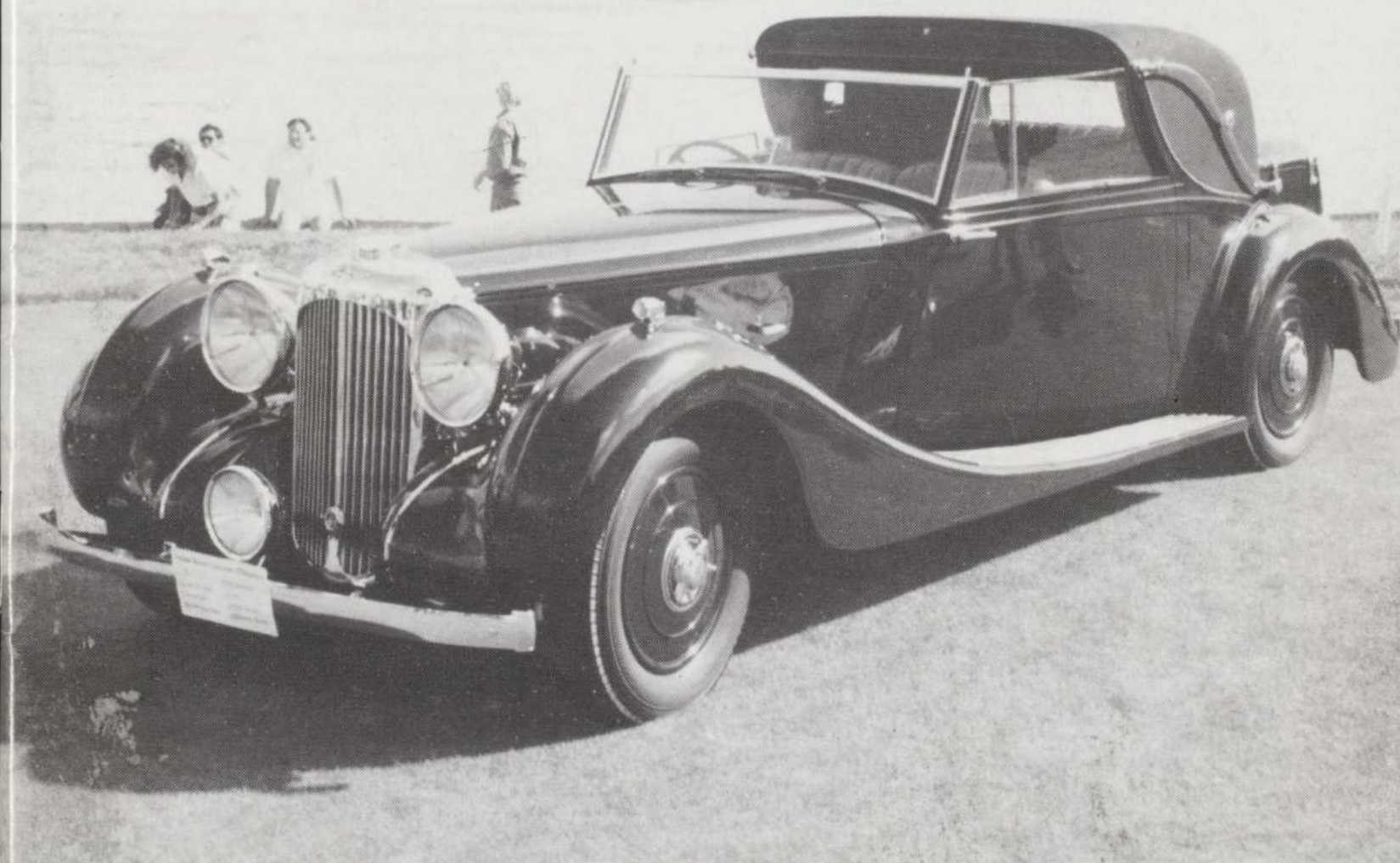




**THE MAGAZINE OF THE  
LAGONDA CLUB**

**Number 148**

**Spring 1991**



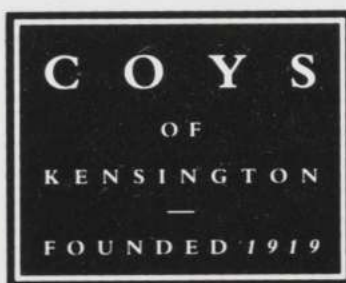




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MAGAZINE

Issue No. 148

Spring 1991

*Editor:* Ken Painter, Little Barn, The Shoe, North Wraxall, Chippenham, Wilts SN14 8SE. Tel: 0225 891718.

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## FRONT COVER

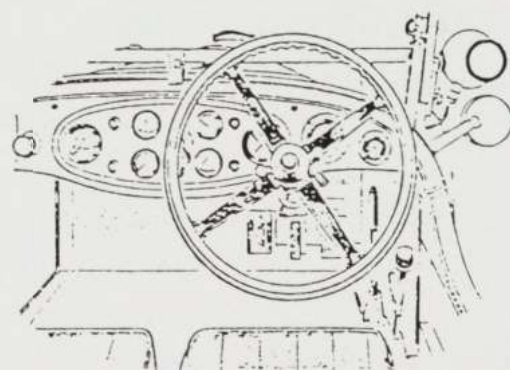
*William Holt's beautiful James Young V12, see 'Letters'.*



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# From the Driving Seat



I want to ask you all a question. The Club is being asked by an ever increasing number of "Classic Car" magazines to send them a regular report on our activities, so that they can be featured in their "News from the Clubs" pages. Our attitude, or, to be honest, my attitude, has always been that if you want to know what the Lagonda Club is going to do, or has done, you should become a member. The magazines argue that, by reporting our activities within their pages, we could attract more new members as we would reach those owners who had not actually either heard of our existence, or had not got round to joining.

Personally, I'm not sure it would work like that, for a start there are now so many magazines claiming to represent the interests of "old car" owners that it would be difficult to know which of them actually attract Lagonda owners. As a matter of principle, I avoid all magazines which have "investment" in their promotional materials and, because my personal interests no longer include post-war classics (I can't afford both pre and post war cars at the same time!), I only buy one magazine regularly and that deals exclusively with the cars of my chosen era.

How would we attract the many owners of the post-war range, who are not as well represented within the club as we would like? Is there one magazine in particular which they would read, or would we have to treat every magazine in the same way? I must admit that the mind boggles at the cost over a few months or years in posting regular reports to all of them.

You will note that I haven't asked who would be expected to do all the work! In the absence of a Club PRO I would assume

that the task of selecting what to send would fall to yours truly. Since reports of most, but not all, events are recorded in "The Lagonda", it would be logical for any reports for other magazines to come from the Editor. At least we could ensure that Club members got to hear of our activities first!

These are **my** views, but what do **you** think? Should we sell the joys of Lagonda Club membership to a wider audience, and if so, in which of the many magazines now on the market should we do it?

And now for something completely different. We don't often promote other organisations within these pages, but two very different groups have asked for our support. The first is a Club called "The Sporting Bears Motor Club", which was formed to organise events to raise money for children's charities. The club offers no technical advice or spares and does not compete for members with any other organisation. It is open to owners of any sporting car, regardless of age and it would seem to offer owners a very enjoyable way of helping raise funds for good causes. I know that many Club members use their cars in this way, indeed John Oliver organises a Club event for this very purpose, so if you would like to learn more about "The Sporting Bears", write to: Sporting Bears Motor Club, P.O. Box 259, Sawston, Cambridge CN2 4PJ.

The second is very different and, in the "Letters" section you will find a letter from the National Motor Museum, inviting members to become a "Friend". I freely confess to an element of bias here, as I was given life membership as a family

*(continued on page 43)*



# **Valerie's Retirement Present**

As I am sure you will have heard, Valerie May, our Secretary for the past 33 years, retires this year. The Committee feel that it is right that she should receive a correspondingly significant present, and we want every member to have the chance to share in this gesture.

Technically, Valerie hands over to Colin Bugler on 31 March, but in practice she will be assisting Colin through the rest of the season too, and we plan to make the award to her at the AGM on 15 September.

We shall be seeking members' support for a three part presentation:

- honorary life membership of the Club;
- a retirement cheque; and
- a suitable memento.

If you would like to be involved in the last two, please send your cheque to me personally, with a self addressed envelope marked Secretary (no stamp required) for my acknowledgement, as follows:

**Jeff Ody  
25 Tudor Road  
Kingston on Thames  
Surrey KT2 6AS**

Do help us make this an impressive award. Many thanks.



# The 17th Three Valley Rally - Normandy 9/10 June 1990

Hilary and I have enjoyed this rally for the last six years, taking our Sunbeam Mk III or Lagonda 2 litre PL 5967. This year we set off on Thursday afternoon, 7th June, for the run down to Portsmouth in a torrential rainstorm, meeting up with Sue and John Walker in their blown 2 litre PL 7016 at Sylvia and Alex Downie's farmhouse.

We departed from Sherfield-on-Loddon with the Downies in their Rapide, GPD 117 and arrived safely in Portsmouth for the overnight ferry to Cherbourg. Clearing French customs at dawn, we headed off for Bagnoles-de-Orne, stopping for an early breakfast of croissants and coffee. Having refuelled ourselves, we left with our car in the lead, travelling at a steady c50 mph when, suddenly, the rear carburettor started to backfire and we came to a halt with the other two cars behind us.

Whilst Alec, John and I analysed the engine symptoms, Sylvia, Sue and Hilary nonchalantly ignored the frantic proceedings, having become accustomed to this type of event before, and decided to explore the local graveyard. We quickly discovered that the engine had suffered a broken No 4 exhaust rocker and, guess what, neither Alec or John had brought any suitable spares! As we had only travelled about 50 miles, with another 100 to travel over beautiful, but hilly countryside to our destination, we decided to take the plug out and drive on three cylinders.

This was an excruciating, ear-splitting and exceptionally fumey experience, which attracted considerable interest, especially as we travelled through towns and villages on the way, with the noise reverberating off buildings. We decided to phone Peter Whenman and ask him to Datapost some 'new spares' out to us on the Friday, hopefully arriving in time to get the car back in health for the rally start at 10.00 a.m. on Saturday - we even suggested Peter get on his breakdown 'bike' and deliver them himself, but we couldn't afford the cost!

We arrived at our hotel, absolutely exhausted from the fumes, noise and anxiety from the long drive, relieved to know that the engine and car had suffered no real long term damage - however, it doesn't half reduce the power of a 2 litre, to that of a moped.

On the Saturday morning, all eyes and ears were on the arrival of the postman, but unfortunately the rockers were not delivered, so we decided to get all three cars to the start line at Tesse-la-Madeleine Chateau, which was a superb location. However PL 5967 was now on two cylinders and, reluctantly, we decided to retire the car on the start line, complete with its horrible noise.

Carmen and Kip Waistel and family arrived in their 3 litre PJ 6459, Jean and Roland Grindell in their brand new Cosworth Sierra support car, Elizabeth and Douglas Brown in their 'White Whale', a beautiful short chassis V12 drophead, AJY 390, all converged and signed on for the rally. Roland Morgan, without his faithful 2 litre, made his grand entrance in the back of a US Army Jeep with Rosie and Stanley Hughes. In all, over 60 vehicles signed in and the competitors were then provided with the typical French hospitality, wining and dining for about two hours prior to the 50 mile afternoon drive.

The route took us through some breathtaking forests, villages and 'Swiss Normand' countryside, which included going down a famous 8 mile hill-climb. At various stages we were given challenges, which included picking up rice and placing it on a plate 6 feet away with a straw, controlling a toy electric gantry crane with which you had to drop balls into a container within time constraints and all this after the French food and wine! Whilst en-route we had to look for clues and often found other competitors going in opposite directions to us - the fools - stopping for a little light refreshment (coffee of course), taking in the





*Jeff and Hilary Leeks competing in the World Rice Sucking Championship.*

relaxed ambience and the social atmosphere of the occasion as we travelled along superb unspoilt roads.

Although Hilary and I were without our Lagonda, I was offered co-navigator in Elizabeth and Douglas Brown's V12. Hilary decided to travel with the boy racer and his 'mol' in the Cosworth support car - fancy leaving his M45 behind back in England! We met up with large numbers of cyclists on their 100 kilometre runs as we travelled through the forests and windy undulating roads. I thought driving a Lagonda that distance was hard going, especially in a 2 litre, never mind cycling!

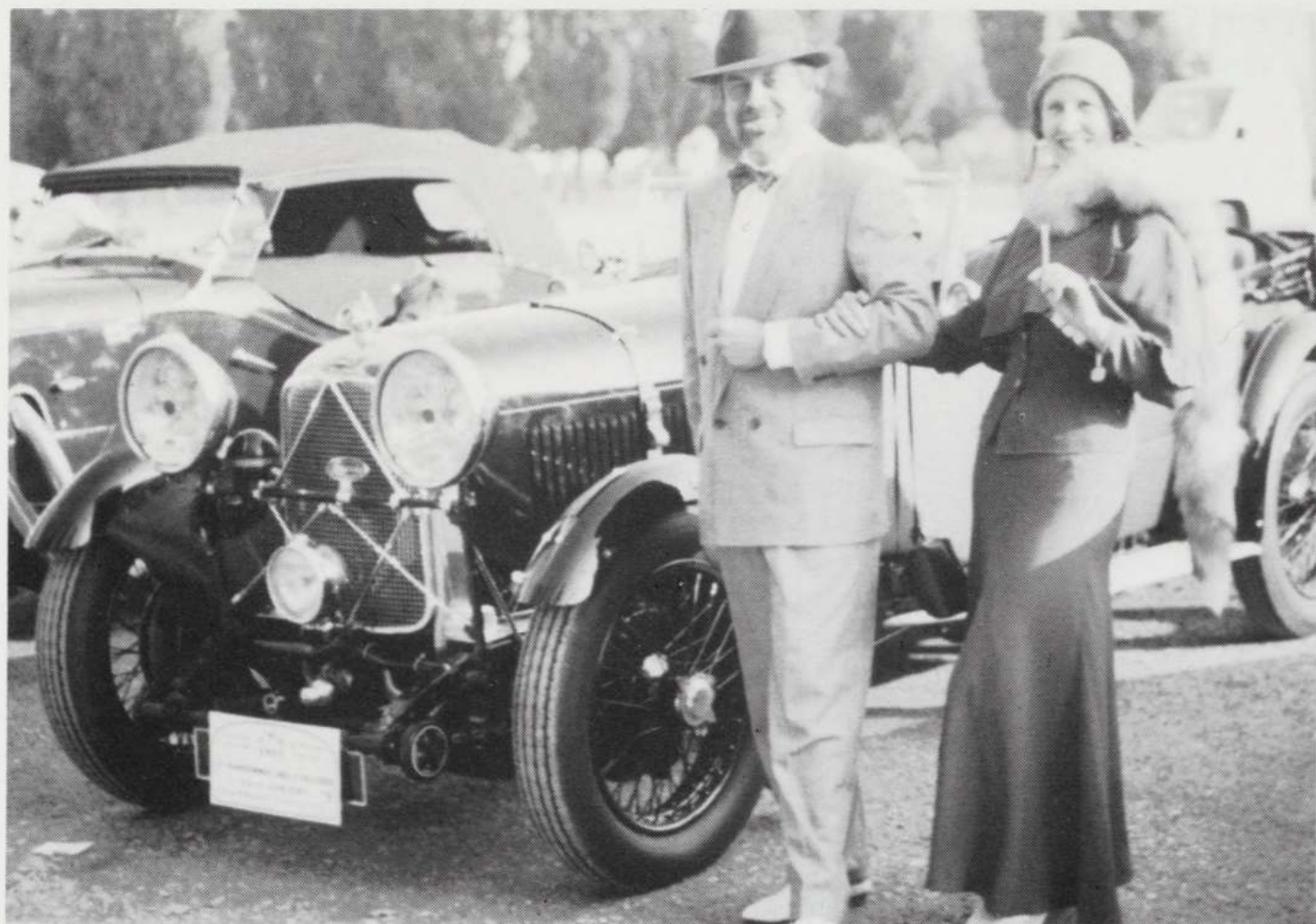
We arrived at the final checkpoint in the town square in Argentan on the Saturday evening, prior to the optional concours event. This involved changing into outfits commensurate with the car's age and then parading in front of local dignitaries and general public. Total chaos ensued as we had to change, not at our hotel as planned for the dinner-dance and overnight stay, but either in the local hall or in the car park. However, all the intrepid Lagonda members and the

majority of the other competitors dressed up in their period outfits. The 1930 Lagonda contingent looked very becoming, with all the ladies and gents savouring the opportunity to prise themselves into their teenage clothing again - shame about the fitting though - I'm only kidding!

Hilary and I joined John and Sue Walker in their very fast supercharged 2 litre, but it didn't like the slow drive to the concours judging area and it kept flooding. We eventually parked in front of the judges, got out of the car and opened the doors for our ladies to descend, before escorting them around the car, so that the audience could see our attire before we climbed aboard again for our departure. Unfortunately, this was the point where PL 7016 wouldn't re-start and before I could offer John £5 to buy the car and save his embarrassment, we were pushed off by co-entrants.

We then headed off for our hotel in Bourg-Saint-Leonard, which was an attractive, quiet venue in the country, for our dinner-dance and over-night stay.





*Jeff and Hilary at the concours, John Walkers blown 2 litre behind them.*

Sunday morning saw all the competitors repacking, cleaning and checking their cars over for the 50 mile run to Alencon and by now everyone had really got into a relaxed yet competitive frame of mind and the social bond of camaraderie was developing a really good atmosphere.

Tulips, herring-bones, grid references, spot heights and Halda instruments were all ignored or feverishly discarded - if they ever existed. We followed each other to the end of the next stage, occasionally checking the rally route on our maps before reaching the next competition or challenge set to assess our fitness, co-ordination and ability to count, for instance we had to note that we passed 13 churches on one stage. At every point the French people courteously expressed extreme interest in the competing vintage and classic cars, waving, clapping and encouraging us on with considerable fervour and enthusiasm.

Eventually we arrived at our final checkpoint in Alencon, the route cards were handed in and once again we were invited to partake in some light French

refreshments. After 2½ hours of eating drinking and laughter with people of various European nationalities freely mixing, we headed off to the attractive town hall for the Civic Reception and presentation of awards, which attracted hundreds of spectators.

As we hadn't had any French hospitality for at least an hour we were invited into the civic reception for 'refreshments' prior to the presentation of awards. For those of you who haven't entered a French rally don't worry, as you will win something, even if it is a bottle of local cider, although I hasten to warn that this can create terribly dire consequences following its consumption!.

All this fun, chaos, enjoyment, socialising and excitement for £85 all in for two and their pre 1962 car for the whole weekend.

The Lagonda team of Alec, John, Douglas, Jeff and their wives headed back to their hotel in Bagnoles de Orne before meeting up again for a walk around the enchanting spa town on the Sunday evening, finishing in a local restaurant





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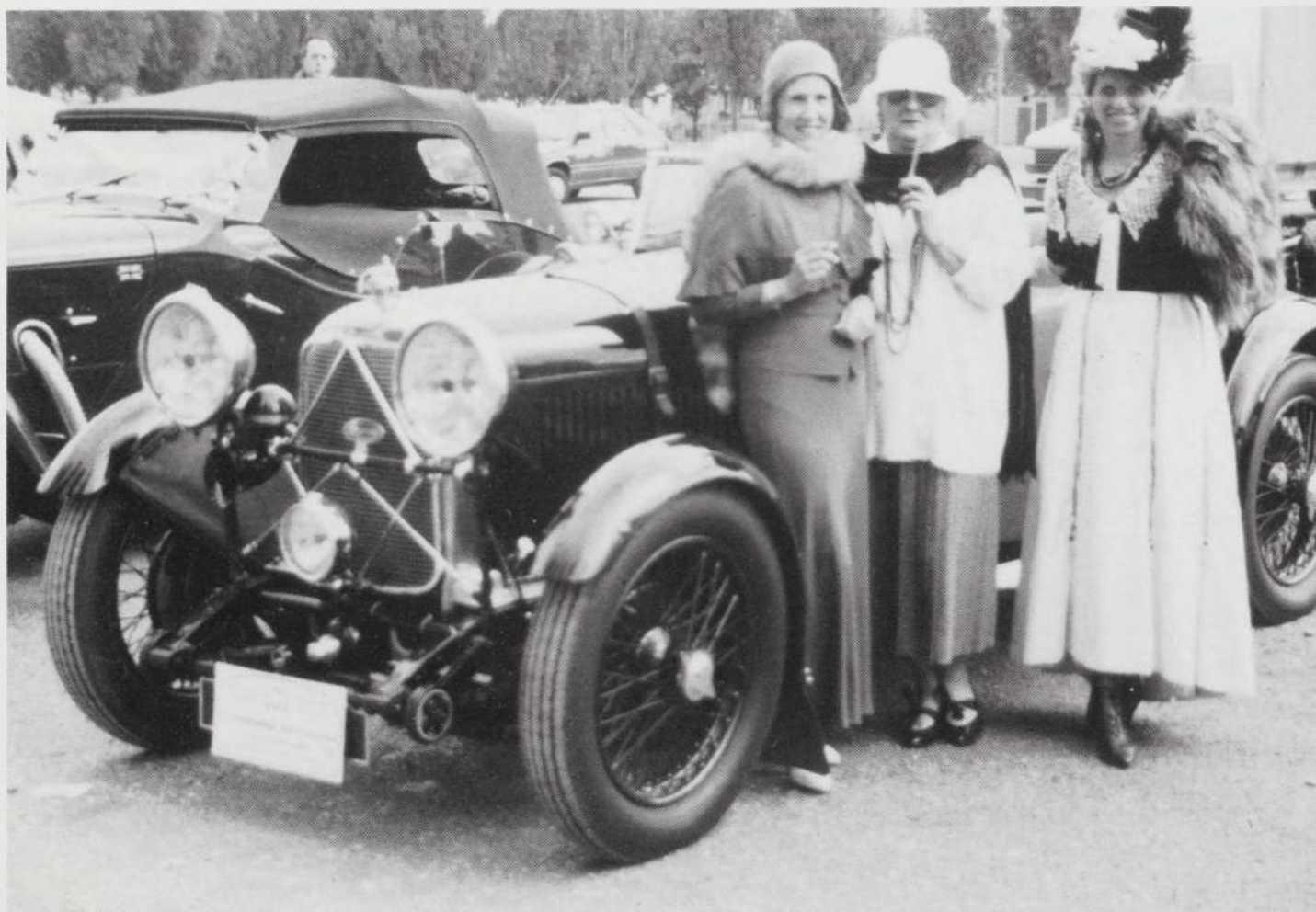
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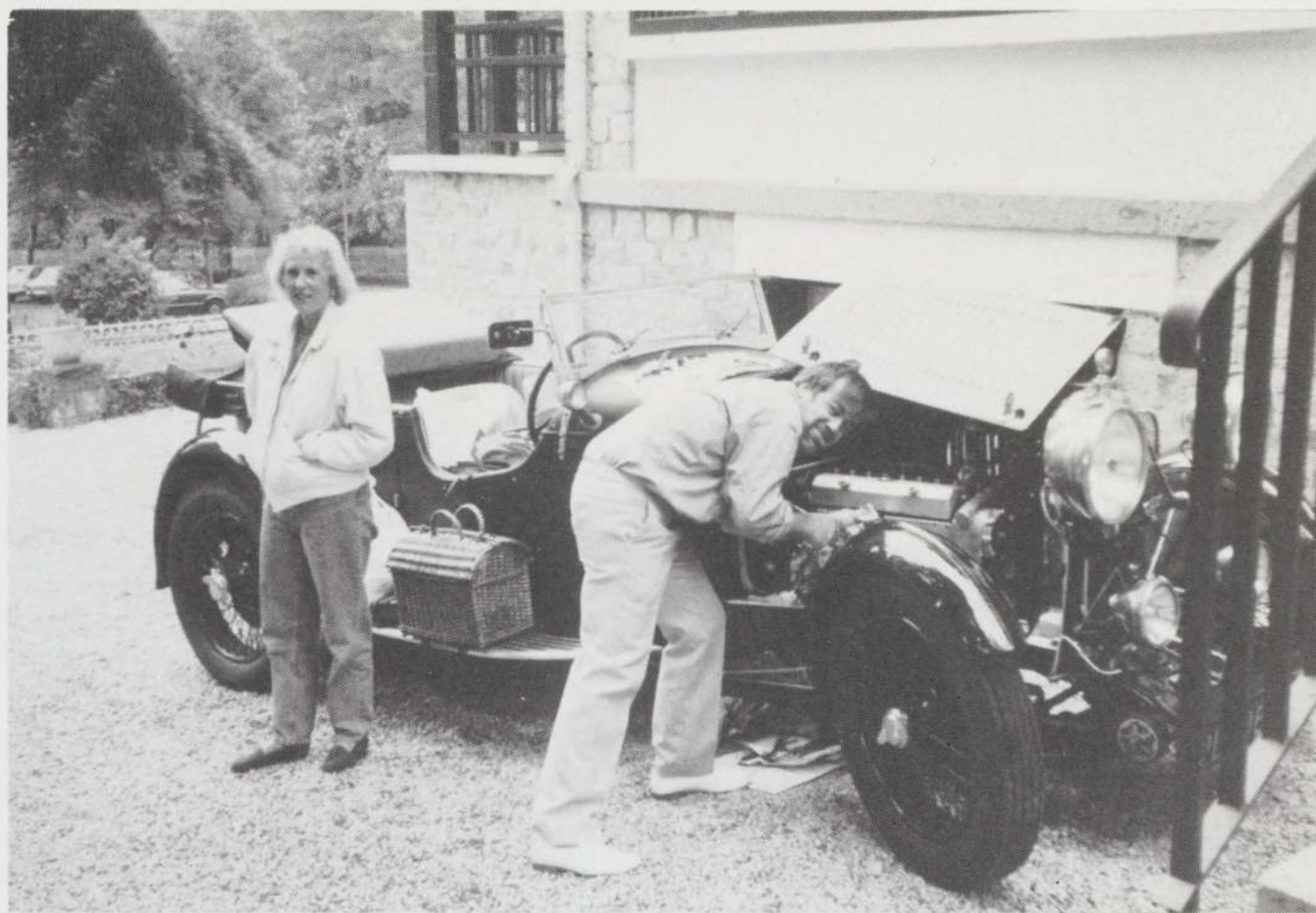


*Above: Elizabeth and Douglas Brown avec V12 Drophead.*

*Below: Hilary Leeks, Sue Walker and a French entrant pose before John Walker's blown 2 litre.*



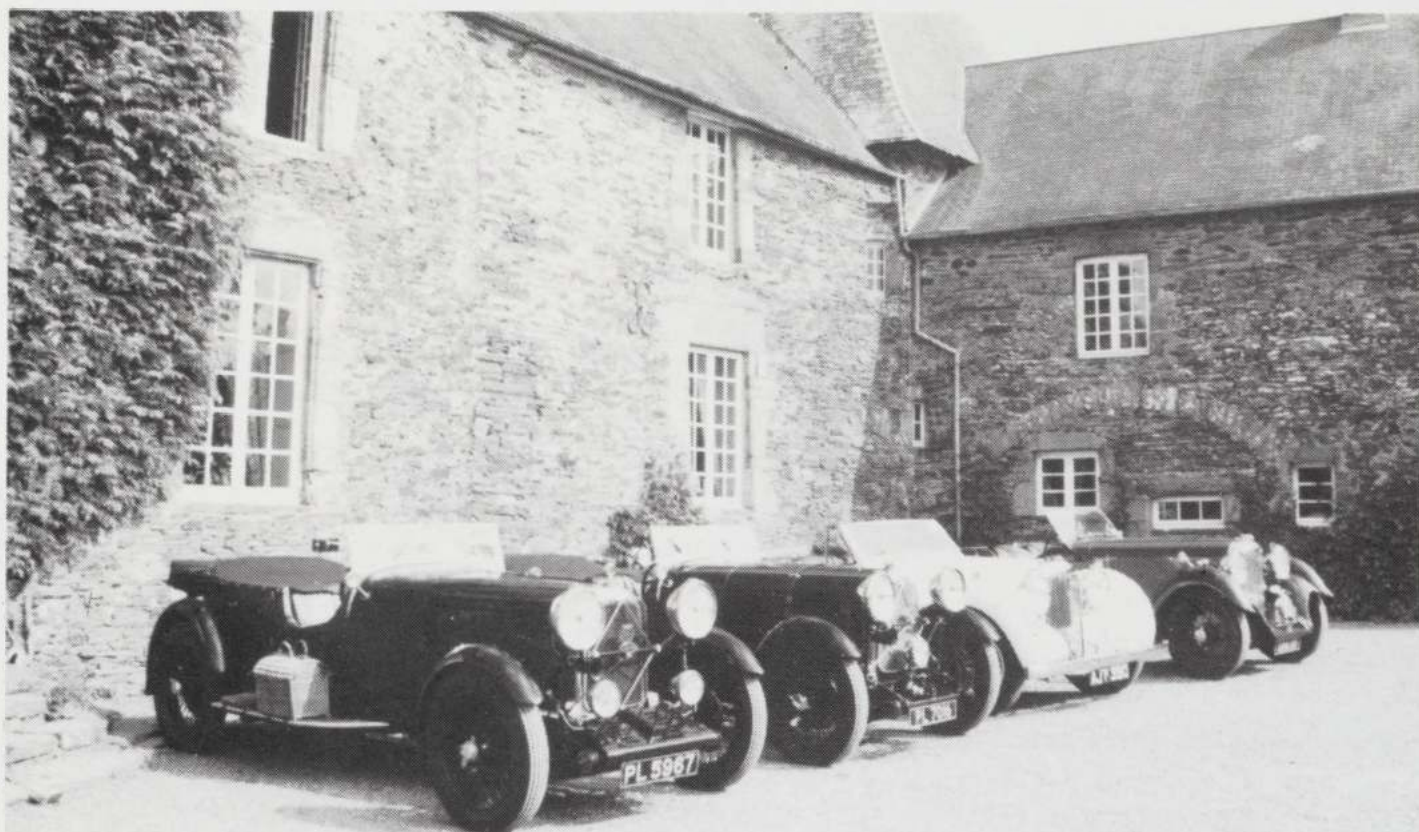




*Top: Eradicating the horrible noises in Jeff Leek's 2 litre.  
Bottom: Sue's 21st Birthday Party, Tess-la-Madeleine*







*The cars line up outside a chateau near St. Lo.*

overlooking the moonlit lake and Casino. We then wandered back to our hotel, around the glimmering lake, which had soft piped music coming from speakers hidden in the lawns and a whole range of wild life settling down for the night around us.

After a good night's sleep we awoke to a sunny Monday morning and, just before breakfast, to our jubilation the Datapost arrived with my spare rockers. Breakfast was consumed in haste and then, within 15 minutes PL 5967 had started on the button with the broken rocker replaced. The horrible noise and fumes had changed to a gentle purr as the power was restored to the engine once again. The cars were duly loaded, but before leaving the hotel and Bagnoles, we all decided to wander down to Tessa la Madeleine for some exercise and an excuse to have coffee and drinks in the village square to celebrate Sue Walker's 21st birthday.

Mid-morning the engines of all four cars fired up and we headed off towards St Lo and fantastic overnight accommodation at an old chateau, with a 1/4 mile long driveway, attractive grounds and a small lake. There was a small party of Dutch cyclists staying there with us and, as Elizabeth Brown is Dutch, we couldn't stop her talking over the four course

evening meal with the hotel owner and his wife all sitting around the same long table. It was a superb evening, with good food, wine and humorous conversation.

Next morning the hotel owner asked if he could have our cars photographed in front of the hotel for publicity brochures and, after this slight delay, we headed off through St Lo to the coast, stopping at Coutanville for a picnic on the sandy beach. Once again, the interest shown by the local people was amazing and we were asked to stay until the local newspaper could send out a journalist/photographer to interview us. Our elder statesman, Alec, was duly interviewed and we had our photographs taken with the cars - the paper sent us copies as souvenirs of the occasion.

We then left for the ferry at Cherbourg and home. Over the five days we travelled approximately 600 miles and had a memorable time together with our fellow competitors, our French hosts and the French people.

If you would like to join us, or make up another small team for the 1991 event, please contact Hilary or myself and we will send you further details of the event, which will be held on 22nd and 23rd June.

**Jeff Leeks.**



# The Lagonda 3 litre and the Sunbeam 3 litre - a comparison

Over the years, there have been numerous articles in specialist motor magazines, comparing the twin-cam 3 - litre Sunbeam with its great rival, the 3 - litre Bentley. However, to my knowledge, there has never been a comparison between the Sunbeam, or the Bentley, with that other classic British sports tourer of the period, the 3 - litre Lagonda, which, although of a slightly later date, nevertheless has its origins in the mid-twenties. I am fortunate in owning both a 1925 Sunbeam 3 - litre and a 1930 Lagonda 3 - litre, so at the very least I can offer you a genuine unbiased opinion based on these two particular cars.

## **The Cars Described**

I won't go into great detail regarding the Lagonda as Club members will already be familiar with technical details as a result of reading both the Davey/May history and Geoff Seaton's book. Briefly, the car has a wheelbase of 10' 9", with semi elliptic springing front and rear, 21" wheels and the whole car weighing a hefty 32 cwts. The engine is a Lagonda designed and built unit, push rod overhead valves and a 7 bearing crank. The engine is enormous and a good example of heavy British engineering of the highest quality. The coachwork on my car is the standard factory tourer, with fabric covering to the body. The wings are of the cycle type, the fronts being mounted on brackets from the brake drum backing plates. The car is, as mentioned previously, a 1930 model, registered PL4051 and was the 1931 Autocar road test car. She gives the impression of having been well maintained mechanically over the years and, during my period of ownership, has been subjected to fairly extensive coachwork renovation.

**The Sunbeam** has an even longer wheelbase of 10' 10½", with semi elliptic springing to the front and huge cantilevers at the rear, which is a bit unusual on a sporting car. In truth, the chassis is virtually the same as that used on an earlier Sunbeam touring car.

The engine was based on current Sunbeam "state of the art" racing car design and features twin overhead camshafts (the first on a British production car), dry sump lubrication, multiple oil pumps, a 7 bearing crank with an added centre steady bearing, magneto ignition and twin Claudel Hobson carburettors. Incidentally, the camshafts were not driven by chains, but by a train of gears, which causes a characteristic chatter on tickover. The engine delivers about 90 b.h.p. and the stated weight of the car is 26 cwts. The coachwork is of Sunbeam manufacture, much longer and narrower than the Lagonda and is metal panelled. The wings are of the cycle type, both front and rear, being mounted from the brake drum backing plates. The car carries twin spare wheels, vertically mounted at the rear from a large triangular casting well back from the body, making the car 16' 6" overall in length!

Louis Coatalen, the Sunbeam designer, was of the belief that "racing improves the breed" and the Sunbeam 3 - litre was an example of this policy at work, at least so far as the engine was concerned. However, one suspects that Sunbeam's main reason for producing this technically advanced car rather hurriedly was to give the established 3 - litre Bentley a run for its money.

In serious open competition the two models met only occasionally. At the Le Mans 24 hour race of 1925, a Sunbeam 3



- litre came second and ahead of its rival and, again, at Brooklands in a Six Hour race the Sunbeam proved to be the quicker car. There is therefore not much doubt (even amongst Bentley owners!) that the Sunbeam *was* a faster machine.

The Sunbeam company never seriously campaigned the car and, in truth, must also have found it difficult to sell against such an established model. Added to this, it is probable that the company was in financial trouble. Curiously, Woolf Barnato, the Bentley Chairman and driver owned two 3 - litre Sunbeams.

I have driven numerous examples of both the 3 - litre Bentley and the 3 - litre Sunbeam and consider the Sunbeam to be the superior car.

### **The Lagonda and Sunbeam Compared**

The coachwork design. Both cars are typical of the period in which they were built. The Sunbeam coachwork is to a very high standard, with fork mounted Rotax headlights which are non adjustable, beautiful sidelights mounted from brackets on the scuttle side panels and driver's helmet rear lights. The car is clean and simple in appearance, with a plain mesh stoneguard mounted through the radiator honeycomb. The radiator design is very handsome and is topped off with a huge filler cap, in which is mounted the water temperature unit. All the brightwork is nickel plated. The windscreen is well raked and deep in section, with the side pillars curving into the body and bolted inside. The car stands very high, much higher than the Lagonda. The bonnet is longer too, and passenger space more restricted. The hood arrangement is particularly neat, comprising of just two hoops, one cranked to the other and a peak board for the windscreen top, all this folds down into a neat package under a hood bag at the rear and is much more pleasing to the eye than the rather cumbersome efforts effected by the Lagonda and the Bentley.

The classic twin cam engine looks delicate and slightly lost in the huge engine compartment, but is a delight to the eye. In conclusion I love the whole visual aspect of the car.

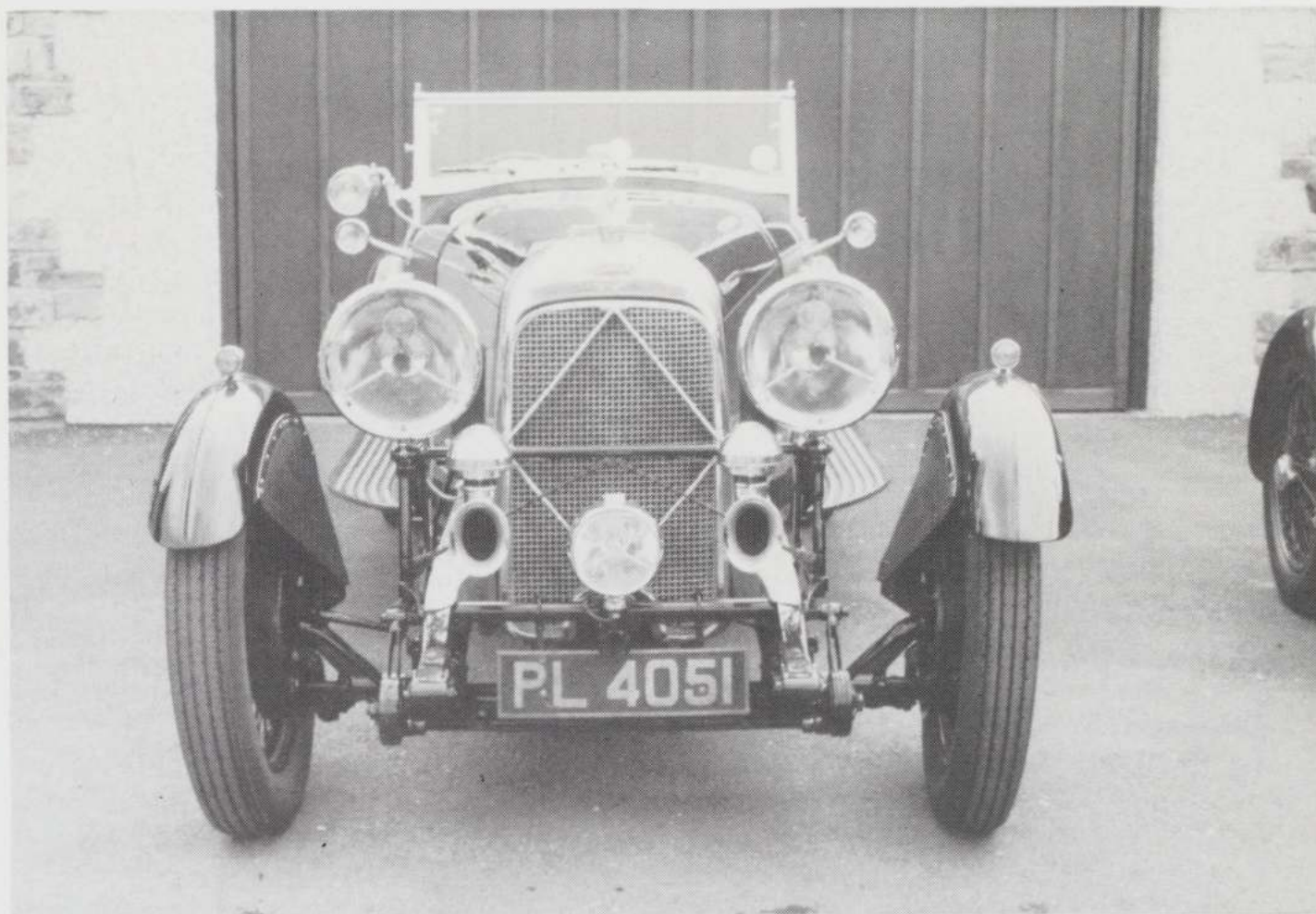
The Lagonda is altogether more "macho" in appearance and the full frontal impact one of the most impressive and dramatic of any motorcar of the period, a promise of great speed. Unfortunately the performance doesn't quite match the looks – but more of this later!

The Lagonda coachwork is obviously more modern in appearance, with high set double dipping P100 Bullseye headlamps, much superior in performance to the Sunbeam efforts. The somewhat plain radiator design (curiously, still in German Silver) is considerably enhanced by an extremely handsome chrome plated stoneguard with the characteristic Lagonda diamond bracing. The Lagonda designers had a field day with this item, which must have cost a fortune in comparison with the functional Sunbeam effort. A Bosch horn (two on my car) was another expensive addition.

The sidelights, as on the Sunbeam, are scuttle mounted and, as one would expect, are of heavier appearance than the Sunbeam's. There is also a combined spotlight and rear view mirror mounted to the side of the windscreen. The windscreen itself is also well raked, but here comparison with the Sunbeam ends, because it is just about as narrow in section as it is possible to get. Tall drivers sometimes have difficulty in seeing through it comfortably under certain conditions. Again, this item is beautifully and expensively made. The body is fabric covered over a fully aluminium panelled body and sits on top of the chassis (as does the Sunbeam). Covering the chassis side rails under the body are louvred panels. The body offers the passengers more space and more comfort in the rear. The spare wheel (two on my car) is mounted at the rear and close to the body.

The fabric style of coachwork on the Lagonda doesn't quite match the quality feel of the full metal panelled effort on the Sunbeam, but this is caused more by the design, rather than the quality of workmanship, which is very high. Lift the bonnet and stand back in amazement. The whole area is filled with an enormous lump of machinery, which looks more like





*An imposing pair of radiators, the 3 litre Lagonda above and the 3 litre Sunbeam below.*





4½ litres than merely 3 litres. In fact it does look bigger and heavier than the later 4½ litre engine - and probably is!

Put the two cars side by side and there is no doubt that the Lagonda looks more sporting than the Sunbeam, is a great deal lower, somewhat shorter and, in the eyes of most of my Lagonda chums, more handsome. However, I must disagree with them on this one, as I prefer the lines of the earlier car.

### **On the Road**

How do the two cars compare? Taking the Lagonda first. You climb over the body on the driver's side (why don't they put a door on that side?) and sit well within the body. The Lagonda front seats are not as comfortable as those on the Sunbeam, the narrower windscreen necessitates a fairly uncomfortable seat cushion, which I find a little tiring on a long run (a problem shared with the later M45). The gearbox is, of course, separate from the engine and the right hand gear change lever is very conveniently placed to hand. (The Sunbeam box is in unit with the engine and the right hand mounted gear lever is not as conveniently sited.) The Lagonda is a very satisfying car to drive, a couple of pumps on the Kigass and she fires and is ready for immediate action. The car has truly delightful light and positive steering - better than my 4½ litre cars. The car pulls strongly and is extremely flexible in top gear, which is just as well, as the gear change requires, shall we say, more than average skill! The engine sounds very smooth, the exhaust note rather sporting and the brakes are generally good, apart from braking on rough roads, when it is possible to experience front axle wind-up. The biggest drawback to the car, I find, is the actual ratios in the gearbox; there appears to be a large gap between 2nd and 3rd speeds, which does catch the car out rather badly on certain hills. On the other hand, the 3 - litre certainly performs much better than any 2 - litre I have owned or driven and gives the impression she will go on and on for evermore, providing reliable, very satisfying service and performance, with excellent road holding and ride. I have to say I prefer the car to

a 3 - litre Bentley.

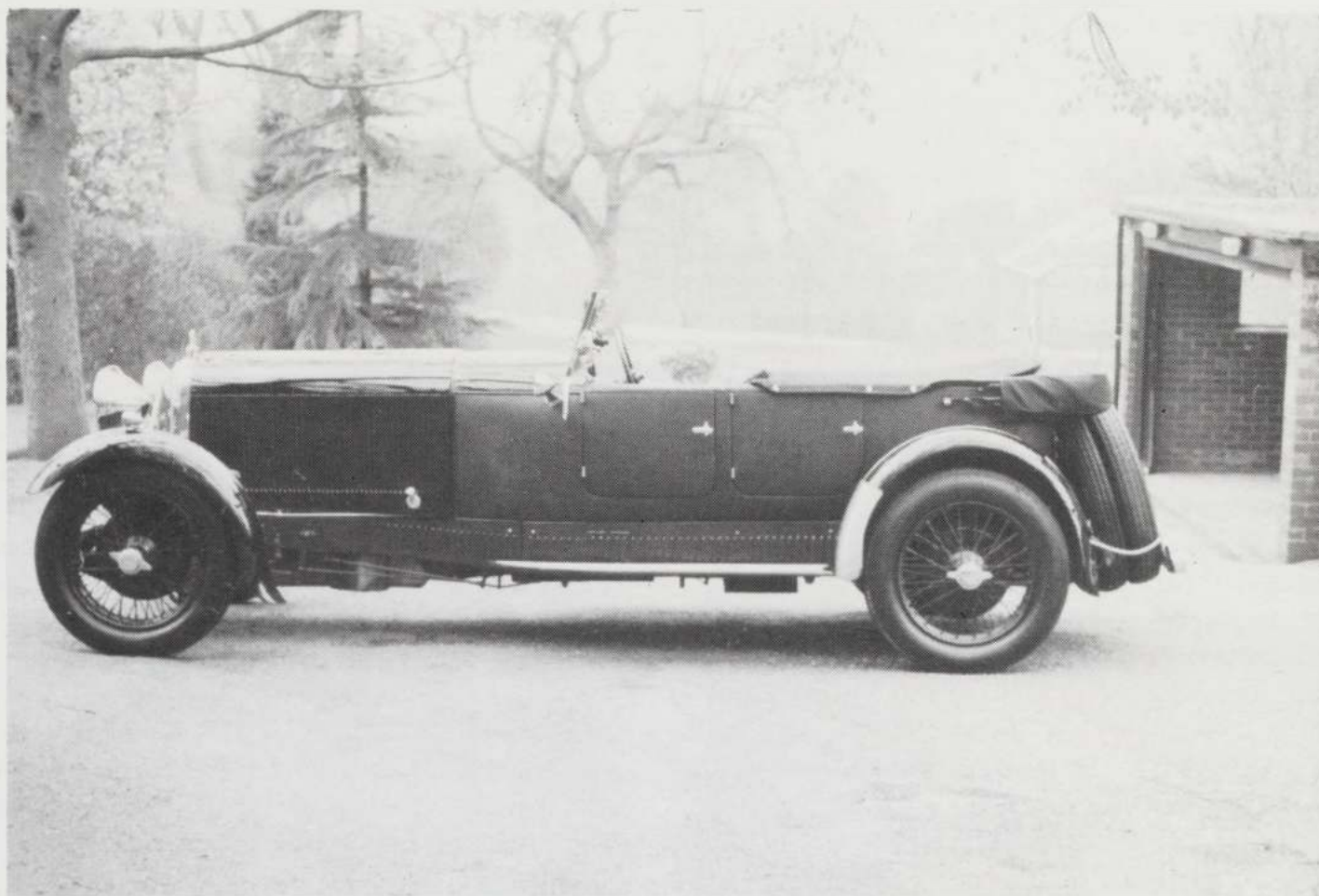
Now for the Sunbeam. First of all, lift the bonnet and turn on the petrol tap under the Autovac, I also prime the carburettors at the same time. Step over the body on the driver's side. (Someone **must** know why they never fitted doors on that side!) You sit **on** a Sunbeam, rather than in it - altogether much higher. Press the button and the car starts immediately. However, it is advisable to let the car run for a few minutes on fast tickover to let everything warm up and for the carburettors to function properly. (By this time, of course, your 3 - litre Lagonda driver would be miles down the road and probably uncatchable!)

Surprisingly, the Sunbeam is quieter than the Lagonda, the engine is very smooth and revs much more freely. As one would expect with a car weighing less and producing more power, the Sunbeam is the quicker car. The steering is equally delightful and the gear change lever, although awkwardly placed, activates a better set of ratios and is easier to use. The brakes, too, are superior on the Sunbeam and, when the optional servo system is fitted, considerably so. The roadholding and handling in the very ultimate may be better on the Lagonda, owing to its more advanced chassis design. However, where the Lagonda gives the impression of being virtually unburstable, the Sunbeam will possibly require much attention to keep all this high technology in tune and running. Spares, too, are hard to come by. On the other hand, it is a fact that 3 - litre Sunbeams rarely come on the market, which suggests that the 40 - odd examples still left give their owners every satisfaction, and I know this to be true. The same, of course, can be said of original bodied vintage style Lagondas. You won't find many of these chaps willing to part with their cars for any of the later 3½ or 4½ litre models, so there is obviously more to a motorcar than just performance.

### **To Sum Up**

If you asked me which car I would use if I had to drive to India and back, it would be the Lagonda. If you asked me which is the most exciting car, it has to be the





*Above: The elegant lines of the 3 litre Lagonda – sorry about the tree!  
Below: Equally attractive, the 3 litre Sunbeam.*





Sunbeam. If you asked me which car I would prefer to keep, I don't know, I like them, both.

### In Conclusion

It could be said that the 3 - litre Sunbeam was the last great car the Sunbeam company manufactured and, although by 1930 when the 3 - litre ceased production, they had a range of high quality cars of various sizes on offer, one suspects that

the great days were over.

Lagonda, on the other hand, were fairly new to the game of producing high quality sporting cars and went on to greater things, manufacturing quality sporting machines whose performance overshadowed the old 3 - litre, but then, you already know this.

**Herb Schofield**

### Principal Chassis Dimensions

#### 1925 Sunbeam 3 - Litre 6 Cyl

Bore	75 mm
Stroke	110 mm
Capacity	2920 cc
Wheelbase	10' 10 1/2"
Length overall	16' 6"
Width overall	5' 6"

#### Gear Ratios:

4th	4.5
3rd	6.0
2nd	7.42
1st	14.32
RAC Rating:	20.9 h.p.
Fuel Capacity:	18 gals
Capacity oil tank:	5 3/8 gals
Weight	approx 26 cwts
Price new	£1150

#### 1930 Lagonda 3 - Litre 6 Cyl

Bore	72mm
Stroke	120 mm
Capacity	2931 cc
Wheelbase	10' 9"
Length overall	15'
Width overall	5' 6"

#### Gear Ratios:

4th	4.1
3rd	5.15
2nd	8.05
1st	12.88
RAC Rating:	20 h.p.
Fuel Capacity:	20 gals
Capacity sump:	3 1/2 gals
Weight	approx 32 cwts
Price new	£1000

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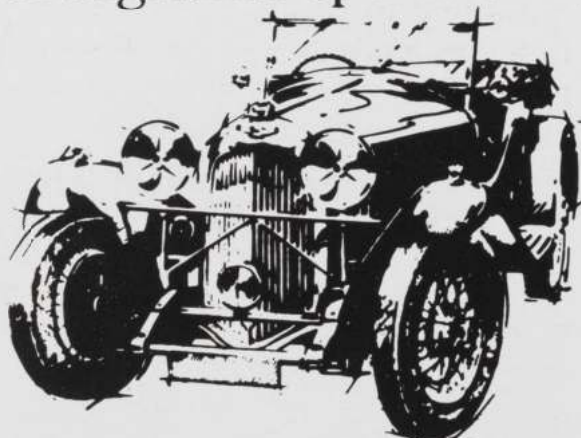


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# Spares News May 1991

A new regular column for "The Lagonda" otherwise known as the magazine of the Lagonda Club, a publication that appears to be going from strength to strength. As I have previously explained, the Spares Scheme could not justify the expense of the extra sheets attached to Arnold Davey's monthly newsletter, so our editor said, "why not write a column for the magazine?" Why not indeed, though I am no author and my efforts in this direction are usually thwarted by starting to consider the content of my article after the publication day has passed, and then having to endure another unfortunate experience at the hands of my word processor. A machine which refuses to co-operate with my logical approach to its problems and consistently emphasises my need for assistance from a younger generation. Today too, I got the feeling that understanding fax machines and their compatibility with other well established means of communication, is a skill only to be boasted of by a generation as yet unborn! With luck however I and the Spares Scheme might be ready to communicate with the rest of the world via a fax machine by the time you read this, but if you try this method of ordering and fail, please bear with us! We shall be able to accept payment by Access and Visa and I think this will be a real convenience for overseas members.

It is time I mentioned spares or I'll not be asked to the party again! The spares list published in this issue of "The Lagonda" includes a number of new lines and I will mention also a number of lines available from enterprising members.

Replica bulkhead mounted fuel on/off cocks are again available from Wreford Fisher on the Isle of Widgets, 0983 874002, together with the necessary seals made from PTFE rather than the old fashioned cork. Not for us traditionalists I hear you muttering. Peter Whenman has a source of seals for the built in jacks on the later Lagondas (Peter said not to call

them "Jackall" seals). 025126 2589 fax 4980.

I now believe we have an excellent alternative for the sponge rubber "Y" section on the LG bulkhead, which hopefully will soon be in stock. Manufacture of "sponge" rubber is considered rather antisocial I understand, so that its availability in short runs even from third and fourth world countries is drying up. This new section is not sponge but hollow and hopefully will behave in the same way as the original.

Cedar Classics still have a very few 41/2 Litre Meadows blocks available at £2750 each, plus VAT of course. Ring David or Derek on 0734 326628 fax 025126 5235. A number of 2 Litre front brake back plate castings ready machined are available from John Jones 0843 62142. £100 each. A gentleman in Sutton Coldfield who sold his 2 Litre low chassis tourer to Singapore, forgot to put the new tonneau onto the boat and now has it for sale; R Gausden Esq. 17 Bracebridge Road Four Oaks Sutton Coldfield West Midlands B74 2SB. Graham Thomas has a 16/80 and a 2 Litre brake drum to dispose of, and is searching for an OH gearbox. 0959 32746. Tom Longbottom of Longbottom Textiles in Huddersfield 0484 845488 has a trailer made from a 41/2 Litre axle plus two extra wheels for sale. John Horne 05394 32000 has a perfect pair of P100s for sale, and still needs a few bits and pieces to complete the rebuild of his 2 Litre supercharged car. I have a 2 Litre oil pump for reconditioning, a restored 2 Litre magneto, and a complete 2 Litre Low Chassis tourer for sale, unless the joker who agreed to buy it comes up with the money. 0932 346359 telephone and fax(?).

The Spares Scheme has new M45 alloy fan pulleys in stock, and has obtained the patterns for remanufacturing V12 engine mounts. We are now sorting out the problem of getting the rubber bonded to the mount for a sensible price. G9 gearbox



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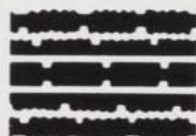
**1035 Bollinger Canyon, MORAGA, California 94556, U.S.A.**

**Tel: 415 376 6633**

## Veteran, Vintage, Classic & Contemporary



TRIPLE STUD (SS) PATTERN



F4 PATTERN



B5 PATTERN



D2 103 PATTERN



R5 PATTERN

**Crossply:** Dunlop, Lee, Bedford, Fulda, Firestone, Universal/Lester, Ceat, Avon, Denman, Olympic, Fort, Pirelli, Mabor.

**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.



**VINTAGE  
TYRES**

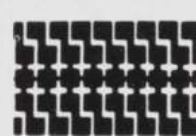
VINTAGE TYRE SUPPLIES  
12 DALSTON GARDENS  
HONEYPOT LANE, STANMORE  
MIDDLESEX HA7 1BY  
TELEX 922043  
TELEPHONE  
01-206 0722

MIDLANDS STOCKIST  
RALPH WILDE, LYRIC HOUSE  
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LEAMINGTON SPA CV31 1TN  
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(0926) 26935

VETERAN, VINTAGE, CLASSIC, LOW PROFILE, WHITEWALL.  
ORDER BY BARCLAYCARD ACCESS  
PLEASE ASK FOR PRICE LIST EXPORTS WORLDWIDE.



CHEVRON PATTERN



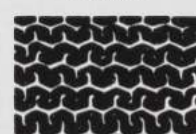
5 STUD PATTERN



R5 PATTERN



R6 PATTERN



CR65 PATTERN





third speed gears will soon be in stock; and 13/43 crown wheel and pinion sets are on the shelf now; suitable for some 3 Litre axles and all the 31/2 and 41/2 Litre cars. All the 16/80 water works castings are now available, though complete pumps are to order only, as are 2 Litre pumps. 2 Litre gearbox mounting rubber balls will soon be ready at £25 set.

Mr and Mrs Gilham called to see me recently on their way home to Cheshire, to pick up some parts for their 16/80 restoration, and I was very shocked to hear from Ann Gilham the next week that her husband had died suddenly shortly after they returned home. Their car is now for sale. It is a restoration project but has covered a very low mileage, has been completely stripped down and many parts have already been refurbished or replaced. This is a complete kit of parts for a straightforward restoration, £17,500; 0829 52105.

I have been inundated recently with photos of Lagondas from other people's pasts; a friend in America keeps sending me snaps he took before he went to live

in sunny California. Amongst them is saloon HS6399 which was being offered for sale at Curborough sprint in 1966 for £150. The photo shows the large "for sale" sign on top of the car, the owner (I assume) is alongside drinking Lager through a straw, disguised by a quite evil pair of shades. Perhaps the photo will reproduce well enough to accompany this article. I will leave this to the editor's discretion. Another friend has sent a photocopy of a photo taken in the early thirties of a saloon KY2??. The original owner was a director of Lagondas, and the car was registered in Northallerton in 1931 or so. The son of the owner at the time of the photograph is Bevan Pumphrey who now lives at West House Church Road West Lavington Midhurst West Sussex; if anyone wishes to get in touch. Bevan, who is standing proudly by the car in the photograph, has the most immaculately creased trousers but other details in the photocopy are indistinct.

Last but by no means least: Alan Brown's new telephone number is 0457 820267.

**John Oliver**



# LAGONDA CLUB MEMBERS SPARES SCHEME

May 1991

## LAGONDA, INVICTA (\*) & CROSSLEY PARTS

JOHN OLIVER, DORMER COTTAGE, WOODHAM PARK WAY, WOODHAM,  
WEYBRIDGE, SURREY, KT15 3SD · TELEPHONE & FAX 0932 346359

(Please call anytime, if I am not available the answerphone, or the fax, should take the strain!)

### CASTINGS

#### 2 & 3 LITRE, 16/80:

Top water elbow	£28.00
Block to pump elbow	£18.00
Radiator to head "Y" pipe	£28.00
Waterplate nearside	£20.00
Waterplate o'side High Ch	£28.00
Cozette outlet pipe	£34.00
Cozette inlet manifold	£60.00
Radiator/tank cap o'centre	
Radiator cap "T" bar	£22.00
Spare wheel cone	£28.00
Spare wheel carrier	£36.00
Ball ended spinner	£20.00
Front head offtake 3 Litre	£25.00
Radiator to head 3 Litre	£25.00

#### 4 1/2 LITRE:

Sump, M45, SI, SII, SIII,	£750.00
Water transfer port	£15.00*
Water rail	£20.00*
Water inlet pump to rail	£26.00*
Water pump btm elbow M45	£8.50
Water pump btm elbow LG	£8.50
Radiator bottom elbow LG	£16.00
Front head offtake M45	£20.00
Front head offtake LG45	£28.00
Front head offtake LG6	£26.00
Back head outtake LG	£24.00
Back block elbow LG	£2.50
Radiator top pipe M45	£16.00
Radiator top pipe LG45	£16.00
Exhaust manifold	£150.00
LG Filler Cap Lever	£14.00
LG Filler Cap	£20.00

#### 2, 3, + 3 1/2 LITRE, 16/80, M45, LG45

Pedal pads	£16.00
Starting handle bracket	£14.00

#### V12

Top water offtake pair	£40.00
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### GASKETS

2 Litre Head	£47.50
2 Litre Rocker Cover pair	£4.00
16/80 + Crossley Head	£60.00
3 or 3 1/2 Litre Head	£60.00
4 1/2 L Head Copper/copper	£60.00*
4 1/2 Litre Rocker Cover	£3.50*
V 12 Head left or right	£60.00
2 Litre Exhaust 3 port set	£10.00
16/18 + Crossley Manifold set	£20.00
3 Ltr Exhaust early 2 3/4" stud	
centres 6 port set	£12.50
3 Ltr Exhaust late 2 7/8" stud	
centres 6 port set	£12.50
4 1/2 Ltr Exhaust 6 port set	£12.50*
4 1/2 Litre Exhaust pipe	£3.00
4 1/2 Litre Silencer	£3.00
V 12 Exhaust 12 port set	£15.00
2 Ltr High Ch Inlet m'fold	£3.00
4 1/2 Ltr Water Transfer x 3	£6.00*
V 12 Timing case oil seal	£10.00
2 Ltr rear axle corks pair	£24.00
4 1/2 Ltr Water Transfer x 3	£6.00*
V 12 Timing case oil seal	£10.00
2 Ltr rear axle corks pair	£24.00

### STEERING

#### SUSPENSION BRAKES

Steering box bracket bronze	£96.00
Steering box ballrace pair	£20.00
Perrot shaft 14/60 2 Ltr HC	£65.00
Perrot shaft 2 Ltr LC 16/80	
Perrot shaft M45	£65.00
Perrot shaft domes set 2 + 2	£12.00
Perrot shaft springs 2:L+R	£6.00
Kingpins 2 + 3 Ltr, 16/80 set	£150.00
Front axle cotter pin pair	£6.00
Kingpins 4 1/2 Litre pair	£40.00
Shackle pin 2 + 3 Ltr, 16/80 standard or	
oversize send sample	£10.00
Front spring pivot pin	£15.00
Rear spring front pin	£24.00
Shackle pin 4 1/2 Ltr standard or	
oversize grease nipple or	
autolube, send sample	£10.00
Steering ball 1 3/16", 1", 7/8"	
nipple or autoblube	£15.00
Front wheel bearing inner + outer	
2 + 3 Ltr, 16/80, M45 pair	£60.00
Brake drum stud	£1.25
Brake drum nut	£.50
Brake spring set 2 + 3L 16/80	ask
Brake shoe springs (each)	£.75
Brake hose set x 3 LG6 + V12	£36.00
Wheel cyl rubs LG6 + V12 pair	£3.00
Master cylinder kit LG6 + V12	£20.00
Torsion bar rubs LG + V12 (set)	£38.00
Steering jnt rubber LG + V12	£3.50

### WATER PUMPS

2 Litre pump complete	ask
2 Litre shaft	£20.00
2 Litre dog adaptor	ask
2 or 3 Litre body casting	ask
16/80 early body casting	£28.00
16/80 late pump complete	£365.00

### GEARS

2 Litre Timing gear RH/LH	£60.00
2 Litre Timing gear bronze	£90.00
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	£32.50
M45 Distributor gear small	£35.00*
M45 Distributor gear lg	£35.00*
Scintilla Vertex gear sml	£35.00
Scintilla Vertex gear lg	£60.00
Crown wheel & pinion 13/43 for 3 Ltr /	
2 Ltr M45, M45R, LG45, LG45R, LG6,	
+ some 3 Litre	£375.00

### RUBBER & FABRIC

2 + 3 Ltr engine mount pad	£2.50
2 + 3 Ltr dynamo/str coupling	£8.50
11.9 + 12/24 drive disc	£38.00
2 + 3 Ltr 3 layer drive disc	£38.00
2 + 3 Ltr 2 layer drive disc	£32.00
4 1/2 Ltr + V12 drive disc	£38.00
2, 3, 16/80, 3 Ltr/2 Ltr bump stop	£7.50

4 1/2 Ltr bump stops lge + sml	£3.50
2 + 3 Ltr Gearbox rubbers set	£24.00
2 + 3 Ltr radiator bush pair	£6.00
LG45 radiator rubbers pair	£12.50
Fan belts 3L, M45, LG or V12	£6.00*
2 + 3 Ltr top hat moulding	£16.00
4 1/2 Ltr bonnet moulding	£26.00
4 1/2 Ltr "Y" rubber	£26.00

### CLUTCHES

2 + 3 Ltr driving pins x 4 + 2	£70.00
2 or 3 Ltr springs set 6	£12.50
2 + 3 Ltr steel driven plate	£65.00
2 + 3 Ltr friction disc each	£32.50
2 Litre starter ring screw	£95.00
M45 steel driven plate	£65.00*
M45 friction disc each	£32.50*
M45 springs set 12	£26.00*
LG45 carbon thrust bearing	£20.00
LG45 carbon thrust brng clip	£.75
LG45 Clutch less tower	£95.00
LG45 Driven plate	£40.00

### VALVES

#### 2 LITRE

Valve thimbles set x 8	£24.00
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 & 3 1/2 LITRE

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

#### 4 1/2 LITRE

M45 slotted valve in + ex	£12.50*
Sanction 1 + 2 valve in + ex	£8.00
Sanction 3 + 4 inlet valve	£8.00
Sanction 3 + 4 exhaust valve	£8.00
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	£75.00*

#### 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
Series 1 springs set x 24	£96.00

### OIL PRESSURE RELIEF SPRINGS

2, 3, 3 1/2, 4 1/2 Litre	£4.00
--------------------------	-------

### LEATHER HIDE

#### GAITERS

2 + 3 Ltr, 16/80 steering drop	
arm & track rod end gaiters	ask
2 + 3 Ltr, 16/80, 3 1/2 Ltr, M45,	
+ LG45 steering drop arm	
gaiters	ask



Late 3 Ltr, 31/2 Ltr, M45, + LG45,  
 track rod end gaiters . . . . . ask  
 Rapide drop arm rear gaiter . . . £17.50  
 Perrot shaft gaiters pair . . . . £17.50  
 a few red ones left at . . . . £10.00

# BODY & TRIM

Running boards 2 + 3 Ltr low chassis  
 16/80, in mahogany, pair . . . £96.00  
 Running board edge strip . . . £17.50  
 Hood tie down straps pair 2/3 Ltr  
 in stainless to order . . . . £36.00  
 Sill plate 18 5/8" x 1 1/4" . . . £26.00  
 Sill plate 15" x 1" . . . . . £24.00  
 Lubrication instruction plates,  
 brass, now in three sizes . . . £7.50  
 Greasing point instruction plates  
 pair 2 + 3 Ltr 16/80 . . . . £8.00  
 Cozette s'charger plate . . . £10.00  
 Winged radiator badge . . . £32.50  
 Winged badge flat . . . . £32.50  
 2/3 Ltr Blue Enamel badge . . £32.50  
 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 starting handle bumper cap ask  
 Bonnet/Chassis washer brass . £2.00  
 Spare wheel cap in brass ready  
 for plating . . . . . £28.00  
 Brass 5/16" BSF nuts x 10 . . £ .50\*

PACKING POSTAGE INSURANCE & VAT  
 need to be added. Please phone or fax so  
 that I can confirm the stock position and tally  
 up your order!

# NEW PARTS · NEW PARTS AVAILABLE FROM CLUB MEMBERS

## JOHN CHARLES, BARRY SIMPSON RESTORATIONS · 054882 555

41/2 Litre Exhaust 5 stud flange + ring;  
 V12 front timing cover casting; 41/2 Litre  
 Cylinder Heads; Wrought aluminium  
 pistons; Forged connecting rods,  
 machined/unmachined; Crankshafts;  
 front brake backplates; Brake drums.

## JOHN OLIVER · 0932 346359

Hub resplining; Brake and clutch relining;  
 usually a 10 day turnaround; 18mm  
 Sparking plugs for most models, (14mm  
 for V12).

## ROBIN LONGMORE · 0922 37232

Bonnet catches for 2/3 Litre 16/80

## ALEC DOWNIE · 0256 882335

41/2 Litre Starter Motors

## ROGER FIRTH · 061 303 9127

2 Litre Camshafts on exchange. Bendix  
 Springs.

## JAMES PEARCE · 0403 700479

Diamond braced stoneguards.

## PETER LOE · 0621 892985

Dashboards made to your pattern.

## JOHN HARRIS · 0246 76628

41/2 Litre Oil Filter castings

## PETER WHENMAN, VINTAGE

COACHWORKS · 025126 2589 fax 4980

41/2 Litre Crankshafts with connecting  
 rods; Oil Pumps; Camshafts; Water  
 pumps; Oil Pump & Rev Counter gears;  
 Cam Followers for Sanctions III + IV.

## ALAN BROWN · 0457 820267

Bulkhead castings for 2 & 3 litre Low  
 Chassis and early M45. G9 & T8 gear  
 levers & gates. Timing chains, inverted

tooth, for 3, 31/2 & 41/2 Litre.

41/2 Litre Timing Gears.

Connecting Rods for M45, LG45, LG6.

Tappet ball adjuster and nut for M45,  
 LG45, and LG6.

Tappet adjuster screws 3 & 31/2 L. Water  
 pump front cover and impeller casting for  
 LG45.

LG45 Brake shoe pull off springs. Girling  
 Brake expander housing front and rear.

Choke knob LG45 Rapide. 16/80 Valve  
 guides.

Zoller inlet manifold for 2 Litre  
 supercharged fully machined.

Supercharger drives for 2 Litre.

Counterweights, bolts and nuts for 2 Litre  
 supercharged crankshaft.

V12 four carburettor manifolds.

## DEREK GREEN, DAVID AYRE.

CEDAR CLASSIC CARS · 0734 326628

41/2 Litre Cylinder Blocks.

## CLIFFORD WALMSLEY VINTAGE & THOROUGHbred CARS · 0772 865709

M45 Rear lamp stalks.

Stoneguard brass mesh.

"Bakerlaque" high tension tubing.

## PAUL GIANNUZZI P&A ENGINEERING · 0795 83225

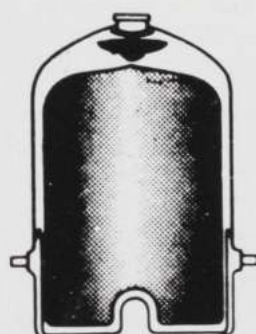
M45 Hand brake assemblies.

## JOH COCKAYNE, COLDWELL ENGINEERING · 0742 30154

41/2 Litre Brake drums, deep fins. LG  
 Front brake back plates. Overdrive units,  
 20% uplift in ratio, unit bolts to gearbox  
 flange. Double front damper cast  
 mountings.

## JOHN BATT · 0525 402935

2 Litre; stainless steel exhausts;  
 supercharged valves and guides.



# GWR

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 YOU NAME IT - THIS MACHINE MADE IT THROUGHOUT  
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 ORIGINAL CONDITION.





# Jottings from the Chair

Feelings just now are dominated by the desire to get the vintage motoring season started, and to forget about the awfulness in Iraq and the senselessness of high interest rates as a cure for inflation back here at home.

As I write, next Friday will bring the Northern Dinner Dance, and with it a long run which we always look forward to, up the A1 to Monk Fryston, with a stop at the wonderfully quiet and bypassed village of Wansford. Monk Fryston is almost 200 miles from our starting point of Kingston, and Wansford almost exactly 100 miles, but in reality this is much more than half the journey, as by then we have escaped from the frustrations of London and are on the open road. After Newark we usually fork right due north through Gainsborough to avoid the more motorway sections of the A1. This year we have a gearbox full of new cogs and bearings in the 3 litre saloon, with a ZE set of ratios too, through Don Hoggard's scheme, so I am particularly looking forward to running it all in. The higher third gear of the tourer box is a major advantage.

On the Club front, the great progress is with regional developments. John Stoneman in East Anglia has collected together a substantial organising group of his own, with an impressive programme of events through to the autumn. Jeff Leeks is showing the same creativity in the western home counties, and we are eager to give help, advice and encouragement to anyone else who wishes to take the initiative of organising social events in their own area.

Discussions on the future structure of

the Club have progressed meanwhile, so that we think it is likely that the main committee will restrict itself to routine work like financial management; the magazine and newsletter; spares provision; and secretarial services. We don't believe that control of social events belongs with the main committee, which is too remote to be much good on that front. Those will be much more imaginatively run by the regions.

Regional organisers will be encouraged rather than appointed, and John Batt, our events secretary, will act as the link between these organisers and the main committee. Competitions in general will be looked after by Dick Sage, whilst racing and speed events will be co-ordinated by Peter Whenman.

All this will, we hope, enable our members to enjoy a much wider range of regional activity, whilst the main committee gets on with its chores, and meets only every quarter or so, but at a wider range of locations outside London. One very obvious opportunity will be near Colin Bugler's new club secretariat at Hartley Wintney, but we also want to coincide with other regional gatherings away from town.

Restricting the main committee to the "working" officers in this way rather undermines my ambition of limiting committee membership to three years or so, but I am still keen to see this apply to the Chairman particularly, with our latest thinking that the next candidate should be Chairman Elect for two years, the Chairman in full for just two more.

This debate still has some way to run yet, but we hope to finalise proposals for



the members to review at the AGM in September.

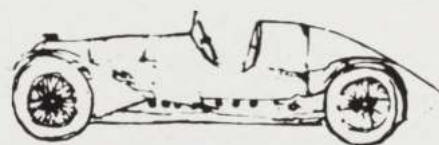
#### Technical Hint:

When we came to reassemble the Z type gearbox, it was not at all obvious how the box would accept the gears, the selectors and the shafts. As usual, Geoff Seaton quickly explained: the trick is to position the first motion assembly, the selector cradles and the gear clusters themselves loosely in position in the case first, then to feed through them the selector rods, the layshaft and the mainshaft. Then the end cover plate can be offered up to the exposed ends of the shafts and selector rods.

Incidentally, we noticed that no sealing materials were used on the gearbox casing, just metal to metal faces, and no washers other than tabwashers. Very few washers seem to have been used by the works on my "undisturbed" 3 litre engine either.

TTFN

Jeff Ody.



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# The Tulipwood V12

I was reading your interesting article in the Lagonda Magazine No. 145, on the happenings at the 50th birthday party organised for V12 and LG6 cars. In that article I noticed a reference to a "Tulipwood" V12 Lagonda, and your request for any further information on this car. I believe I can throw some light on the history surrounding this unusual car from my own involvement, and from details passed on to me. As usual in cases of this kind, it starts with an enthusiast wishing to own and drive a very special car. Mr. Trupin of New York was such an enthusiast, and he wished to buy the ex-Gerald Albertini Hispano Suiza "Tupipwood" car. This car was in poor shape but despite much effort and several years of dialogue, the owner refused to part with the car in spite of significant financial inducements – megabucks!

About the time the haggling on the Hispano broke down, a "Tulipwood" replica of the ex-Albertini car had just been produced in California by a vintage car specialist. The beautiful mahogany and copper rivetted bodywork was built on a vintage Chevrolet truck chassis and was powered by a ca. 1970 7.5 litre Chevrolet V8 engine burnished to concours standard, with automatic gearbox and chrome outside exhaust pipes. All told, a heavyweight machine with a sporty appearance. The bodywork and wings were beautifully produced by a local boat builder.

To partially satisfy his wish for the real thing, Mr. Trupin bought this car for about \$250,000. Prior to acquiring this car, he had secured the services of Clive Doyle, a highly skilled motor engineer from Elland in Yorkshire, to maintain his collection of Rolls Royces. As the "Tulipwood" replica did not match up to his perceptions of what a vintage replica should be, he asked Clive to undertake modifications to the car to give it more "pre-war classic car appeal"! The "Tulipwood" replica was therefore shipped to U.K., and it was agreed, that

the only pre-war car layout which could provide the performance and ride required for upgrading this replica, was the V12 Lagonda.

Without more ado, Clive was despatched to "buy one" to provide the chassis and running gear for the "transplant". An 11.0' V12 Lagonda bodied saloon was purchased with the assistance of Stuart Skillbeck, for ca. £14,000, with the U.K. registration of FPK 550. This registration number has a history all of its own, as it was a number retained by the Lagonda Factory at Staines and had previously been used on the V12 prototype car now owned by Club member - Mr B. Burnett.

The saloon was taken up to Clive's workshop in Elland where it was stripped, the engine was fully renovated and the chassis was measured to take the beautiful "Tulipwood" body from the Chevy truck chassis. This is where the problems really started!

Firstly, the bodywork would not fit the V12 chassis, which had to be lengthened by about two feet. The gearbox positioning was all wrong for the cockpit and this immediately brought difficulties with the chassis cruciform. Then, the independent torsion bar suspension, which is the great asset of the V12, fouled the body and wings! After much thought and trans-Atlantic conversation, it was accepted that the only way out was to do away with the torsion bar suspension and revert to a beam axle with conventional vintage springing, which also met with the owners wishes for more vintage appeal.

To meet all these requirements and get the body to fit, a new solid stainless steel front axle was made, along with front springs and hangers. The V12 stub axles, brake drums etc. were built on to the beam, with an inspired guess at the castor angle by Clive Doyle's compatriot Brian Martin of Martin Racing Car fame, who did much of the chassis work.

A new radiator shell was shaped to blend in with the bodywork, which



vaguely matched that of the original V12 shell – it took several goes to get a profile which looked about right. The G9 gearbox was moved backwards in the chassis by dramatic modifications to the cruciform, with a 2 ft. splined drive shaft between clutch and gearbox, and the clutch mechanism being converted to hydraulic operation.

The whole car was re-assembled on special copper plated V12 wire wheels – with two side mounted spares and finished off with superb Grebel headlights. The car was run up and shipped back to the States for minor modifications to the bodywork.

As will be seen from the enclosed photographs, the side view of the car lacked appeal and appears rather heavy. To give a lighter effect, it was decided to lower the sides of the cockpit and produce a more pleasing downward sweep to the bodywork. I gather the braking system

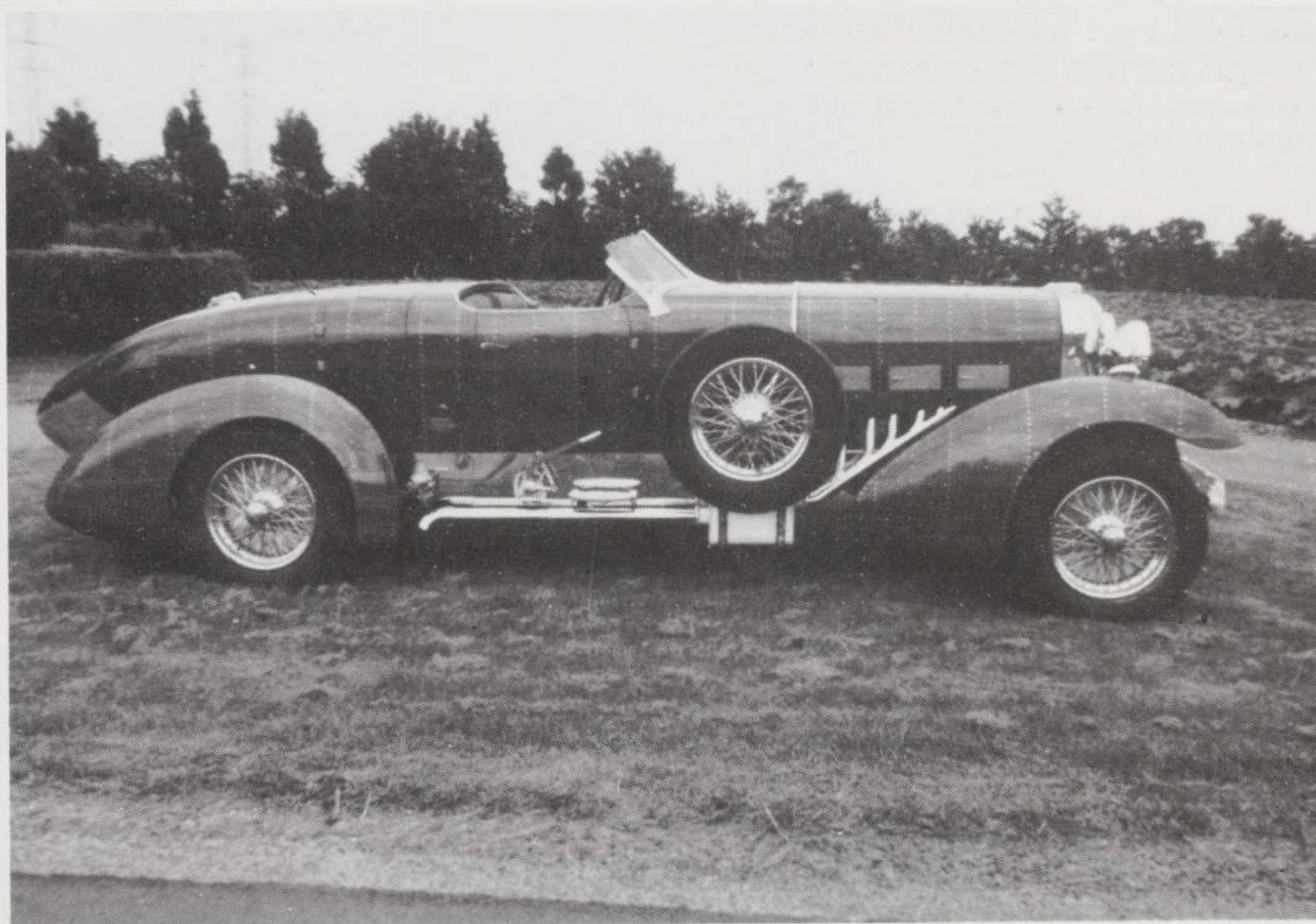
was also modified to locate the handbrake on the outside. In this final guise, the car was said to perform very well indeed, with the ride, steering and performance giving a creditable “post vintage feel”.

The whole exercise took about 18 months and much engineering ingenuity. the remains of the Lagonda “donor” car were sold off to a buyer in the U.K. The Chevrolet chassis, engine and running gear was also sold locally and has now been re-bodied with coachwork of more modest construction.

To complete the story, the “Tulipwood V12 Lagonda Rapide” attracted much attention in the States and was duly auctioned off. I gather it went for about \$275,000 – presumably to the Blackhawk Collection\*.

\* See photograph in Mag.

**W. M. Riding**







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# A question of balance; a cautionary tale

For the Winter 1987 magazine, I wrote an article on renewing the clutch on the V12 Lagonda. This is the sequel.

After this very necessary repair, I took the car on the 1987 Monte Carlo rally for *voitures anciennes* (see Summer 1988 magazine). By the time it had got to Monte Carlo EYY2 would go no more than 70 m.p.h. and was feeling a very *ancienne voiture* indeed. The moment had come at last, after 20 years of happy motoring, I concluded, for some deep delving into its V12 innards. Delving, furthermore, that was well beyond my capabilities, so I entrusted Peter Whenman with a complete overhaul of the engine.

Once the engine was in bits – and that ‘once’ summarises weeks of work – the cause of the malaise was clear. No fewer than eight of the twelve pistons had broken rings and a photograph of the loveliest piston brightens this article. Luckily the bores were not seriously scored and despite one big end bearing having been relying on splash lubrication, its oil way being blocked with sludge, the wear on the big ends was nowhere more than half a thousandth of an inch, so no fancy modifications to the big ends were needed. The standard bore Hillman Husky pistons (for three Hillman Huskies) I just happened to have by me fitted the rebored block perfectly and after everything that needed attention, such as the remetalling of the mains and treatment of the con rods, had received it, the engine was reassembled with great care by Peter’s team, mainly Dennis Carter.

The engine was put back in the chassis on new rubber mountings, courtesy of Phil Erhardt, and new rubberised fabric couplings were fitted to the short propshaft between the clutch and the gearbox, which also had new front mountings.

The reassembled engine ran silky smooth, like it was 1938 again, and is a

continual joy. But the joy was marred by two problems. The offside carburettor kept flooding, reducing activity to one bank of six cylinders only. I renewed needles, checked joints, floats and float levels, all to no avail, until a friend suggested there might be a hole in the petrol pump diaphragm. Which is what the trouble was, as S.U. float chamber needles will not cope with a petrol and air mixture coming hard at them. Such was the precision of the built in obsolescence of the 1938 S.U. petrol pump that a week after replacing one pump the other one developed the same trouble. Two replacement pumps and the problem was solved.

But the vibration problem was different and quite something. As I gradually opened up the engine after its overhaul, I discovered that at 2,500 r.p.m. (It’s all right, it’s a short stroke engine and can do twice that) a very nasty rumble set in which by 2,800 r.p.m. was shaking the entire car. With the clutch out the engine was sweet and smooth, so the trouble was definitely in the transmission.

The rest of this article is a moral tale, the moral being “Read the Instruction Book”. Something was badly out of balance. Number one suspect was the new clutch, which was difficult to centre up, though it had a large balance weight on its pressed casing. So I got the old clutch overhauled and balanced, then installed it instead (a daunting operation – see earlier article - daunting here meaning daunt not do it unless you have to). I asked the experts, Baldyne Engineering, who balanced the old clutch, about the short propshaft and was told it was too small in diameter to be capable of being balanced by any machine. However, the faces were checked for being truly at right angles to the shaft and truly flat. What else could be wrong? The main propeller shaft itself? So I got that balanced by Propshaft Services



who put large weights down one side of it. They said it was horribly out of balance and could never have been balanced when it was first made.

This is interesting, if a bit depressing. If you have a V12 and if it has the original propshaft, then in the unlikely event you satisfy the first proviso it is very likely you satisfy the second. In that case it was never balanced, perhaps because, until the V12, a gentleman's engine did not go much over 3,000 r.p.m. and balance did not matter. But with things whizzing around at 5,000 r.p.m. hitherto undreamt of balance problems arose, not all discovered at V12 invention time.

With the new engine and gearbox mountings, the alignment of the engine and gearbox had obviously been upset. How to get it exactly right again? It was necessary to get a straight line running through the centre of the crankshaft and the clutch, the short propshaft and the gearbox. I rejected the notion that if with two flexible couplings in place, the clutch disengaged and the gearbox in neutral, the short propshaft turned easily, then everything was lined up, because the flexible couplings were too flexible and a small flex could make a big variation at the far end of the short propshaft. So I invented a non-flexible coupling, making this out of a like thickness piece of cherry wood ply. I installed this in place of the front flexible coupling and bolted up the clutch and short propshaft to it. Hours and hours of messing about jacking up the engine and gearbox and adding washers

to the rear engine mounting and spacers to the front gearbox mounting, ended up with the short propshaft's protuberance being exactly in the centre of the female cavity at the front of the gearbox shaft and, by measurement with the gearbox casing, the flat facing surface of the short propshaft being equi-distant at top and bottom. It sounds difficult and it was, but another eternal verity was thereby confirmed, namely that if you want to get a male protuberance satisfactorily mated with a female cavity you need a rigid coupling.

After all this comprehensive and extensive checking, here comes the anti-climax, even more depressing. All these lovingly balanced and aligned bits were reinstalled in the car, so that the engine was once more connected to the rear axle. Everything had been balanced and aligned, there was nothing left that could be done, it must now be perfect. You, clever reader, have guessed. It was not. The shakes were still with us, like automotive DTs, as horrible as before, but now bringing with them a sense of intellectual despair.

When in despair over Lagonda problems, a good thing to do is to ring Peter Whenman. I did. He scratched his head on the telephone (well, not really). "I'll ask George", he said. Silence. I wait. Peter reappears phonetically. "George says it was always a trouble, it could take a few hours or a week to solve, but bring the car down and he'll have a go."

So I shudder my way down to Peter's

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*Top: One of the eight broken ringed pistons, compression was somewhat reduced.  
Bottom: Not a lot of room to work! The tissues are for weeping into!*





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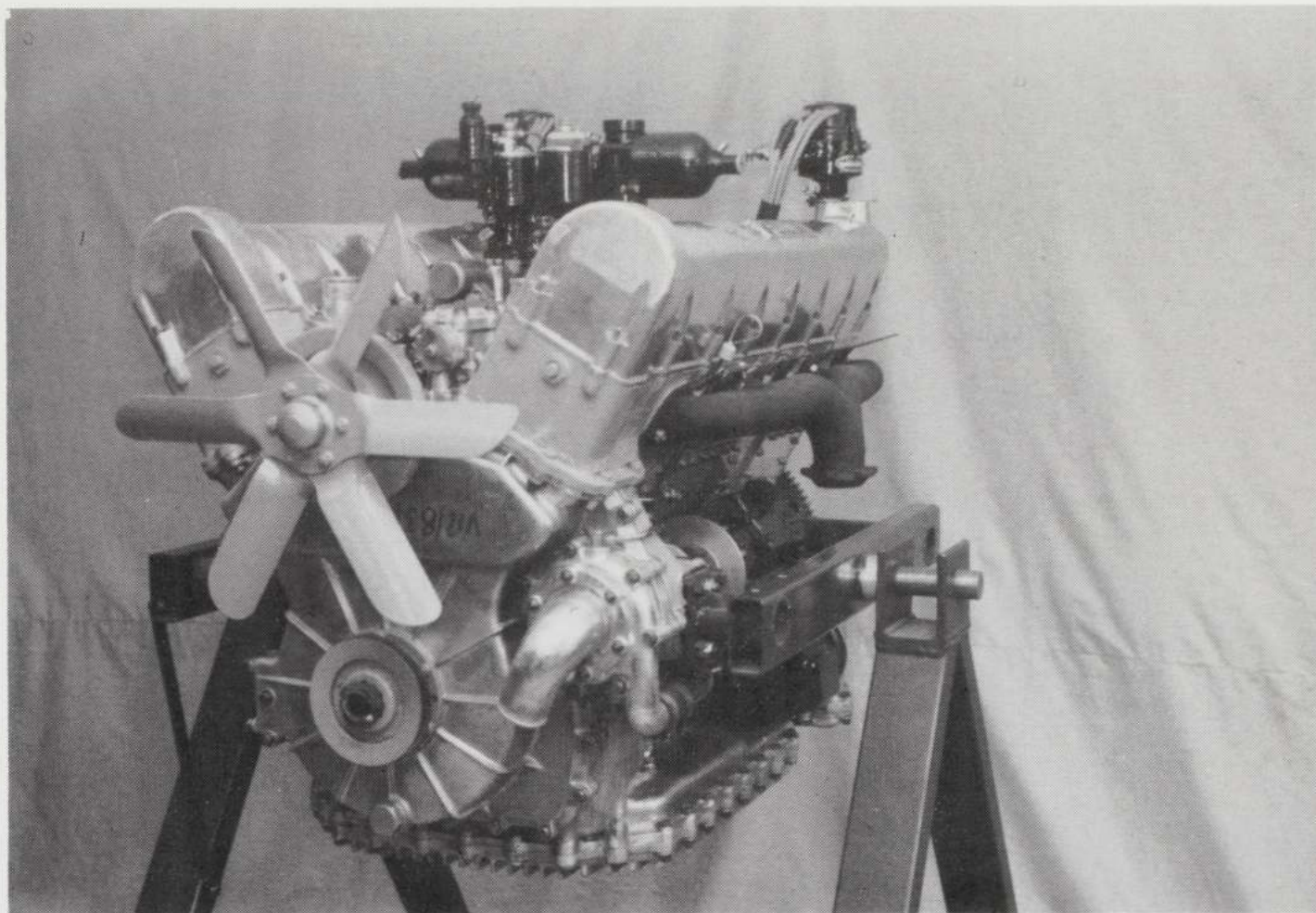
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*The engine after re-assembly, note the dipstick modification.*

place and meet George. He is George Titter, who now works for Peter and worked after the war for Davies Motors. You may recall that they took over all the pre war models' spares when David Brown bought Lagonda, and with them the opportunity to service all the pre war cars. George knows about vibration problems in V12s and LG6s. He was one of the people at Davies Motors who had to cure this design fault. He agreed you could not balance this short transmission chain joining the clutch and gearbox with any known machine, but said you could do it by trial and error with weights added to the bolts on the rear coupling. And this is what he did, with great care and experimentation, coupled with vibration measurement with a dial guage. Eventually he virtually eliminated the vibration, after about two hours' work. I had spent several months disassembling and reassembling parts and getting them balanced. George added four washers, three on one bolt and one on another. A

near miracle.

Oh yes, the moral. I quote from the V12 instruction book:

"The clutch and gearbox are united by means of a shaft, having rubberized fabric joints at either end. This shaft is balanced and it is essential that, if ever it is dismantled, the joint faces the bolts and washers, being replaced exactly as they were originally assembled."

Beta minus for English, beta minus for design, but ignore at your peril. Nonetheless at the back of my mind a small voice asks, if I had renewed the engine mountings, the gearbox mountings and the flexible couplings, and if the extra washers (there certainly were several) had been replaced exactly as they were, would it really all have still been in balance? George doesn't know and I don't know the answer. I also didn't know how to cure the imbalance problem, but now, as they say, I know a man who does!

**Michael Valentine**



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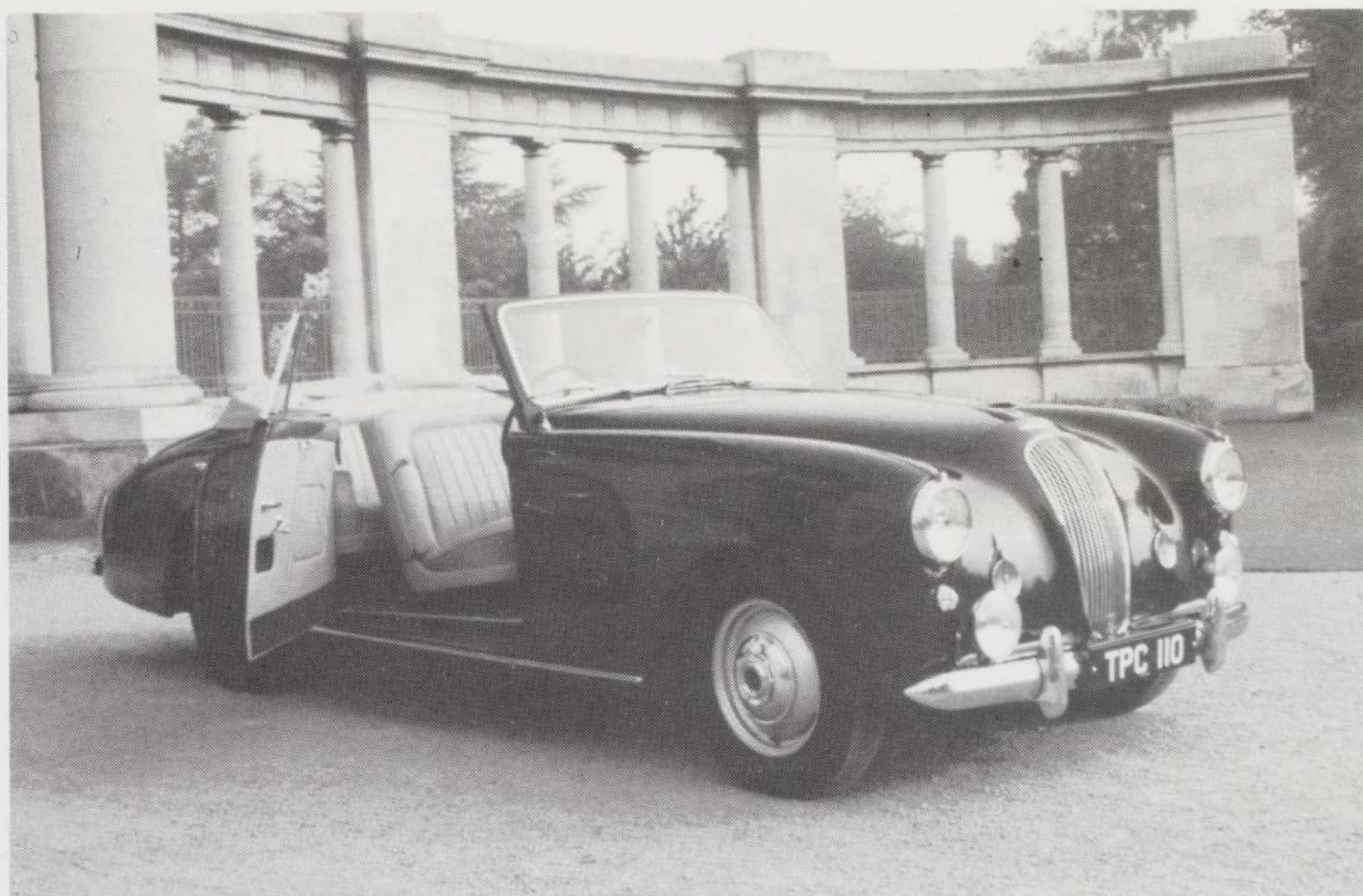
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*The post war Lagondas don't feature in "The Lagonda" as much as they should, so here are two lovely examples!*

*Above: Roger Wheldon's DB 3L drophead. Below: Richard Williams V8 saloon.*







*Mike Pilgrim, Rudi Wood-Muller and Colin Mallett share a joke.*

## **Suffolk Dinner. Melton Grange Hotel, Saturday 16th March.**

Mike and Anne Pilgrim do an excellent job organising this Annual Event, and 1991 was the 14th Dinner in the series. It has become very popular, so much so that bookings must be taken on a first come basis. I understand the previous record attendance was 1984 at 35, whilst this year attracted no fewer than 42. Most people come from around the Eastern Region, but others have been known to travel further!

It was good to see Rudi and Jenny Wood-Muller fresh from New York and making a return visit with a few days to check up on the Rapier and LG45 team car replica. Paul and Sally Hartley who are 2-litre owners from Saxmundham, were actually on leave from Nigeria and brought along three of their friends. Christopher and Monika Magawly once again came over for the weekend from

Bonn. Ryszard Kobylecki made the day return journey in his Saab 900 from Margate, being one of a number from a great distance.

Much of my time is spent on business abroad, anywhere between West Coast USA and Central Iran, so Susie and I look forward to worthwhile outings in our S/C 2-litre Lagonda, which we have now owned for many years.

The early announcement of the Dinner in the Rapier Register Magazine was noted and soon after an invitation to stay with Paul and Margaid Nicholls accepted! I spent mid January in Egypt and was in Cairo when the Gulf War broke out, but stuck there for only three days, whilst the airlines decided whether or not it was safe to resume hastily revised schedules! I mention this since I usually spend part of





*Top: Rosemary Whyte, Mary Westland, Michele Abson, Jim Westland and Peter Allen.  
Bottom: John Batt, Malcolm Burgess, Tony Metcalfe and Peter Merrick share a joke.  
Young Miss Burgess tries to ignore them!*







*Another group enjoying the party.*

January and some of February in the Middle East and Arabian Gulf, so the actions of Saddam Hussein had effectively confirmed we would be able to attend the Dinner at Melton Grange once again.

After a hectic week and the doubtful pleasures of the M1 Motorway, Friday evening saw me once again in the garage checking over EV 4604.

Saturday dawned bright if cold and we set off in the hope that the weather is always better on the coast which indeed proved to be the case, at least as far as Newmarket!

A brief call at the Pilgrims for tea and buns and to inspect Mike's current projects, then on to the Nicholls to be greeted by Roy Dunlop, Peter Merrick, Peter and Alison Allen, also Malcolm, Marion and Jane Burgess. Quite a full house!

Typically as the time came to leave for the hotel it started to rain quite heavily, which rather compromised transport arrangements, as previously those staying with Paul and Margaid enjoy the few minutes walk down to Melton Grange.

When we arrived in the bar, several members were already well into enjoying their evening. John and Ruth Stoneman were talking with John and Wendy Walpole (3-litre Saloon), Tony, Pam and Tim Metcalfe were in discussion with Ian and Rosemary Whyte, I also noticed Jim and Pam Ruggles, the Wood-Mullers talking to Ryszard Kobylecki, soon to be joined by Colin Mallett accompanied by "Margy". In the distance Jonathan and Micki Abson, Brian and Jean Saxby, Jim and Mary Westland.

As they say in the airline business it was "free seating" at the tables and after a little shuffling around, everybody found a suitable seat together with friends and acquaintances.

I think without exception everybody commented on the excellence of the meal this year. Shrimp Compote, Consomme, Roast English Lamb with all the trimmings, followed by fruit salad or gateau and coffee. All very nicely served. The choice of house wine was good, although the wine menu rather expensive. After Dinner the Register albums were much in



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*Paul Nickalls (in expansive mood) chats to Peter Allen and Ryszard Kobylecki.*

demand and people are most grateful to Ann for the care and attention spent maintaining and updating these important archives.

During the evening we noted a splendid band playing for the wedding reception so a number of us joined the party in the adjacent Ballroom!

At a fairly late hour the evening drew to a close with everyone quietly making their way home.

Cars present at the dinner were:-

COL454 Pilgrim

AVA649 Merrick

PE7073 Colin Mallett's 12/24 Tourer

BGY968 Allen - fitted with BP 3160's engine at present.

EV4604 Batt - S/C 2-Litre

It had been decided some time ago this dinner would not just be a Rapier function or even a Lagonda Club activity, but an area event to attract primarily Lagonda Rapier and Lagonda car owners and friends also other people with similar vintage interests. To develop this point and also the Lagonda Club intention of

moving towards Regionalisation Membership activity, Colin Mallett arranged for those interested to meet for Sunday lunch at the Butley Oyster in nearby Butley village. Barry Banham came along with his splendid Alvis Speed 20 Saloon, the sun shone on the assembled cars and some quite excellent country food and local beer was enjoyed by all. Several photographs were taken which hopefully will accompany this article. Mike Pilgrim, together with Colin Mallett gave us all a most pleasant rendition of various popular folk songs, complete with musical accompaniment!

In the early afternoon Susie and I set off home for Maulden. During the weekend we enjoyed 250 very pleasant miles through some lovely countryside. The only maintenance required was to a leaking banjo oil union on the cylinder head and on reaching home a good wash down to remove road dirt.

The most enjoyable event will be repeated in 1992 so make a note now in your diaries, for the middle of March.

**John Batt.**



## 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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*The Butley Oyster Sunday Lunchtime meet.*





# Lagonda Club Awards 1990

MICHAEL	Nick Morley
FOX	Steve Lawrence
NORTHERN	A. Hill
DENSHAM	Dennis Clarke
BENTLEY (WO)	Peter Dobson
CAR CLUB	David Ayre
ALISON	Dick Sage
RAINE	(Not Awarded)
COMMITTEE	Valerie May
FOX Le MANS	Peter Whenman & Richard Bush
EXPENSIVE NOISES	Neil Jones
GOSTLING	John Dexter
NIGHT TRIAL	Neil Jones
GABER	Phil Erhardt
SEATON	Robin Colquhoun

## NORTHERN GYMKHANA

2nd	D. Hill
3rd	Mrs Y. Hill

## BDC LAGONDA RACE

2nd	Tim Wakeley
3rd	Tony Metcalfe

## HANTS DORSET RALLY

2nd	Lagonda Peter Dobson
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## AGM CONCOURS

4 <sup>1</sup> / <sub>2</sub> Class	Nick Channing
3/3 <sup>1</sup> / <sub>2</sub> Class	John Ryder
2 litre / 16/80	Mike Heins
Rapier	Peter Cripps
DB Cars	N/A

## Midland Notes

There was little activity during 1990. We had several meets involving my four active members who simply arrange to assemble at some functions organised by other clubs.

Our annual visit to A.M.L. in July was, as usual, made in glorious weather and again, as usual, the turnout was excellent. A mixture of pre and post war Lagondas, lined up across the forecourt of head office, created much interest.

The visit this year is provisionally booked for Wednesday 24 July. I say provisionally because the powers that be have, at the time of writing, suspended all visits. Obviously there are reasons why this is so, but I know not what they are. Nevertheless, I wish to compile a list of members wishing to attend should the ban be lifted.

Please ring me if you wish to be included.

Office 0602 410397,

Home 0602 325356.

This is generally over-subscribed, so it is first come - first served.

My/our friend Roger Stowers, who

looks after our needs, before and during our visit to A.M.L. each year, has joined the Club. On behalf of everyone in the Club may I say "Welcome to the fold".

**H. Taylor**

Midlands Secretary

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*Continued from page 4.*

Christmas present last year. Those of us interested in researching any aspect of motoring history will already know how valuable the NMM is, with its very well stocked resource library and I feel that, as the custodians of a part of our motoring heritage, as all old car owners are, we owe it to ourselves to support such a worthy cause. One little tip, the subscriptions cost about the same as your annual trip to the Beaulieu Autojumble, as a "Friend" you get free admission and don't have to queue and if **that** isn't worth the cost then I don't know **what** you want for your money.

**K.P.P.**





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# The Racing Lagondas

AN HISTORICAL REVIEW OF LAGONDA EFFORTS IN CLUB EVENTS      No. 1

### VSCC Prescott Hill Climb 1947 - 1990

In this, the first of a series of such reviews, I have unearthed, with kind assistance from Peter Hull and Neil Murray, and Arnold, the complete record of participation by our cars in the annual VSCC Prescott Hill-Climb, from its inception in 1938 up to date; (there were no Lagonda entries until 1947, the first post war meeting).

The honour for being the first driver to introduce the marque to the sylvan setting now so familiar to most of us, goes to T.B. Webb in UU4968, a 1929 Low Chassis Speed Model - a very fitting debutant! I see from the current VSCC List that he has

graduated these days to a 30/98 Vauxhall.

The scene forty-odd years ago shows a familiar evolutionary pattern; initially the 2-Litre men tried their hand at this new hill, only to find that the notorious breathing problems robbed them of the necessary sprinting capability between the start and Orchard, essential to be at all competitive. The blown cars however, in particular Maurice Leo's, developed quite respectable performances, keeping the flag aloft until the arrival of the first LG 45 and Rapier specials. The original 2-Litre people had, by then, all but dropped out, but a new generation of



these pure enthusiasts was to appear in the early sixties, among them one J. G. Bugler. By the seventies a well-established needle match between Speed Models, (plus the odd green 16/80, and sometimes a Crossley), became a feature of the annual pilgrimage, and times have improved considerably as a result. Rapiers flourished in the sixties when the supply of dropheads and saloon versions provided cheap high performance specials for the lads, and some exceedingly potent well-engineered examples like Elliott Elder's, Fletcher-Jones', and Paul Morgan's were highly competitive cars. Rapier entries, possibly in some cyclic mode, have declined somewhat in recent years, while the Speed Models and 4½'s have built up.

Statistically, the fastest time ever by any Lagonda was achieved by Jon Abson in 1970 driving the late Elliott Elder's 1½ Litre Rapier BLT 691, in 48.16 secs., marginally ahead of Paul Morgan's second fastest time of 48.37 secs in the blown car in 1974, Third fastest, and leader of the 4½ Litre brigade was Iain Macdonald in the 1936 LG 45 special FPK 7 - 50.83 secs

in 1961. Billy Michael's famous LG 45 Team car, EPE 97, comes a close second in the 4½ Litre stakes at 51.45 secs in 1959. The quickest M45 on the hill was Bill Alexander's 1933 car UV 7, (now owned by David Taylor), - 52.78 in 1971. Stanley Mann holds the fastest V 12 time of 54.73 secs in 1981 in NPJ 680, a Le Mans replica, built in 1980 from the original Brooklands Record prototype saloon, whose body reportedly was beyond economical repair. The fastest ever 2 Litre was Maurice Leo's blown car, OKX 288, in 55.62 secs on his last appearance in 1966. Quickest unblown two litre was not in fact a "2 Litre" but surprise (!) my 1934 16/80 T7 AYM 703, now owned by Jennifer Taylor, - 62.07 secs in 1981. Among the "proper" 2 Litres, Alan Elliott's 1930 Low Chassis GP 895 comes a close second at 62.96 in 1988.

Slowest recorded time for a Lagonda is Arthur Jeddere-Fisher's 100 secs in the 1914 11.1 in 1955, when, strangely, he was the sole Lagonda entry!

R.J.S.

December 1990



Date	Class	Name	Year	CAR		Reg.No.	1st Run	2nd Run
				Type	Cap			
Aug 47	4a(2L)	T B Webb	1929	2LLC	1954	UU 4968	67.63	67.47
Aug 48	4a	T B Webb	1929	2LLC	1954	UU 4968	66.58	65.43
Aug 49	4a	E Sawers	1929	2LHC	1954	UL 8564	74.27	71.94
	8(S/C)	M. Leo	1930	2LS/C	1954	GK 3255	63.59	62.22
	8	W T Walker	1930	2LS/C	1954	HX 9246	75.64	NS
Aug 50	4a	E Sawers	1929	2LHC	1954	UL 8564	70.00	70.75
	4a	G T Walker	1928	2LHC	1954	YX 2306	68.86	68.75
Aug 51	4a/5a							
	(1½ - 3L)	G T Walker	1928	2LHC	1954	YX 2306	NS	
	4a/5a	JK Blamey	1928	2LHC	1954	GV 6799	78.14	76.36
	8	M Leo	1930	2LS/C	1954	GK 3255	61.43	60.43
Aug 52	8/9							
	(s/cV)	A Jed - Fisher	1926/30	2LS/C	1954	UO 2551	?)	Time not recorded



	8/9	M Leo	1930	2LS/C	1954	GK 3255	No results	
	8/9	J E Lumsden	1926/30	2LS/C	1954	?	recorded	
Aug 53	7/8 (S/C)	M Leo	1930	2LS/C	1954	GK 3255	NS	
	7/8	W T Walker	1930	2LS/C	1954	HX 9246	68.90	69.69
	7/8	R S Page	1932	2LS/C	1954	KF 8846	65.38	64.95
	9 (Edw)	A Jed-Fisher	1914	11.1	1097	NK 4098	—	—
Aug 54	4a	JHW Ayre	1927	2LHC	1954	YT 9880	—	—
	8(S/C 1 1/2+)	M Leo	1930	2LS/C	1954	GK 3255	81.72	—
	9	A Jed-Fisher	1914	11.1	1097	NK 4098	—	—
Aug 55	9	A Jed-Fisher	1914	11.1	1097	NK 4098	—	100.00
May 56	4a/5a	M Leo	1930	2LS/C	1954	GK 3255	57.46	(One run)
Aug 57	2b/3b							
	(1.1/1 1/2L)	P J Gaskell	1935	Rap S/C	1100	?	74.64	68.00
Aug 59	4a(3L+)	Dr A Young	1937	LG45	4486	DXA 960	—	—
	4a	LS Michael	1936	LG45	4453	EPE 97	51.46	51.45
	4a	BJ Edwards	1933	M45	4300	APL 209	58.39	58.50
Aug 60	3a(1 1/2/3L)	M Leo	1930	2LS/C	1954	OKX 288†	56.56	56.87
	4a(3L+)	LS Michael	1936	LG45R	4453	EPE 97	52.36	51.40
Aug 61	1a(1.1L)	A E Barnett	1934	Rapier	1100	AER 14	—	56.88
	1a	P J Davey	1935	Rapier	1100	ARH 601	—	64.31
	3a	G T Walker	1930	2LLC	1954	PG 8804	—	68.01
	3a	Mrs V Cameron	1932	2LLC	1954	KY 2712	—	74.39
	4a	BJ Edwards	1933	M45	4300	APL 209	—	54.92
	4a	I G Macdonald	1936	LG 45	4453	FPK 7	—	50.83
Aug 62	1a	J F Organ	1934	Rapier	1100	WS 2618	73.40	72.12
	1a	P J Davey	1935	Rapier	1100	ARH 601	63.47	63.63
	2a	A J Skipper	1935	Rap S/C	1104	GNR 800	63.18	61.19
	3a	M Leo	1930	2LS/C	1954	OKX 288†	57.42	57.42
	3a	I Richards	1929	2LLC	1954	?	66.19	65.82
Aug 63	1a	R E Bingley	1934	Rapier	1100	AEL 609	64.89	64.14
	1a	P J Davey	1935	Rapier	1100	ARH 601	64.06	63.67
	1a	J F Organ	1935	Rapier	1100	CPG 666	70.54	71.39
	3a	M Leo	1930	2LS/C	1954	OKX 288	56.07	56.42
Aug 64	1a	J F Organ	1935	Rapier	1100	CPG 666	65.88	64.14
	1a	J A Wood	1936	Rapier	1100	BRL 379 ?	70.55	72.09
	1a	J D Abson	1935	Rap Spl	1100	BLT 391	54.37	55.18
	3a	M Leo	1930	2LS/C	1954	OKX 288	56.55	57.06
	3a	J C Bugler	1930	SLC/C	1954	PL 7593	65.68	65.60
	4a	I Macdonald	1936	LG45	4453	FPK 7?	—	—
Aug 65	1a	J F Organ	1934/37	Rap Spl	1100	WS 2618	61.68	60.02
	1a	J A Wood	1936	Rapier	1100	BRL 379?	69.34	70.13
	2a	J C Bugler	1930	2LLC	1954	PL 7593	64.78	63.91
	2a	M Leo	1930	2LS/C	1954	OKX 288	56.25	57.08
Aug 66	1a	J A Wood	1936	Rapier	1100	BRL 379?	67.78	69.90
	1a	J F Organ	1935	Rapier	1100	CPG 666	63.29	62.98
	3	J C Bugler	1930	2LLC	1954	PL 7593	66.24	64.55
	3	M Leo	1930	2LS/C	1954	OKX 288	55.62	58.93
Aug 67	1a	P R H Brindley	1934	Rapier	1100	?	64.21	63.76
	1a	J F Organ	1935	Rapier	1100	CPG 666	61.11	61.28
	2	J D Abson	1935	Rap Spl	1485	BLT 691	51.39	51.68
	4	W R Alexander	1933	M45	4453	UV 5	57.01	56.21

† same car as GK 3255

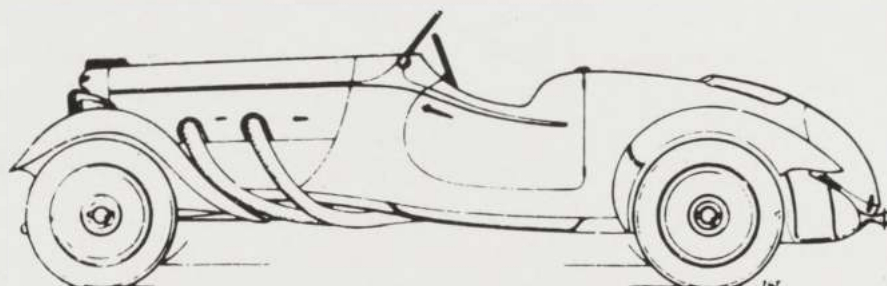


	4	W H Gurney	1935	M45	4453	?	60.36	60.96
Aug 68	1a	J F Organ	1936	Rap Spl	1100	WS 2618	58.00	58.85
	1a	J A Wood	1936	Rap S/C	1100	ACA 145	—	—
	4	W H Gurney	1935	M45	4453	?	59.36	59.31
Aug 69	1a	J F Organ	1935	Rapier	1100	CPG 666	69.42	
	3	J C Bugler	1930	2LLC	1954	PL 7593	65.44	65.03
	3	J G Ody	1929	2LLC	1954	PG 2882	69.83	71.34
	4	W R Alexander	1933	M45 Spl	4453	UV 5	54.78	55.57
Aug 70	1	D Fletcher - J	1934/35	Rap Spl	1100		54.63	56.34
	6(Racg)	J Batt	1936	RS/C Spl	1100	ACA 145	53.75	51.22
	6	P J Morgan	1935	Rap Spl	1100		55.99	55.29
	6	J D Abson	1935	Rap Spl	1485	BLT 691	57.50	48.16
Aug 71	1	D. Fletcher - J	1934/35	Rap Spl	1100		57.30	55.31
	2	B Naylor	1936	Rapier	1140		66.20	68.24
	2	T Blishen	1934	Rapier	1232		58.31	—
	3	A T Elliott	1930	2LLC	1954	GP 895	66.56	67.61
	4	W R Alexander	1933	M45 Spl	4453	UV 5	52.86	52.78
	6	J A Wood	1936	RS/C Spl	1100	ACA 145	55.22	53.34
	6	P Morgan	1935	RS/C Spl	1100		51.37	50.82
Aug 72	3	J C Woollard	1927	2LHC	1954	KW 2102	70.33	69.91
	6	P Morgan	1935	RS/C Spl	1100		48.40	48.27
	6	J A Wood	1936	RS/C Spl	1100	ACA 145	—	—
Aug 73	3	J G Ody	1929	2LLC	1954	PG 2882	66.06	65.74
	3	J C Woollard	1927	2LHC	1954	KW 2102	69.26	69.68
	3	J C Bugler	1930	2LLC	1954	PL 7593	65.31	65.38
	3	R J Sage	1934	16/80	1991	AYM 703	64.88	65.16
Aug 74	3	J C Woollard	1927	2LHC	1954	KW 2102	68.92	69.52
	3	J G Ody	1929	2LLC	1954	PG 2882	66.25	68.53
	3	R J. Sage	1934	16/80	1991	AYM 703	64.94	65.11
	4	A Cheyne	1934	M45	4453	BLF 515	61.24	59.90
	6	P Morgan	1935	RS/C Spl	1100		48.51	48.37
Aug 75	3	MR Hallows	1929	2LHC	1954	KW 5743	70.04	69.37
	3	J C Woollard	1927	2LHC	1954	KW 2102	68.30	69.39
	3	R J Sage	1934	16/80	1991	AYM 703	64.08	64.89
	6	P J Morgan	1935	RS/C Spl	1100		49.19	49.15
	6	R B Waldron	1936	Rap Spl	1100		—	—
Aug 76	1	B Naylor	1936	Rap Bert	1100		61.30	62.37
	3	J G Ody	1929	2LLC	1954	PG 2882	71.62	69.39
	3	A T Elliott	1930	2LLC	1954	GP 895	68.94	65.98
	3	MR Hallows	1929	2LHC	1954	KW 5743	71.67	69.00
	3	J C Woollard	1927	2LHC	1954	KW 2102	68.73	68.31
	3	R J Sage	1934	16/80	1991	AYM 703	65.38	65.65
	4	A W Barker	1939	V12 LMR	4500	GPK 699	54.19	53.85
	6	P J Morgan	1935	RS/C Spl	1100		49.03	48.74
	7	J D Abson	1935	Rap Spl	1485	BLT 691	—	48.66
Aug 77	2	P Nickalls	1934	Rap Spl	1232		59.96	58.19
(Wet)	3	J G Ody	1929	2LLC	1954	PG 2882	75.95	73.95
	3	A T Elliott	1930	2LLC	1954	GP 895	70.43	68.87
	3	MR Hallows	1929	2LHC	1954	KW 5743	70.98	68.84
	3	J C Woollard	1927	2LHC	1954	KW 2102	77.59	—
	3	R J Sage	1934	16/80	1991	AYM 703	70.02	68.79
	4	J A Batt	1936	LG45R Spl	4453	LBT 74	66.67	63.32
	6	P J Morgan	1935	RS/C Spl	1100		56.66	56.90



	7	J D Abson	1935	Rap Spl	1485	BLT 691	56.53	55.64
Aug 78	2	P Nickalls	1934	Rap Spl	1232		60.05	59.39
(Wet)	3	J G Ody	1929	2 LLC	1954	PG 2882	79.85	75.19
	3	J C Woollard	1927	2 LHC	1954	KW 2102	79.25	76.79
	3	R J Sage	1934	16/80	1991	AYM 703	70.62	69.82
	6	P J Evans	1934	RS/C Spl	1100	-	-	-
	6	A McCall	1936	RS/C Spl	1100		64.18	62.90
Aug 79	2	P Nickalls	1934	Rap Spl	1232		-	-
	3	R M Seabrook	1929	2 LLC	1954	HE 4573	71.90	73.70
	3	M R Hallows	1929	2 LHC	1954	KW 5743	-	-
	3	D F White	1933	16/80 DH	1991		63.60	65.60
	3	R J Sage	1934	16/80	1991	AYM 703	63.10	66.30
	4	J C Bugler	1937	LG45TTR	4453	AYS 620	58.40	60.00
	6	A McCall	1936	RS/C Spl	1100		53.80	-
	6	P J Evans	1934	RS/C Spl	1100		53.30	61.10
Aug 80	2	P Nickalls	1934	Rap Spl	1232		52.42	76.42
	3	J C Woollard	1927	2 LHC	1954	KW 2102	70.04	71.21
	3	A T Elliott	1930	2 LLC	1954	GP 895	69.08	66.21
	3	R J Sage	1934	16/80	1991	AYM 703	63.77	63.71
	4	D Jenkinson	1934	M45 RLM	4453	BPK 203	59.57	56.79
	4	R J Campbell	1934	M45 Spl	4453	CPA 575	56.91	57.00
	6	P J Evans	1934	RS/C Spl	1100		60.24	50.57
	6	A McCall	1936	RS/C Spl	1100		53.05	51.02
	7	C L Hoskins	1935	Rap Spl	1490		-	-
Aug 81	1	A W Wolton	1934	Rapier	1086		63.43	63.22
	2	Mrs F Roberts	1922	11.9 'K'	1420	BC 6389	92.81	93.64
	2	P Nickalls	1934	Rap Spl	1232		-	-
	2	P M Cooper	1934	Rap Spl	1498		57.34	59.75
	3	A T Elliott	1930	2 LLC	1954	GP 895	64.63	65.25
	3	R Colquhoun	1932	2 LLC	1954	PJ 4790	66.81	67.44
	3	R J Sage	1934	16/80	1991	AYM 703	62.07	63.40
	4	J M A Edmonson	1932	3/4 1/2 L	4453	JM 9796	-	-
	4	R J Campbell	1934	M45 Spl	4453	CPA 575	55.12	54.01
	4	J C Bugler	1937	LG45TTR	4453	AYS 620	56.62	56.95
	4	S I Mann	1939	V12 LMR	4480	NPJ 680	54.73	55.50
	6	P J Evans	1934	Rap S/C Spl	1100		48.68	48.52
	6	A McCall	1936	Rap S/C Spl	1100		-	-
Aug 82	3	SCE Weld	1930	Crossley	1991	GO 5249	70.07	70.24
	3	R J Sage	1934	16/80	1991	AYM 703	64.81	64.38
	4	J C Bugler	1937	LG45TTR	4453	AYS 620	56.80	56.24
	4	P Erhardt	1938	V12 LMR	4480	WFX 316	57.63	56.72
Aug 83	3	J C Woollard	1927	2 LHC	1954	KW 2102	69.12	69.46
	3	R M Seabrook	1929	2 LLC	1954	HE 4573	70.67	69.30
	3	A T Elliott	1930	2 LLC	1954	GP 895	68.18	63.25
	3	SCE Weld	1930	Crossley	1991	GO 5249	68.37	67.68
	3	R Colquhoun	1932	2 LLC	1954	PJ 4790	66.27	66.24
	3	R J Sage	1934	16/80	1991	AYM 703	64.13	63.47
	4	J C Bugler	1937	LG45TTR	4453	AYS 620	55.65	55.32
	4	R Wills	1934	M45	4453	AUL 720	59.92	59.79
	4	J F Harris	1936	LG45R Spl	4453	LBT 74	55.07	54.89
Aug 84	3	R M Seabrook	1929	2 LLC	1954	HE 4573	69.48	69.82
	3	SCE Weld	1930	Crossley	1991	GO 5249	69.57	68.76
	3	R Colquhoun	1932	2 LLC	1954	PJ 4790	65.35	65.24
	3	R J Sage	1934	16/80	1991	AYM 703	63.54	64.06





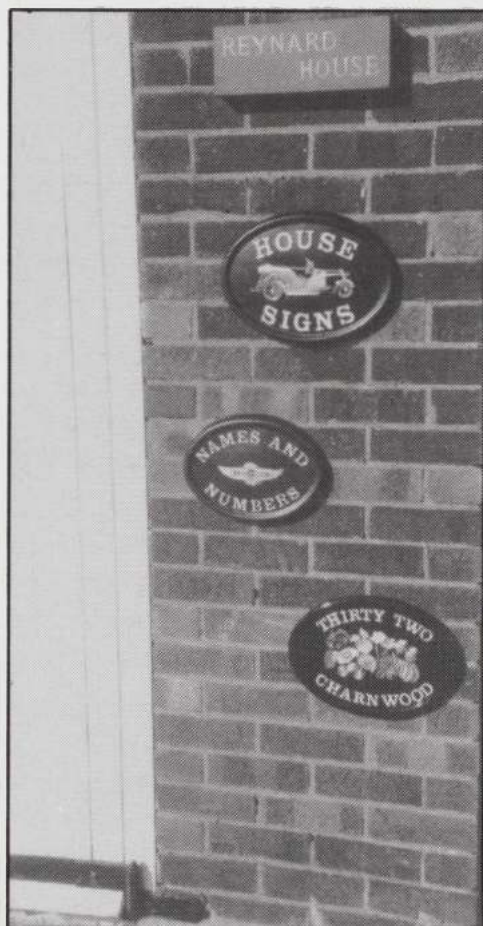
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	4	J C Bugler	1937	LG45TTR	4453	AYS620	54.31	55.60
Aug 85	3	S C E Weld	1930	Crossley	1991	GO 5249	71.88	72.00
(Wet)	3	K Waistell	1932	3LLC	2932	PJ 6459	67.36	—
	3	A T Elliott	1930	2LLC	1954	GP 895	70.50	70.94
	4	P Tebbett	1935	M/LG45 S	4453	MSV 321	59.77	59.35
	4	B Burnett	1937	V12 LMR	4480	NPJ 680	65.94	63.66
Aug 86	1	P S C Allen	1934	Rap Eagle	1100	BGY 968	67.85	66.14
(Wet)								
3	3	J C Woollard	1927	2LHC	1954	KW 2102	74.04	73.93
3	3	M B Jones	1929	2LLC	1954	HE 4573	74.58	72.39
	3	R J Sage	1928/29	2LHC	1954	PK 9775*	71.97	69.94
	3	A T Elliott	1930	2LLC	1954	GP 895	69.80	67.43
	4	J F Harris	1936	LG45R Spl	4453	LBT 74	61.56	59.15
	4	B G Burnett	1937	V12 LMR	4480	NPJ 680	61.75	58.93
	6	B M Barton	1936	Rap Spl	1098		62.60	63.79
Aug 87	1	I A Rowe	1935	Rapier	1100		—	—
	3	R J Sage	1928/29	2LHC	1954	PK 9775*	69.94	65.82
	3	R M Seabrook	1929	2LLC	1954	HE 4573	74.54	67.91
	3	J C Bugler	1930	2LLC	1954	PL 7593	67.51	64.84
	3	A T Elliott	1930	20 2LLC	1954	GP 895	67.20	64.01
	3	P D Smith	1930	2LLC S/C	1954	BR 8411	67.21	63.42
	3	R Colquhoun	1932	2LLC	1954	PJ 4790	69.96	66.93
	4	J G Ody	1933	M45	4375	AUU 332	—	—
	4	P R Tebbett	1935	M/LG45 S	4453	MSV 321	65.20	64.68
	6	A McCall	1936	Rap S/C Spl	1100	(Eccles)	61.18	55.49
Aug 88	1	P S C Allen	1934	Rap Eagle	1100	BGY 968	61.13	61.47
	1	I A Rowe	1935	Rapier	1100		58.10	58.06
	3	R J Sage	1928/29	2LHC	1954	PK 9775*	65.19	65.71
	3	R M Seabrook	1929	2LLC	1954	HE 4573	67.93	67.33
	3	P D Smith	1930	2LLC S/C	1954	BR 8411	62.08	68.13
	3	J C Bugler	1930	2LLC	1954	PL 7593	64.15	70.57
	3	A T Elliott	1930	2LLC	1954	GP 895	63.03	62.96
	3	D J Keen	1934	Rap S/C Spl	1320	BPK 233	58.41	58.35
	4	P R Tebbett	1935	M/LG45 S	4453	MSV 321	—	—
	4	J F Harris	1936	LG45R Spl	4453	LBT 74	55.95	55.24
Aug 89	2	P Whenman	1937	Rap Spl	1232		56.61	57.96
	3	R J Sage	1928/29	2LHC	1954	PK 9775 *	65.80	65.50
	3	R M Seabrook	1929	2LLC	1954	HE 4573	68.28	68.22
	3	S C E Weld	1930	Crossley	1991	GO 5249	68.53	67.32
	3	A T Elliott	1930	2LLC	1954	GP 895	64.04	64.58
	3	M D Bugler	1930	2LLC	1954	PL 7593	63.38	62.49
	3	D J Keen	1934	Rap S/C Sp	1320	BPK 233	59.17	60.43
	4	P R Tebbett	1935	M/LG45 S	4453	MSV 321	56.74	56.54
	4	J F Harris	1936	LG45R Spl	4453	LBT 74	55.08	55.32
	4	N A Jones	1937	LG45 TTR	4453	AYS 620	54.78	54.04
Aug 90	1	A E Metcalfe	1934	Rapier Spl	1083	BGN 795	58.54	66.67
	3	R J Sage	1928/29	2LHC	1954	PK 9775 *	65.58	66.49
	3	N A Jones	1930	2LLC	1954	PL 7593	63.11	63.18
	4	P R Tebbett	1935	M/LG45 S	4453	MSV 321	56.24	56.04
	4	J F Harris	1936	LG45R Spl	4453	LBT 74	54.62	53.75
	4	R Wood-Muller	1937	LG45 Spl	4453	DBP 380	68.01	66.51
	6	A McCall	1935	Rap S/C Spl	1100		55.55	56.85

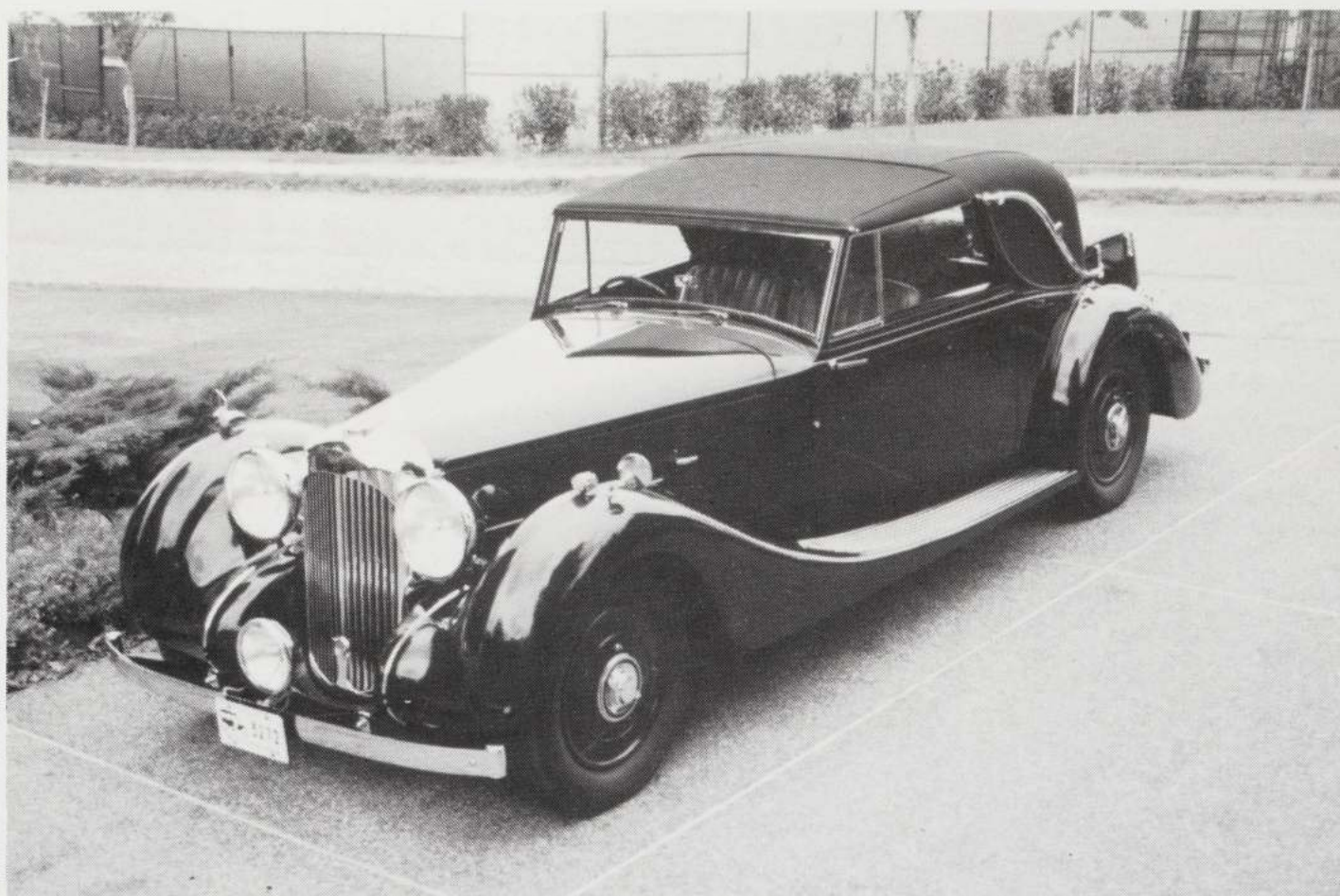
\* Formerly DS 6900



# Lagonda Club · Fixture List 1991

26 May		<b>Norwich Union Classic</b> <b>Starts:</b> Norwich, Luton Hoo, Bath, Donington Park, Oxford Silverstone, Stockport, Syon Park, Worcester <b>Finish:</b> Donington Park
27 May		<b>V.S.C.C. Donington Park Race Meeting</b>
1 June		<b>Colerne Sprint</b>
June	TBA	<b>Picnic Social.</b> Audley End Mansion
15 June		<b>V.S.C.C. Silverstone</b> Followed by Evening Social - Green Man, Syresham
22 June		<b>AMOC St. John Horsfall Meeting.</b> Silverstone. Race for pre-war sports cars
22/23 June		<b>ANVE Rally,</b> Normandy
June	TBA	<b>Midland Social</b>
6 July		<b>Shelsley Walsh Hill Climb</b>
6 July		<b>Northern Driving Test.</b> RAF Elvington, Yorks.
7 July		<b>V.S.C.C. Mallory Park Race Meeting</b>
13 July		<b>New Forest Rally.</b> Hants - Dorset
August	TBA	<b>Midland Area</b>
2 August		<b>Club Evening,</b> Royal Oak, Barrington, Nr. Cambridge.
August	TBA	<b>Wings &amp; Wheels,</b> Popham Airfield, Winchester, Hants
3/4 August		<b>Prescott Hill Climb</b>
11 August		<b>Shuttleworth Joint Meeting - Bedfordshire</b>
18 August		<b>Michelham Priory - Social - East Sussex</b>
24 August		<b>BDC Silverstone - Lagonda Race</b>
25 August		<b>Cadwell Park Race Meeting</b>
31 August		<b>Lagonda Fun Day.</b> Ripley, Surrey
7/8 September		<b>Beaulieu Auto Jumble - Hants</b>
14/15 September		<b>Club AGM - Weekend and Dinner,</b> Studeley Manor, Oxford
21 September		<b>V.S.C.C. Donington Park</b>
6 October		<b>Weston-Super-Mare Sprint</b>
20 October		<b>V.S.C.C. Eastern Rally</b>
9/10 November		<b>Lakeland Weekend</b>
December	TBA	<b>London Social Evening</b>
6 December		<b>Northern Christmas Dinner - Beverley Arms</b>





## Letters

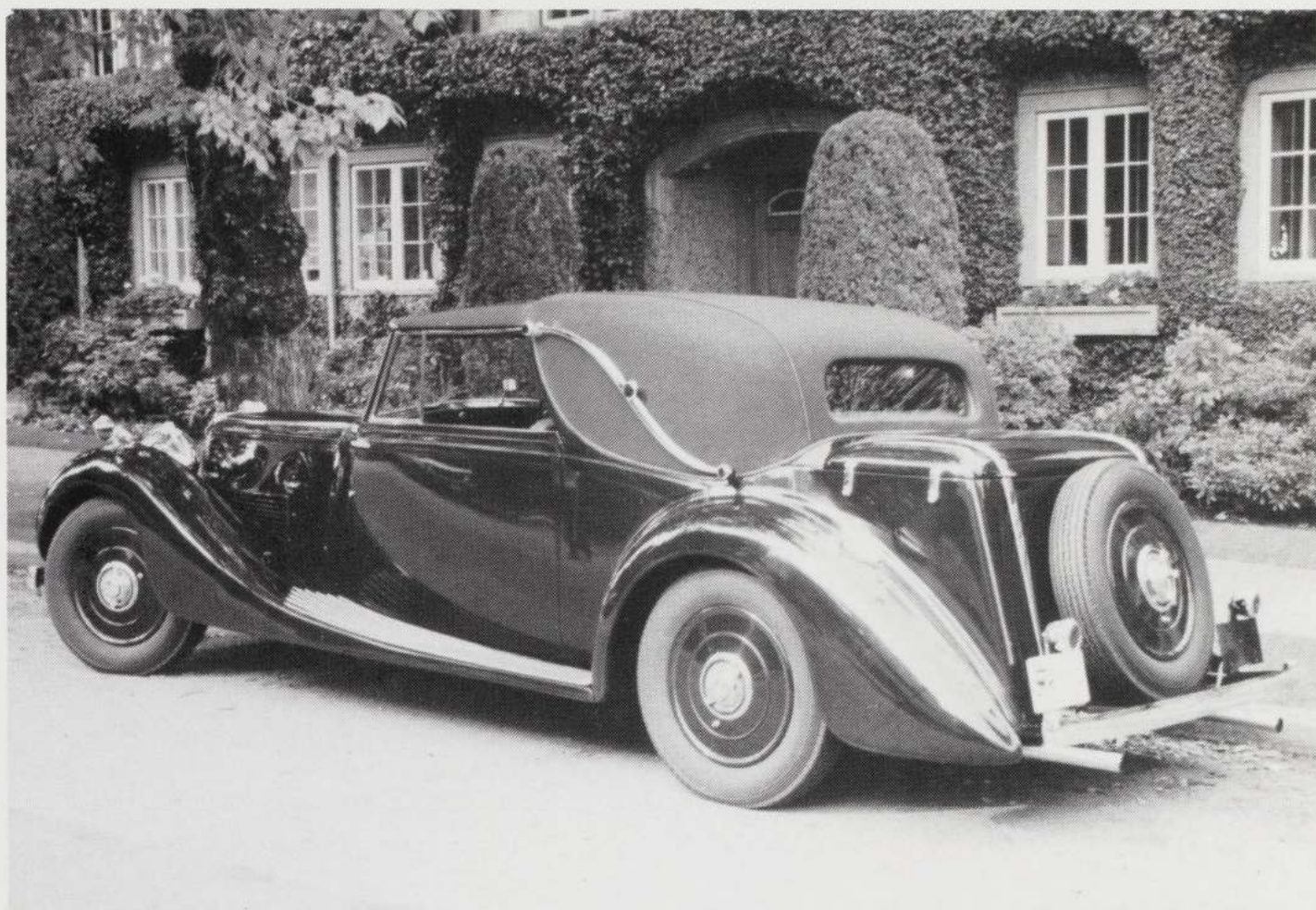
Dear Mr Painter,

I am sorry to be so tardy in sending you this letter and enclosed photos but thought it might be of interest for the magazine. The photos are of my V-12 Sedan Coupe (Jas. Young) Serial # 16055, at the 1990 Pebble Beach Concours last August. The car has been the subject of a 5 year ground up restoration which included replacement of every stick of wood in the car except the vanity mirror frames. Also all aspects of the chassis have been restored to as-new condition including the jacking and lube systems. The only alterations from original are the incorporation of flashers in the side and tail lights and the fitting of a separate supply tank for the lube system to provide clean rather than sump oil to that system.

The car has an interesting history which will already be known to the club register but may perhaps bear repeating here. The first owner was the Duke of Windsor, the second owner Jim Kimberly (heir to the Kimberly-Clark fortune who was a well-

known SCCA racer of Ferraris in the 50s) sold it to the actor Herbert Marshall who had it chauffer driven for a number of years. It subsequently turned up in Los Angeles where it was purchased by another actor, Sebastian Cabot, who brought the car to Victoria, British Columbia, Canada where he had a summer home. Apparently, he intended to restore the car with the assistance of an aircraft mechanic, but apart from taking the engine out not much was accomplished and the car was later purchased by a Vancouver car dealer as a restoration project which did not proceed. Much later I acquired the car from the dealer's wife in 1982 and the restoration was commenced in 1985. The first task was to locate a sump bottom as the original had been left beside a caustic tank and dissolved. Ivan Forshaw was able to help out here. Next we discovered that the camshafts were missing. This was a serious setback and it took 2 years to find a pair of cams tho' this in the long run was a blessing as it led to the purchase of Bob





Crane's V - 12 DHC but that's really another story.

The first goal for the restored car had always been to show it at Pebble Beach so that we could then forget about Concours and enjoy driving the car. Accordingly, we were targetting at showing it at the 1988 Pebble Beach. Early in 1988, it was clear that the car wouldn't be finished in time but we thought we were being really conservative when we entered it for the 1989 event. We were very disappointed when we had to withdraw the car after it had been accepted and a special class for V - 12 Lagondas was arranged but, again, we found there was far too much yet to do to be ready in time. At least I was able to meet and visit with the other V - 12 owners at the meet without the anxiety of being a competitor. So then we were in 1990 and everyone was sure the car would be ready in plenty of time. Wrong again. Even with a horde of extra helpers in the last few weeks the car went to Pebble missing the gravel shields under the fenders, and the wing mirrors and license brackets.

Also, when it left Vancouver, the paint had not been waxed and sundry small details remained to be attended to. Fortunately, we were trailering the car down ourselves and we spent 2 days with John and Alice Melillo in San Ramon, California where I had a chance to drive the car for the first time, and we got many of the final details right. Had it not been for the gracious hospitality of the Melillos, I really don't know what we would have done as the Polo Field where the trailers are unloaded, is a very dirty dusty place in mid-August and not a suitable place to try to do any preparation.

So Sunday morning, bright and early we were posed on the eighteenth green of the Pebble Beach Golf Course and doing that last minute bit of polishing. Then, we found that we had been put in the toughest class in the whole concours, Class I European Classic 1925 to 1939. The cars in this class were:

- 1939 Delage D8 - 120S LeTourneur et Marchand Eurosport Coupe
- 1937 Delage D8 - 120 Henri Chapron Cabriolet



- 1939 Delahaye 135MS Figoni et Falaschi  
Cabriolet
- 1939 Lagonda V - 12 James Young  
Sedan Coupe
- 1938 Bugatti Type 57SC Atlantic
- 1938 Delahaye 165 Figoni et Falaschi  
Cabriolet
- 1936 Hispano-Suiza K6 Van Vooren  
Limousine
- 1937 Bugatti Type 57C Gangloff  
Cabriolet
- 1938 Delahaye 145 Chapron Coupe
- 1937 Bugatti Type 57S Atalante

Needless to say we felt some anxiety while the judging was going on. Not to prolong this unduly, the winner of the class was Ralph Lauren's Bugatti Atalante which he paid Tom Perkins \$7.5 million U.S. for and then spent another 0.5 million on re-doing it including changing the color from French Blue to Black. This car went on to win Best in Show. Second place went to Robert Lee's Delahaye 165 Figoni et Falaschi Cabriolet and he was so angry that he didn't get Best in Show that he has vowed never to show a car at Pebble Beach again. We were pleased considering the competition that we were awarded third place and also were the first car to take part in the "Parade of Elegance".

Since the car has come home we have put about 900 miles on it trying to break in the new engine and yes, we do have gravel shields now and fender mirrors and license plates. I am pleased to say that already the car exceeds all my best expectations and Liz and I look forward to many years and miles of pleasure with her. Soon we will be getting back to decent weather and we can't wait to get the car back out on the road as soon as the road salt is gone.

The photos enclosed show the car at Pebble Beach with its ribbon and posed in front of the water as Pebble Beach contestants have done for 40 years and a couple of pictures back in Vancouver of the completed car with the top up.

If you wish more information or I have been unclear about something, I can be contacted by phone at 604 261 6933.

Very truly yours

**William C. Holt, M.D.**

Dear Enthusiast

### **Friends of The National Motor Museum at Beaulieu**

Did you know that the National Motor Museum has a flourishing Friends organisation, which supports the work of the Museum? All Friends membership subscriptions are used to help the work of the Charitable Trust which runs the Museum. They go towards conservation and restoration of the Museum's own exhibits, the work of the world renowned Reference Library, towards preserving the thousands of historic photographs which are held in the Picture Library, and conserving the many thousand rolls of film in the Film Library, as well as supporting the research and information services which are provided.

In return for an annual subscription of £15.00 (£60.00 for 10 years, £225.00 for Life Membership), members receive free admission to the National Motor Museum (and Palace House and Beaulieu Abbey) during normal opening hours, a concessionary rate of admission is allowed for guests accompanying them. There is a free admission to special Friends Evenings held in the new Classic Cars Lecture Theatre, where evenings of a very high standard are offered. Previous speakers have included Jackie Stewart, John Surtees, Duncan Hamilton, Paddy Hopkirk, Geoff Duke; and many more from all areas of the historic vehicle movement. Every member is entered for a draw each year for a seat on the London to Brighton Veteran Car Run. A Quarterly Newsletter, full of the latest Museum happenings and acquisitions is provided.

The Museum needs your help and I look forward to hearing from you. Either write or ring us for a membership form, or just send a cheque with a note of your name and address, or ring us with a credit card number.

Yours sincerely

**Michael E Ware**

Curator





*Photo: Courtesy Classic & Sportscar*

As restorers and custodians of 14 of the 76 S Type INVICTAS ever built, we feel that we can, with pride, justifiably claim to be the marque Specialists.

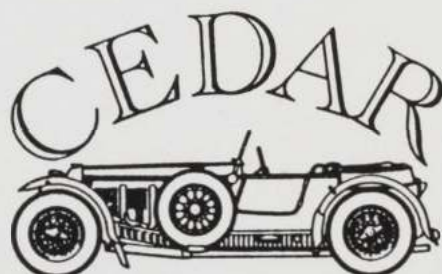
However, we have carried out total rebuilds on many other types of cars from Blower BENTLEYS, through every type of LAGONDA to Lightweight XK JAGUARS and even a works Mini Cooper S!

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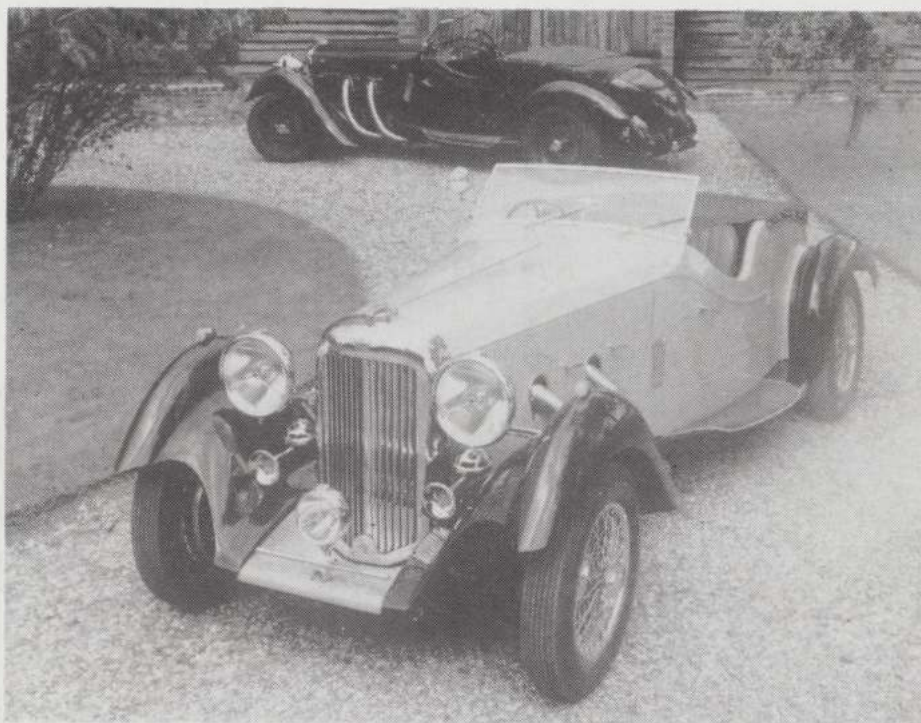




# Peter Whenman

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