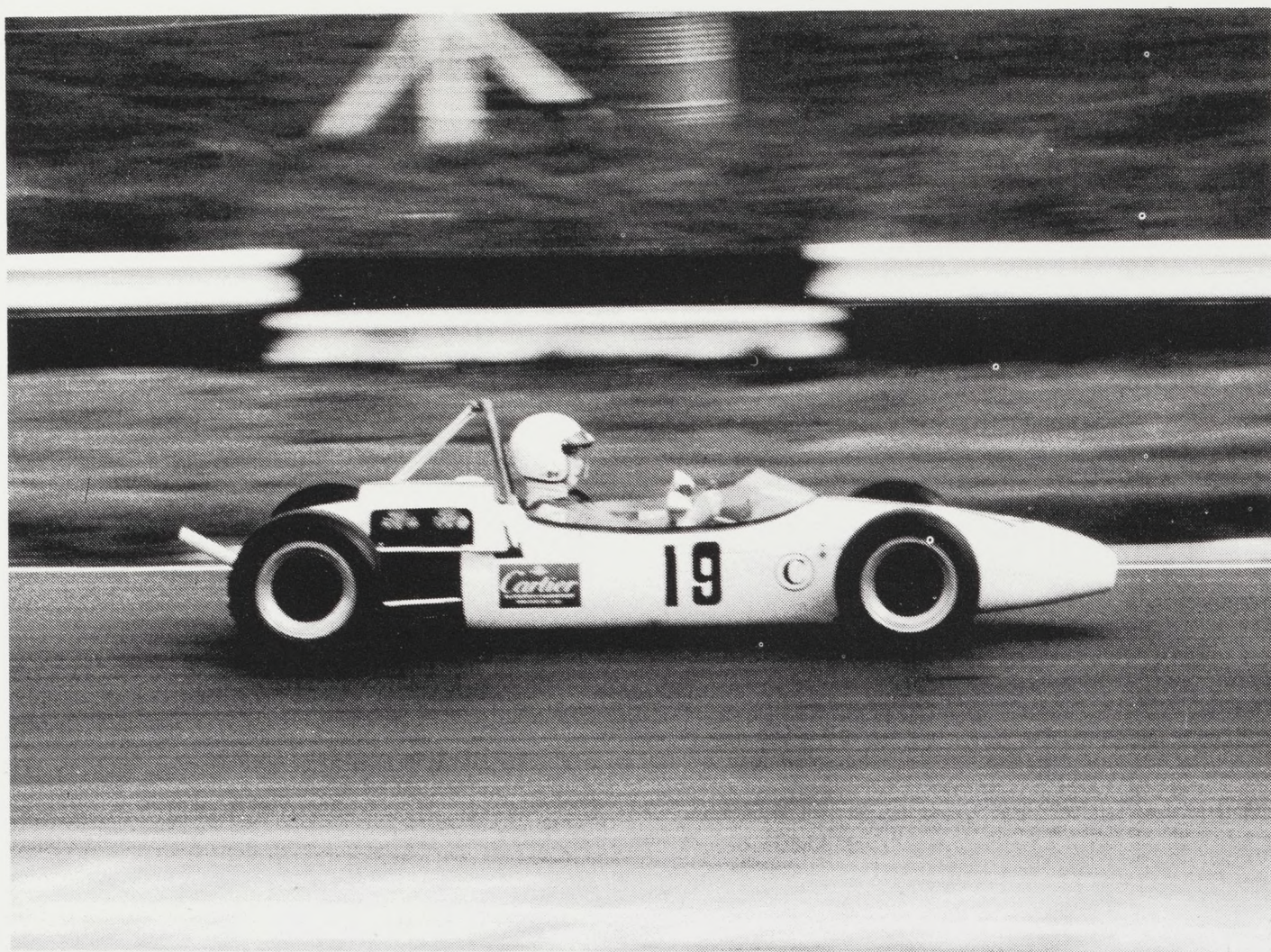
But at least it was nice and shiny.

This gentleman Firth asks the way of some simple yeomanry.

This was parked outside the tradesmen's entrance.

Mallet tightens up the string which holds the magneto in place.





Brian Horwood at speed in his Lotus Formula Junior. Photo: I. W. May

The Past Revived

The Brands Hatch race circuit in Kent has seen many changes to its surroundings and spectator facilities over the years as well as having its 1¼ mile circuit (or 1.93 km to be precise) extended by as much again to provide a full Grand Prix and Endurance Sports Car track for when those occasions demand.

The basic short circuit, or "Indy" as it has become known, remains much the same as it has always been, even allowing for more generous run-off areas at the trickier parts, in providing a challenge to the drivers and excitement for the spectators. For those readers unfamiliar to the circuit, a short description might be of interest – on leaving the starting straight drivers are immediately presented with the challenge of Paddock Hill Bend. A fast,

descending right hander with adverse cambers which quickly sorts out the faint hearted. After the swoop downhill the course pulls sharply up Hailwood Hill to enter Druids Bend, a very tight right hand turn of 180° to be taken in low gear on a controlled line before the fast exit down Graham Hill to Graham Hill Bend – a sweeping left hander – and accelerating hard along the Cooper Straight at which point the cars are travelling parallel with the finishing straight but in the opposing direction. At this point the faster cars can make use of their speed to pull away from the opposition before the drivers apply themselves to getting into the correct line and gear to enter the very deceptive Surtees and MacLaren curves which follow hard on each other like an

elongated 'S'. These are designed to catch the unwary and less experienced drivers because it is very easy to enter Surtees on the wrong line or too fast and for the car to become quite a handful on reaching MacLaren. Two marshals' points and generous run-off areas are there for that reason! No little wonder Brands Hatch is called a drivers' circuit.

Having negotiated these two kinks, more excitement follows in the form of Clearways and Clark Curve – a seemingly endless 180° curve, again with problematic cambers, to finally waltz down a slope on to the finishing Brabham Straight to go flat out towards the Grandstands and the finishing line.

Because of the circuit's challenging nature, sports car events have always had an appreciative audience and none more so than in recent years with the Historic Car Races which have revived an interest in the sports cars (and also racing Formula cars) of the 50's and 60's. Without these sponsored races it is doubtful whether so many of the historically important cars

from the recent decades would ever again appear on a racing circuit. Fortunately their owners and drivers have no compunction in using their quite often very valuable cars in competition and relishing the ten or fifteen lap races this category provides.

A closer inspection is usually possible by obtaining a Paddock pass and there one can see the generally high standard of the cars' preparation and appearance as one wanders around the area. Some competitors drive their entered cars to the circuit in the traditional manner – witness the D-type Jaguar that followed me quietly for miles through the narrow Kentish lanes on my last visit to Brands.

A wide choice of machinery is usually on view ranging from the mighty MacLarens, Lolas and Lister Jaguars to the neat and nimble Lotus in its different marks. Older cars are catered for by the Venerable and Vintage classes, while Ferrari, Jaguar and Porsche contest each other in the Inter-Marque events and many others. Historic Formula One and

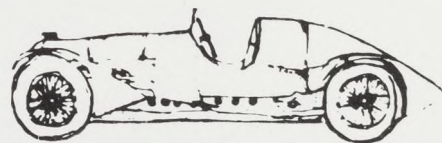
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Three racing cars also appear at intervals as well as Formula Junior, which class has a regular outing at Brands Hatch and other circuits throughout the season. Formula Junior preceded Formula Two and Three and was interesting in that the engine capacity was set at 1100 ccs while the mechanical components had to be built from stock automotive components in whatever configuration of driving train the maker favoured. Eventually the professional works teams dominated the Formula before it disappeared in 1963.

Two Lagonda devotees, former Committee member and Spares Secretary, Brian Horwood, and Mike Hallows compete in the current Formula Junior Championship. Brian drives a nicely maintained Lotus 22 (1000cc 1963) while Mike has an Elva FJ. Quite a change from the more sedate perpendicular style of the Lagonda 2-litre. As you can see from the

photographs, they have to dress rather differently too.

Our friends the Aston Martin Owners' Club have had a hand in sponsoring and organising some of these Historic race days and their members are naturally well catered for in races for the Venerable and Vintage Astons as well as for the modern post-war DB's and V8's in their all-comers' races. Some of the highly modified and lightened V8's are particularly impressive despite the disadvantages of the tight Brands circuit and usually dominate their events. One can easily see, therefore, the reasons for the popularity of Historic Race Days with drivers and spectators alike – why not come along yourself and sample the renaissance of these exciting sports and racing cars with a touch of nostalgia thrown in for good measure? Advance publicity usually appears in "Motor Sport" and "Auto Sport".

A. W. May

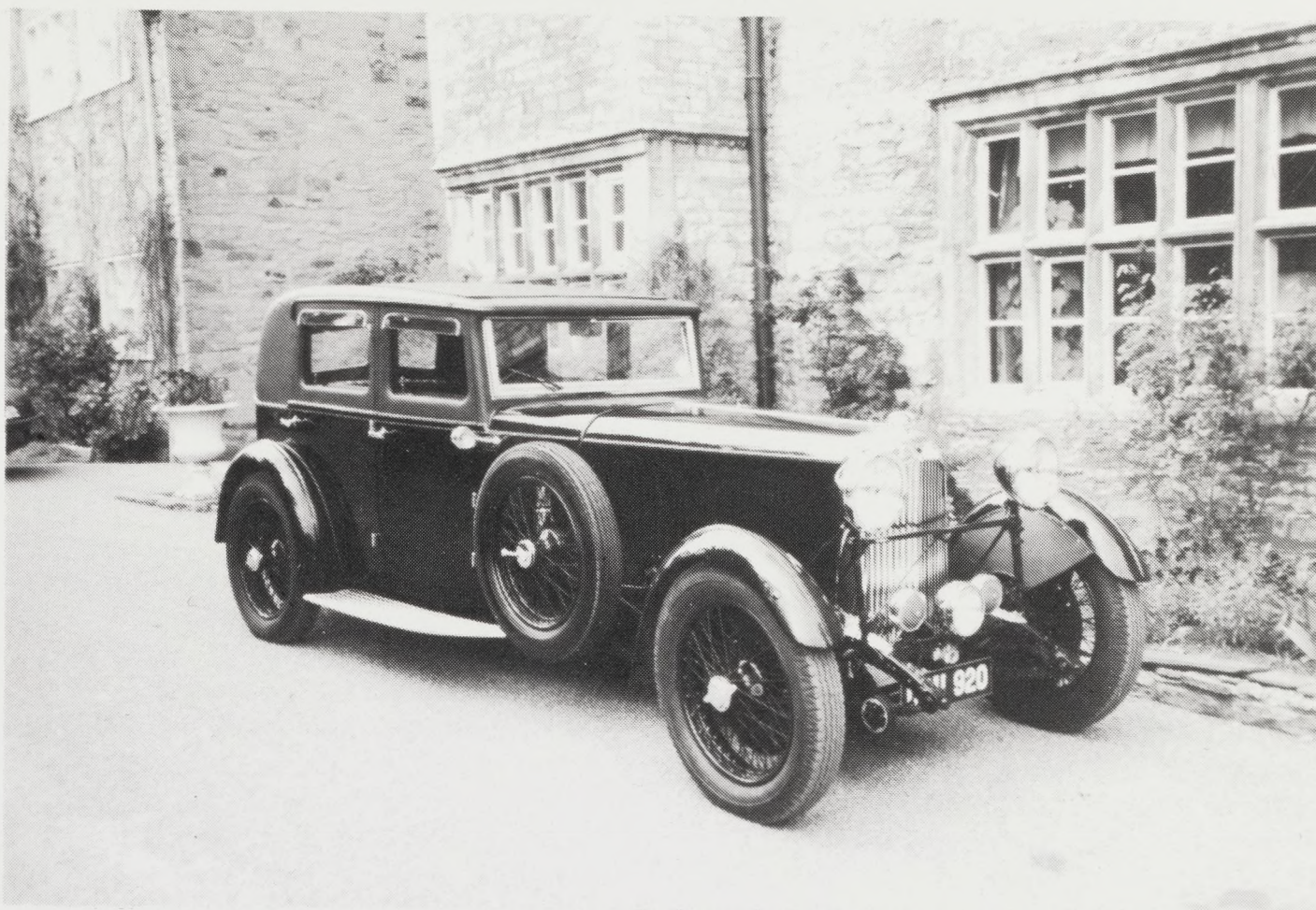
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Nigel Hall's 3 Litre Selector Special at Monk Fryston. Photo: Ken Painter.

3 Litre Saloon Restoration

Part two

It's amazing how much work there is in the small detail of a restoration and in the adjusting and sorting out of the inevitable problems. I imagine that many cars sold as 'just rebuilt', or 'just needs finishing' must be a pile of trouble. I've certainly had to put in some time commissioning the saloon.

The engine and gearbox ran well enough in the garage, but threw up all sorts of problems when I started to road test. The clutch was the first to show up because I had not assembled it properly. I had re-faced the linings but had failed to realise how carefully it must be re-assembled and adjusted, so it jammed on the pins and when it didn't jam it slipped. Having fixed it, it still doesn't seem to have much bite, although it's smooth; I will have to try some new springs.

The engine seemed to run well enough at first, but was actually far too rich in mixture and kept wetting plugs. New jets have fixed that problem, but not before blind alleys such as rebuilding the Kigass pump again had been explored.

The gearbox rather fooled me, because it worked fine, or seemed to, on the axle stands. The slipping clutch disguised the adjustment problems on the road but, having just completed a long Sunday outing in the Peak District I think I can now say "I've got it right". Upward changes made with the clutch are "instantaneous" – as fast as you would make in a modern car. This is a big help in hilly country as it avoids the long wait between, say, first and second. In a low powered car in the Pennines, by the time you've engaged the higher gear the car's slowed down so

much you have to drop down again. The low ratio is surprisingly useful in hilly country as it gives a range of options, using the floor selector as an ordinary gear lever. Because of the range of ratios it can be a bit tricky to change at anything like speed though. Low ratio is nice to use for manoeuvring as it makes very slow driving much smoother – it might be handy for driving tests. I haven't tried changing gear in reverse yet!

To those unfamiliar with the Maybach Doppelshnelgang gearbox (and that means everybody) it works like this: From rest you set the column levers to 1st gear (I've had my local jeweller reproduce the dashboard plate that shows what goes where). The floor selector level is put to the 'Normal' position like engaging 1st gear in an ordinary car, and you drive away normally. The column levers are put to 2nd gear position, and the change is made when you declutch and release the accelerator, as quickly as you like. The clutch stop makes the change very quick. Without the clutch it's slow, but quite useable in some instances.

Downchanges work best when you need to change for instant power, as when hillclimbing. I have found that changing down on the over-run requires the revs to be brought up as you would when double declutching, though of course you don't need the clutch. There is evidently enough vacuum in the tank to allow the servos to work while you rev the engine for the downchange.

The steering is remarkably light, which I hadn't expected, and is something of a bonus. The brakes, as I did expect, are not as good as a 4½, but they seem quite adequate. They made a big impression on the MOT tester, who I had balance them side-to-side on his brake rollers. He was amazed how easy it was to adjust them and I was reminded of the handbook illustrations of men doing routine maintenance to Lagondas in Homburg hat and double breasted suits. Some readjustment and new pull-off springs have cured a tendency for the brakes to stick on, causing a puzzling deterioration in performance.

The bodywork is free of squeaks and rattles, which I put down to the Weymann body joints and the absence of rot in the frame. Visibility is much better than expected, and I imagine the twin rear windows, which look so attractive, must have seemed quite a boon in the days of letter box slots to peer through. With the big sunshine roof back the car feels very open and airy, despite the dark headlining and will be perfectly suitable for warm weather use, the effect being rather like a sedanca coupe.

I spent a great deal of time and effort on the original upholstery, but it has not really revived itself. It absorbed a lot of 'Flexolan' but I fear it has gone too far, dried out to a cardboard consistency by the Indian climate. I was anxious to retain it for originality, but it spoils the look and comfort of the car. I shall have to get Herb Schofield to retrim the leather to suit the new headlining and carpet he has already dealt with. I hope to use the car this summer, the next outing being scheduled for the Northern Dinner. The rebuild has given me a great deal of satisfaction and it's nice to add to the very small number of saloons in active service.

Nigel Hall

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

Southern: Second Wednesday each month at 8.30 pm at the Windlemere Golf Course Club House, West End, Near Lightwater, Surrey. (near the junction of the A319 Chobham Road and A322. Exit at Junction 3 if approaching on the M3).

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.

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50th Birthday Party for V12s and LG6s

1939 marked not only the beginning of a most unpleasant event, but also the end of an era, during which the Lagonda reached its zenith.

There have of course been some good Lagondas after the war, but somehow never quite the same as the time that Lagondas were independent. Last year, the youngest of the prewar Lagondas were 50 years old. It seemed wrong not to mark the event with a party, and so V12 Rapide LPF 158 (formerly AT 1 as those of you old enough, or far-sighted enough to possess a copy of Number 24 of the Club magazine, dated Summer 1957 will know) sent invitations to every V12 and LG6 that I could trace (about 36), out of the last three Club Registers, for the Monday of the 1989 Spring Bank holiday. They were even sent, rather optimistically, to all the overseas cars. Some of their owners answered; most did not. We even had a

reply from California, from ELB 396, saying it would like to come but "Essex is a long way from San Diego" which sounded like a pretty reasonable excuse. ELB 396 did, however, invite LPF 158 to the Laguna Seca/Pebble Beach Gathering, which in 1989 "is honouring us V12 Lagondas". Sadly, Pebble Beach is a long way from Essex, too. Please, ELB 396, will you write and tell us how the Pebble Beach meeting went? We would love to know more, particularly about the "Tulipwood V12" to which reference was made in the Club magazine recently.

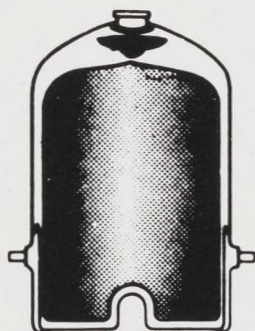
LPF 158 was also celebrating, I hope, over 25 years in my ownership, longer than with all the previous five owners put together, and some of them were quite celebrated too, like Dick Watney and Lord Howe. This actually was a bone of contention, because when the first owner died during the war, his widow said that

the car could go back to the factory again, but it was not to be resold. It was, and that, she told me, made her quite angry.

LPF 158 was also celebrating the recovery from an underbonnet fire, something that Maurice Leo says is not a rare occurrence with V12s. It's not surprising, really, as the petrol can overflow out of any of four carburettors, four float chambers or two cold-starting carburettors (divide these figures by two for most V12s, but there is still room for the same problem) into the bottom of a nice hot V-shape, where it is easily ignited by a misplaced spark by any of 12 plug leads, particularly if they are not in the first flush of their insulated lives.

However, good came out of bad, as a rebuild of that part of the engine has resulted in better than ever running and

acceleration. According to an American magazine, the Rapide would do 0-60 mph in about 11.9 seconds and 119 mph. I certainly had LPF 158 up to an easy 100 often enough when I first had it, and there was still plenty in reserve. Just think of the difference between that and the average family car of the late 1930s, with 0-50 mph time of about 40 plus seconds, and a top speed of maybe 60 mph downhill with a following wind, and you will know what it must have felt like to do 100 mph in a V12 Lagonda over Salisbury Plain, one of Lagonda Motors unofficial testing grounds, in 1939. And you can lock the rear wheels solid with the handbrake at 30 mph. Find me a modern car that will do that!! The new car testers from the factory also had to take both hands off the



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John Scholey is standing to the left of LPF, Mark Walker in front. Maurice Leo looks on.

steering wheel at 100 mph, to make sure the car ran absolutely straight.

Nowadays your Bentley Turbo will have great difficulty in shaking off most sportingly driven family saloons, except on a bluebottle infested motorway. And that will probably be too infested with traffic as well to put your foot down. Pre-war motoring must have been a different world.

Anyway, back to the party. A prize, for the most original car, an open air lunch and the perfect weather of last year's Spring Bank holiday would, I hoped perhaps get most V12s and LG6s within reasonable distance mobile for the occasion. An old friend, John Scholey, who was doing his apprenticeship at the factory when these cars were being built, kindly agreed to judge the cars. He, incidentally, had been one of the testers mentioned earlier, and had more recently advised on the restoration of the V12 Team Car, HPL 448, which of course was

invited. On the day, seven cars, plus one restoration project, which gamely arrived on a trailer, duly turned up. The last to arrive made the best noise: in fact you could hear it coming from some distance away – the Le Mans Team Car! John Scholey was quite surprised to see it in the hands of its new owner, Phil Erhardt, who very kindly took me for a short drive in it. Quite an experience, but not so comfortable as a Rapide, mind you. It has been most beautifully restored. Many Club members will have seen it by now; it is an experience not to be missed, like the sound!


What we had not bargained for was the number of supporters – about 50 – who arrived either in Lagondas, or closely behind in support vehicles, and demolished the cold salmon very quickly indeed. At least they came in some interesting cars: two Mk VI Bentleys, and Aston Martin Volante and a de Tomaso Longchamp Spider (I wonder who came

in that?) and I hope everyone enjoyed it. And the prize? Wine from the vinyard of that other great car manufacturer beginning with 'L' Ferruccio Lamborghini, who, like W.O. Bentley with the V12 Rapide, made another car for which I have a great passion – the Miura. They each have 12 cylinders, and their engines are about the same size, but after that, well, there are just a few differences. But I like to think that if Lagonda Motors has survived, it might have made cars like that after the war, too. If the Lagonda V12 engine had been developed and refined after the war it would have had over 30 years' start on the upstart Jaguar V12, and about 15 over Ferrari. Now there's a thought . . .

Mark Walker

PS If any of those who attended this meeting would like copies of my photographs, would they please write to me?

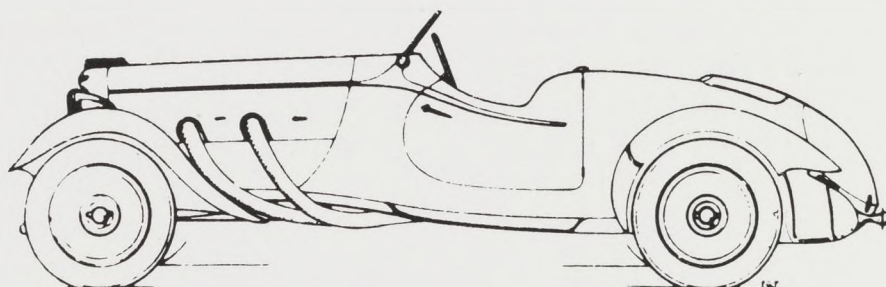
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'Aving It Away in a Lagonda

During the sixties, no self-respecting car thief would waste time on "half inching" a Lagonda. First, Lagondas were not worth very much and, secondly, it was unlikely that such a car would start. Once during this era, my father apprehended two young villains endeavouring to extract his Morris Minor (value £350) backwards from the garage, having ignored the forward facing 16/80 (value £50) from the front garden. They energised the Morris electrics by simply bridging the two fuses in the control box with a piece of silver foil from a cigarette packet.

Such a constraint did not apply to Bentleys, which were worth several times as much as a Lagonda. One noteworthy news item concerned the theft of the Bentley belonging to Keith Schellenberg (noted driver in VSCC races and England's Olympic Bobsleigh Champion). Keith heard/saw the Bentley driven away in Chelsea and gave chase. He thumbed a lift in a passing car, got out in a traffic jam and continued the pursuit by foot. Keith must have kept fit by playing Rugger, because, when he caught the car up, he still had enough energy to apprehend the driver and the accomplice with a few Rugger tactics. Nowadays, Keith Schellenberg lives on Eigg, where several miles of water keep his Bentleys safe.

Returning to Lagondas, one can make life more difficult for the "tea leaf" by inserting some switches into the electrics. It is no use trying to disable the magneto. The ignition switch wire merely earths the magneto's primary circuit. Remove the wire and the magneto is "on", as any car thief will know. If your car has an electric fuel pump, then one simple way to disable the vehicle is to put an on-off switch in series with the electrical supply to the pump. Such a switch could be placed in a convenient but discreet place on your car. It is easier to operate than a Crooklock and therefore you are more inclined to set it. It can save your petrol if you operate the switch before parking. Finally, it has the advantage that, if theft is attempted,

the car will start, but the carburettors will empty after about 200 yards and the car will cease to function. This is more upsetting to a car thief than a primary disablement. Certainly, I sometimes forget to reset my own secret petrol switch and ignominiously come to a halt in the middle of the nearby traffic lights.

If you have a mechanical fuel pump and a magneto, then your car will be difficult to disable by electrical means. Presumably, one must resort to one of the horn-blowing or steering lock devices. Whatever ploy you use, one extra precaution is to fit a battery master switch. These should still be available from Lucas dealers and are also available as stock items from Messrs Paul Beck of Stalham, or The Complete Automobilst of Stamford. The battery master switch is an extra link in the starting chain. It will not prevent the car being bump-started but it does offer several other advantages, i.e.:

- (a) it denies small boys of the pleasure of switching your lights on if you park the car – and gives you the bonus of not arriving back to find the battery flat.
- (b) if you get a short circuit in the electrics, then you can switch off the battery and save a fire, if not the smoke!
- (c) it eliminates drain on the battery during the periods when the car is laid up.

The 2.6 litre, which I once owned, had a battery master switch fitted inconveniently by the pedals, thus I seldom used it. In the case of my 16/80, I have fitted the switch on the wooden battery compartment, so that it is within reach of the driver's hand, although I sometimes have to get out to operate it. As with battery terminals, it is vital to keep all connections tight and clean. It only wants a resistance of a fraction of an ohm in the battery circuit to prevent the battery developing the necessary hundreds of amps into the starter motor.

Finally, remember there is no substitute for garaging your car next to your house. If you are leaving the house vacant, jack up the car and remove the jack handle, or

use an axle stand under the car. Also, if parts of your car are stolen or destroyed by fire during refurbishment, then you should still be covered by your insurance, according to a recent court case.

For suggested reading on car electrics, try "Automobile Electrical Equipment" by Young and Griffiths, published by Cliffe. Ask your library to get a 1955 or earlier edition.

Ron Gee

Editorial Comment:

Like Ron, I have used the "belt and braces" system of hidden switch and battery master switch on several of my pre-war cars and can thoroughly recommend both. When I was in the RAF, I spent many boring hours patrolling lonely airfields and, dotted over many of these, were scrap aircraft waiting for their turn as fire practice for our crash crews. The one advantage of working night shifts was that one could play with these dead aircraft before the pyromaniacs got to them and aircraft switches are made to very high standards... Many were two switches in one, each with its completely separate double pole contacts, so you could wire one to be "on" when the other part of the switch was "off". This meant that one half of the switch could switch the petrol supply off, while the other side could earth

the magneto at the same time. Nearly thirty years later, I still keep a few of these switches in my spares collection, one is in temporary use as an ignition switch, with a second one hidden away as an anti-theft device. In the past three years I have come back to my vintage car and found the ignition switches "on" on several occasions.

One of my friends in Shropshire fitted his ignition cut-out switch on the dashboard, but marked it "fog lamp" and claimed that it had saved his car from theft on many occasions. Another fitted a battery master switch and then realised that:

- (a) it stopped his electric clock and
- (b) he could no longer park on the road outside his favourite pub, as he couldn't switch his side lights on.

He then had the bright idea of linking up both sides of the switch with a small length of cable with a low amperage in-line fuse. This would run the lights and the clock, but would blow if you tried to put the full load of the starter circuit through it – it worked too, as he discovered when the police tried to charge him for parking without lights outside the pub. He explained to them what he had done and convinced them that someone had tried to pinch his car, so they decided not to prosecute!

K.P.P.

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Letters

Dear Mr Painter,

The letters from Messrs Bowden and King in the Spring Lag Mag sent me searching for the previous issue and the "Editorial that no one reads"!

I regret having missed it and invite you, next time you are up the A1, to come and inspect another Weymann saloon. This one is a 2 Litre low chassis with six light body and the axle mounted cycle wings. Otherwise the shape is similar to BR 8412 – see also page 101 of Geoffrey Seaton's book.

It is almost ready for the road, the last outing being in Luton as a taxi sometime in 1953! I didn't find rebuilding the body difficult – just time consuming – but then what's a few extra months in an 18 year rebuild!

Yours sincerely,

Tony Steward

Thank you Tony, I'll certainly take up your kind offer as soon as possible, but surely a mammoth restoration like this is worthy of an article to share your experiences with other members – and did you learn any tips which Roger Firth should hear about for our "Technical Facts/Idiot's Guide to Restorations"? KPP.

Dear Editor,

I am not a member of the Lagonda Club, but wonder if Club members can help me. Do the names **Arthur** and **Eric Wiggins** or **Mr Lethbridge** mean anything to members? Through other members of my family, I have discovered a one pint tankard, with "**Lagonda Car Club**" engraved on it, but no name of recipient. I believe that it is possible that any of the names I have mentioned could have owned a Lagonda pre-war and I should be delighted if anyone could throw any light on the matter. If so could they please telephone me on 071 930 9811?

Yours sincerely

Neil Edwards

I can't resist this extract from a letter from Gary Guiver in Tasmania, to Valerie May:

Our Abbott DHC Rapier continues to go well and is used quite regularly as everyday transport. I find it particularly suited to the rather mountainous roads round here and easier to drive on tortuous roads than the 3 Litre we used to have. The only trouble is the Rapier is impossible to drive whilst wearing gumboots, whereas it was just possible with the 3 Litre!

Best wishes

Gary Guiver

Dear Mr Painter,

Having just returned from America, where we have spent the last six months, I was this morning able to prise the latest Lagonda Club magazine out of Joe's briefcase and settle down for an enjoyable read. No sooner had I begun to read your article than did the question of the silk ties leap to the fore and I had to dig out the typewriter and dash off this missive. Yes please, put me down for two silk ties. On second thoughts, make that three and we can give one to Phillip Erhardt for his birthday or Christmas or something.

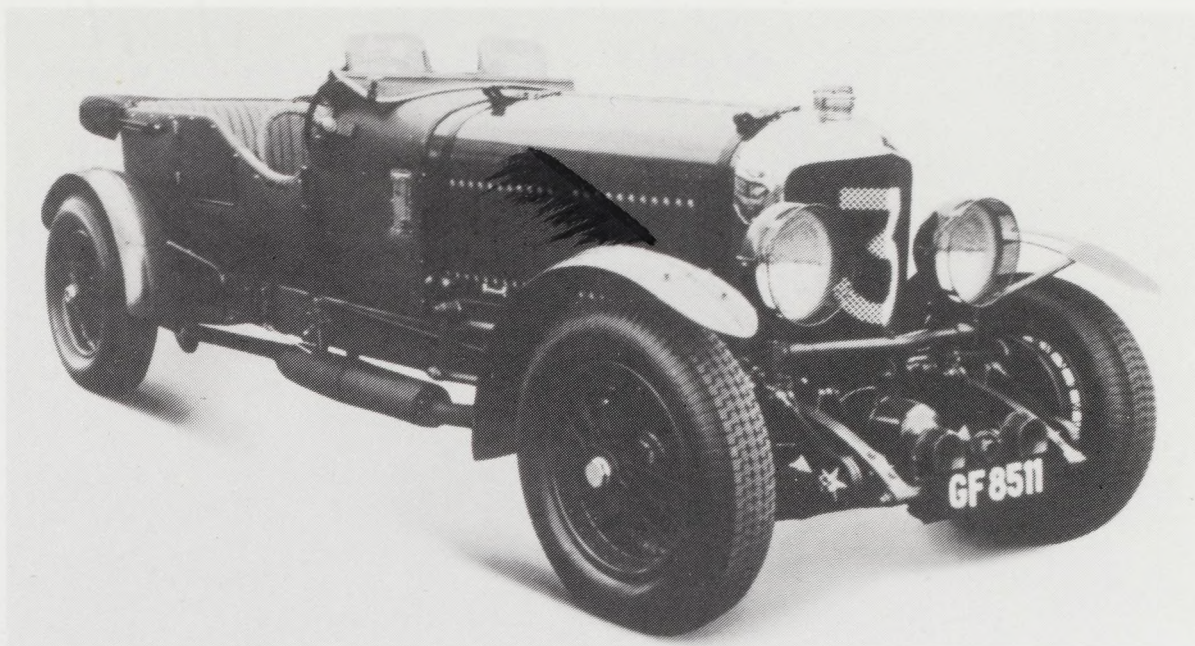
I'm sure that all the male members of the Club think that the silk ties are a marvellous idea, but it'll take the women in their lives to actually do something about it! They'll make terrific presents and I, for one, would much rather see Joe (on the very rare occasions that he does sport a tie) wearing a nice silk tie rather than the current Lagonda Club tie made out of terylene.

I shall post this off and once again settle down to read the magazine.

Best Wishes.

Yours sincerely

Deborah Harding

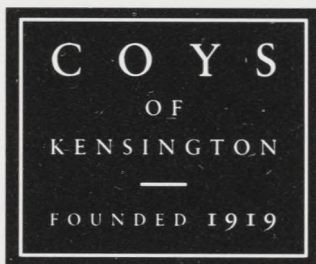


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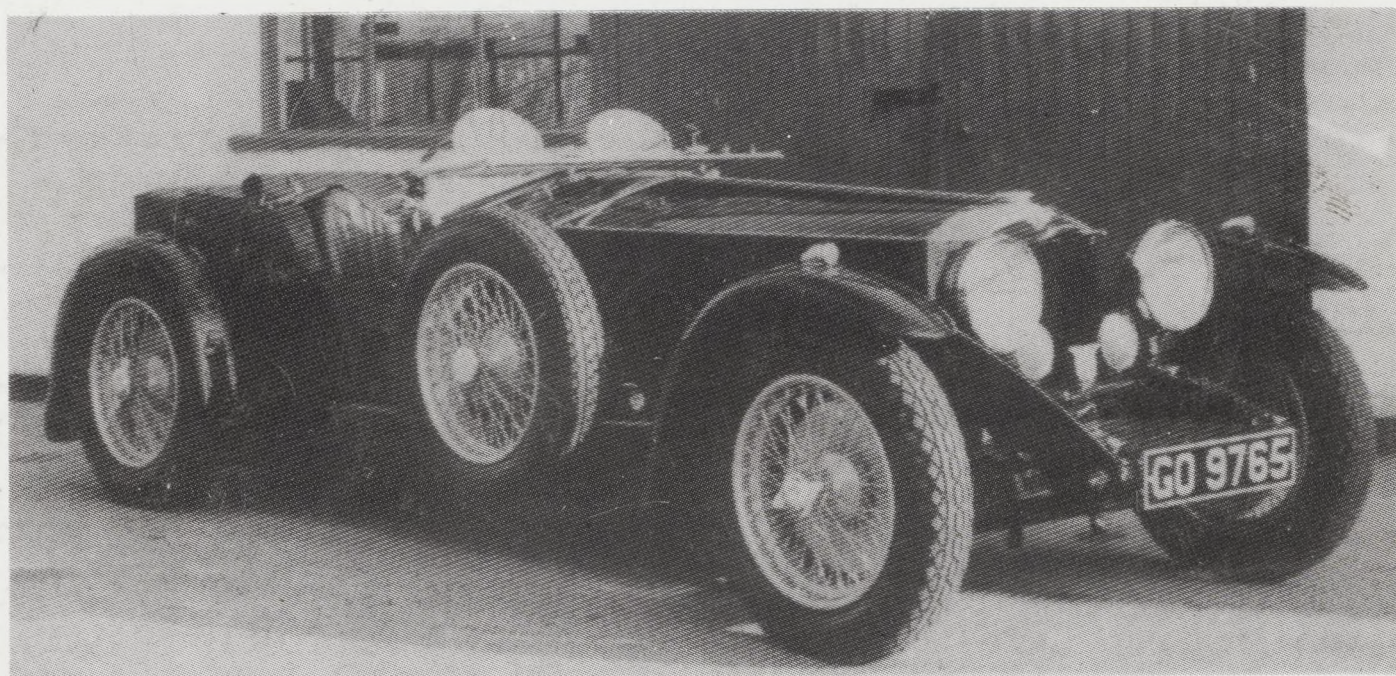
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