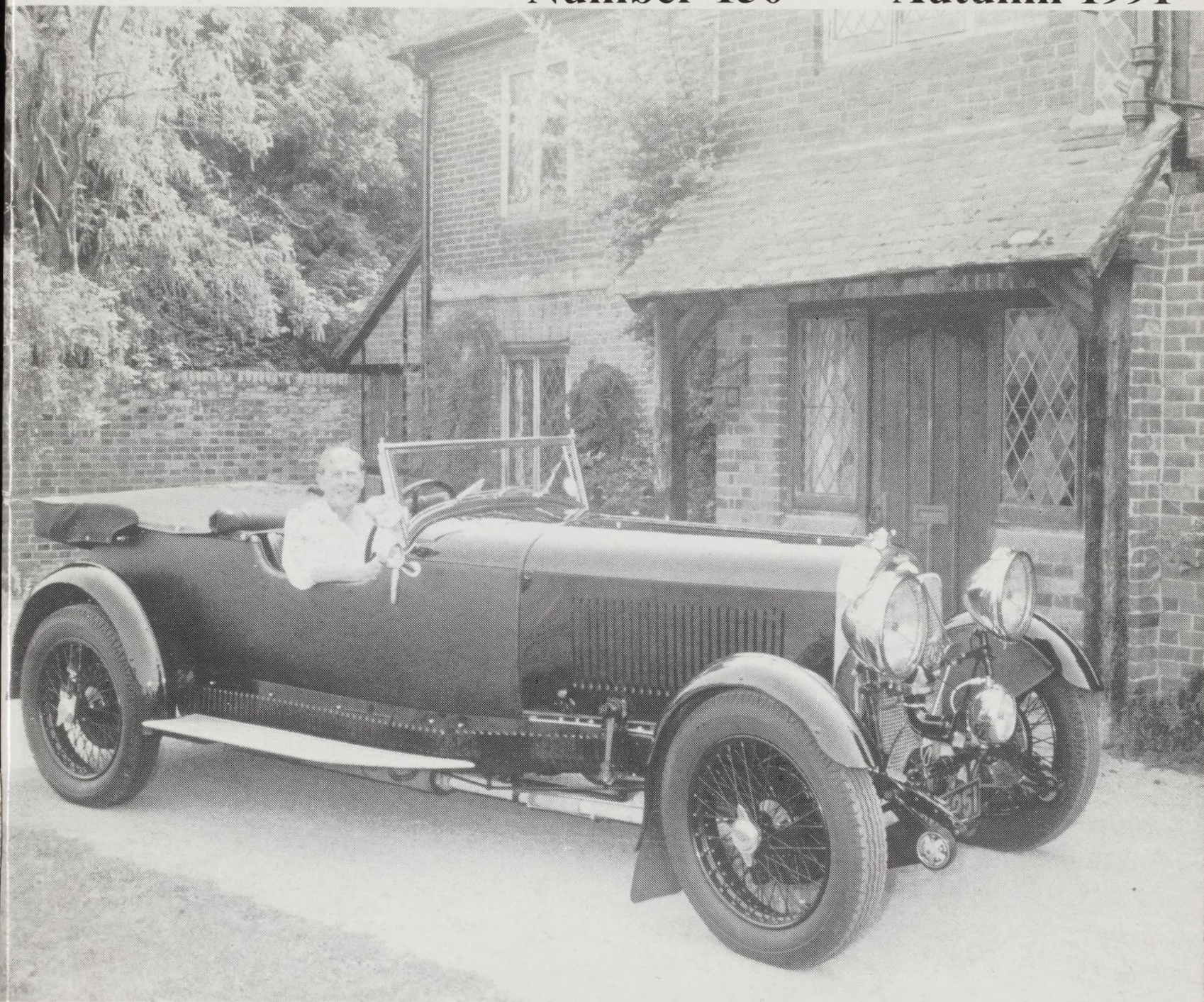




**THE MAGAZINE OF THE  
LAGONDA CLUB**

**Number 150**

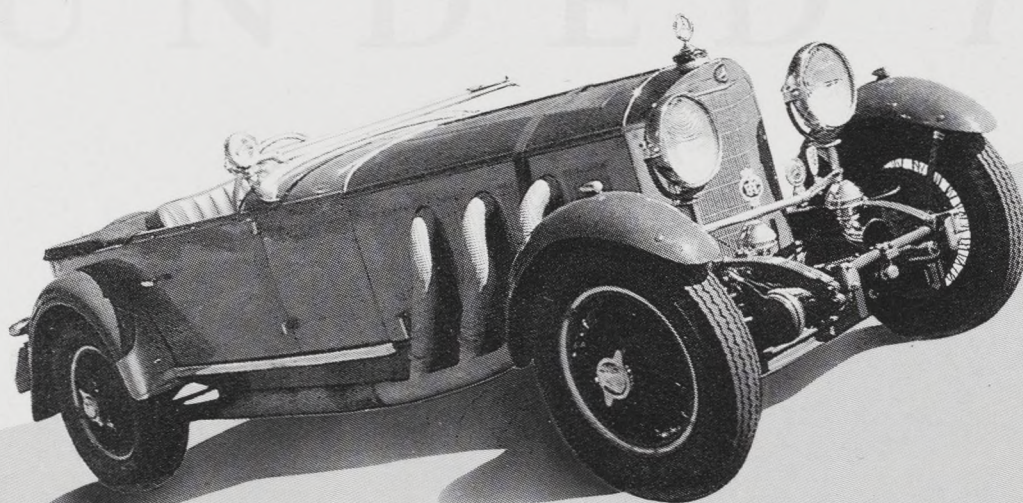
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Issue No. 150

Autumn 1991

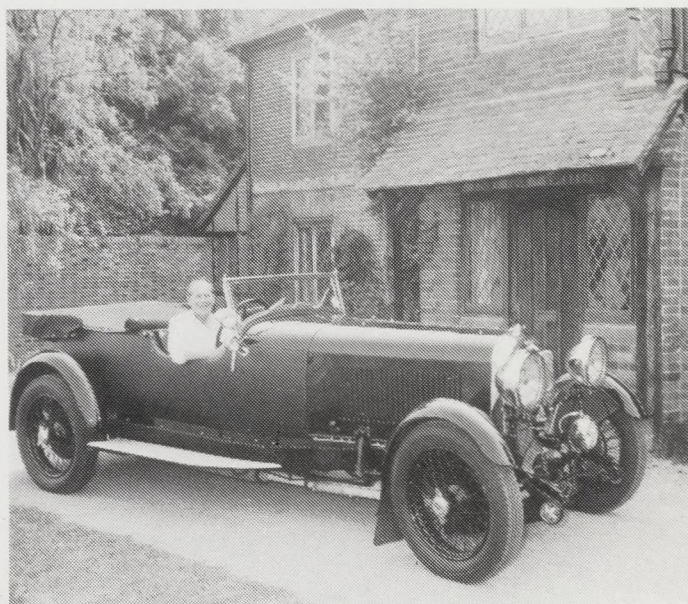
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## CONTENTS

From the Driving Seat . . . . .	4
Jottings from the Chair . . . . .	5
A Little Bit of History . . . . .	8
Another Bit of History . . . . .	10
Competition Roundup . . . . .	12
16/80 Pistons . . . . .	22
The Christie's Weekend . . . . .	24
Retrospective in Retrospect . . . . .	26
18th Normandy Rally . . . . .	30
Spares News . . . . .	35
Letters . . . . .	39

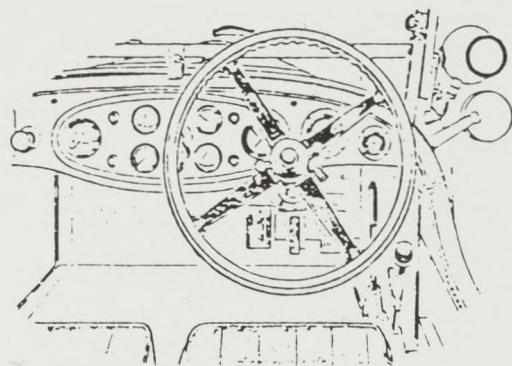
## FRONT COVER

*Geoffrey Seaton in his lovely 3 litre tourer, see Editorial for details.*



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# From the Driving Seat



This, the 150th edition of "The Lagonda", represents another landmark in the Club's history but, coincidentally, it also represents another important event because the Club is now forty years old. Happy anniversary to you all and here's looking forward to the next forty years.

Now it just happens that Geoffrey Seaton has also owned his lovely 3 litre tourer for forty years this year and we celebrate our dual anniversary with a picture of him and his car on the cover and a ruby red background to the magazine itself. We asked Geoffrey to prepare a short article on his long ownership, but with characteristic modesty he declined. All I can tell you is that he bought the car on 11th September 1951 and joined the Club during November of the same year. The car, chassis no Z9661, engine no Z1405, was first registered on 17th July 1930 and still looks as well as it did all those years ago. It remains a credit to him and to the Club and I know that his meticulous standards of workmanship and maintenance have been an inspiration to many of our members over those forty years. Congratulations Geoff and we all wish you many more years of happy motoring.

Geoff has always said that many members have owned their cars for much longer than he can claim, and knowing the loyalty our marque engenders, this could well be true, but who has owned their car for the longest? Would claimants please forward details and a picture of themselves with their car and we will feature them in our Roll of Honour in future magazines.

Although the Annual General Meeting was held before this magazine was put together, we will feature fuller details about it in the Winter magazine, when all those many photographs taken on the day will have been processed. It was a very special AGM this year because we were formally saying goodbye and thankyou to Valerie May for her thirty plus years as Secretary. This will, naturally, be properly recorded in the Winter issue, but we wouldn't want those who were unable to attend the meeting to think that we didn't show our appreciation in the proper way. Of course, she and Tony will remain members of the Club and we can still look forward to meeting them at future meetings.

The Winter issue will also carry several articles which have been held over from this issue due to pressure of space. It makes the Editor's job much easier to have a selection of articles available at all times and I hope and trust that you will continue to send your contributions, but you will note that the post-war cars and Rapiers are poorly represented in these pages. I know that Rapiers are fortunate enough to have a special club to cater for their particular needs and that many of the post-war owners find that they have an affinity with the Aston Martin Club, but we would still like to read more about their experiences, so how about it, post-war and Rapier owners?

**K.P.P.**



# Jottings from the Chair

I write with a sigh of relief in the afterglow of the AGM, which was the very successful two day weekend event that we had hoped for, and fully justified all the very hard work that Jeff and Hilary Leeks put into its preparation. Many members took advantage of the weekend break terms and stayed Friday and Saturday nights at the hotel, and nearly 50 attended the dinner on Saturday evening, where the food was excellent.

To make the dinner an even closer rival of the Northern Dance Dinner in April, we were treated to one of the famous David Hine Monologues, of Alfred "on 'is 'orse, with 'is 'awk, in 'is 'and". Despite overnight rain, the Sunday was dry for the Concours, and we had a fine display of cars, spares, and regalia. A fuller report will come in the Winter Magazine, to be read on chillier days, but I must mention how nice it was to meet up again with Marion Wilby, with Mrs Elphinstone, and with Sheila Burke, all given a fine welcome by their old friends again.

We really must remember to call this the Club Weekend in future, as AGM gives quite the wrong impression, and only occupies an hour or so of the two days.

A week earlier Very Old Member James Woollard was married, and despite the continued abduction of KW 2102 was blessed with a fine reception at his parents' farm (now almost engulfed by Milton Keynes), attended by a number of vintage car friends, including Lagonda members Roly Grindell and Jean, Clive and Shirley Dalton, and Nic Portway and Judy, as well as ourselves. James and Gerry have just bought Brian Dearden Briggs' Lancia Lambda, which is very splendid, in place

of KW, but remain members of our Club.

BDC Silverstone Race Meeting on 24 August attracted a number of our own members too, I persuaded Phil Erhardt to get out the Viz le Mans car for the day (not very difficult) and was rewarded with a share of the driving up from Esher. Electrifying, but not unmanageable once you are used to the sheer power available. The size is not worrying once you are in the seat, and the feel and balance are perfect. Once there, we were lent the Cornich drophead version of the latest Bentley to throw around on the concrete (which seemed rather incongruous), courtesy of the factory demonstrator via the BDC. John Rider had a go too, and was equally shocked. Even more of our members were competing, including Peter Whenman, Tim Wakely, David Hine and son Nicholas Hine, and Alistair Barker.

Like all the next generation, Nick Hine on his first time out was quicker than all his father's best efforts after thirty years, but David put it down to the fact that Nick hasn't had to repair an engine yet.

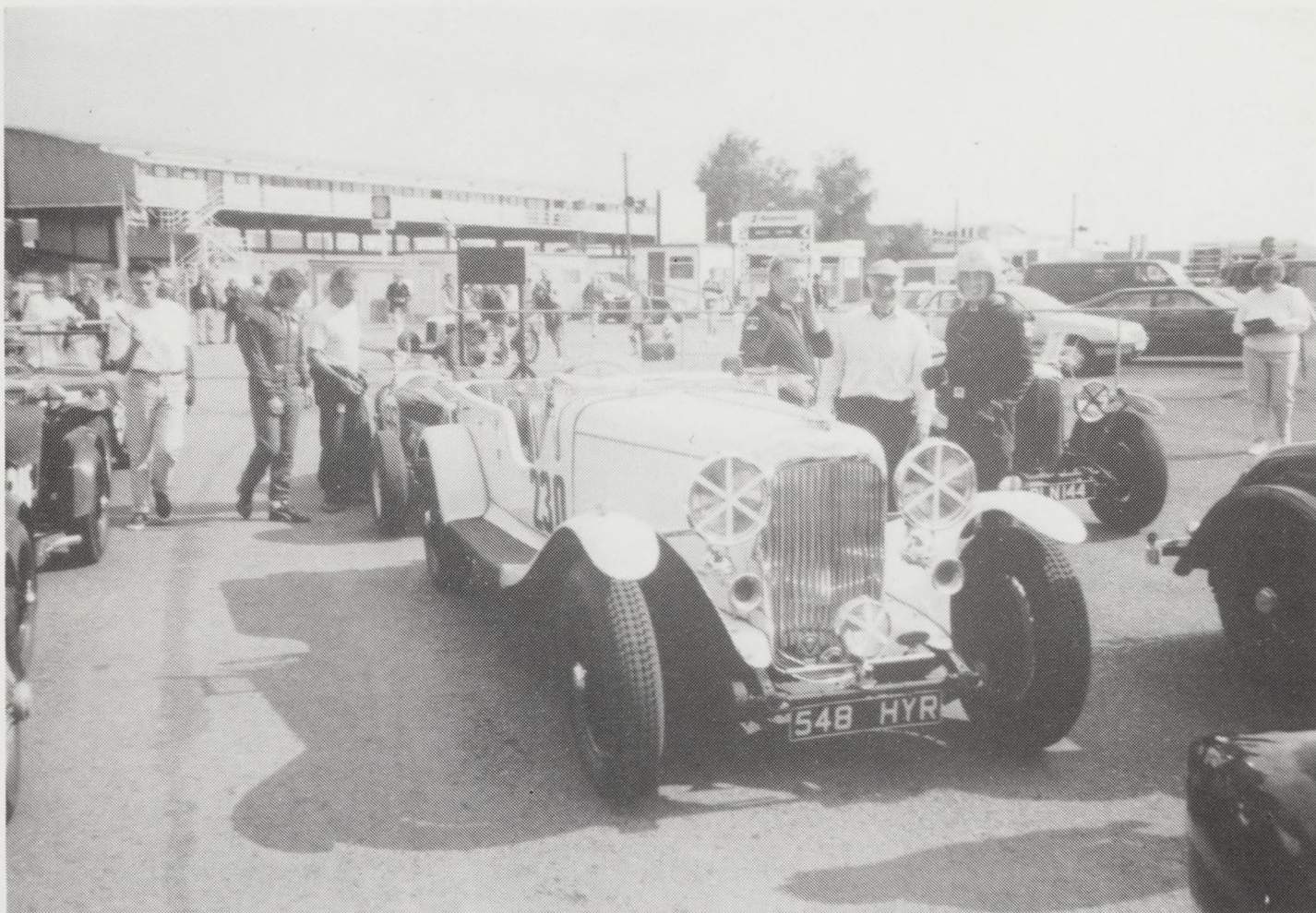
Jeff Leeks' magnificent programme of social events has transformed the amount of weekend motoring opportunity in the Home Counties this year. On the previous weekend, 18 August, he and Hilary organised a gathering to Sir William McAlpine's garden railway at Fawley, and the weekend before that again, a visit to Booker Airfield. The Fawley event was a curiosity. The McAlpines event had assembled a full standard gauge working steam railway in their garden, about a couple of miles in length and with stations, signal boxes, linesman's sheds and the like from surplus Victorian sites around the



*Dorset Rally July 1991: The newly emerged 14/60 Saloons of Peter Jones and Dick Sage.*



*Dorset Rally: The SW Regional Chairman crosses the finishing line for Steve Lawrence and Alan Elliott in the last test.*



*Barker, Hine Senior and Hine Junior at the BDC Meeting on 24th August.*

country. They then had the good sense to invite the local Marlow Railway Society to join in helping to run it, with the result that the whole outfit is now very professional indeed. There is also a rail museum and quite respectable car collection. About 20 of our cars turned out, including the very welcome sight of the Leo blown 2 litre with Maurice and Pam: when I last saw "OKX" (now GK 3255 again) it was 25 years ago and Maurice was saying how there's no point in running these old cars any more, as the metal's too brittle!

Jeff's Booker visit included real live trips in Tiger Moths, with even the Rendall children being able to look out over the gunwales into the slipstream in entranced amazement. Wonderful Jeff.

The season has definitely entered autumn mode now, and as I write the weather is wet and the air is cold. The next Club date down here other than the monthly Holyport meetings, is the

Brighton run on 3 November, when members are invited to meet at the Queens Head just south of Bolney Stage, and then on for a hot snack with Kip and Carmen Waistell at Ardingley afterwards. See you there!

TTFN

Jeff Ody.





## A Little Bit of History

I bought this print at an autojumble from a man who had no idea what it was. The car is clearly an LG45 Team Car, but at what event and when? And which car? It is one of the two seaters, that both survive, and has no visible lamps, which were only fitted when the cars were road registered. So that makes it pre-1936 in the case of EPE 97 and pre 1947 for HLL 534.

To cut a long story short, I believe this is a picture of Marcel Lehoux in EPE 97 at the French GP of 1936, held at Montlhery on 28th June. The doubt arises because the programme for that event shows Lehoux in No. 16 and the Leoz brothers in No. 18, but I know this to be dubious because the Autocar the following week published a photo of the Leoz car and it was carrying No. 90, so it is quite likely that all the cars were

renumbered for some reason and number 98 was the other LG. The only other possibility is that it was taken a week later, when Lehoux drove the car in the Marne GP held on the Rheims circuit. This was his last drive in EPE, being killed a week later.

One clue is the fact that the car is running on a concrete surface, slightly unkempt (note the weeds growing on the channel). I haven't been able to find a photo of the Rheims circuit in 1936, but certainly by the 'fifties it was blacktop and, as part of an important Route Nationale, shouldn't have weeds in the channel. Nor is there a white or yellow line in the centre. So I am fairly confident that this is Montlhery and it is Lehoux. But if anyone knows better, let's be hearing from you.

**Arnold Davey**



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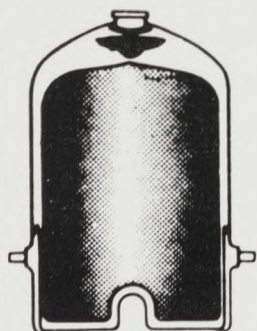
## Another Bit of History

This picture, taken by Fox Photos on March 30th 1959, has the following caption on the rear: 'The Pride of Edward McDonnell'

Mr Edward McDonnell of Peckham - Managing Director of a S.E. London coachbuilding firm - has a 1912 Lagonda which he purchased from a fellow enthusiast who 'found' it on a North Wales sheep farm. The car has been renovated by Mr McDonnell and now gleams as good as new. He considers his time well spent, for his Lagonda is one of only two such cars in existence, 11.1 h.p. 2 - seater, 30 m.p.h.

Photograph Shows: The Red, Blue and Yellow Lagonda purrs along the road with Mr Edward McDonnell behind the wheel, Fox Photos March 30th 1959.

Arnold Davey, who supplied the picture adds that, according to Charles Elphinstone, the car is actually a 1919 model. He goes on to say that the car is now in the USA and the last owner known to us was Bob Ohnstad. Can any of our American members throw any more light on its current fate?



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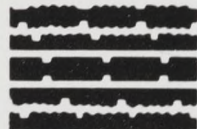


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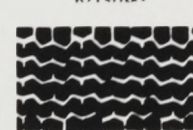
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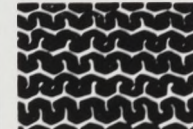
5 STUD PATTERN



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# Competition Round-Up No. 6

This edition of the Round-Up will, of necessity, be less anecdotal than usual, due to the large number of events to be covered, between 12 January and 1 September 1991, but I will highlight the outstanding efforts of our Club members, including those of the Rapier Register, with whom I hope we will have a closer relationship in the future.

## 12/13 JANUARY 1991 VSCC MEASHAM RALLY

This popular winter night-navigation event attracted some 70 entries, among whom were our regulars John Harris and his expert nav. A. P. Costigan in the LG 45 ex Coates car LBT 74, and Birmingham member P. G. Towers, nav. S. M. Towers in their 1933 16/80 tourer LG 8429. The Harris/Costigan team as usual took a 1st Class award. Congrats John!

## 16/17 MARCH 1991 VSCC WESSEX TRIAL

One has to acknowledge that this is not a sphere of activity in which the name Lagonda springs to the fore, at least not in recent times, Bill Oates used to do well in the 11.9 era; perhaps some brave soul might revive this spirit in the LC Classes. So this year we had two Rileys driven by Lagonda folk; Paul Tebbett and the ubiquitous Roger Firth, Paul took a 2nd Class award.

## 6 APRIL 1991 VSCC DERBYSHIRE TRIAL

Paul Tebbett again took a 2nd Class award at this trial in his Riley.

## 20 APRIL 1991 VSCC SILVERSTONE

Lagonda Club Entrants

J. P. Miller	1936	LG 45 Spl	DPK 164
R. A. Slater	1934	Rapier 1098	
Colin Bugler/Neil Jones	1937	LG 45 TT Rep	AYS 620
Nick Morley	1937	LG 45 Sol	CRM 518
T. P. Brewster	1937	LG 45 Rep	BGB 988 (ex Herb)
Peter Whenman	1934	M45RLM Rep	BKA 240
Alastair Barker	1937	LG 45 Spl	GPA 189
Tim Metcalfe	1934	Rapier Spl 1083	BGK 795
Tim Wakeley	1937	Rapier Ph Pk 1098s	DFP 531
David Hine	1936	LG 45 Spl	548 HYR
Derek Green	1932	S Invicta	
Ken/Adam Painter	1935	Maserati 4CS	SN 333

### Results

Event No.	Pos	Driver	Best Lap min/mph	Winner: Best Min/mph
1 30 min HS trl	1st Q	A. Painter	1.31.3 (18)	
1 30 min HS Trl	14 Q	J. P. Miller	1.28.3 (18)	
1 30 min HS Trl	23 Q	R. A. Slater	1.51.8 (14)	
2 Fox & Nicholl 10 laps	19	P. Whenman	1:31.3/65	Mayman Maser 1:20/74
	21	J. C. Bugler	1:31.8/64	
	22	N. J. Morley	1:31.4/64	
	28	T. P. Brewster	1:34.9/62	
5 5 Lap H/C	21	A. W. Barker	1:39.8/59	Grist Alfa 1:20.5/73
7 5 Lap H/C	3	T. G. Wakeley	1:31.8/64	Mason Riley 1:27.2/68
	4	D. R. Hine	1:31.1/65	
	5	T. M. Metcalfe	1:37.8/60	
	14	N. A. Jones	1:31.0/65	
	15	D. S. Green	1:36.1/61	

9 5 Lap H/C	4	A. E. Metcalfe	1:41.5/58	
10 5 Lap Scratch	12	T. G. Wakeley	1:30.8/65	Will'n Itala 1:42.9/57
	14	D. R. Hine	1:32.6/64	
	20	K. P. Painter	1:37.6/60	

### 5 MAY 1991 VSCC CURBOROUGH SPEED TRIALS

John Batt reports that it was a good fine day. Nice to hear that Hall jnr was having a go; last time I saw him he was acting as Dad's mechanic in an incognito state at the Manx Merlin Classic.

### Lagonda Club Entrants

G. M. Cole	1934	Rapier 1104	
David Hall	1935	LG 45 Spl	DNA 709
Ken Painter	1935	Maserati 4CS	SN 333
T. P. Brewster	1937	LG 45 Rep	BGB 988
Alex McCall	1935	Rapier 1100	(Eccles?)

### Results

Driver	Handicap	1st Run	2nd Run	Award
Cole	54.5	55.07	54.63	
Hall	48.5	51.69	49.84	
Painter	43.0	46.49	46.43	
Brewster	44.0	47.31	46.99	
McCall	47.0	47.96	48.26	
Firth	49.5	47.77	47.43	2nd H/C

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## 12 MAY 1991 VSCC WISCOMBE PARK

Like Alan Elliott last year at Wiscombe, Tim Wakeley alone represented the marque on this occasion, in the Phoenix Park blown Rapier, DFP 531. He took 1st place on a handicap of 58.25 in Class 2, achieving 56.99 and 55.49 on the two runs.

## 19 MAY 1991 VSCC SCOTTISH TRIAL

Roger Firth was the sole Club man here, albeit in his Riley 9.

## 27 MAY 1991 VSCC SHUTTLEWORTH & NUFFIELD TROPHIES, DONINGTON

A very good turnout of twelve Lagondas for this increasingly popular meeting.

### Lagonda Entrants

Peter Whenman	1934	M45RLM Rep	BJA 240
SD Pontin-Warltier	1936	LG 45 Spl	
John/Nick Morley	1937	LG 45 Spl	CRM 518
Colin Bugler/Neil Jones	1937	LG 45 TT Rep	AYS 620
Nigel Hall	1935	LG 45 Spl	DNA 709
Alastair Barker	1937	LG 45 Spl	GPA 189
TP Brewster	1937	LG 45 Rep	BGB 988
Tim Wakeley	1937	Rapier(s) Ph Pk	DFP 531
LA Thompson	1934	Rapier Spl	
Brian Fidler	1934	Rapier Sp Elder	BLT 391
M Hollinshead	1935	Rapier Spl	
P Fletcher-Jones	1934/35	Rapier Spl	WV 5889

### Results

Event No. etc.	Pos	Driver	Best Lap mins/mph	Winner Best Lap min/mph
1 5 Lap Scratch	2	Whenman	1:4.3/64	Freemn AM 1:46.6/66
	5	Fletcher -J	1:49.0/64	
	14	Pontin - W	1:56.4/60	
	NC	Wakeley	2:15.1 -	
3 5 Lap H/C	1	Thompson	1:40.8/69	
	14	N. Morley	1:49.4/64	
	19	Jones	1:48.7/64	
	24	Hall	1:57.5/59	
	25	Barker	1:54.0/61	
6 5 Lap H/C	3	Fidler	1:49.9/64	Palmer Sqre 1:53.4/62
8 5 Lap Scratch	11	Brewster	1:59.7/58	Jaye Alta 1:34.1/74
9 10 Lap Nuffield	10	Fidler	1:50.2/63	Ricktts ERA 1:30.6/77
	NC	Simpson	1:50.1/-	
10 5 Lap H/C	7	Hall	1:50.3/63	Rowe Riley 1:47.5/65
	9	J. Morley	1:52.8/62	
	11	Bugler	1:49.7/64	
	12	Whenman	1:49.8/64	
	15	Brewster	1:57.1/60	
	21	Barker	1:55.5/61	
11 5 Lap Scratch	5	Thompson	1:40.0/70	Grist Alfa 1:36.2/73
	6	Fletcher -J	1:44.4/67	

Congrats to Peter, Len Thompson and Brian Fidler for their placings.



*Tim Wakeley has had a very busy season. He looks very confident at Silverstone, Peter Whenman doesn't seem so sure.*

### 1 JUNE 1991 VSCC COLERNE SPEED TRIALS

This splendid little West country event, noted always for its informality, attracted five entries from Lagondas. The sprint competition, run in pairs, provides useful comparisons for straightline acceleration between similar models.

#### Lagonda Entrants

Alan Elliott	1930	LC 2L	GP 895
Colin Bugler	1937	LG 45 TT Rep	AYS 620
Peter Whenman	1935	M45R LM Rep	BKA 240
Alex McCall	1935	Rapier	Eccles
Ken Painter	1935	Maserati 4CS	SN 333

Driver	H/C	1st Run			2nd Run		
		1/2 mile	Km	Term mph	1/2 mile	Km	Term mph
Elliott	49.53	25.69	49.93	60	25.08	48.95	61
Bugler	35.01	18.39	33.91	96	19.75	37.05	87
Painter	35.54	18.37	35.15	83	18.31	35.38	80
Whenman	32.81	17.59	32.99	95	17.33	32.74	94
McCall	33.35	17.61	33.80	89	18.36	34.90	88

### 9 JUNE 1991 BENJAFIELD'S RACING CLUB CORNBURY PARK SPRINT

This new event, organised by some enterprising members of the BDC, and located in a particularly picturesque part of the Cotswolds, promises to be a very popular annual fixture according to Peter Whenman who thoroughly enjoyed himself. The course is .75 ml around the tarmac environs of Cornbury House near Charlbury, and there is a suitable pub called 'The Bell' just up the road. Next year (1992) it is scheduled for September. Peter's times were 60.89 and 59.89 in Class 2 (over 3L), the winner being Stanley Mann in the 8L; 55.85 and 56.56.

## 15 JUNE 1991 VSCC SILVERSTONE HAWTHORN MEMORIAL MEETING

Another well supported event with fourteen Lagonda entries; in Race 2 there were no less than six on the grid; (eight with two non-starters). Unfortunately the weather was rather unkind and lap times were affected.

### Lagonda Entrants

David Hine	1936	LG 45 Spl	548 HYR
Alastair Barker	1937	LG 45 Spl	GPA 189
Peter Whenman	1935	M45R LM Rep	BJA 240
Jonathan Miller	1936	LG 45 Spl	DPK 164
Colin Bugler/Neil Jones	1937	LG 45 TT Rep	AYS 620
T P Brewster	1937	LG 45 Rep	BGB 988
Tim Metcalfe	1934	Rapier Spl	BGK 795
Brian Fidler	1934	Rapier Spl Elder	BLT 391
Len Thompson	1934	Rapier Spl	
P Fletcher-Jones	1934/35	Rapier Spl	WV 5889
J D Simpson	1934	Rapier Spl	
Tim Wakeley	1937	Rapier Ph Pk	DFP 531
G F Williams	1936	Rapier Spl	

### Results

Event No. etc	Pos	Driver	Best Lap mins/mph	Winner Best mins/mph
1 6 Lap Phillips	17	Hine	1:41.2/58	Mayman Mas 1:26.9/68
2 5 Lap H/C	3	Barker	1:42.1/58	Pollk Inv 1:41.2/58
	9	Whenman	1:42.1/58	
	13	Miller	1:40.4/59	
	16	Bugler	1:45.0/56	
	26	Metcalfe	1:54.7/51	
	NC	Fidler	1:47.7/-	
4 5 Lap Scratch	4	Thompson	1:35.9/61	Sparrhk Alv 1:32.8/63
	5	Fletcher -J	1:35.6/62	
8 5 Lap H/C	6	Jones	1:42.8/57	P - W Riley 1:39.1/59
	22	Fidler	1:50.8/53	
10 5 Lap Scratch	5	Simpson	1:45.4/56	Roach Riley 1:37.3/61
	7	Wakeley	1:47.9/55	
	11	Williams	1:48.0/54	
	14	Whenman	1:47.7/55	
	17	Brewster	1:48.1/54	
	18	Fletcher -J	1:52.9/52	

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## 6 JULY 1991 MAC/VSCC SHELSLEY WALSH HILLCLIMB

Four Club Entrants this year; Paul Nickalls in the 1934 Rapier US 8551, Nigel Hall again in LG 45 DNA 709, and Richard Campbell in the indecently fast little Austin/Fiat single seater, and Roger Firth in the Th. Schneider.

Driver	Class	H/C	1st Run	2nd Run
Nickalls	1	51.0	50.42	50.57
Hall	2	47.75	46.53	46.83
Campbell	3	43.0	43.01	42.80
Firth	5	53.5	53.17	50.69

## 7 JULY 1991 VSCC MALLORY PARK

### Lagonda Club Entrants

Nigel Hall	1935	LG 45 Spl	DNA 709
P Fletcher-Jones	1934/35	Rapier Spl	WV 5889
LA Thompson	1934	Rapier Spl	
M Hollinshead	1935	Rapier Spl	
Roger Firth	1913	Th Schneider	M 5000

### Results

Event No etc.	Pos	Driver	Best Lap min/mph	Winner Best min/mph
1 6 Lap Scratch	3	Fletcher - J	1:10.1/69	Hannis Alv 1:7.1/72
5 6 Lap Scratch	5	Thompson	1:5.4/74	Berens Aus 1:11.7/67
	14	Hall	1:10.8/68	
	21	Hollinshead	1:25.6/56	
8 6 Lap Edwdn	2	Firth	1:17.7/62	Willmsn Italal 1:17.7/62
9 6 Lap H/C	16	Hollinshead	1:21.0/60	B1 - Edwds FN 1:19.2/61
10 6 Lap Scratch	3	Thompson	1:2.3/78	Carol Morgan 1:1.0/79
	7	Fletch - J	1:5.2/74	

## 14 JULY DORSET RALLY TOUR - TREASURE HUNT

Organised with great innovation and added interest this year by Steve and Ann Lawrence, everyone thoroughly enjoyed the outing. The route started at Bridport and headed in the general direction of Dorchester, not by the usual way, but taking in Eggardon Hill, again not via known ways, but up a sort of farm track! Two steaming 14/60 saloons resulted, the leading one perforce halting its companion; an historic occasion – the only two known models in the Club stuck on Hardy's hill!

The clues were not too difficult – one or two were tricky – so the grey cells weren't overtaxed; however, a tie-breaker had been devised which did call for considerable technical mental dexterity. Given a battery driven tricycle device, one had to find out how it worked, then use it to perform a timed driving test, all of which requirements were met by Alan Elliott in record time.

### Results

Allan Elliott	1930 LC 2L	GP 895	1 Overall winner
Dick Sage	1927 14/60 Saloon	TV 5922	2 Best Old Boiler
Jeff Ody	1930 LC 2L(s)	GT 910	3 Best Brown (sic) car
Peter Dobson	1950 DB 2.6	LLB 74	4 Best Double-Breasted car
Peter Jones	1928 14/60 Saloon	KO 6393	5 Best Younger Boiler
Alan Witt	1935 M45 Spl	AXO 773	6 Wittiest 4 1/2



*Pit stop for two 14/60 steamers on the new Eggardon Hill Climb. Dorset Rally '91.*



*Dorset Rally, Finish line-up at the Lawrence's establishment.*

### 3/4 AUGUST 1991 VSCC PRESCOTT HILLCLIMB

Glorious weather once more for the annual Mecca occasion, enlivened to some extent this year by the inclusion of an Autojumble, reportedly to placate some jumble kings for the loss of Oulton. Notable for the scarcity of 2 Litres in the Lagonda entry – Alan Elliott very lonely – but lots of pretty Rapiers to keep the flag aloft.

#### Lagonda Club Entrants (including one or two 'ex-officio' juniors)

<b>Class 1</b>	Jeff Ody	Amilcar CGS	1925	OJ 3107
	J Crabtree	Rapier Spl	1934	–
<b>Class 2</b>	Paul Nickalls	Rapier Spl	1934	US 8531
	Geoff Cole	Rapier Spl	1934	BLX 480
	Peter Whenman	Rapier Ph Pk	1937	DFP 531
<b>Class 3</b>	Alan Elliott	LC 21	1930	GP 895
	Nancy Ody	Alvis 12/70 Spl	1939	FLA 105
	Adam Painter	Maserati 4CS	1935	SN 333
<b>Class 4</b>	Jonathan Miller	LG 45 Spl	1936	DPK 164
<b>Class 5</b>	Roger Firth	Th Schneider	1913	M 5000
<b>Class 7</b>	JDG Simpson	Rapier Spl	1934	–
	Brian Fidler	Rapier Elder Spl	1934	BLT 391

#### Results

Driver	H/C	1st Run	2nd Run	Award
Ody J	66.5	75.68	69.0	
Crabtree	59.5	59.99	60.69	
Nickalls	54.5	54.49	54.34	
Cole	62.5	63.34	64.60	
Whenman	54.0	50.76	51.66	(Should have been 1st on H/C on my arithmetic)
Elliott	62.5	65.38	65.09	
Ody N	62.5	62.58	60.98	
Painter	51.5	50.07	49.83	2nd H/C
Miller	55.0	59.29	53.44	2nd H/C
Firth	54.5	54.57	54.77	Sam Clutton Mem Trophy
Simpson	54.0	56.99	54.88	
Fidler	59.0	57.43	56.37	1st H/C

Congrats to the award winners and commiserations to Peter!

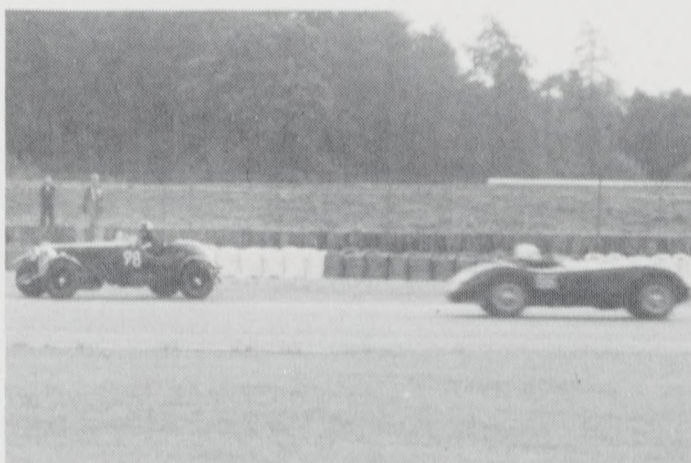
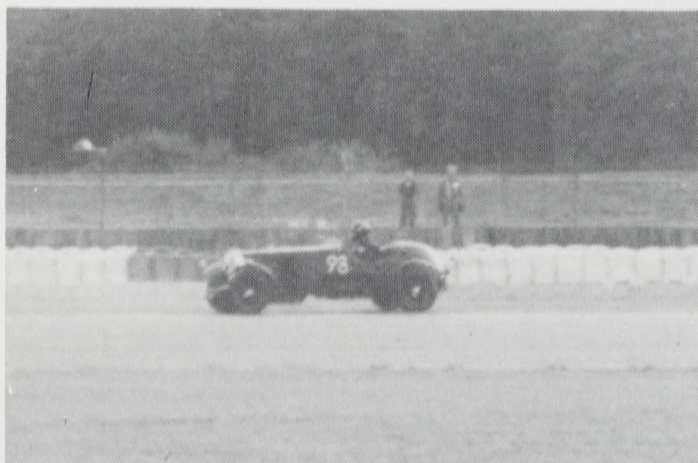
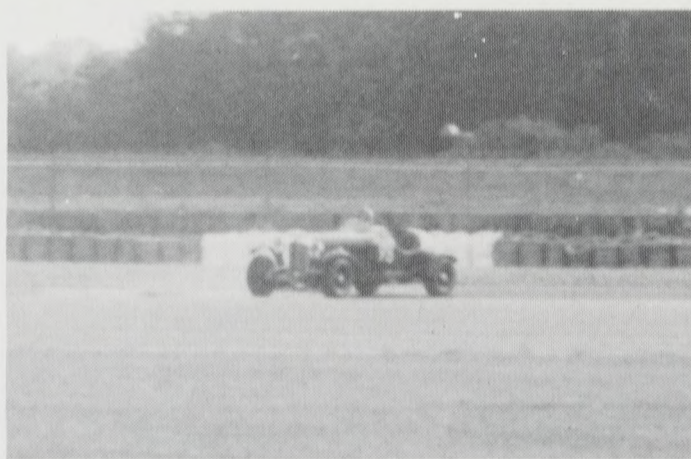
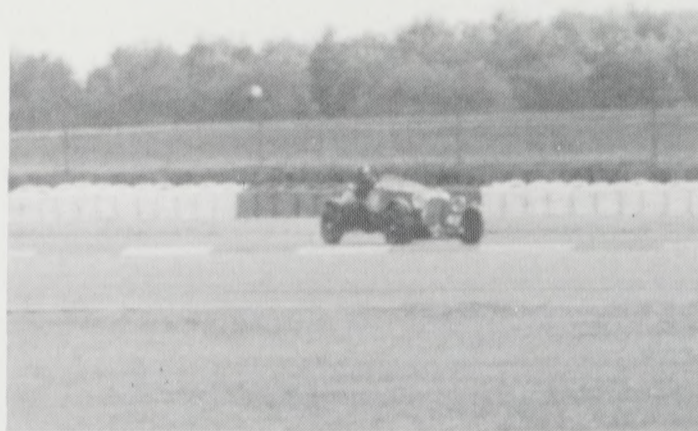
### 24 AUGUST 1991 BENTLEY DRIVERS CLUB SILVERSTONE

I apologise for having included only the results of the Bentley/Lagonda Handicap in this report. However I can say that Nick Hine drove Dad's LG 45 in the vintage and PVT H/C and acquitted himself admirably in his first event, even bettering the old man's lap times!

#### Bentley/Lagonda Handicap

##### Lagonda Entrants

Len Thompson	1934	Rapier Spl	1484	
Tim Wakeley	1937	Rapier Ph Pk	1098(s)	DFP 531
Graeme Simpson	1934	Rapier Spl s/str	1140	
Tony Metcalfe	1934	Rapier Spl	1087	BGK 795
Peter Whenman	1935	M45R LM Rep	4453	BJA 240
Jonathan Miller	1937	LG 45 Spl	4500	DPK 164
David Hine	1936	LG 45 Spl	4453	548 HYR
Alastair Barker	1937	LG 45 Spl	4500	GPA 189



*Story without words. BDC Silverstone.*

Peter reports that he had a very good race in close company with Vaughan Davis in the 6½ litre Bentley-Jackson single-seater, lying 1st and 2nd for most of the race, but Peter was unable to hold him on the straights. On about the eighth lap he did manage to squeeze past only to be overtaken by Graham Withington in the 4.25 special, so it was back to 2nd again. On the last lap Peter was caught virtually on the line by the fearsome 8 - litre of Stanley Mann, and the equally daunting 6.3 litre V8 of John May, so he finished in 4th place in the race - a splendid effort against so much heavy Vintage, Derby and Crewe metal. However, this was re-adjusted to 6th after taking into account the H/C effects; that was the bad news; the good news was that this put Alastair into 2nd place, and 1st Lagonda, thus Winning him the Bentley Trophy this year. Well done both!

#### Results

Pos	Driver	Laps Req'd	Best Lap mins/mph	Winner Best mins/mph
2	Barker	9	1:34.0/63.15	Goldsmith 4½B 1:39/59.96
6	Whenman	10	1:28.70/66.92	
7	Thompson	10	1:20.5/73.74	
8	Wakeley	10	1:27.8/67.61	
13	Metcalf	10	1:42.90/57.69	
19	Hine D.	9	1:35.80/61.96	
DNF	Miller	3 com.	1:34.30/62.95	

As can be seen from the above, the Rapiers of Len Thompson and Tim Wakeley were very fast, showing the 4½'s clean pairs of heels; they are extremely well prepared potent little racing cars.

## 25TH AUGUST 1991 VSCC CADWELL PARK

### Lagonda Entrants

P Fletcher-Jones	1934/35	Rapier Spl	WV 5889
Brian Fidler	1934	Rapier Elder Spl	BLT 391
Graeme Simpson	1934	Rapier Spl s/str	
Len Thompson	1934	Rapier Spl	
M Hollinshead	1935	Rapier Spl	
G Williams	1936	Rapier Spl	
James Crocker	1936	Rapier/AC Spl	BPH 492
John/Nick Morley	1937	LG 45 Spl	CRM 518

### Results

Event No. etc	Pos	Driver	Best Lap mins/mph	Winner Best mins/mph
1				
8 lap Spero	1	Fletch - J	2:5.3/62.3	
	DNF	Fidler	2:29.7	
3 4 lap H/C	3	Simpson	2:8.5/60.7	Scaldw'l Ril 2:13.6/58.4
	9	N. Morley	2:14.0/58.3	
	12	Thompson	2:9.9/60.1	
	18	Crocker	2:14.7/58.0	
5 4 lap Scr	2	Simpson	2:8.0/61.0	Watney Riley 2:3.0/63.0
	6	Fletch - J	2:38.0/39.4	
9 4 lap H/C	6	J Morley	2:15.8 57.5	Seber Wols'y 2:5.1 62.4
	13	Hollinshead	2:41.6/48.3	
10 4 lap Scr	6	Thompson	2:1.8/64.1	

Congrats to Fletcher Jones and Graeme Simpson

### 1ST SEPTEMBER 1991 VSCC MADRESFIELD DRIVING TESTS

Only two Lagondas in this event; Robin Colquhoun in his 1932 LC 2-Litre, PJ 4790, and myself in the 1927 14/60 Saloon. Robin scored 102 penalties and I, despite having bonus deductions of 14 points due to length etc. managed to make several hashes, eg touching the Adv/Ret lever in the Slow/Fast test, thus awarding myself 50 penalties (total 171!) Paul Tebbett was there with his Austin 7 scoring 97. I was not bottom; a Trojan scored 204!



*Dorset Rally Winner Alan Elliott en route up Eggarden.*

# 16/80 Pistons

Since 1985 or 86, 2 Litre Crossley owners have been eligible to join the Lagonda Club on the strength of the Crossley engine in the 16/80. I doubt very much whether members of the 2 litre section of the Crossley Register have been queuing up to join, however, most mileages completed are so small that spares are seldom needed!

As the Crossley Register's 2 litre person I am required to advise on technical matters and to be in a position to be able to be helpful about spares. I am now thinking about replacement pistons. The standard 'modern' replacement for the 16/80 Crossley engine is the Hillman Minx piston. These are now getting very scarce, they have considerably larger gudgeon pins and are flat crowned, as compared with the domed crown of the original Crossley piston. The Hillman pistons seem to work, but I do not like boring out the small ends of an alloy rod and I am not convinced that the compression ratio remains the same at 6 . 5 : 1.

I have in my possession, Crossley Motors' original blueprints - even original pencil drawings - of various types of piston considered by the Works for their new 2 litre engine. They are dated 1926 - 28. The final choice was a solid skirt alloy piston with three compression rings and one oil scraper ring situated above the gudgeon pin, plus the aforementioned domed crown. The gudgeon pin is fully floating, held in position by circlips.

If I have some pistons made - and they should be fairly straightforward to manufacture - how many 16/80 Lagonda owners would be interested? Please let me know.

Incidentally, having covered about 230,000 miles behind those six little pistons (no, not the same ones!), I calculate that the sum of the power strokes over that distance is equivalent to a single stroke of a huge single cylinder engine of 766 million litres capacity.

**Stephen Weld**

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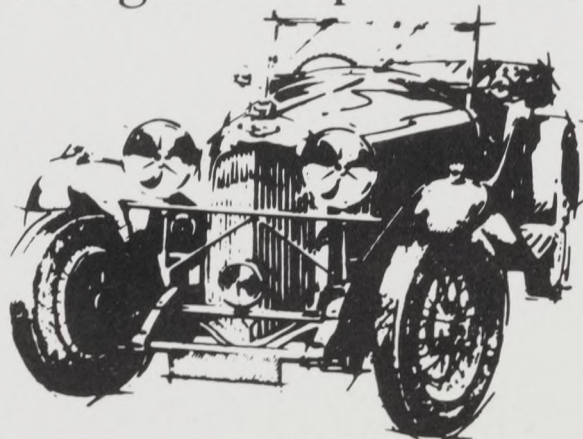


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*Ivan Forshaw has not been in the best of health recently, but here he celebrates his 80th birthday with family and friends. We wish you a belated "Happy Birthday" Ivan and hope you are feeling better.*

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# The Christie's Week-end 1991

On the whole, free entry, a drive round the track twice and full participation in all the entertainment going was bound to be a success. With the currant bun on full alert for most of the time there are worse ways to occupy a week-end.

The Christies week-end is a Saturday and Sunday devoted to a sort of richer and more varied version of July VSCC Silverstone. It is mounted using a number of the facilities left in place after the British Grand Prix and appears to have a serious commercial purpose. Certainly it was reputed that a sale was taking place somewhere at the end of the meeting. Last year's report in the Winter edition describes the Louis Vuitton Concours and goes on to mention the Christies' week-end. Whether, this year the Concours actually took place I never found out, not being much into concours'.

Starting early each morning, like 09.30, the first half is devoted to parades of various vehicles beginning with the one-make clubs and passing on by way of the Historic Commercial Vehicle Club and the Military Vehicle Preservation Group to end about mid-morning with the start of racing.

The parades give a good opportunity for those so minded to indulge in some creative driving. The procedure is that the course car sets off in the lead at some fairly moderate pace and gradually accelerates. Those who wish to go fast round the circuit let the course car build up a good lead before getting the clog down. With any luck one can get in a good couple of laps at high speed before coming in. Those of us with apprehensive passengers not able to hold on to anything such as the steering wheel poodled round the track in a rather less sporting way with all the fast metal in the AC contingent behind whistling past in barely concealed disdain. We were probably lapped at least once in two and two thirds laps.

However, Shirley having thought about

it a bit, has now let it be known that she wants to drive the car round herself next year, presumably so that she can give me a taste of my own medicine. Whenever I have mentioned this possibility before she has always maintained her legs are too short to reach the pedals. We shall see.

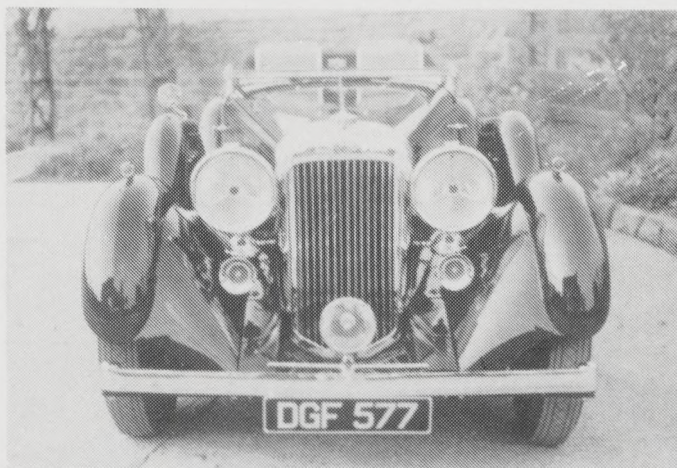
The races are interspersed with various demonstration runs of which the most notable was also the shortest. The Edwardian racers got about two thirds of a turn round the track instead of the two and two thirds we got. Since they are a good deal more of a spectacle than we are it was felt they had been slightly short changed. Cries of "encore" might have been in order.

That said, the whole thing ran remarkably to time throughout and contained a mixture to suit most tastes. What was particularly pleasant to my mind was that there seemed to be complete access to the whole pits area for the whole time even whilst racing was going on. This made for much the same level of interest as is available at the VSCC meeting but with a wider range of vehicles. The constructional standards and methods of many of the fast modern Le Mans cars could be easily examined making it very obvious how far materials technology controls the rate of advance.

After parading, all the exhibit vehicles are allocated places which in our case was a large marquee next to the Aston Martin one and opposite the VSCC and the MG ones. The weather was so good that no one used our marquee except at night. The Astons however had brought some interesting, mostly racing, cars to exhibit, "Green Pea" being one of them, and these filled their tent up. Had we chosen to try putting our cars in the tent there wouldn't have been a lot of room for much else. The tent was big but there must have been more than twenty Lagondas, I did count but forgot the answer.

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# Retrospective in Retrospect Memories of an LG45 on a Mountaintop in South Mayo

It all started at an excellent social evening in March with the organisers of the Circuit of Ireland Retrospective Rally saying the Retrospective would be some fun in a car like yours, have you ever thought of it? We hadn't, but it sounded like a challenge, so we entered.

Later as the paperwork began to arrive, like a leaflet raid on Hamburg, it became clear that we were into some semi-professional situation we had never envisaged. In fact our only experience of night navigation (or any navigation event come to that) had been a two hour 'fun run' twenty five years ago. This is important because it left an indelible mark on our relationship and the rear wing of the LG after an altercation over map reading ability (hers) and driving (his). So, we offered a ride to a real circuit experienced navigator and put that concern out of our minds.

After the summer holidays September 29th seemed to accelerate towards us. Minor malfunctions (petrol and temperature gauges, an intermittent fuse failure on the rear and side lights) assumed major importance. The leaflet raid continued. Phrases like "route designed for enjoyment", "feel free to miss out sections too demanding on the car" designed to allay fears merely exaggerated them. As did solicitous calls from Rodney McComb (the organiser) repeating, with more than a hint of recant of his early enthusiasm, that some of the roads in the special sections might not be exactly suitable for large Lagondas.

Preparation continued apace. The M.O.T. passed, including jocular comments by the examiner on our dipping system. The side light fuse lasted nearly a week before failing again.

When we really started to get our act and our list together (six different maps, references to electronic timing devices)

we knew we were in for serious stuff. We would be sharing the roads with heroes of the '60s like Adrian Boyd and Ronnie McCarteney and it was all very exciting. Then the blow fell. Our 'professional' navigator rang to say that he'd got his dates confused, his brother was getting married on the 30th, sorry and all that, he was sure we'd manage 500 miles, the first half, in two days, three 60 mile regularity sectors, 12 driving tests, 'tulip' sections (tulips? on a rally!?). It all shows how ingenuous an enthusiastic geriatric can be, but there was no turning back.

On the way to the start we checked our 'electronic speed/mileage device' (the LG speedometer and trip) on the calibrated mile (we got lost looking for that!). It was about right, give or take 50 yards, or maybe 150.

The car park at the starting pub was a fine sight. The entry was limited to 100 and the only other pre-war cars were an Austin Ulster and a friendly, and very fast, Talbot. There were plenty of classic 50's and 60's stuff, big Healeys, and some Jowetts, TFs, TRs, MGAs and Bs, a Morris Minor, a Riley 1.5, Minis (straight and Cooper), Volkswagens, two lovely Lancias some Alfas and a real hot Renault Alpine.

Inside, more paper, lots more. Route instructions, driving test briefs (some more akin to knitting patterns) and the first 'tulip'. Around us plenty of professional talk and activity. Maps prepared in plastic, elaborate stop watches, "potties". All very daunting and all the cars seemed to have "electronic speed measuring devices". For our part we did have four torches, a magnifying device and I had agreed to bring my reading glasses (that I normally refuse to wear). By now you may realise that she had agreed to drive and I was about to initiate myself into navigating.

We were the second car off, a mixed

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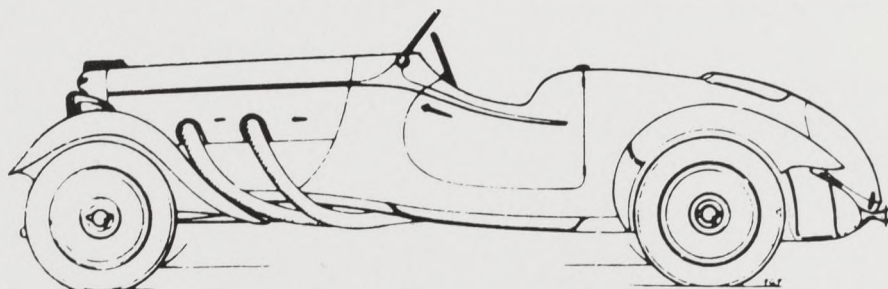
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blessing but on the whole helpful to be in the first group. It was quite demanding and competitive and we were clearly tyros but started to learn fast. The first night a massive navigation error left us in the foothills of the Mourne on a signpostless road with the lights of two towns visible, but no compass. We retrieved and by-passing a control arrived at the fourth via a section on a farm road in which the car really only just fitted. The amused farmer armed with a lantern on a 90% bend suggested power steering before we came again.

Leaving at six, dark at eight, chips at 10.30 at Dungannon and the pint in Sligo at 1.00 am was never so welcome (it didn't touch the sides on the way down!)

The Saturday was all day-light, but that didn't prevent more navigating disasters. The regularity run, 60 miles at an average of 30 over the Mayo mountains was a revelation, to be repeated in Conemara on the Sunday. To maintain such an average (which she did) over mountain roads some of which barely held the car was some achievement, only marred by himself (as the Irish say) managing to misread a tulip and waste some useful points.

The scenery was spectacular and, at times, breathtaking. Breasting the crest of a mountain road I looked up from the tulip to a magnificent view with the sea in the distance and a lake maybe two miles away, and 1,000 ft below with the road dropping to a hairpin 100 yards ahead, she was leaping along at over 50 (no option to maintain the average) I looked down again smartly and swallowed to replace my heart to its rightful place. On that one she had to reverse to negotiate the hairpin.

And so it continued. Our experience and enjoyment grew, although I even managed yet another major navigation error on the third day. The driving tests were fun and new entrants from 'across the water' were startled to find that many took place on public roads, to the delight of the locals. 'Crowds' gathered even way up in the mountains where they barely numbered double figures. There was obviously much reversing involved and I

mastered (sometimes) a technique of slipping her out of gear – the car – well before the end of the forward run, to let the gearbox revs die and reduce the inevitable crunch of the reverse. Our performance there was far from disaster except for the one when I incurred maximum penalty for going the wrong way at the start.

There were many highlights. The Irish are different. What do you do when the local garda (plod) waves you frantically through a halt sign and the regulations stipulate severe penalties for any legal infringement? The local council people erected a Bailey Bridge especially for us after a disastrous flood a fortnight before. The local priest ran his mass early to facilitate the competitors (and himself he said, because he wanted to watch).

It finished with a marvellous party, good food, excellent speeches and plenty of wine of the county and real Irish 'crack' – that marvellous mix of good company and energetic conversation into the early hours. We all got prizes and came home happy in the knowledge that there were twenty crews slower than us (less lucky? less skilled?) hooked on the experience and looking forward to next year's. The LG was the belle of the ball and never missed a beat.

**F. D. Storrs**



**For those small machined items,  
i.e. bushes, clevis pins, shackle-pins,  
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**Contact: Bill Evans (E.14 2-litre L.C. owner)  
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**Evenings – Weekends  
030 679 461**

## PUB MEETS

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

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

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

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

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

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

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

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

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

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### Available from the Secretary:

Copy Instruction Books:

16/18, 21t H/C, 2 lt L/C, 3/3 1/2 lt, M45, LG45, LG6, V12. £10.00

Copy, Meadows Engine

Catalogue: £ 5.00

Car Badge: £15.00

Lapel Badge – oval, brooch fitting £2.50

Lapel Badge – winged, pin fitting £3.50

Tie – blue or maroon terylene £5.00

Key Fob £2.50

Overall Badge £2.50

Magazine Binder (hold 12 issues) £3.75

Short history of the Lagonda £1.00

V12 "Trader" sheets £1.50

Scarves (long, with badge) £6.00

## SWEAT SHIRTS

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

We also have a few children's sizes left, in navy only.

*For further details contact*

**Barbara Hyett**

53 Wombourne Park, Wombourne  
Nr. Wolverhampton, Staffs WV5 0LX  
**Tel. 0902 893907**

## LAGONDA AN ILLUSTRATED HISTORY 1900 - 1950

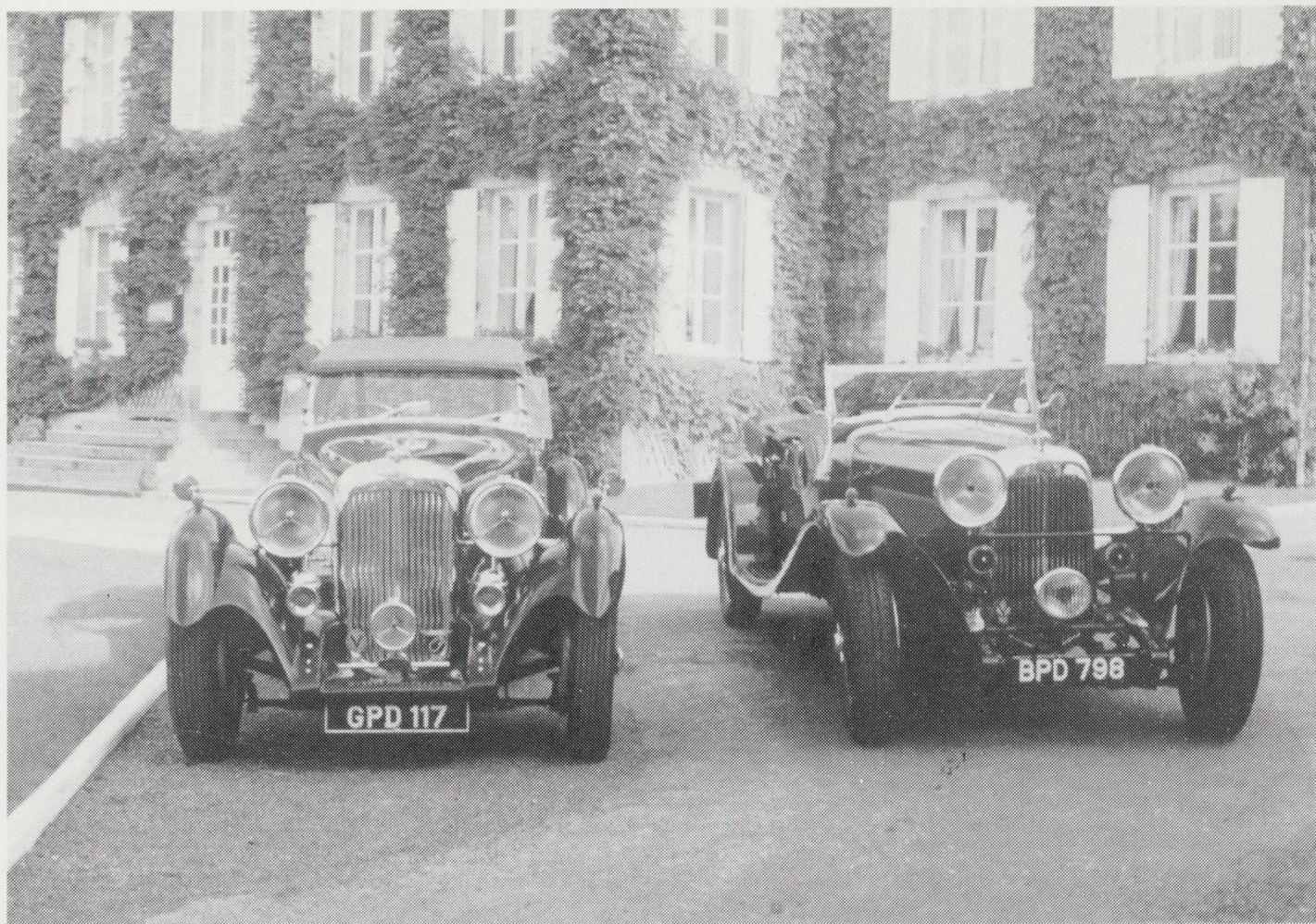
by Geoffrey Seaton

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CONTACT THE SECRETARY  
FOR DETAILS



*Alec Downie's Rapide and Roger Firth's M45 Tourer outside Normandy Stud Farm.*

# 18th Randonnees des Trois Vallees

**18th Normandy Rally · 22/23 June 1991**

## **First part of the Report by Roger Firth**

It was back in 1985 when Beryl and I took part in this particular rally, and our memories of that event are still quite fresh. It was therefore with delight that when invited by Alec and Sylvia Downie to take part in the 1991 event, we accepted.

Our Cars:   Alec Downie   LG 45 Rapide  
                  Roger Firth   M45 Tourer

Alec and Sylvia had decided to spend a few days in France prior to the rally in the hope of missing most of the Le Mans Traffic and therefore we motored down to Sherfield On Loddon on the Monday to stay with them for the night, departing from Poole to Cherbourg on the Tuesday lunch time crossing and staying the first night at Valognes which is just a

convenient distance away from the port. The following day, after sight seeing in Valognes, we undertook a leisurely drive in the hope of staying in another hotel known to Alec at Putanges Pont-Ecrepin. Due to advanced bookings they were unable to provide the sort of accommodation we required but we were directed to a place called 'The Normandy Stud Farm' which was some three miles away. This was quite splendid, with manicured grounds and not a thing out of place. We decided to stay there for three nights, the only problem being that the Japanese are unable to manage to cook good French Cuisine, but at least they tried. We toured for two days around

Swiss Normandy, eating rather well and drinking rather well, and what a nice part of the country that was, we visited many fine buildings and what a pity the French have removed so many of their fine pipe organs from their churches and replaced them with those horrible electric uncontrollable devices.

On the Saturday we travelled towards Flers to meet up with the other members who were taking part in the rally which started at Le Sella-La-Forge Golf Club. Some of the Lagonda folks were already there and just after we had arrived our Chairman and Jill arrived to complete the first part of our party. In the usual manner of things the rally started with a two hour lunch, washed down with a considerable amount of wine to get everyone in the mood for things to come . . . the rally proper. Having completed less than a mile everything went wrong; at the first junction, instead of going straight on we went to the left, (fuse shortens a little) but at least in the end we found the correct road into Flers and through the town to the first check-point (here we were correct so fuse remains just a little shorter) which some people took to be the local supermarket.

Now on to the second check-point and absolute chaos. Only the French could make the clue a vintage car parked at the side of the road! Of course this was missed, as everyone took it to be a participant in the rally. Then straight on at the next cross-roads for some five miles, where were we then? 'I think we are wrong,' Beryl says, so back to the cross-roads (Fuse shortens a little more). I then decided to look at the map and . . . well, well . . . it would appear that Evelyn (our happy-go-lucky French interpreter) did not know her left from her right or any other directions for that matter. Think we are now back on the route so on to the next check-point with a box of matches ready. Not by chance but by expert navigating we managed to find the third and fourth check-points (Fuse now returned to original length) where we met Alec and Sylvia coming in the wrong direction, having completely missed the third check-point (gave matches to Alec) perhaps as

well, as you had to play a game of tennis with boxing gloves on (silly French). On to the fifth check-point for afternoon tea, drinks of your choice and a good look at the cars. Then on to final check-point, finish, then onto Bayeux.

This was quite a hanging about job, but after being there for a short period Roland Morgan together with Stanley and Rosie (Champagne) Hughes arrived. Roland looking quite splendid in his try-it-on Henley Regatta gear. Then on to our Hotel for a quick change, then back to the City centre for the grand parade in which Roland won the prize for the most jovial entrant, and then on to the dinner which commenced at 23.10 and finished at around 01.00. Then to bed to prepare for the following day's events. The following morning we were taking a stroll around Bayeux when we bumped into John and Sue Walker and Jeff and Hilary Leeks enjoying their first lump of crusty French bread, having crossed to Cherbourg on the Saturday night sailing. At first I thought Sue had the Bayeux Tapestry wrapped around her but a little closer it was clear that this was the latest fashion design.

**Roger Firth**

**Sue and John Walker and Hilary and Jeff Leeks arrived on the Sunday morning before breakfast, missing the Saturday start having travelled overnight from Portsmouth to Caen in their 2 Litre LC Lagondas, registrations KY1161 and PL5967 respectively.**

We had our breakfast and then decided to raid the local patisserie for our first taste of those wonderful French artforms, and as we wandered through the main shopping parade we met Beryl and Roger Firth and Sylvia and Alex Downie taking their morning constitutional after a very late Saturday night dinner.

Gradually the main square in Bayeaux filled with over 50 pre and post war cars of all types, including Delahaye, Delage, Peugeot, Renault, Fiat, Rolls Royce and Citroën.

The Lagonda contingent included:  
Jeff & Hilary Leeks

PL5967 1931 2 Litre LC



*Roland Morgan and co-navigator after an exhausting French lunch.*



*Elizabeth Brown's Birthday Party, Courance.*

Roger & Beryl Firth

BPD798 1934 M45

Alex & Silvia Downie

GPD117 1938 Rapide

Douglas & Elizabeth Brown

BYT321 1935 M45

Brian & Joyce Saville

AGO295 1933 16/80 Weyman Saloon

Clive & Shirley Dalton

JX1504 1933 2 Litre Continental

John & Sue Walker

KY1161 1931 2 Litre LC

Jeff & Gill Ody

GT910 1931 2 Litre S/C LC

Gert & Anne Jensen

DSV202 1931 2 Litre LC

Roland Morgan - passenger in

Rolls Royce 1929 Phantom Tourer

Unfortunately Gert Jensen had clutch problems on Saturday which culminated in the plates shattering on the way to the Sunday start so he prepared for his trip home, courtesy of the RAC.

The route took us through some pleasant countryside back to Caen and a number of checkpoint challenges had to be attempted, including spending some time in a Chateau garden trying to identify various herbs

Every road we took seemed to be filled by Lagondas heading in various directions. Eventually we completed the 3 hours of navigation and arrived at the Cabourg Town Hall for the civic reception and then drove in convoy through the pedestrian shopping area to the Grand Hotel for the lunch and presentation. This hotel is really magnificent, a very large Victorian style building which overlooks the promenade with superb formal and very colourful gardens.

The spectators were there in their hundreds to view the cars whilst we sat in the elegant dining room being wined and dined with truly French hospitality overlooking the seaview and cars on the promenade. After approximately 2½ hours we had a few informal and presumably funny speeches, although the majority of us couldn't understand what was being said by the French. Then we made our way back to the cars and the presentation of awards to everyone who

entered the event.

Alex Downie got yet another award for the most elegant car in his Rapide, even though he pretended he didn't want to enter – I seem to have heard that somewhere before! The Lagonda party reckoned that it was Sylvia's matching red leather hat that really influenced the judges!!!

As we had booked into a hotel in Houlgate we made our way the few miles with most of the party and after freshening up we met in the garden for tea. We joined Roland Morgan and his friends, who had already gone through c 5 bottles of Champagne in an hour. Roland had been presented with a 2 litre beer mug as a special award for the jolliest person on the rally – I wonder why? and he was drinking his champagne from it.

The Sunday evening meal was a jolly occasion with us realising that six gentlemen at the next table were all Aston Martin members on their way back from Le Mans. As a consequence of this chance meeting I met Commander Michael Jones who runs the Royal Navy Museum in Portsmouth and hopefully in conjunction with Peter Rapkins, AMOC South East Hants Secretary, the Lagonda Club will be running a very special event in May 1992, including a visit to HMS Victory.

The evening ended and the Monday morning saw the Lagonda party leaving on their respective ways home. However, John and Sue Walker and Elizabeth and Douglas Brown had arranged to spend another few days travelling around Normandy with Hilary and I before heading home.

We stayed at a lovely Chateau near St Lo, having previously visited the place on our 1990 ANVE trip. We were all welcomed again by the owners, who showed us photographs of our previous stay, and provided us with some beautiful rooms in their very homely chateau.

Tuesday dawned and Elizabeth Brown suddenly realised it was her birthday, having originally thought it was the previous day, so that meant she had two celebrations! We celebrated outside a Patisserie next to Coutances Cathedral



*The Monday morning after.*

with a very large strawberry confection and hot French coffee, under umbrellas as we were in for another heavy shower.

I you would like to venture to Normandy in 1992 on the ANVE rally why not decide now to book your holiday – it is usually held on the second weekend in June. Hilary and I can give you details on 024 024 3188 and do read the 1990 article in Spring 1991 bulletin. However, we do need a volunteer to coordinate next year's entries as we intend to become even more adventurous and go further afield to the Dordogne with friends on our 1992 holiday, probably in our Litre Lagondas.

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*Continued from Page 24*

The rest of both days was ours to do as we liked with lots of interesting machinery to see both old and new and much good racing. I am not sure, however, that we would go if we had to pay. Vintage Silverstone is just as good fun and much cheaper.

**Clive Dalton.**

## **TO RENT**

**6 Secure Dry Garages  
18'6" x 10'**

Brick built with asbestos roofs

**Car Wash facilities**

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**071 486 7100**



## Spares News October 1991

What a nice day out in the Oxfordshire countryside! If you were not there why did you miss out on the AGM? For a day that started out for us at least with a cloudburst and anxious anticipation of previous year's weather, Sunday September 15 turned out quite nicely thank you! Mind you there are probably quite a number of nice fields in Oxfordshire that would do as well, where shall we go next year?

A couple of weeks earlier the Lagonda Funday at Ripley was blessed with wonderful weather and some 150 cars turned out to enjoy the fun and the beer. The quality of the entry was outstanding this year and of the Lagonda party I identified Archie Thomson, John Brown, Geoff and Joan Seaton, Alex and Sylvia Downie, Michael Valentine, David Evans, Nic Channing, Neville Maine Tucker, Peter Cripps, Sheila Burke, and Richard Bush and family in the Invicta. Apologies to all those I have missed out! The day's target of enough money to purchase

another Guide Dog was reached again with the help of the publican at the Seven Stars Rod Dean, who now owns the MGBGT V8 which was owned by our own Geoff Seaton. Rod dotes on the "B", tailored cover, hot water bottle at night and an annual thrash to Le Mans for the 24 hours to blow the cobwebs out.

The Club stand at Beaulieu was a great success particularly on the Saturday when Colin and Valerie were hardly ever without a member engaging them in deep and serious conversation. Sunday I thought seemed a little quieter than usual, perhaps the recession is reaching autojumbler too. Rest assured that the Lagonda Club Stand at Beaulieu will be back next year. Many thanks to those who organised this first, and I thought the banner looked good too.

Now for some spares news. New for this issue I think are: - the V12 steering joint felt retaining spring that fits under the rubber beret, fits LG6 as well of course! Water works for 16/80: the top water

elbow, the pipe that goes from the radiator to the head, the side water elbow, and the front head offtake which is fully machined so is a touch more expensive than the others. LG filler cap lever, LG filler cap, and to order completely finished LG filler caps. 2 Litre rear axle corks the biggest and the best! The steering box bracket has been revised slightly, is now made of brass and tends to be an involuntary purchase based on the knee jerk reaction of most members and experience when they examine their original aluminium one and find that it has started to crumble away. Brake springs are now in stock in most of the shapes and sizes required for Lagondas, and I suggest a set complete is the sensible way to go. The handbrake pulloff spring is also available for the LG6 and V12. Scintilla Vertex gears in pairs large and small. Not quite ready, the "Y" rubber for the LG bulkhead seal. M45 clutch springs now a tad stronger than the tired original I was given to copy. The 2 and 3 Litre springs now in stock deserve the same comment! The spring that holds back the clutch arm on the LG6 and the V12 is now available. Two part V12 valve guides, and V12 tappet adjuster screw and nut at very reasonable prices. The only snag is that you need 12. 2 and 3 Litre blue enamel badges have finally arrived and are nearly all sold. Now the teething troubles are over though the next order might arrive a little quicker. On the other hand another supplier might be the better alternative. M45 aluminium fan pulleys, an ideal replacement when you have smashed the original to pieces getting it off. The little swing cover that hides the starting handle hole in the LG bumper should be here any day. Brass Lagonda key tags as sold at the AGM are a steal at £2.50! If your order is big enough I might even give you one!

Items for sale this time: 2 Litre sump and 2 Litre radiator Martin Bugler 025126 4239: 2 Litre High chassis crankshaft, unknown (?) Crossley crankshaft, pair of trailer mudguards, 2 Litre oil pump for reconditioning, a couple of 16/80 and 2 Litre dynamos, late and early 3 Litre starters, 41/2 Litre Rotax starter, all most

definitely for reconditioning, a pair of new 21 inch remoulds one with a scruffy wall, set moulded 2 Litre brake linings, 41/2 Litre sump, John Oliver 09323 46359: new but plastic Rapide wiring loom Clive Peerless 081 946 7784: 2 Litre front axle and cylinder head Bittlestone 0435 864945: a pair of 41/2 Litre carburettors, LG45 flywheel, a pair of LG6, V12 stub axles, a pair of 2 Litre camshafts, rear LG6, V12 shockabsorber Roger Firth 061 303 9127: 41/2 Litre Meadows ex WD, crankcase block head camshaft rods and camshaft, T8 gearbox with gate and handle; new T8 gears 3rd and top; LG45 chassis members to hold G9 gearbox; M45 exhaust manifold; LG45 cast bulkhead; Andre Hartford telecontrols including front and rear gauges: sell or swap for 41/2 Litre WO Bentley parts; Clifford Walmsley 0772 865709: 2 Litre cylinder block crankshaft and head, M45 servo, brake shoes, clutch assembly, flywheel, crankshaft, rods, 2 Litre axle case, 3 Litre sump which is a superb example of aluminium welding at its best and most extensive David Ayre 0635 69388: 18 inch wheel Paul Giannuzzi 0795 83225: 16/80 brake drum, 2 Litre brake drum Graham Thomas 0959 32746.

Wreford Fisher promises the ultimate luggage rack for 2 & 3 Litres: quick release light alloy construction to aircraft standards, self finish ready for polishing or painting: phone 0983 874002.

The price list is revised this month and there are a few new prices. Ferodo MZ41 friction material is becoming difficult to obtain but I have stocked up with M45 clutch discs so if anyone wants to put off the day when they will have to change to a more modern material please take advantage of the Club stock and transfer it onto your own shelf.

**John Oliver**

# LAGONDA CLUB MEMBERS SPARES SCHEME

October 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	£20.00
Radiator to head "Y" pipe	£30.00
Waterplate nearside	£20.00
Waterplate o'side High Ch	£35.00
Top water elbow 16/80	£28.00
Radiator to head 16/80	£28.00
Side water elbow 16/80	£28.00
Front head offtake 16/80	£120.00
Cozette outlet pipe	£34.00
Cozette inlet manifold	£60.00
Radiator/tank cap o'centre	£75.00
Radiator cap "T" bar	£22.00
Spare wheel cone	£30.00
Spare wheel carrier	£36.00
Ball ended spinner	£20.00
Front head offtake 3 Litre	£25.00
Radiator to head 3 Litre	£25.00

#### 41/2 LITRE:

Sump, M45, SI, SII, SIII,	£750.00
Water transfer port	£16.50*
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	£20.00
Front head offtake M45	£20.00
Front head offtake LG45	£30.00
Front head offtake LG6	£26.00
Back head outtake LG	£24.00
Back block elbow LG	£3.50
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, + 31/2 LITRE, 16/80, M45, LG45

Pedal pads	£16.00
Starting handle bracket	£14.00
V12	
Top water offtake pair	£40.00

### GASKETS

2 Litre Head	£50.00
2 Litre Rocker Cover pair	£4.00
16/80 + Crossley Head	£60.00
3 or 31/2 Litre Head	£60.00
41/2 L Head Copper/copper	£60.00*
41/2 Litre Rocker Cover	£4.00*
V 12 Head left or right	£60.00
2 Litre Cork seals x 8	£6.00
2 Litre Exhaust gallery	£16.00
2 Litre HC Exhaust flange	£3.00
2 Litre Exhaust 3 port set	£12.00
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
41/2 Ltr Exhaust 6 port set	£12.50*
41/2 Litre Exhaust pipe	£3.00
41/2 Litre Silencer	£3.00
V 12 Exhaust 12 port set	£15.00
2 Ltr High Ch Inlet	£3.00

2 Ltr rear axle corks pair	£26.00
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### STEERING

#### SUSPENSION BRAKES

Steering box bracket brass	£110.00
Steering box ballrace pair	£20.00
Perrot shaft 14/60 2 Ltr HC	£65.00
Perrot shaft 2 Ltr LC 16/80	Ask
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
Kingpin thrust race pair	£20.00
Front axle cotter pin pair	£6.00
Kingpins 41/2 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 41/2 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	£65.00
Brake drum stud & nut	£2.00
Brake springs all available	Ask
Brake hose set x 3 LG6 + V12	£36.00
LG + V12 hand brk pulloff spr	£6.50
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
St'rng jnt rub retain spring	£3.00

### WATER PUMPS

2 Litre shaft	£20.00
2 Litre dog adaptor	£8.50
2 or 3 Litre body casting	£120.00
16/80 early body casting	£30.00
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	Ask
M45 Distributor gear small	£35.00*
M45 Distributor gear large	£35.00*
Scintilla Vertex gear small	£35.00
Scintilla Vertex gear large	£60.00
Crown wheel & pinion 13/43 for 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	£45.00
2 + 3 Ltr 3 layer drive disc	£42.00
2 + 3 Ltr 2 layer drive disc	£38.00
41/2 Ltr + V12 drive disc	£45.00
2, 3, 16/80, 3 Ltr/2 Ltr bump stop	£8.50
41/2 Ltr bump stops lge + sml	£3.50

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

### CLUTCHES

2 + 3 Ltr driving pins x 4 + 2	£85.00
2 or 3 Ltr springs set 6	£12.50
2 + 3 Ltr steel driven plate	£75.00
2 + 3 Ltr friction disc each	£32.50
2 Litre starter ring screw	£95.00
M45 steel driven plate	£65.00*
M45 friction disc each	£32.50*
M45 springs set 12	£30.00*
LG45 carbon thrust bearing	£25.00
LG45 carbon thrust brng clip	£.75
LG45 Clutch less tower	£125.00
LG45 Driven plate	£65.00
LG6 V12 Clutch arm spring	£7.50

### VALVES

#### 2 LITRE

Valve 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 & 31/2 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

#### 41/2 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	£85.00*

#### V12

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

### OIL PRESSURE RELIEF SPRINGS

2, 3, 31/2, 41/2 Litre	£4.00*
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M45 Aluminium Fan Pulley	£42.00
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### LEATHER HIDE

#### GAITERS

2 + 3 Ltr, 16/80 steering drop	
arm & track rod end gaiters	ask
2 + 3 Ltr, 16/80, 31/2 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 . . . £20.00

#### BODY & TRIM

Running boards 2 + 3 Ltr low chassis  
16/80, in mahogany, pair . . . £120.00  
Running board edge strip . . . £17.50  
Hood tie down straps pair 2/3 Ltr  
in stainless to order . . . . . £40.00  
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  
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## Letters

Dear Ken,

Just a note of GREAT appreciation for JGO's Technical Hint No. 2 in the Summer Edition!

I purchased a 1933 3 Litre Special Tourer with T4 body and ZMBS designation at auction about a month ago. It is a Peter Whenman restoration and is in wonderful order. Despite the ZMBS notation, it has a standard crash box and I REALLY mean crash . . . It was quite a shock to realise that all my years of perfect gear changes were to no avail and that, despite all efforts, an upcoming red light could fill me with horror at the anticipation of the coming crunch of gears.

As JGO had experienced, the gurus and legends of the marque had spoken, and 'Late and Hard' was the law. So there was no choice for a neophyte such as myself but to comply with their instructions for

the clutch brake adjustment. I was left to cogitate on the flimsy possibility that I MIGHT get better as the years went by. Doubtful.

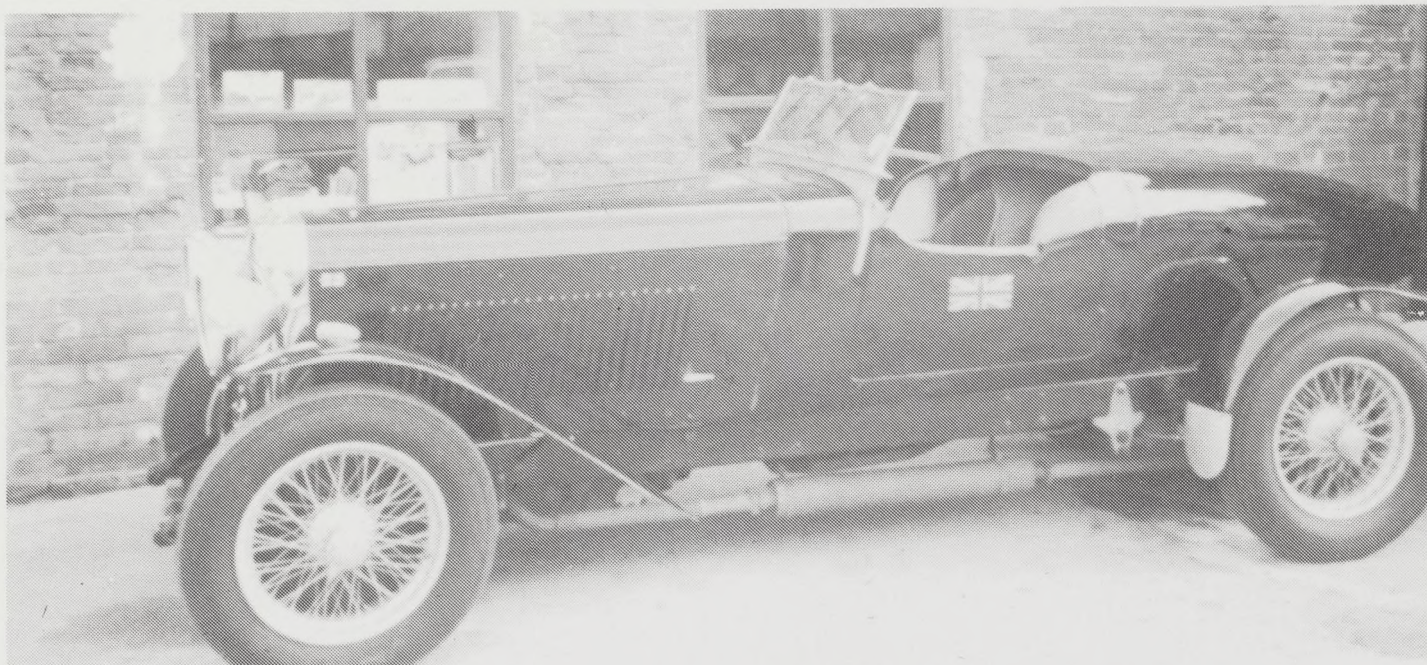
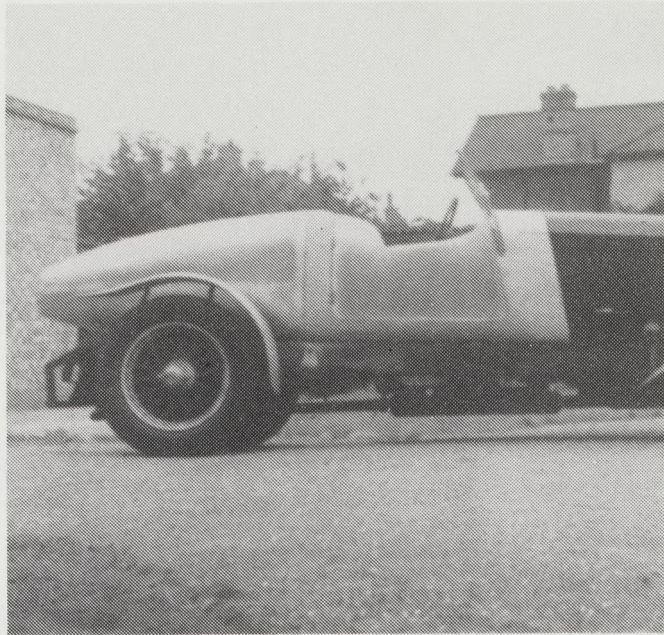
Then I read the 'Hint No 2' in the Summer issue of the magazine. It took all of 15 minutes to change to 'Early and Soft' and also the rest of my life. Gear changes became smooth and predictable with normal double declutching techniques.

I can't thank you enough for your timely note. It has instantly increased my joy of ownership 100-fold.

Lastly - and you might appreciate the irony - I decided to contact the previous owner and ask him why he sold a car in such magnificent condition. You guessed it, his instant reply was 'I couldn't change the bloody gears!'

Sincerely

**Malcolm Schneer**



Dear Mr Painter,

John Biggs' letter to the last issue of 'The Lagonda', announcing the death of Ted Rickard has prompted me to send you some photographs. These show Ted with my M45 special BLF 515, whose body he had just rebuilt.

The pictures were taken about 1970, outside his panel beating shop in West London. I still own the car and the body remains today as good as when it was made - a tribute to a great panel beater.

Yours sincerely

**Andrew Cheyne**

*Andrew is quite right about the condition of his car, the lower picture, from my own collection, was taken very recently.*

*K.P.P.*

Dear Sir,

I refer to the article 'Lagondas at Prescott' in the Spring issue of 'The Lagonda' and write to enquire whether the article included only Lagonda cars driven by members? The reason being that my LG45 was not included in the listing of competing cars for 1990. Was this because it had been driven by my son, Johnathan, perhaps? He is not yet a member. His time in the published results was 50.44 seconds.

Yours faithfully

**Clive Miller**

*Dick Sage has an arrangement with the VSCC Office whereby they send him the results of their events, but they aren't always as comprehensive as Dick would like - and some are not as accurate as he would like either!*

*Dick's view, and this is shared by your Editor, is that we should record the competition efforts of as many Lagondas and as many Club members as we can. I am sure that future historians will bless Dick's hard work in listing the present competition histories of our cars and drivers.*

**K.P.P.**

Dear Ken,

I thought you might like to hear about the Secretary's recent holiday. The Assistant Secretary and I had four and a half weeks in the USA, which was most enjoyable. There was, however, some unexpected excitement when my appendix decided to blow its gasket, actually it was more like a radiator hose starting to leak. I very quickly gained first class knowledge of the American medical services, for which I have nothing but praise.

A few days after my release from hospital, I visited our member Nick Sewall and he offered me a drive in his very nice 3½ litre tourer. Due to my post-operative weakness I had to refuse - this is the first and I hope the last time that I refuse to drive a Lagonda. Missed opportunity No. 1.

Nick told me that if we had thought to phone him when I had to be rushed to the hospital, he would willingly have used his 3½ as an ambulance. Missed opportunity No. 2.

At least Valerie and I had a very pleasant day with Nick and Jean Sewall and Nick took us for our ride in his Lagonda, which made up for the missed opportunities.

Regards,

**Colin Bugler**

Dear Ken,

In a recent Editorial, you asked whether Lagonda Club news should be featured in Classic Car Magazines. My view is that

some news ought to be released, but that the Club should keep to its present attitude that 'The Lagonda' and the Club's other publications should publicise our events to our members alone.

Nevertheless, we could whet the appetite of potential members by publicising new developments in the spares scheme (available to members only, of course) and perhaps a news release about the AGM (ie the number of Lagondas attending, the Concours winner) and a good time had by all at the Pig and Whistle.

Turning to another matter, it is good to see the research and chronicling of competition events by Dick Sage. In the fifties and sixties Flarepath and Lepus wrote regular articles about the prowess of Lagondas at Silverstone. As a mere impecunious 20 year old, I read these articles with interest and longed for the day when I might have a Lagonda fast and reliable enough to have a go myself. Keep the competition flag flying!

**Ron Gee**

Dear Ken,

For the benefit of those members who were not at the AGM, may I, through the magazine, put forward a point of view regarding our spares scheme.

Due to the sterling work of John Oliver and many others, members of the club (and non-members too) have access to a remarkably wide range of spares for cars that are around 60 years old. However, some of these spares are not made and stocked by the club, but are produced in a strictly limited run as a result of the initiative of individual members. This places the rest of the membership in a difficult position - should we buy a spare that we don't need 'just in case', or should we ignore the 'never to be repeated offer' and just hope the damn thing doesn't break on us.

There is an easy solution of course - if the club were to take on board this type of spare, and here I am talking about half

shafts, crown wheels and pinions, gear box sets, etc - then when that awful crunch comes there would be a reasonable chance that the club could supply. Also, by increasing the run quantity, unit costs would be lower.

Now I realise all this costs money, and whereas the items we stock at the moment turn over fairly regularly, the items I am referring to would be more expensive and turn over more slowly. However, we are not an impecunious club, we have a healthy balance and what better cause to invest it in than spares stock. I for one, would be more than willing to pay an increased subscription if it meant I could be reasonably sure of getting a vital component from the club without having to hoard my own stock, which of course is at a cost even if I don't pay it regularly.

I know not all members will agree with me, but considering the current value of our cars, the catastrophic effect of a major component failure, I am sure there must be many other members who would like the spares scheme expanded in the way I have suggested. Whether we should finance this by a transfer of club funds, a one-time payment for patrons of the spares scheme (I think we did this once before many years ago), or higher margins on existing spare sales, is a matter for further debate.

Kind regards,

**Tim Wadsworth**

Dear Mr. Bugler,

Thank you for your very kind letter of 5 June 1991. I am very happy to be a member of the Lagonda Club.

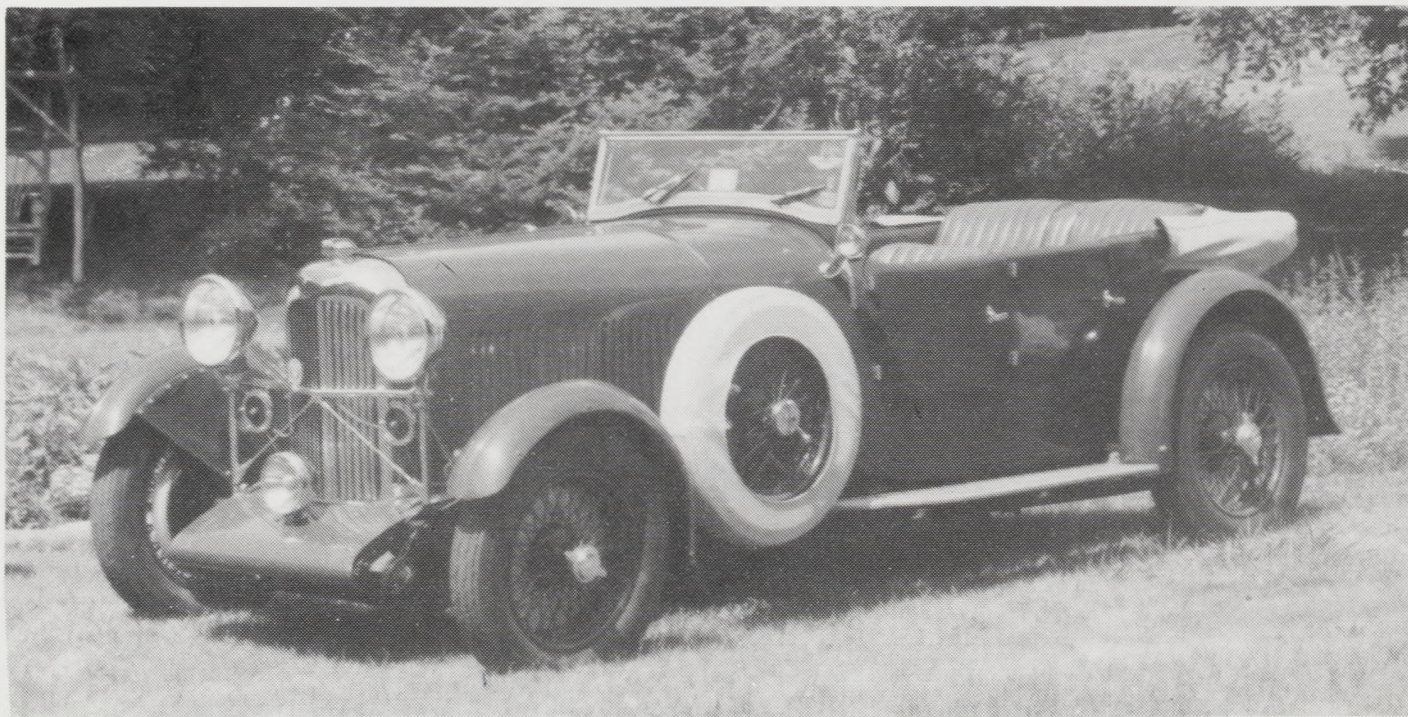
Our particular Lagonda, is still owned by my mother-in-law, Miriam Raphael (formerly, member R21) of Rye Brook, New York. It is, however, garaged, serviced and maintained at my address in Connecticut, where my wife, daughter and myself get much enjoyment from our frequent use of this wonderful automobile. It shares garage space with a 1934 Aston Martin MKII (car number J4 501 L, and UK registration BKM 911), which we are also very happy to look after, on behalf of my mother-in-law.

As you requested, enclosed is the car details form, which I have filled out to the best of my knowledge. Please note that we do not know the car's UK registration number, but would very much like to know it, so we can show it to original specification when at car club meets. Can you, or someone else in the club tell us what we need to do in order to learn the car's original UK registration number? Is this information still available? We certainly hope it is. (It was YY 2406, CB).

Again, thank you for your warm welcome to the club, we look forward to all correspondence from 'home base'.

Cheerfully,

**Willie Rodriguez**





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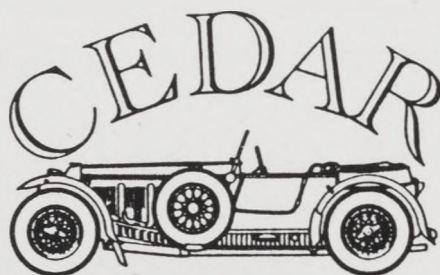
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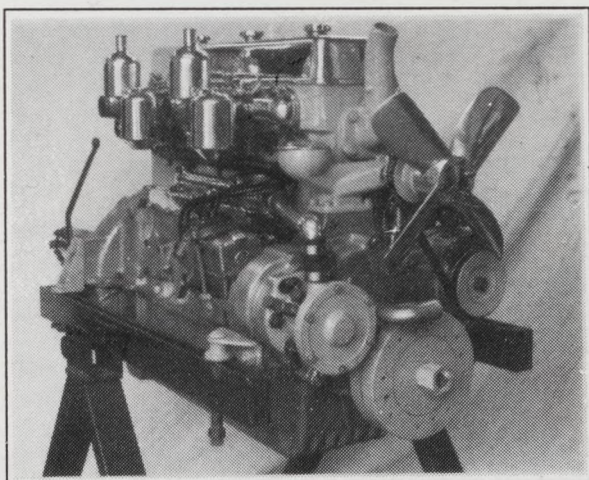
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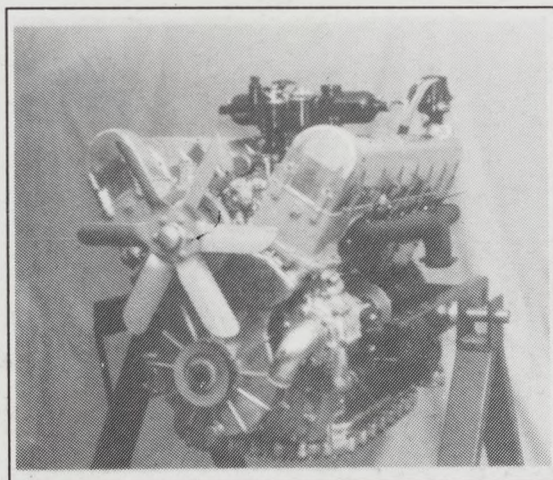
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