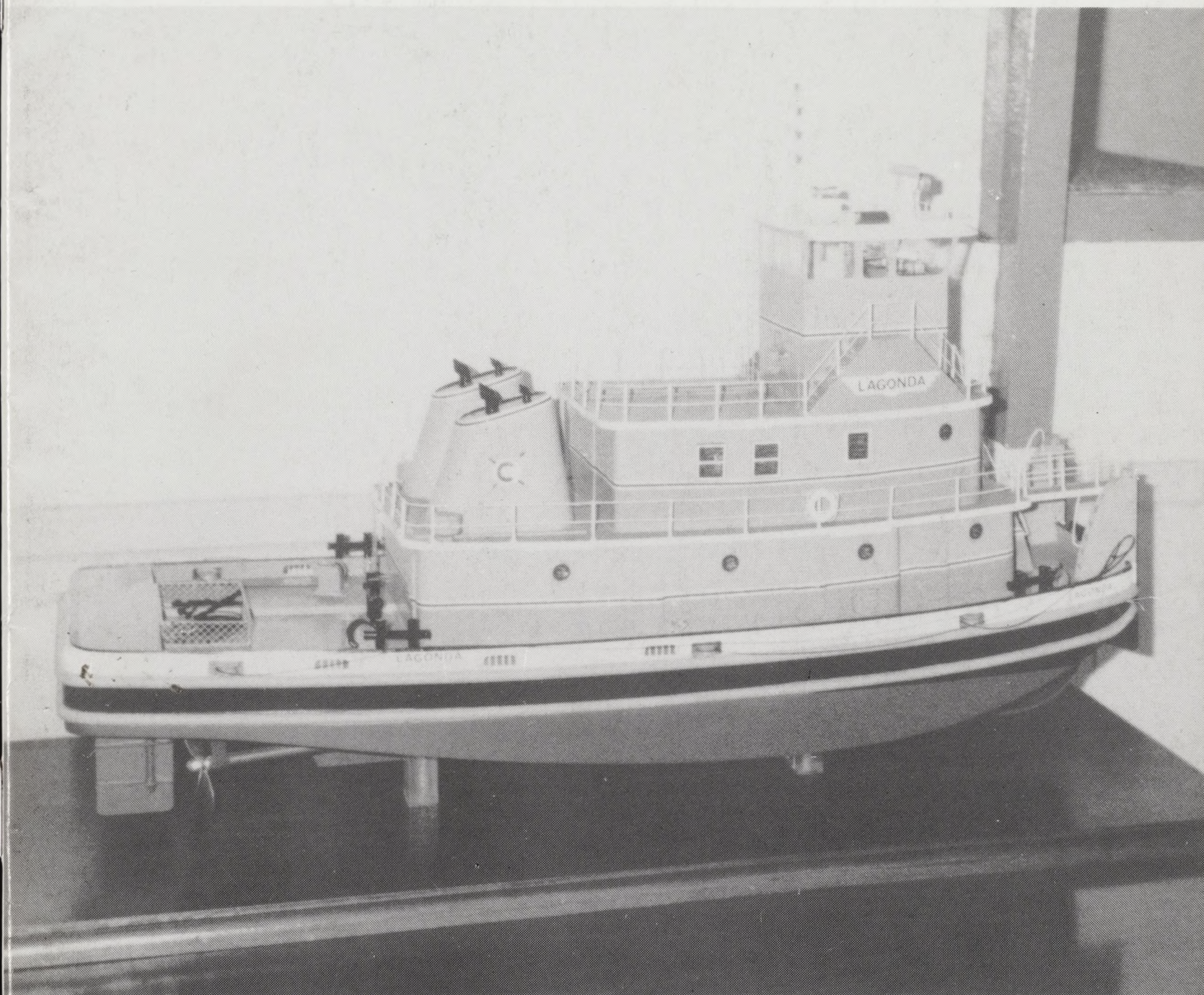




**THE MAGAZINE OF THE  
LAGONDA CLUB**

**Number 152**

**Spring 1992**



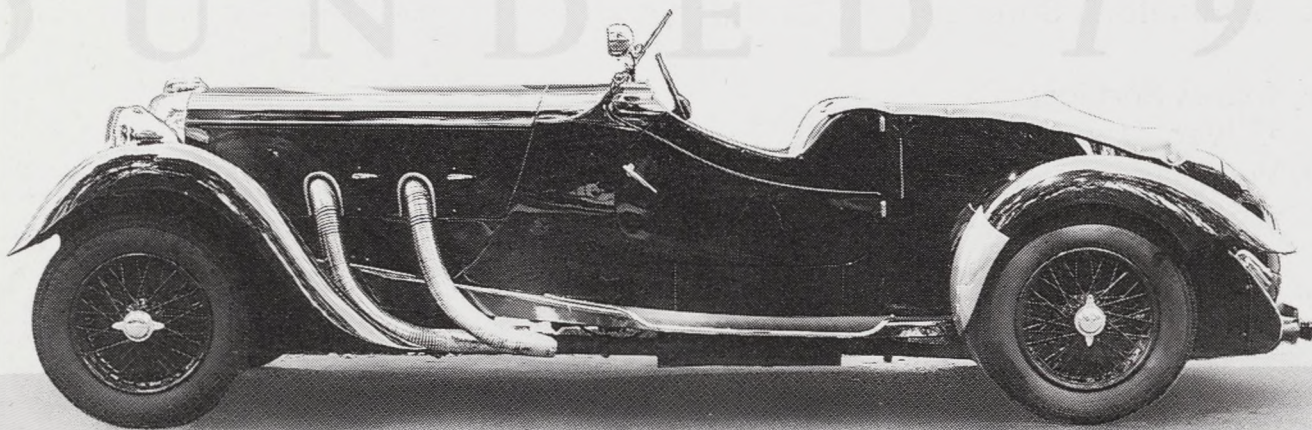


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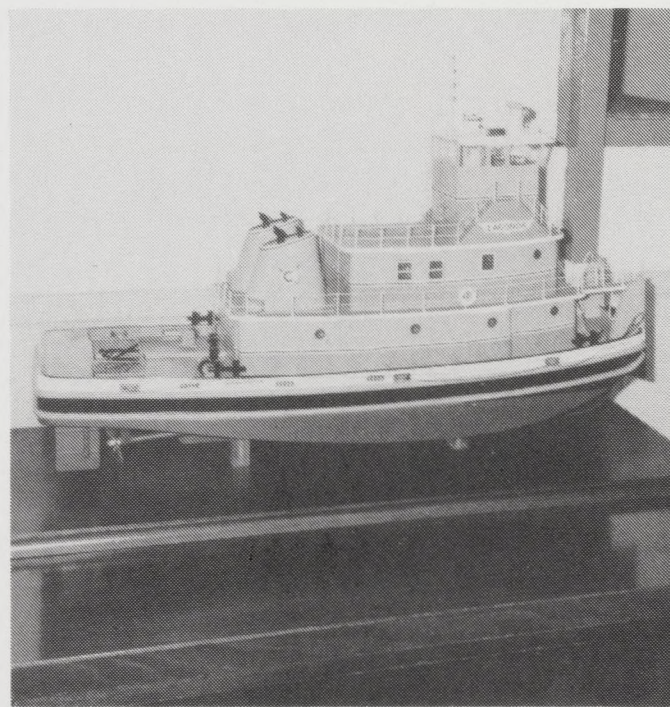
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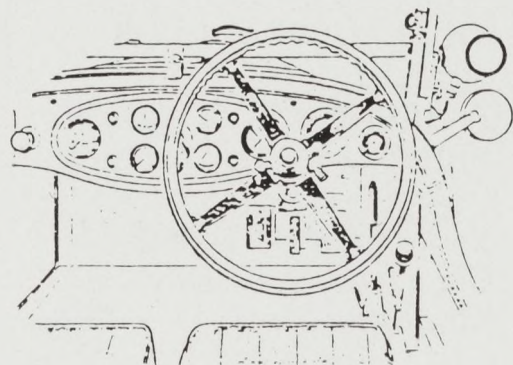
One of Eddy Conrad's Lagondas! The model of his New Orleans Tug Boat on display in his office.



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# From the Driving Seat



Right, pay attention you lot. There seems to be far too much confusion over who writes what, so let's start from the top...

This wonderful, high quality tome is edited by yours truly, Ken Painter and the Editorial Address appears in the top right hand corner of page 2, so I won't insult your intelligence by repeating it here on page 3.

The Newsletter, that fascinating farrago of facts, funnies and future events is prepared by Arnold Davey. His address is featured in the Newsletter heading, but since few of you seem to have noticed it, I will give you a clue: Arnold Davey lives at 86 The Walk, Potters Bar, Herts EN6 1QF.

Where, you may ask, does our Secretary, Colin Bugler fit into this great scheme of things? He doesn't. His secretarial role covers a wide range of topics, but these do **not** include writing the newsletter, editing the magazine, or collecting items for inclusion in either of them.

Got it? Good. Now perhaps Colin, Arnold and I can concentrate on our own special contributions to the aid and comfort of Lagonda lovers and can stop re-directing mail sent to the wrong party.

Ah me, spring is almost sprung and, by the time you read this, April Silverstone will already be a fond memory. Lagondas are usually well represented at the meeting and our highly unofficial Club enclave, based around Mr Secretary Bugler's caravan, seems to act as a magnet to spectating members as well as those stalwarts who actually take part.

The new R.A.C. regulations for aspiring Nigel Mansels seem almost purposely designed to discourage the average

vintage dicer. The regulations for the wearing of fireproof gear, sensible though they were, were sufficiently costly to put off quite a number of the potential racers last year. What the owner of a vintage 2 litre will gain from an expensive session at a racing school, driving a Formula Ford or somesuch is difficult to imagine.

Having said all that, when we decided to have "a season's" racing last year, I was quietly pleased to have to wear the proper overalls, gloves and socks, since I really do think they are a Good Idea. Now we all have to wear them I couldn't be accused of acting like an ageing poseur! We raced in short sleeved shirts and shorts in Singapore in the '60's and '70's, but at the speeds we attained the chief danger was sunburn!

Racing, at any level and in any kind of car, especially "our" kind of car, is fun. Don't let the new regulations frighten you off. Getting started will cost you more now, but when you get out there on the circuit the costs don't seem to matter any more. In all honesty though, I must warn you of one small problem, once you start racing you will be hooked and it will be far from easy to give it up. After all, you will have invested quite a lot of money in your safety gear and your training, it's a pity to let it all go to waste after the first season isn't it?

The Painter family will be back on the circuit again this season, but I must admit to one concession in my increasing years. It snowed at April Silverstone last year, so no more camping thank you. The tow vehicle will be a motor caravan from now on.

*(continued on page 7)*





# Jottings from the Chair

Not too much to yarn about on this leaside of the year, I fear. The winter has ben fairly kind but still very grey, and the economic climate is as forbidding as you would expect, when the government tries to control our affairs with interest rates. Rather like trying to steer a car with the handbrake.

The sad thing is, M Thatcher first got the rest of the world to understand the use of the money supply, then let N Lawson fall into the hands of the Treasury, and the rest is history. Meanwhile the US, the Germans and even the Chileans are happily steering along the money supply way. I don't see the Treasury letting go of the the trouser leg now, whichever side is wearing the pants after the election. Ho hum.

What about motoring I hear you ask. Well, the VSCC calendar is as full as ever, even if the more popular meetings like Silverstone have been elbowed aside into unfamiliar dates by events with more vulgar appeal. So far this year, since the New Year's Day run we have done the Brooklands Driving Tests and Herefordshire Trial, where we marshalled as usual. Also as usual, Lagonda members Tebbett and Firth were competing in Rileys, and the only Lagonda interest was the sight of Hamish Moffatt's early car among the Bugattis in his garage. Many of the hills were on Hamish's farmland, and it was an eccentric delight to see his windsock alongside his neatly mown hilltop, ready for his Tiger Moth to drive out and lift off over the skyline.

Three litre owner Ted Widgery was also observing the Trial, in company with

Mark Garfitt of BMW fame. For once, we failed to attend the Wessex in the saloon, as Gill was recovering from flu and claimed it was draughty. No comment, except that the weather was pretty foul.

Although we did not compete at Brooklands in a Lagonda we were fortunate in having the Woollards staying with us, and he drove our blown car to the event, to give it an outing. Other Lagondas there were Roger Cooke's M45, Alan Rendall in his green 2 litre with red brake drums, and Robbie Hewitt in Auntie, the lovely 3 litre tourer.

I now hear from John Batt in his new home in Ohio that he is busily reorganising the American members of our Club. They didn't ask for it, but they will get it nonetheless. I am sure they will all feel it was worth it when it's over! John and Susie's home is large enough to take the forty foot container of Lagonderalia, and almost to take the eighteen wheeler which brought it too, by the looks of things (see pic).

Our one advance on the Improvements front so far this year has been to replace the normal P100 lamps on the blown car with some bullseye P80's which turned up just when I could not afford them, after some months of searching. Richard Bush (B35) virtually controls the international headlamp futures market, and even took some time to find these particular P80's, which have now been restored and painted black, so that the GT looks much more like the Fox and Nicholl racing 2 litres, which I personally prefer. The one styling feature which jars with me on Lagondas until the late Thirties is the set of headlamps, which I always feel should





*The full Batmobilia being backed into John and Susie's new garage.*



*Susie Batt and Ev unloading in Ohio, with bewildered removal man.*



be lower and smaller like the 14/60, not looming high over the radiator.

Which brings me with sadness to Dick Sage and his 1928 Le Mans car restoration, which featured just such smaller, painted lamps. Sadly, because you will all have heard by now of his abrupt concession to a heart attack last month, and you will find a fine obituary of this fine man by Alan Elliott, elsewhere in this issue. I could fill pages recounting the pleasures of vintage motoring with Dick, but Alan will do a better job. On reflection, the asset which made being with him such a pleasure, was his irresistible sense of humour, including that wonderfully rare ability to laugh at himself too. We would always address our letters to him and Pat at Regency Cottage, as the one On the Left Past the Ducks, and he would always respond in kind. He amassed a great fund of contemporary photographs when working on the 1928 Team Car project, and his favourite one, massively enlarged across their breakfast room wall, featured the cars at the pits, but completely dominated by the well trousered bottom of an onlooker, bending down towards a car to examine its underskirts. It was typical of Dick to enjoy such a photographic joke. Just before he died, he was considering the purchase with his sons of his next project, a Rapier. Someone suggested that the likely power output might be out of step with the braking, and he reflected on this for a moment before deciding that they could probably get away with it, so long as no one told their mother. Pat heard the story nevertheless, and savoured it whilst missing him. We all shall.

**Technical Hint:** Three times in as many weeks this year I have had rough running problems on different cars, and traced them to the contact breaker. These need so little attention that they alter very slowly, and tend to get completely overlooked, but of course if the gap closes up it is not only causing arcing damage to the points and upsetting the spark generation at the plug, it is also very significantly retarding the ignition timing

without you realising it. I usually set the points gap to 12 to 15 thou.

I also note from the technical press that newly introduced sparking plugs from the major manufacturers now promote features like copper cored and multiple earth electrodes, as well as protruding nose centres. These are all a consequence of the demands of modern emission control technology, but features like multiple earths were available on the old CB3 Lodges when our cars were made. The new burn control technology is itself a bit of a mystery to me, as it seems that 3 way catalysers need a controlled richness to work properly, which is in conflict with the apparently more logical solution, the lean burn approach. One of the two MoT emission checks (for modern cars) also relates to hydrocarbon richness, which seems to be to prevent cheating on the nox side by richening up the mixture.

All in all, I think we should be told, as the journalists say. Perhaps Arnold will oblige.

TTFN JGO



Continued from page 4.

I started with a minor complaint, let me end with a request. Our Club photograph album could do with a few more modern shots of our cars in action. Would the generous souls who provide pictures for "The Lagonda" object if I sent them on to Geoff Seaton after selecting the best for these pages? With effect from the next magazine, I propose that all pictures should be sent to the Club archives **unless the sender specifically asks for them to be returned**. If you all agree to this, the Club archive will be vastly increased and my life will be made much simpler as most pictures will go in the one envelope.  
**K.P.P.**



# Dick Sage

Dick Sage died suddenly at his home, Regency Cottage, on 19th February. He was in his 64th year and was a long standing member of the club having joined some twenty-five years ago. With his passing, the Club has lost a very active and dedicated member. He was a current member of the committee as South West area representative and also wrote the quarterly competition round-up for the magazine. His funeral in Dorset was attended by some 200 people with a dozen club members present, including the Chairman and Secretary. Several members came in Lagondas and other vintage cars.

Educated at Ipswich School, he was a keen member of the school Corps, hoping to make the army his career. However, this did not prove possible due to medical reasons and instead he turned his attentions to engineering. He also found time for his military interests and became a keen member of the Territorial Army in which he soon gained a commission, in the Royal Engineers, a Corps to which he was dedicated. He played Rugby Football at school and subsequently played Club Rugger for Ipswich A. At an early age he had a Singer Le Mans which he raced at Fersfield and Snetterton with considerable success. He later acquired an Amilcar. He was a founder member of the Eastern Counties Motor Club.

At this time he met a pretty young nurse called Pat, who in due course consented to marry him in spite of his obsession with dirty, oily and cold motor cars. In 1952, after their marriage, they moved to Nairobi where Dick had secured a position with the East African Power & Lighting Company. After two years however, he was forced to return to England following the unexpected death of both his parents. He at first took up a position as a civilian airfield engineer with the Royal Air Force. Later, he transferred to the Atomic Energy Authority at Windscale, now better

known under its new name of Sellafield. He became a member of the Institution of Mechanical Engineers. His final career move was to the Atomic Energy Authority establishment at Winfrith where he became Chief of Engineering Services and from whence he retired some four years ago.

He was an extremely practical engineer who will be best remembered in the Club for his recreation of the two litre Lagonda team car. The works ran a pair of such cars at Le Mans and Brooklands in 1928 with moderate success but it was never completely clear what eventually happened to them. It was believed that they were dismantled and the parts used to build the 1929 team cars.

Dick's team car project came about partly by accident when, in the early 1980's, thanks to his local doctor and friend John Cole, he acquired a derelict two-litre Lagonda special which he intended to rebuild. However, examination of his purchase revealed several unusual features, including a very distinctive petrol tank with a huge filler. After a study of old photographs, Dick realised that this tank must be from one of the 1928 works' cars. Thus the idea germinated, with the active encouragement of his great Sunbeam friend Mike Collings, to recreate the team car. He undertook a great deal of research in order to make the car as authentic as possible. The project was completed in a very short space of time, dictated by the impending Club pilgrimage to Le Mans in 1985, commemorating the fiftieth anniversary of the Lagonda win at the circuit. The team car successfully completed the return journey to France with total reliability on virtually its first outing, a tribute to Dick's ability as an engineer.

Most Club members who have attended the AGM or visited VSCC events at Silverstone, Prescott, Colerne, Wiscombe Park etc. have seen this car, with its very





distinctive dark green livery, wire mesh windscreen and large headlamp stoneguards. I had the privilege of driving the car from London to Dorset some years ago and I can certainly confirm how well it goes. When it was first rebuilt, Dick had difficulty in obtaining a suitable registration number from the authorities. Originally they would only allow him DS6900, but later, they relented and the car is now registered with a more suitable number, PK9775. (The original team cars were PK1058 and PK1059).

Dick of course, had been very active in Lagonda events long before this, when he first acquired his well known 16/80 tourer AYM703, in about 1967. He firmly believed in using Lagondas for their intended purpose – as sports cars. His favourite venue was Prescott hill climb and he (supported by his entire family) hardly missed an entry over the past twenty-five years. He prided himself on always being first through scrutineering and when I arrived at the course, Dick's car was invariably already lined up ready for the first practice run. We had many

battles at this venue, he in the 16/80 and I in my low-chassis two-litre. But he always had the edge and to this day holds the record, with the 16/80, for the fastest standard Lagonda in the 2000 ccs category – a time of 62.07 seconds which he recorded in 1981. This was a remarkable achievement in a car which was very heavy and fully road-equipped. I shall certainly miss his friendly rivalry and Prescott hill climb will not be the same without him.

He had an extremely busy retirement. Apart from working on his 16/80 and the team car, he also began to collect together parts in order to recreate another racing Lagonda – a replica of the works 11.9 in which Major Oates competed at Brooklands during the 1921 and 1922 seasons. He acquired a 14/60 Lagonda saloon in which he entered the VSCC Enstone driving tests, not a very suitable driving test car but on the other hand much more comfortable during inclement winter weather conditions. He also commenced restoration of not just one, but two 'P' type MGs. Finally, he also



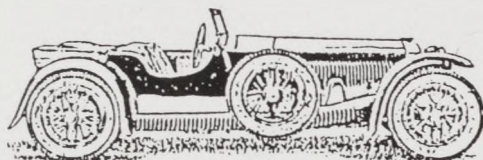
acquired a 1928 Morris doctor's coupe which gave him much enjoyment with his family or friends riding in the dickey.

He retired from the Territorial Army having risen to the rank of Colonel. However, this was not to be the end of his military career. He was selected for a very elite organisation, the Engineer and Transport Staff Corps, and became a member of the 'Committee of Colonels', chosen for their specialist expertise. Further honours were to come to him when in 1991 he became Deputy Lord Lieutenant of the County of Dorset. He also had a hidden but considerable talent for painting. In spite of his many

achievements he was a modest man with no time for the bogus, pretentious or pompous. He was always ready to accept advice but made his own mind up and when it was necessary he could be very determined. His keen sense of humour always made him good company.

Our condolences go to Pat, their four sons Jonathan, Tim, Tristan, and Rupert, and to all the family. I am delighted to learn that they intend to keep the Lagondas and to carry on the family tradition of competing at Prescott and other venues where they look forward to help and advice from Club members.

**Alan Elliott**



## André Kenny

Classical Scholar, Lagonda Enthusiast, Engineer, Photographic expert and Secret Agent, André was a man of many parts. Indistinguishable from a Greek in Greece and from a Frenchman in France he had two interesting wars. Once, in his workshop at Alpheton Mill, he had to roll up his shirt sleeve thus revealing a large scar inside his left forearm.

"?"

"German stuck a bayonet into me."

"What did you do?"

"Stuck a .45 round into him."

"Where?"

"France."

Being almost completely colour blind, yellow was the only colour he could clearly see, the compensation was that he was capable of seeing the finest differences in shade. Apart from its uses when driving at night this proved a most helpful attribute for the Head of Photographic Reconnaissance during the war. There is a splendid paragraph in "Evidence in Camera" where a large array of Generals, Admirals, Air Marshals and

Cabinet Ministers are gathered in the conference room in the Cabinet Offices to hear André on the V-weapon threat. Arising out of that meeting he was parachuted into Occupied Europe to discover the real purpose of the curious buildings in the Pas de Calais observed in photographs.

Born on November 30th 1909 the son of a schoolmaster, his holidays as a child were spent in France and formed an important influence. Educated at Dulwich, he went up to Trinity College, Cambridge in 1927 as a Scholar, ostensibly to read Classics. Not finding the Classics lectures to his taste he made a practice of attending the Engineering lectures of Sir Charles Inglis. Despite this he took First Class Honours in Classics in 1930. He then read for a higher degree, being awarded an M. Litt in 1933. By his scholarship he had succeeded in supporting himself throughout his academic career. In the later stages this included his first wife.

After coming down he then went to the



British School in Athens to work on various archaeological sites including excavating some cisterns in Macedonia. This must have been where he developed his Greek persona and a visit to that country shows instantly how well his small rotund figure must have fitted invisibly into the populace.

At the finish of the excavations he returned to England and was appointed Assistant Chief Engineer of the Great Ouse River Board. This extraordinary career change entailed much travelling about the Fens for which purpose he bought the 3 Litre Saloon OG 9999 from its first owner. It then had 1200 miles on the clock. In the course of the next 25 or so years he was to add some 300,000 miles to this total. It was his view later, based on fairly extensive experience, that the 3 Litre was the best and most refined of the pre-war cars.

At the beginning of the war he joined the RAF and fairly shortly made his way to Photographic Reconnaissance. As the anecdote above indicates his activities became of some personal interest to Churchill and his colleagues. Towards the end of the war he was also required to inspect the developments at Peenemunde. At least one notable souvenir of these expeditions was a pair of impossibly massive 20 x 120 binoculars.

At the end of the war he started Remakers Limited, a company specialising in the export of surplus army vehicles and spares. This business was to continue for more than twenty years but in its early stages he found himself appointed to be a United Nations Observer for the Greek Civil War against the Communists. He did this for two years and one of the fringe benefits he would describe later was the right to payment of his United Nations salary in gold. This, however, was not the only thing he collected in Greece. He returned seriously ill with both Malaria and Dysentery taking some time to recover his health under the care of his wife Leslie.

His godfather had an interest in a company owning a large estate of houses

in West London. Under his godfather's influence André first invested in and then became Managing Director of this company. It was quite successful in difficult times despite being something of a part time occupation for him as he continued to run Remakers Limited as well as the garage in the Cambridgeshire village of Fulborn.

With his past history and with Fulborn being so close to Cambridge the Kennys developed strong links with the Cambridge University Automobile club and many enduring friendships grew from this time and the years following when they had moved to Bridge Street in Suffolk. He now became a member of the Lagonda Club Committee, joining in 1958 and he remained on the committee for nearly a decade his interests in West London neatly coinciding with the meetings of the Club.

At Alpheton mill the Remakers Limited workshop both supported the activities of the estate and at the same time specialised in the better sort of car, mostly Lagondas but including an Alvis Van, various Sunbeams including a Twin-cam, a Lancia Lambda and sundry other machines of greater or lesser distinction. A rough count at a typical time in this period gives seven Lagondas in the various outbuildings.

Nor was all the machinery worked on motor cars. André was heavily involved in the restoration and preservation of the Stretham Pumping Engine and was for many years a member of the Newcomen Society.

Of André's own cars OG999 has been mentioned. It is now in the hands of Jeff Ody and is much seen about. Its present engine was rescued in an expedition to Rich's scrap yard in Cambridge in the early '60s and is suspected of having been in a wartime fire tender. Another notable car rebuilt by André is the particularly beautiful maroon M45 Pillarless Saloon, BPJ 317 now in the hands of Arnold Davey. Fast, comfortable and very good looking, it ran then on Castrol R as an antidote to the well known hot running of the 4 $\frac{1}{2}$ s. It left a fine smell as it passed.



Leslie's Two Litre High Chassis has also turned out well, its rebuild carried to completion by Jim Bradshaw.

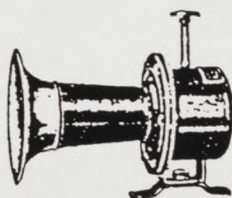
These desirable cars were not always available. It was a dictum of his that the more cars you have the fewer are capable of motoring. On one occasion they attended a wedding in the North Riding by driving there and back in a vintage saloon Sunbeam with main bearings so worn as to be incapable of proceeding faster than 30 mph. The return, the same evening, was in fog so thick they no longer impeded the traffic. It must have been a monumentally tedious journey.

Returning to Archeology in later years he went back both to Greece and to Crete

several times, writing, with a collaborator, a guide book to the latter island and continuing some work on excavations of his dating from the 1930s.

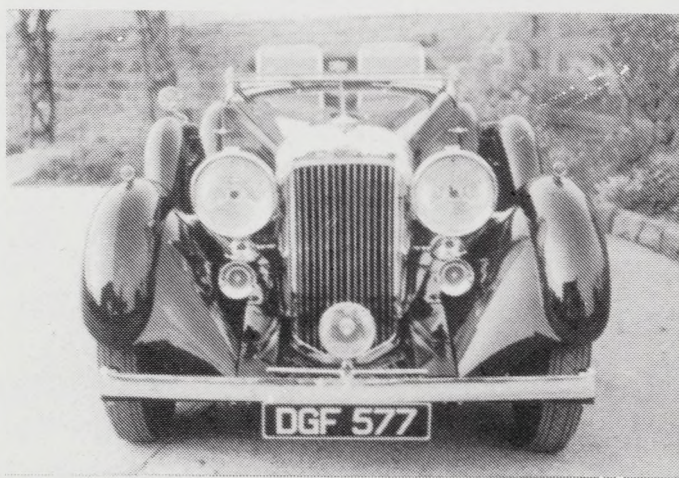
André was stimulating and amusing company. Many happy hours were spent at weekends at Alpheton Mill round the large dining table drinking Samos, eating splendid meals and discussing engineering things. Jugged Hare in red wine, the Talyllyn Railway and Fen drainage are particularly remembered and these gatherings were responsible for quite a number of persons' interest in nice motor cars.

JCPD



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# 1938 - 46 Adro

I started building the car in 1938 simply to indulge my engineering leanings as a hobby. My father already had a reasonable stock of tools and had built for me two pedal cars some fifteen years earlier. We were then living in New Malden and my workshop was the far end of my father's 8' x 16' garage in which he kept his Austin 12. As my car got bigger I had to stand it up on end to allow the Austin to enter but I persuaded my father to leave his car outside at weekends!

I bought a 500cc Ariel Square Four engine and a supply of VONO bed angle irons together with a pair of Austin 7 axles and wheels of which there were hundreds available from scrap yards. With these, and the temporary use of timber and a number of 'G' clamps I got a rough idea of the required dimensions for the frame, ground clearance etc. I had already decided on a single seater chain drive on the grounds of simplicity. With a view to weight distribution I decided to put myself over the back axle and the engine over the front. This meant three chains. There appeared to be a problem with the gear-box and I was considering a hole in the floor to put my foot through to go into reverse! I had a spot of luck however when a local garage came up with a three-speed Burman box with a heavy duty multiplate clutch which had originally been on a three-wheeler van, and this had a reverse gear.

The angle irons I had were obviously too short in themselves but this proved to be an advantage in that I could forget about the back end whilst I concentrated on getting the front springs-engine-gear-box mountings built up. Again for simplicity's sake I had planned a parallel frame to enable me to work in right angles. This meant wide enough to take the engine and narrow enough to allow the front wheels to turn! The rear end

including the springs was made up separately and the two sections rivited together. Subsequently those components forming part of the basic frame were all electrically welded together. By the outbreak of war the engine and gear-box were in position with the suspension and transmission complete as also was the steering (Austin 7), but this has undergone a change from the original.

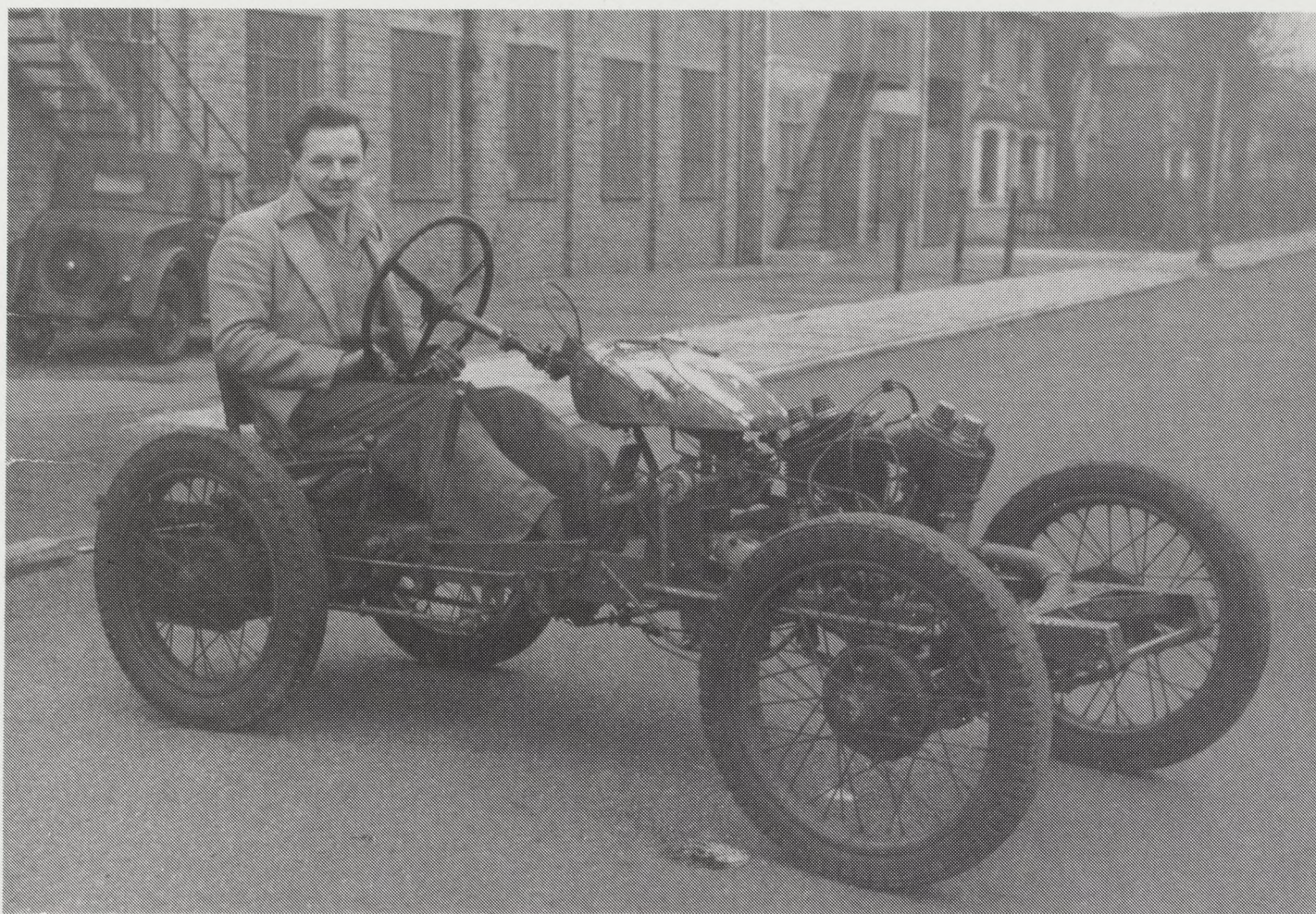
I had constructed an inspection pit in the garage and having stripped down everything to small parts, everything was packed away into it for the duration - 7 years.

Work recommenced in the summer of 1946 and on Christmas Day of that year the car was first driven (no tax or insurance!) on the road. By this time of course the braking system was complete, but there was no exhaust system at all! In fact the trouser leg of my right ankle was set alight by exhaust flames! The car was virtually what was then known as a "running chassis" ie. complete less the body, and this, as will be seen was an important point. Even during that short run, lessons were learned, particularly as to the siting of the foot and hand controls. Furthermore, the back axle tended to roll on the springs when the brakes were applied. This was due to the radius rods being pivoted on the original spring pins of the Austin 7 axle, and these are positioned UNDER the axle itself. This was countered by providing a third radius rod between the top of the former differential casing and the chassis frame.

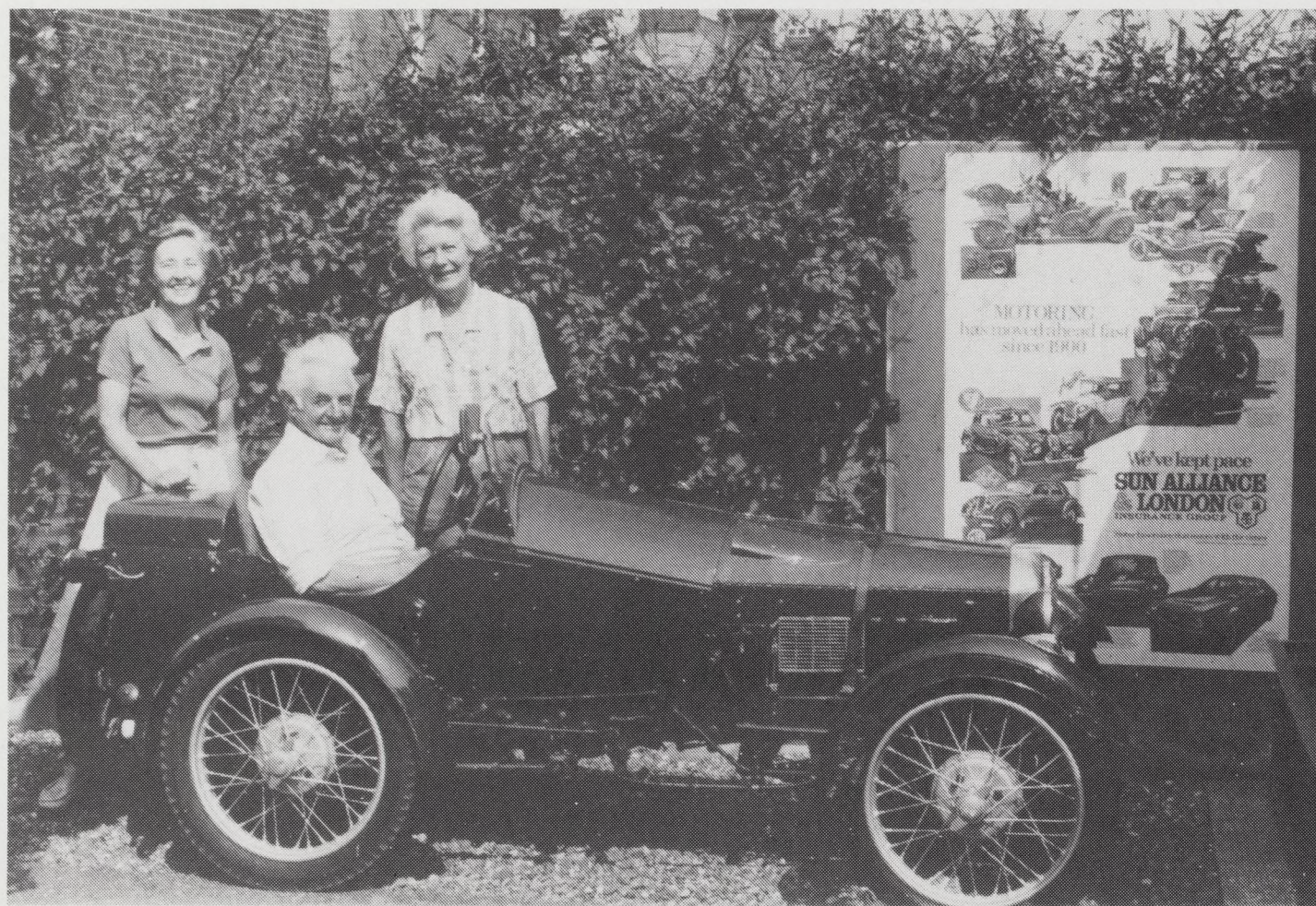
Early in 1947 my parents retired to Sussex and I went to live with friends at Kingston. Luckily another friend was able to provide workshop accommodation including the use of his own workshop equipment.

Within a short time, however, he





*The Adro in February 1949.*



*– and in it's present form, May 1989.*



moved from the area when his son took over the family business. Once again I was lucky in that the son allowed me to use a corner of the business premises workshop, where they manufactured cardboard boxes.

It was during 1946 that I was advised that the Ariel engine which I had would not be satisfactory – it was one of the very early “square fours” and at 500cc was too small and with teething problems. Thus I sold it for 4 times what I had paid for it in 1939 and bought the present air cooled JAP twin (1928). As far as I know it had previously been in a Morgan “family” model – no doubt the owner wanted a livelier overhead job.

This engine was, of course, of the dry sump total oil loss type and needed an oil tank whereas the Ariel did not. Hence the saddle tank (BSA) mounted astride the steering column. This has given a useful gravity feed alternative petrol supply.

In March 1949 the car was given further road tests, this time under borrowed Trade Plates (still illegal!) By this time there were all sorts of refinements such as shock absorbers, exhaust pipes and silencer, a fixed seat and various alterations brought about by the 1946 road test.

It was at the end of this year that I myself moved house and went to live with friends in Stockwell. He was a doctor with a Phantom 3 R.R. which would not fit into his garage! Thus, I had the use of it!

The move included my entire workshop which had been in store, and was effected in my two seater Austin 7 – the last trip towing the Adro with a friend at the wheel. This was the era of petrol rationing and Red Petrol. We were stopped by police who tested a sample from the Austin tank. Luckily they didn't check that of the Adro which contained Red!

There was now a pause in the production line whilst I reconstructed my workshop in the garage at Stockwell. In those days I had 1/3rd h.p. motor driving line shafting from which was driven lathe, grinder, drill, circular saw. It was here that work was started on the body

and a panel-beater patient of the doctor made the central bonnet hinge for me one evening after surgery! I was only in residence for a year when in January 1951 I was told that as from the following April I was to be posted to Yorkshire in my job. It was a question of panic stations for the 3 months available as once again the workshop had to be dismantled and everything removed to my parents home. I had just bought a two litre Lagonda and this needed work done upon it as well. Luckily there was no M.O.T. test in those days and at short notice I had the car examined by the London County Council, whose prime concern was that I had not pinched the car and was altering it! I obtained a registration number. It was also road tested by an engineer from the Insurance Company which employed me and after a drink with the Underwriter I got a cover-note!

The bodywork was about 2/3rds complete and one Friday evening my father came up from Sussex to meet me. The car had had, up to that time, about 1 hour on the road, including a trip up to my Pall Mall office to show my pals my handiwork!, but the following morning we set off on the seventy mile journey into Sussex.

I led the way and my father followed in my Austin 7 towing a trailer with my workshop in it plus a load of spare parts and a tow-rope! The journey was trouble free apart from an instance of over heating due to retarded ignition.

Once more everything was put into store and there it remained until 1960 by which time I was married, with two children and moved into East Kent. Time was now at a premium!

The next photographs were taken in 1967, by which time the bodywork was completed and all the electrics installed. Painting was by a friend in the motor trade whom I had met on business. He was experimenting with a single coat paint applied hot and the Adro was the guinea-pig; he only charged me £12!

With the introduction of the lower rate of tax for cars first registered prior to January 1947 I tried to get the car



included, because of its construction, in spite of its being first registered in 1951! This ploy failed but when, two years later, the operative word "CONSTRUCTED" prior to January 1947, I won the day!

When first taxed in 1951 the cost was £2.15.0d. per quarter! but since 1967 short period licencing has become vastly expensive and inconvenient – 6 months now being the minimum. All licences effected are still contained within the licence holder!

Various modifications have been carried out, the first being to the back axle in 1970. The original axle (Austin Seven) was modified in 1938 for chain drive by one of the old-time garage mechanics who was indeed an engineer. Having turned up the keyed boss, to accept the chain sprocket, supported by the original differential bearings, and drilled it to receive the half-shafts (one shortened), he set the assembly up between the centres of his lathe prior to pinning and brazing the lot together. Extreme accuracy was essential in the overall length measurements of the made-up solid axle and its casing, the point being that half of the hub bearing housings are tapered and keyed to the live axle ends whereas the bearings themselves are secured to the tubular casing. He obviously got his sums right as for years there was no trouble.

Then due to extreme old age (1924) one end of a casing tube cracked and broke followed by the snapping of the o/s half shaft – this resulted in a 40 mile drive home with a loose half shaft flapping about and driving on only one wheel! Subsequent rebuilding by so-called engineers was a failure as they didn't get their measurements right and this resulted (unknown at the time) in one of the tapered hubs being unable to be tightened fully as the overall length of the live axle was fractionally too long. In turn, this allowed the hub to twist on the half shaft, under stress, resulting in a mangled key and key-way. Not wishing to run the risk of a repeat performance I myself replaced the half shaft allowing the inner end of it to run free in a bronze bush I inserted into the chain sprocket boss.

Thus the casing/axle lengths were not so critical but I was again only driving on the one (n/s) wheel! The car was, however, unstable.

In 1988 I spent a whole afternoon in a breaker's yard and eventually found – in two entirely different areas – the male and female parts of a splined coupling which were compatible. Both had to be cut and turned to fit. The male portion has been welded into the sprocket boss and the female portion onto the o/s half shaft. This allows the axial tolerance originally provided by the former differential spur gears. Apart from using rods to the rear brakes instead of cables, I adhered to the original Austin 7 braking system ie one single pull to the front but with a solid back axle one could never be sure of equal braking on either side, resulting in the possibility of only one set of shoes doing most of the work. As a first step to improvement I fitted (1970) a Bowdenex conversion kit to the front brakes. This proved satisfactory as with the old system the outside front brake tended to apply itself on a tight turn! It didn't, of course, solve the rear brake problem. In 1987 I went the whole hog and rebuilt the complete layout to provide a system fully compensated on all four wheels, pinching ideas from Fraser-Nash and Lagonda!

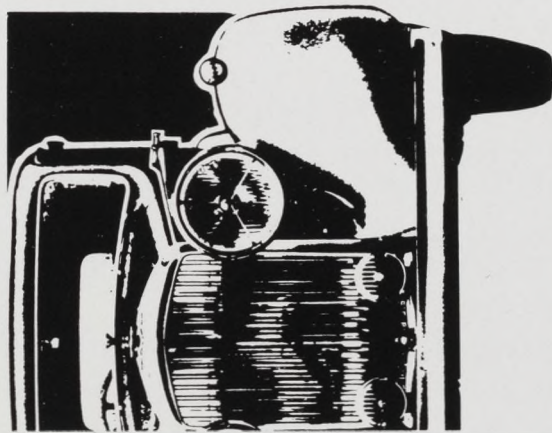
After a passage of 40 years it became obvious that the cockpit constructed for the sylph-like figure in the photographs was getting a bit uncomfortable! In 1987 therefore I managed to slide the seat back a little after doing the same to the bootlid, lower the seat a bit as well and finally in 1988 fit a smaller steering wheel!

Minor additions over the years have been the primary chain lubrication (a pair of carburetter jets!) and an electric cooling fan. The former proved a great asset as primary chains previously only lasted 500/600 miles and the latter is helpful in traffic.

With the lowering of the seat I was subsequently able to lower the windscreen as well and this is more pleasing to the eye.

**Bill Anderson**





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## An Oil Sheik's Lagonda in the West of Scotland

It was a sunny day near the end of May 1991, when I set out for a little motoring trip to Scotland. My 1956 3 Litre Lagonda saloon was running well. The starting point was Glasgow and the route was mostly on or near the West Coast.

The first place we visited was Tarbert on Lock Fyne. Here were gathered over two hundred yachts which were taking part in the second largest racing event in Britain. Many were from England and there were also some from Ireland. After my visit to the fleet, in an unofficial capacity, Princess Anne was given a more conspicuous welcome.

I next passed through Oban and then decided to spend the night a few miles south of Ballachulish. It was with considerable surprise that I spotted a Lagonda of the new era in the hotel car park.

The car had left hand drive and a strange v-shaped fin was fixed horizontally on the boot lid. I was told it was a television aerial and, sure enough, a small tv set was to be seen, set between the front seats.

It transpired that the car had belonged to an Oil Sheik in Iraq or Kuwait and had been sold to a British resident. When the



Gulf war broke out, he quickly returned to Britain with the car. There were expressions of mutual admiration for our respective cars.

Next morning I motored through Fort William and then to Kyle of Lochalsh. At one point I branched onto a fiendish single track road, which climbed up about 1500 feet and then downhill to Glenelg. From the top of the hill, there should have been a spectacular view of the Five Sisters of Kintail - mountains all over 3000 feet - but it was spoilt by the mist. Near Glenelg, about 25 years ago, Gavin Maxwell lived for a while and wrote his book entitled 'Ring of Bright Water', which dealt with his experiences with his two tame otters.

From here, the route took me to Loch Marle, where I spent the night. Next on the list for a visit the following day was Achiltibue. This involved a somewhat tedious journey of 15 miles on another single track road. I knew this was a dead end, but they serve excellent food at the local hotel, which is also famous for its Hydroponicum. (I leave you to look up the meaning in the dictionary.)

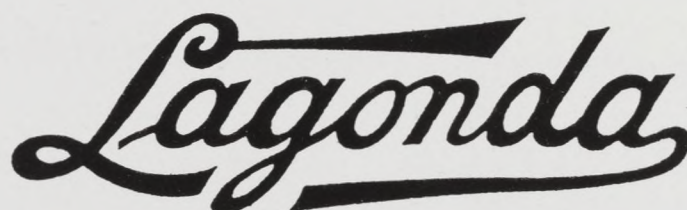
A few miles further North there is a tiny hamlet called Drumbeg. This was in the National news in August 1991 as the place where over a million pounds worth of cocaine was smuggled ashore. Incidentally, if you ever find any of the stuff, report it to the Customs and Excise, rather than the police. The reason is that the former can give you a reward, whereas the latter are unlikely to do so.

I spent the third and last night of the trip near Beaulay, just north of Inverness. One last little bonus was that, by accident, when passing through Dunkeld (north of Perth), I became mixed up with a crowd of 1930's Bentleys, which were obviously on an outing.

Finally, a visit to a motor museum near Perth revealed a beautiful example of an Aston Martin DB6 (which belongs to a friend of mine). Other interesting examples of cars and motor cycles were to be seen, including a Penny Farthing pedal cycle found in Ullapool.

If you like this sort of motoring, Scotland has a lot to offer. I covered 750 miles and the Lagonda behaved impeccably

R.D. Hunter



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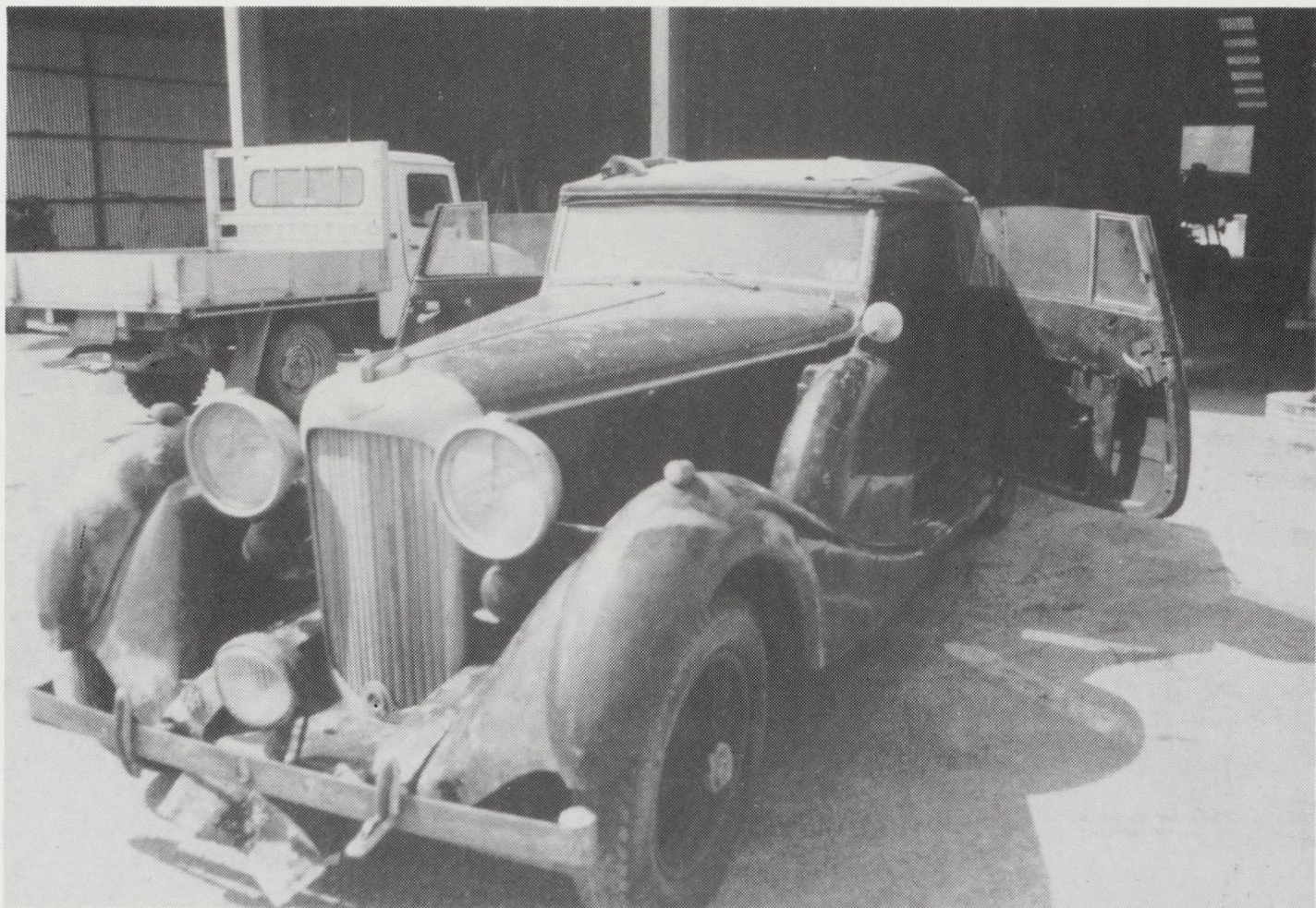
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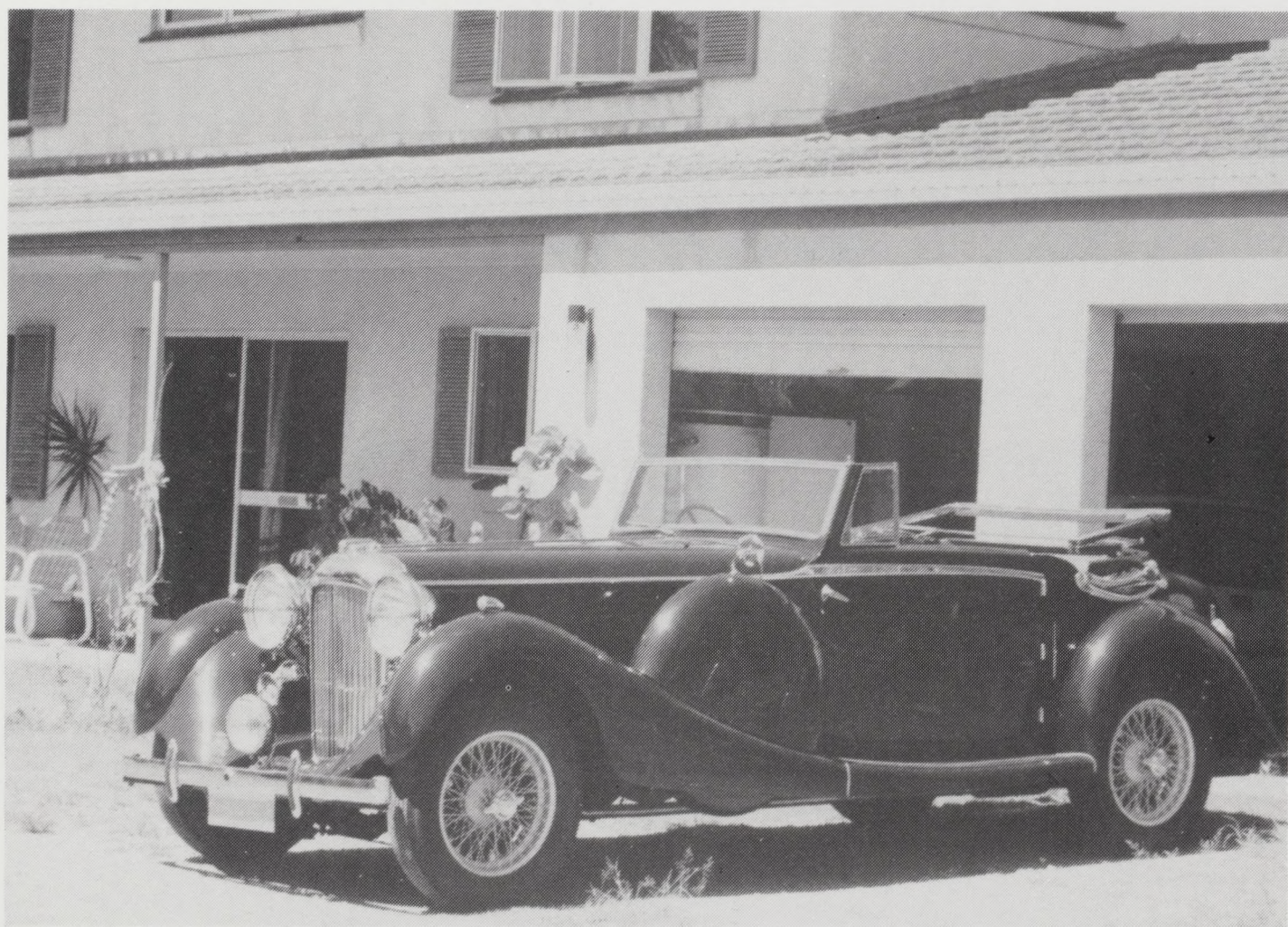
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*Before and after shots of the beautifully restored LG45 of Geoff Hunt in Australia, with just the hood to be fitted before the car achieves perfection.*





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**Northern:** Third Tuesday, The Floating Light, Standedge, on A62 (VSCC meeting)  
Details: Roger Firth, 061 303 9127.

**London:** Third Tuesday, The Bishop's Finger, Smithfield (Jointly with BDC).

**North East:** First Wednesday, The Triton, Brantingham, near the A63T.

**North Wilts/Avon:** Second Tuesday, The Shoe, North Wraxall, on A420 between Marshfield and Chippenham.

**East Anglia:** First Friday, The Royal Oak, Barrington, Nr Cambridge.

**South Wales:** First Thursday, Court Colman Hotel, Pen-y-far, Nr Bridgend.

**Somerset:** First Tuesday, The Strobe Arms, West Cranmore, 3 miles E of Shepton Mallett. MR 668432 (VSCC meeting).

Third Thursday, The Rose and Crown, East Lambrook. 5 miles E of Ilminster. MR 423190.

**Dorset:** The Wise Man, West Stafford, 3 miles E of Dorchester. MR 726895.

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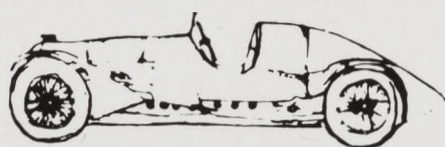
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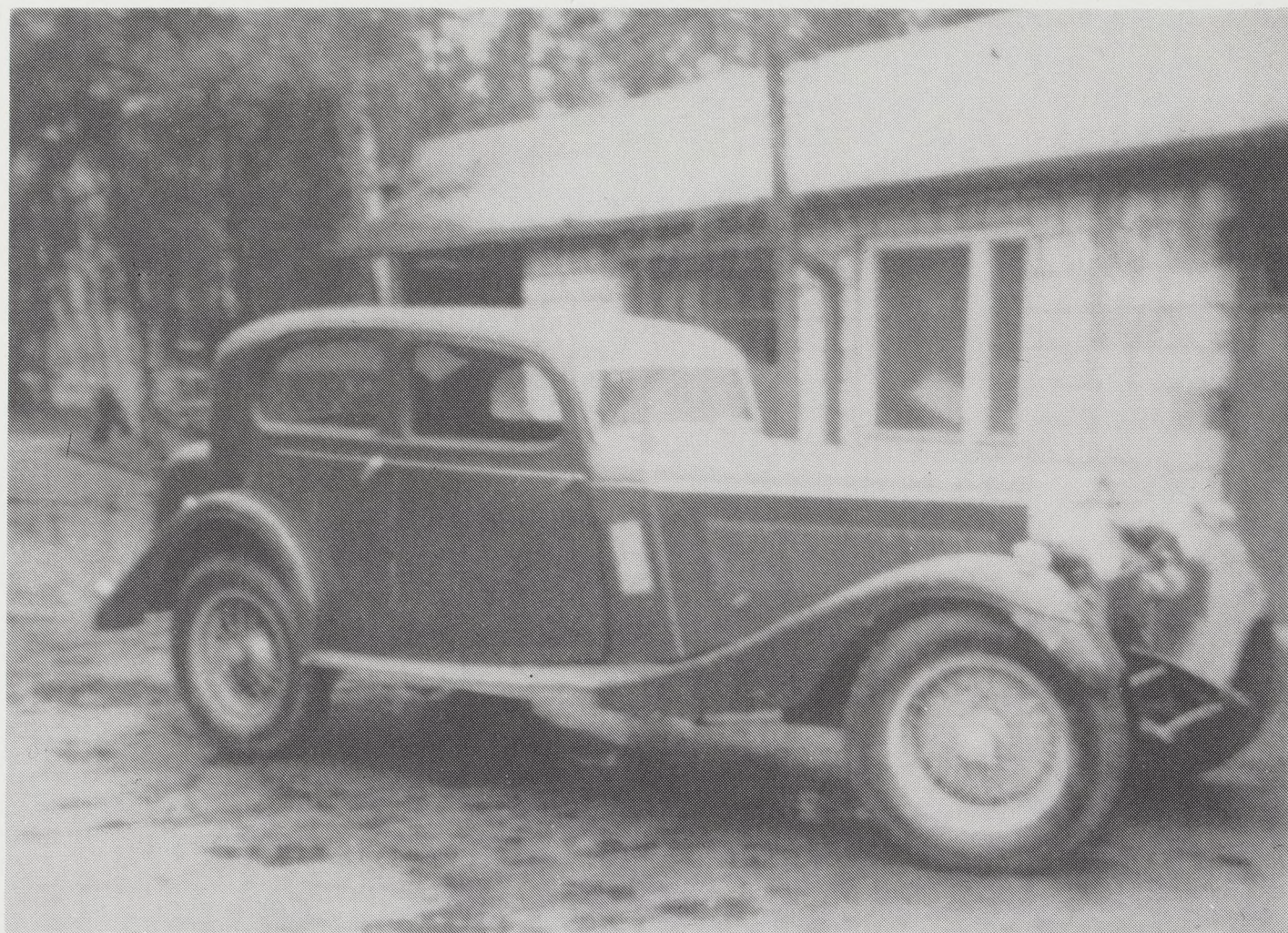
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# How a Caterham Seven became a Rapier

Three interesting events occurred in the Bugler household in the last few months of 1990. Firstly I escaped from prison (40 years working for NatWest Bank), secondly I was asked to take over as Secretary of the Lagonda Club and thirdly I acquired a Rapier. The first two events need no comment but the third was less straightforward.

In the months leading up to retirement I sought a project on the motoring front and having read a newspaper article about the Caterham Seven I became quite keen to build one of these exciting vehicles. As opposed to buying a complete kit I was attracted to the option of purchasing an old Mark II Escort, keeping the engine and transmission and using this as the basis of the new vehicle. The brochures were very interesting and the performance figure promised acceleration somewhat better than my 2 litre. However while I was pondering on this project I read yet another newspaper article about C Type Jaguar Replicas. Here the idea was to buy an old Mark II or XJ6 and again use the engine and transmission, purchasing a body kit to produce a very accurate copy of those exciting sports/racers of the 1950's. This seemed a more interesting exercise, and therefore the Caterham Seven was put on the back burner.

Just as I retired a friend told me that he had a kit for sale – a GT40 replica – at what seemed a bargain price. Compared with the C Type the GT40 is a much more futuristic vehicle. The advantage was that the kit would be complete and I would not be involved with stripping down rusty old cars. I paid an interesting visit to the manufacturers at Poole but my main concern was that if I sold the car I would lose a considerable amount.

By now I was torn between the C Type and the GT40 (my wife was tearing her hair out because she didn't want either) and while I was pondering I met Peter Whenman and discussed the pros and

cons with him. His comment was "These are not your sort of cars – why don't you build a Rapier – I know of a dismantled car which is for sale". In no time at all I had been to see the Rapier. It had been in pieces for more than 20 years and a few items were missing, including the body. This was an advantage as it gave me the opportunity to choose and I have opted for a replica of the very pretty Eagle Two Seater model. My son Roland and I will make as much of the body as we can and we hope to start building up the chassis shortly. The engine is away being overhauled – I am having new pistons, shell bearings and a few other goodies. Weight will be saved where possible.

I started my Lagonda motoring with a Rapier nearly 40 years ago and I look forward to driving one again. I had no reason to delve into the engine of my first Rapier and therefore it was quite a revelation to strip down the engine of this one. It rapidly became apparent how much more modern is the design compared with the 2 litre and Meadows engines. The strength of the engineering particularly the very sturdy crank and con-rods is most impressive. As a commentator at a V.S.C.C. meeting recently said "Rapiers are little gems".

Finally, if anyone wants brochures on Caterham Sevens, C Type and GT40 replicas . . .

**Colin Bugler**





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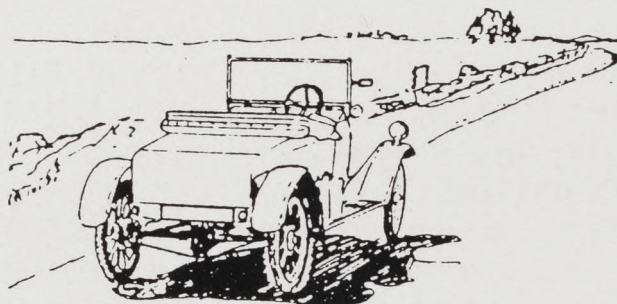
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## Rallye Des 100

**27, 28, 29 September 1991**

This rally was apparently the first FIVA rally to be held in the West of France. It was generously sponsored by the Loire Atlantique Tourist Board. A committee consisting of Lord Montague of Beaulieu, The Marquis de Goulaine, Kraft Furst zu Hohenloe-Langenburg, the President of FIVA, to mention a few. The purpose of the rally was to revive the early days of car driving whilst travelling through the lovely countryside of Brittany visiting

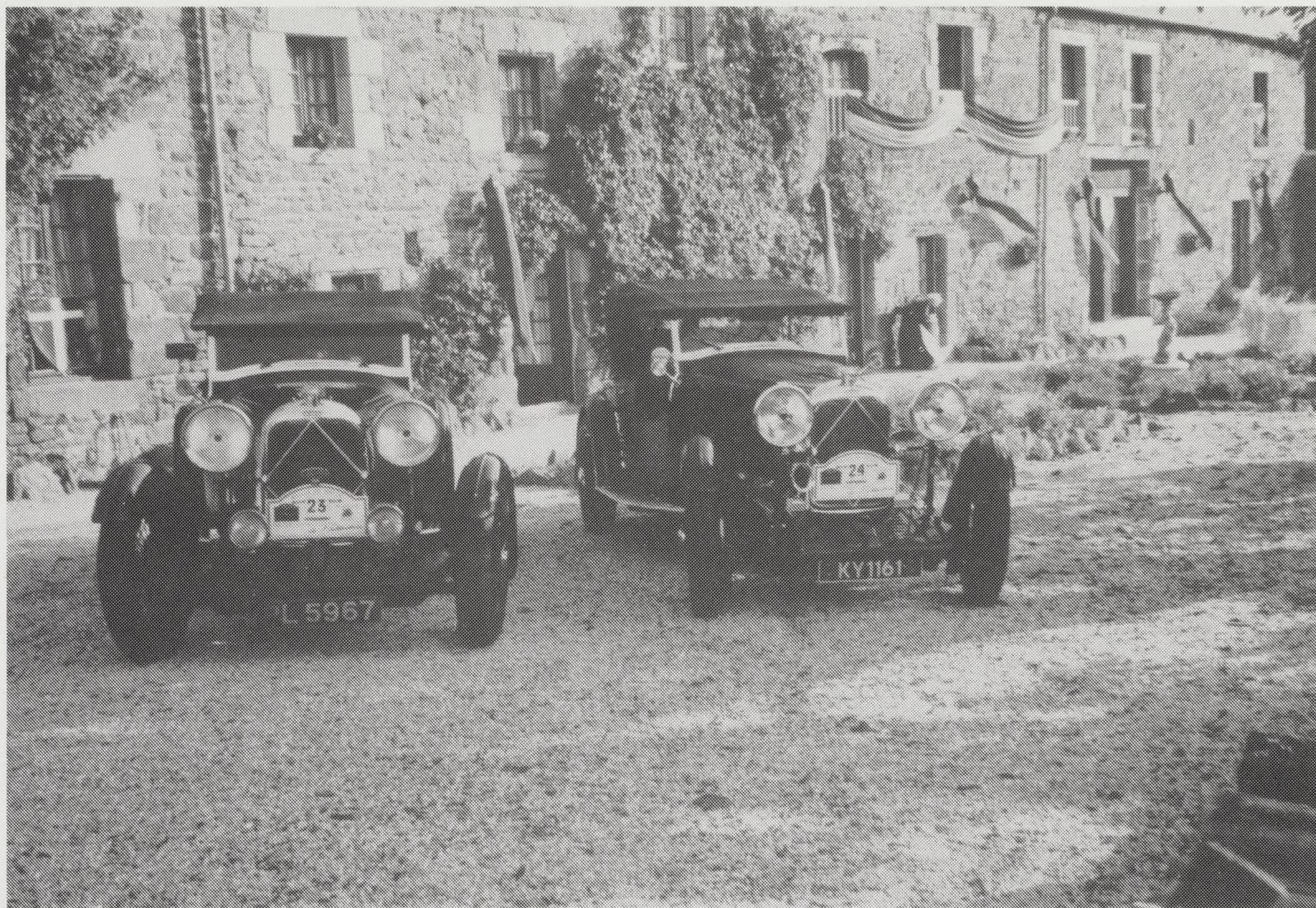
many of the historic Chateaux. Cars were specially selected from the Grand Marque, and came from Italy, Belgium, Switzerland, Spain, Denmark and Britain.

Our Cars: John and Sue Walker,  
2 litre Lagonda KY1161  
Jeff and Hilary Leeks,  
2 litre Lagonda PL5967

**September 26**

4.15 am not my favourite time to rise, but as the ferry from Portsmouth leaves at





*Hotel de Rossignols – who put out the flags for the Lagonda party?*

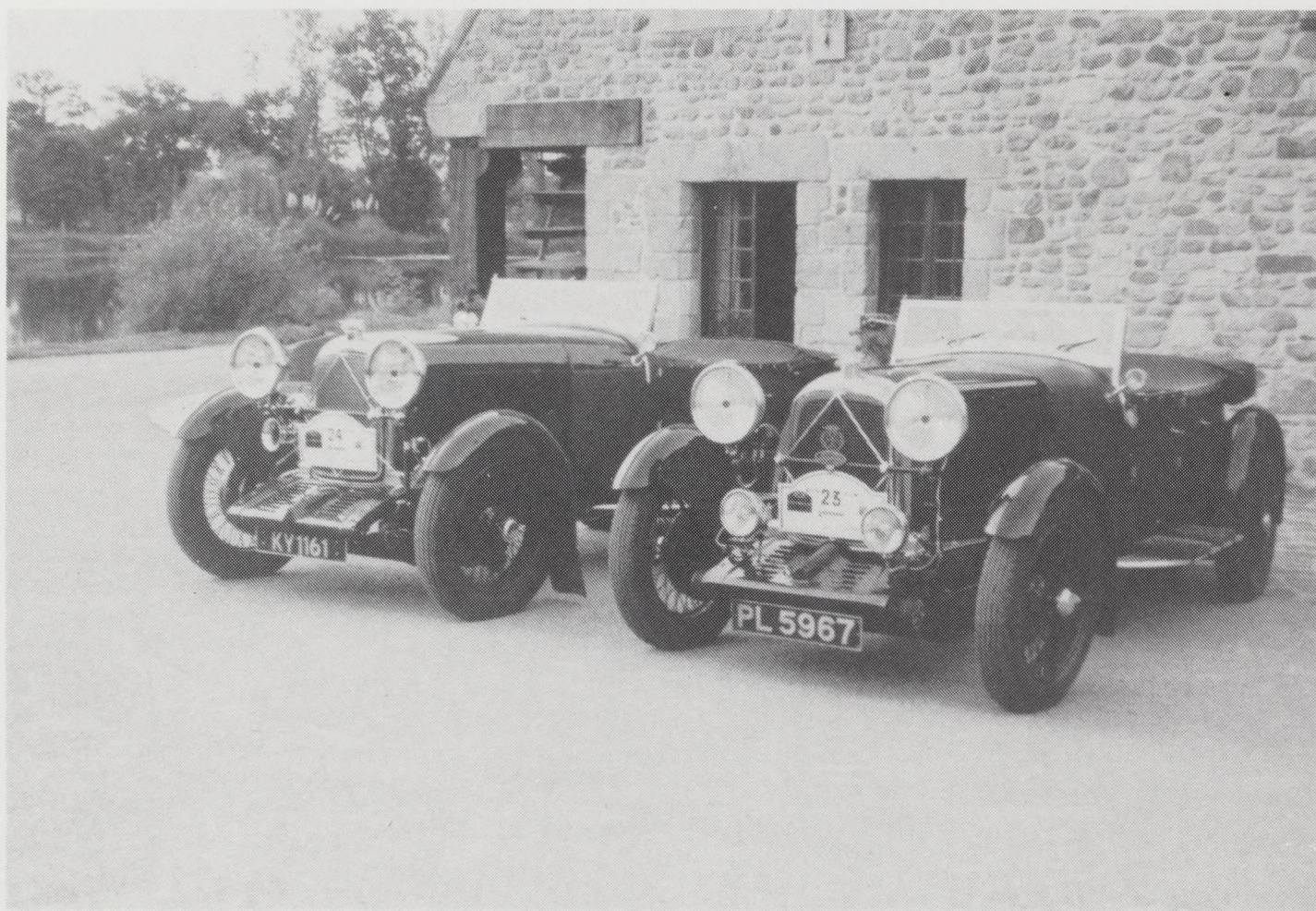


*“Singing in the Rain” with apologies for the umbrella.*





*Xavier – Louis Vuitton performing on the spoons.*



*Peace and quiet at Le Petit Madin du Rouiere.*



7.15, needs must. We meet up with a slightly dampened Hilary and Jeff Leeks at Hartley Witney, after they had been caught in a cloud burst outside of High Wycombe, then a rather chilly, misty journey to Portsmouth. On joining the boarding queue, we could see in the distance Lord Montagu's 1914 Rolls Royce Alpine Eagle and his daughter's 1935 Auburn. Whilst waiting to board, us lesser mortals soon got chatting to Alan Rendell and his wife who were driving a very nice 1928 Speed 6 Bentley. After a calm and sunny crossing, we arrived at St Malo where we were welcomed off the ferry by Lord Montagu and, in the company of three other vintage cars, were whisked off by Police escort to Hotel des Thermes, where we collected a briefcase full of Itineraries and other goodies from the Rally's mobile office. By this time, cars were homing into the hotel car park from all directions, and 'WOW', what cars. the 'Creme de la Creme' – Bugattis, Alfa Romeo, Delahaye, Pierce Arrow, Duesenberg, to name but a few.

Jeff, Hilary, John and I had elected to

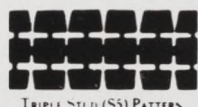
stay in Dinan for the first night, a journey of half an hour away. John and I led the way. Unfortunately, we arrived on the outskirts of Dinan in the dark and soon some very murderous exchanges started to take place as to the exact locality of the hotel. I was very rudely pushed out of the car at various garages along the route to ask the way in my best 'Franglais', which is okay if you understand the answer! Also being aware that Jeff and Hilary were having a good giggle behind us. Eventually we arrived at the Hotel de Rossingnols in icy silence, with myself thinking of the quickest way of obtaining a quick divorce and custody of the Lagonda for a quick sale but, delightful surroundings, a good meal and a bottle of wine did much to soothe tempers, added to the balming effect of both cars being much admired by the hotel's English owners.

#### September 27 - St Malo -

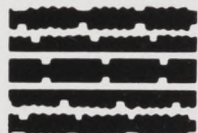
#### Bourbansais - Josselin - La Baule

We arrived at the Chateau Bourbansais to be greeted by the sight of 75 magnificent

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D2 105 PATTERN



R55 PATTERN

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

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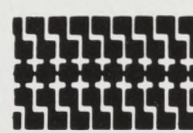
**Motorcycle:** Dunlop, Avon, Cheng Shin, Universal/Lester.

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

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



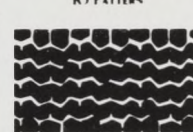
CHEVRON PATTERN



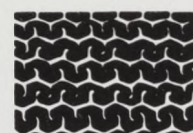
5 STUD PATTERN



R5 PATTERN



R6 PATTERN



CR65 PATTERN



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cars lined up in the Chateau grounds, and to be treated to the first of many champagne receptions, with even the Chateau's own Huntsman and Hounds turning out in our honour. We met up with Kim and David Ayres in their M.45 Team Replica. Then from Bourbansais to Josselin where we were entertained by the Duc and Duchesse de Rohan, then onto La Baule where we left our cars at the Le Baule Country Club. A few glasses of champagne, then we were off by coach to the Hotel Hermitage for a spot of luxury. Fluffy bath towels and designer toiletries always go down well with us long suffering wives, and are much appreciated. This, topped off by a champagne reception, a cordon bleu meal and some marvellous company finished off a very nice day.

**September 28 - 7.30 am La Baule - Goulaine - Nantes**

Awoke to the luxury of breakfast in bed, and a howling gale accompanied by torrential rain. In the foyer of the hotel, rumours abound of rare vintage cars seen floating along the prom from the car park! Instead of motoring along scenic country lanes, we have to travel in small groups along the motorway as the St Nazaire Bridge had been closed owing to the high winds. But, first, we had to collect our cars. The sight of over 70 car owners pulling off their shoes and socks and paddling to their cars is rather amusing. Fortunately for Jeff and Hilary, they were situated at the drier end of the car park and took much pleasure in photographing John with his trousers rolled up to the knees trying to rescue his car but, spirits, like the water levels were high, and all the cars arrived safely at the Chateau de Goulaine after a very wet journey along the motorway. Car owners enjoyed a superb lunch in the Chateau. By the end of lunch, a watery sun appeared, and to the strains of suitable 1920 jazz records over the loud systems, (Jeff had to be restrained from performing the Charlston), the cars were left in the grounds to be admired by the general public whilst their owners were taken off on a coach tour of Clisson.

In the evening, we attended yet another marvellous reception which was hosted by the Department of the Loire Atlantique

**September 29 - Nantes - Combours**

A vast improvement in the weather. Jeff and Hilary set off in front of us with a journalist from the L'Automobile sitting in the back of their Lagonda, for a bit of indepth reporting. After an hour in the back of the car, he starts looking decidedly chilly, he is also hanging onto his hair - could it be he is wearing a toupee? I believe Hilary offered him her flying helmet, but was turned down. Obviously didn't want to spoil his journalistic image.

The route along the Loire is very attractive, with what seemed entire villages turning out to cheer us on. We arrive at the Chateau Motte-Glain for a very liquid buffet lunch. It happened to be Jeff's birthday, so we presented him with cards, commiserations, and his free bus pass. The wine flowed, the band played, and everyone is feeling very mellow! We come across the sight of Xavier-Louis Vuitton (of luggage fame) playing a little number on the spoons and three haute couture clad spanish ladies doing their version of a spanish conga. The organisers had rather a hard job of getting owners back to their cars as there was still another fifty miles of motoring ahead. Before we left, each car was presented with a magnificent picnic hamper from the Department of the Loire Atlantique.

Then onto Combours and the end of a most enjoyable rally. The organisation was faultless - food, company and cars were marvellous. Our thanks to all those concerned.

Jeff, Hilary, John and myself said our farewells and meandered off into the sunset, to a very little watermill (the address of which will remain secret), for a two day rest.

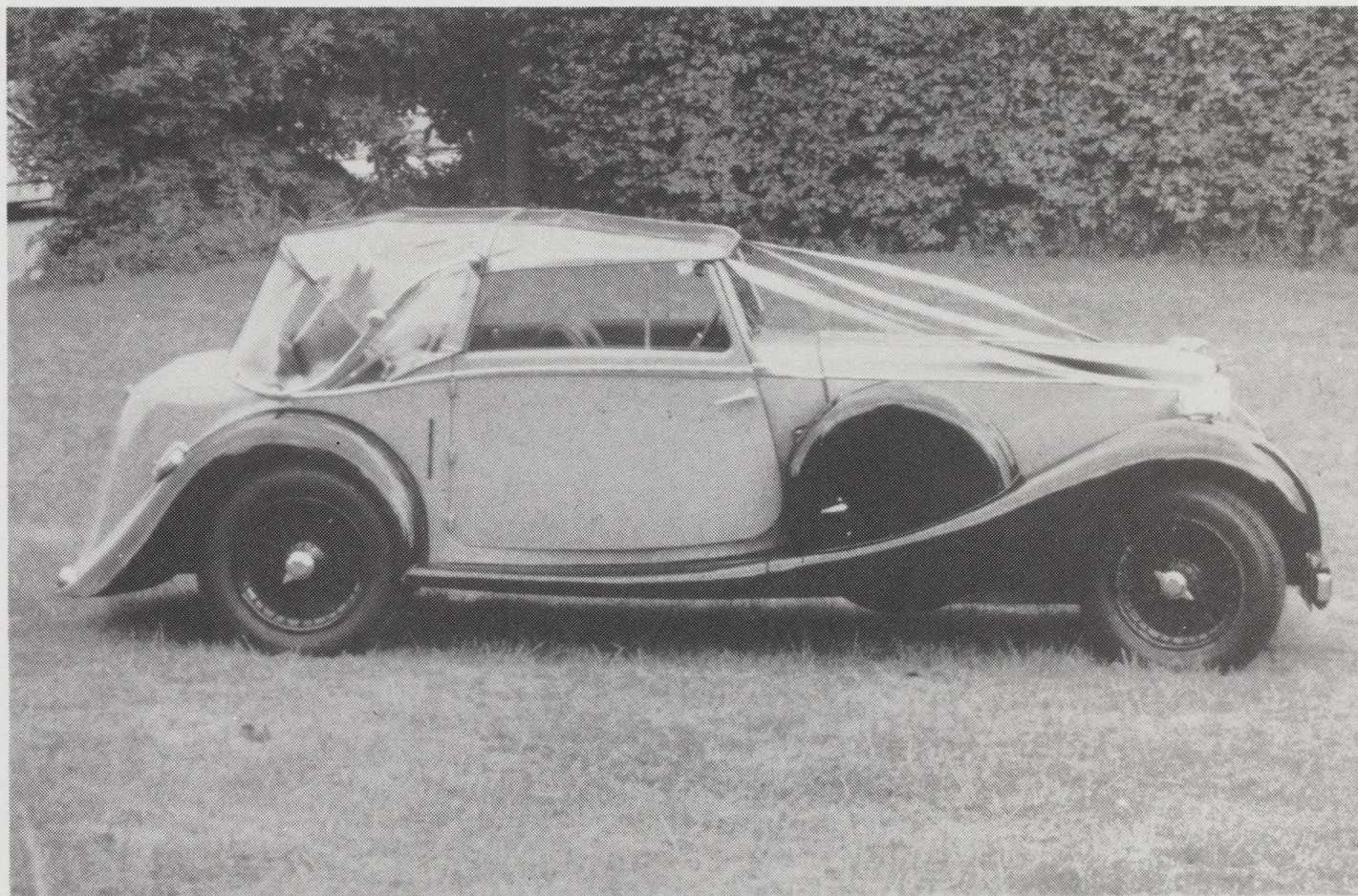
Next week, the Health Farm and Drink Rehabilitation Centre - Is there one with reductions for the Lagonda Club?

**Sue Walker**





The M35R of Jacques Laurent competing in the 1991 Alpes Retro. The car also reached Col De La Lombarde (2350 M), Col De Retefond (2692 M), Col Aquel (2744 M), Col Du Var, De San Peyre . . . all without overheating problems.



When Alan Wyatt's daughter was married, he created this "Crystal Clear" hood for the occasion.



# Letters



Dear Ken,

Another nice magazine! You ask a question and the answer is 'yes'. My 2 litre is taxed all the year round, as it should be, and used in the winter months. During this time there are many super open-touring days and in any case most of the bad weather can be avoided. Don't make it too popular though, our experience shows one only meets the Elite at winter gatherings!

The concessionary reduced tax makes it well worth while and let's hope we remain unaffected by the latest budget! Our Chairman's remarks in his jottings about Long Melford brought back memories of 1941. Our Royal Scots H.Q. was at Melford Hall and I remember incurring the displeasure of my C.O. by taking a section of Brengun Carriers up the drive!

One final point – I am fully in agreement with the sentiments expressed by Phill Erhardt reference junk mail – I have enough trouble in this respect from my bank and don't appreciate it from the Lagonda Club – I nearly wrote before.

Yours

**John Anderson**

Advertising makes the magazine possible and contributes considerably to the very high cost of production. We try very hard to select those advertisers who offer goods or services of use to our members. I have carte blanche from the Committee to reject any unsuitable adverts and have done so on a number of occasions. The advertiser concerned had run a series of adverts within the body of the magazine itself without a single complaint.

**K.P.P.**

Dear Ken,

I wonder if, through the magazine, you could solve a problem for me.

The enclosed photo shows two V12 rocker box covers. The top one is, as far as I know, the normal one found on V12 engines of all Sanctions. I have looked at all the V12 cars and engines we have here and they are all like this. The difference between the two covers is that the normal one has the letters inset into the cover, whereas the other one has the letters raised. I have no idea of the origin of this cover, it arrived with a pile of V12 bits from Scotland.

The suggestions so far are:

1. It is an original off the V12 Team Cars. Alistair Barker. It is his cover and he is trying to push the value up.
2. It is off the war time engines used by the Navy. Herb Schofield. His father was in the Navy and this makes Herb an expert in navel affairs. (Bellybuttons, female).
3. It was a mistake by the moulder who was pi.... er, drunk and put the letters in the wrong way round. As it was the Christmas party at the time, no-one noticed it. Alan Brown, no comment.
4. It was made for the Sanction 3 engine that never went into production. David Hine. As Chairman Elect he has nothing sensible to say, but must have the last word.

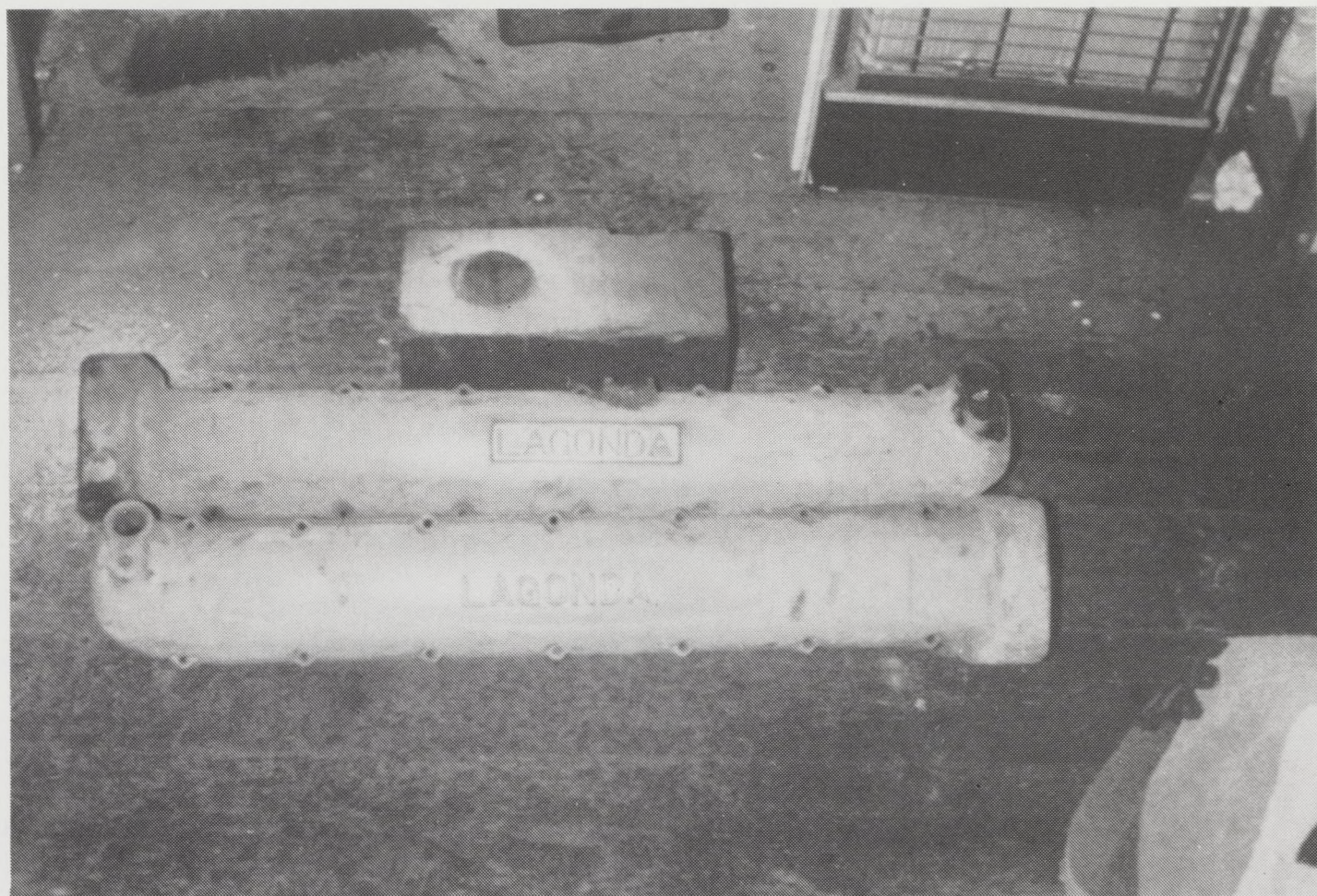
As we are running a sweepstake on this, we really would like to know which of us is right.

Yours in anticipation

**Alan Brown**

P.S. I am looking for a matched pair, as is young Schofield, but in his case, navels.





*Mystery viz rocker cover, (see letter on previous page).*



*Dick Sage at the Weston sprint, (see letter on next page).*



Dear Ken,

I am sure that by now you must have all the proper text for Dick Sage's obit. I will therefore refrain from maudlin thoughts from my inept pen, and leave you with a positive note, just as I know he would have wanted.

He lived every day in spite of our fears as the picture I am enclosing documents. I believe it is the last time he took a Lagonda for a competitive outing, driving my LG Special at Weston-SuperMare last year. If you would like to include it in the Dick Sage issue, I would be most happy.

I am sorry not to have seen all of you for a while, but I have been tending the loose ends of my tangled affairs and had to cancel my plans for the Northern Dinner as well. Hopefully we will catch up this summer or fall.

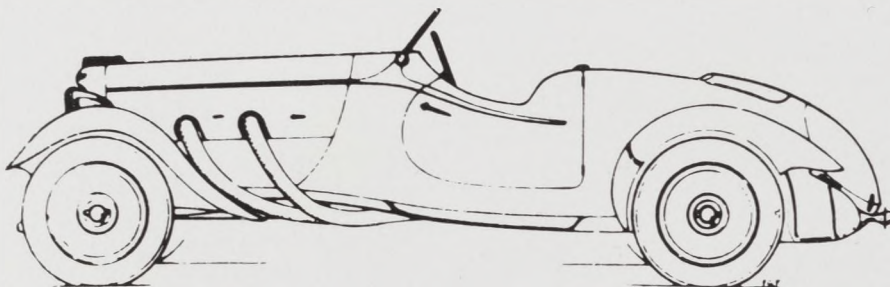
Sincerely,

**Rudy Wood-Muller**

Dear Mr. Painter,

I thought that I would write you a letter recalling some old memories of Andre Kenny and of the de Salis family; there is a link.

I was up at Cambridge between 1957 and 1960 and became the proud owner of a 1931 2 litre Low Chassis Speed Model Lagonda, GO 5480, now owned by Anthony Gueterbock to whom I sold it in 1960. Whilst driving along by the Boat Houses in this beast, I heard cement-mixer noises coming from behind; since there was no other car anywhere to be seen, it had to be the Lagonda and I feared the worst. As I stood beside the immobile 2 litre, scratching my head contemplating the next move, I heard that tinkling noise that heralds an approaching Austin Seven. The Austin stopped and out popped Shaun de Salis, who clearly knew 2 litre Lagondas backwards as I later found out. On hearing the dreadful sound



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for himself, Shaun said without hesitation '... differential' and '... I shall have to introduce you to Andre Kenny. And by the way, I have got a spare diff so don't worry.'

I did indeed meet Andre and Leslie at Alpheton Mill and spent many happy times out there rebuilding GO and not opening any Law books. The Kennys seemed quite unflustered by the uncertain and considerable numbers of undergraduates who turned up for their memorable Sunday lunches around the Aga. On this Aga, incidentally, stood in pride of place a huge multi-gallon vessel of Castrol R which Andre kept permanently warm. He used to pour this brew into his 4½ saloon when he used it and then drain it all out again when he got home. No shopping car this!

Amongst those that I remember apart from Shaun was Clive Dalton who managed to find a 2 litre Continental which I read he still has. There was also Bill Summers who had a lovely V12 Rapide which felt as though its engine must be electric, when compared to the rhythm of a 2 litre. Then there was a mysterious V12 Drophead or Rapide in a garage up by the Varsity Arms in Cambridge. This car was kept under a dust sheet and never moved; the story was that it was owned by an Indian Maharaja who sent regular payments for its storage and was not at all interested in selling it. I wonder what happened to it. It was I think painted in GWR colours or something like them. There also existed in a far gone state of delapidation a three litre chassis in a Cambridge scrap yard. The car had been used during the war as a fire engine or ARP car and had finally been pensioned off. I bought its gear box as a spare, the rest I had no home for. Sic transit . . .

Shaun's blown 2 litre, in unblown form, was sometimes in Cambridge. I remember being very impressed with it, particularly the trim and fabric, which had been redone by a retired coachbuilder in Bristol called Atherton, who then was about eighty. I bet that car is as good today as then. I did a Welsh Rally with Shaun in the Seven and flew with him and with

Kerrison Davey in his Auster with a curious cross-wind landing gear; we also used to go to the Tiger Club at Redhill, which was and perhaps still is full of the most amazing characters, amongst them the late Sam Clutton. Shaun was later killed in Ireland flying in a formation display with the Tiger Club in a Turbulent (a tiny single seater powered by a modified VW engine). His plane, the rear one in the formation was hit by a photographer's Auster and his tragic death followed. I had, with other car nuts, stayed at Thornbury and of course met Mrs de Salis and her husband who were very welcoming hosts. They delighted in stabling GO 5480.

Andre was a great enthusiast and marvellous company if a little enigmatic. We always understood that he was a classicist and had been a scholar at Trinity, my old college. I never checked that, but he certainly could have been. He enjoyed obscure words of Greek origin and used to refer to his cellar as a hypergeum. On reflection, was there one? Can you have a cellar in a mill house? Maybe some of that rambling collection of spaces could have been underground. Andre's other claim to fame was as the young RAF officer under Constance Babbington-Smith's command who recognised the V1 Flying Bomb from aerial photographs. I never saw Andre again after Cambridge days. I did look in at Alpheton some time ago, but the Kennys had long since moved. He was unforgettable and a great character and undoubtedly the saviour of quite a few Lagondas. I hope up aloft there is an AGA, a good supply of Castrol R and multitudes of Lagondas needing help.

I now have a couple of 2 litres, a 14/60 (KW 1805) and a High Chassis Speed Model (TP 6157), and a 3 litre (AAO 111) which has just come back from David Ayre after a couple of years of serious labour. My wife and I plan to motor down to southern France in the 3 litre this summer and spend a month touring and painting. I earnestly hope not to need the services of a more French variety of Andre!

Yours ever,

Neale Edwards



Dear Ken,

I found Dick Sage's article in Magazine 148 – a Review of Lagondas in Club events No. 1 (Prescott Hill Climb) – to be a most interesting survey, analysing as it does, all times recorded by Lagondas since the hill opened as a speed event in 1938.

I was also most interested to read Colin Bugler's letter in Magazine 149. He pointed out that his car driven by his son Martin holds the record for the fastest (unsupercharged) two-litre at Prescott. He stressed that this is noteworthy because his car has the 1927 high chassis engine, with the earlier very restrictive exhaust manifold. Colin probably doesn't know that my car, which is the second fastest two-litre at Prescott, also has the same antiquated engine and manifold. Perhaps the breathing in these earlier engines is not as bad as might be thought!

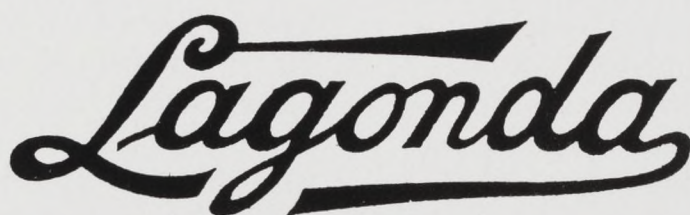
Colin also suggests trying a pre-selector gearbox in the two-litre for Prescott. I am not sure that this would offer much advantage. It is heavier and would make the car non-standard. The technique which I use in my car is to leave the start line in first, accelerate to 3500 RPM, changing into second just before the sleepers. I then stay in second for the remainder of the hill. The slowest part of the course is Pardon harpin. I have tried

changing down to first here, but naturally the gear change is too slow to obtain any benefit. However, by entering the corner fast the revs do not fall away too much. Furthermore there is always significant wheelspin on the inner rear wheel, even in second. Engine revs rise to about 3500 approaching the Esses and again to 3500 over the finish line. The gearing, with the 4.2 back axle ratio is about right for Prescott. I normally use 18 inch wheels (which were fitted to the car when I bought it). I have since obtained a set of twenty-ones which I have used only once at Prescott, when I was too lazy to change them. Surprisingly, I was not much slower. My car is a completely standard two-litre low chassis tourer, except for the earlier engine, which is fitted with twin SU carburettors. These were on the car when I acquired it twenty five years ago.

On a totally different subject, I have been asked if I can organise a pub meet in the Somerset area. I suggest that it would be best if Lagonda owners join in with the Vintage Sports Car Club meeting which is held at the Strode Arms, Cranmore, Near Shepton Mallett on the first Tuesday evening of each month (Map ref. 668432). See you there!

Kind regards,

Alan Elliott



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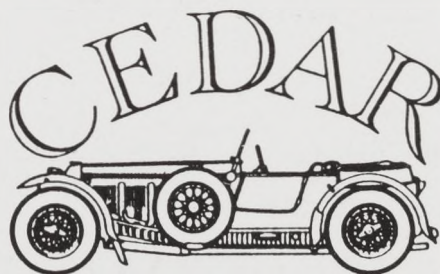
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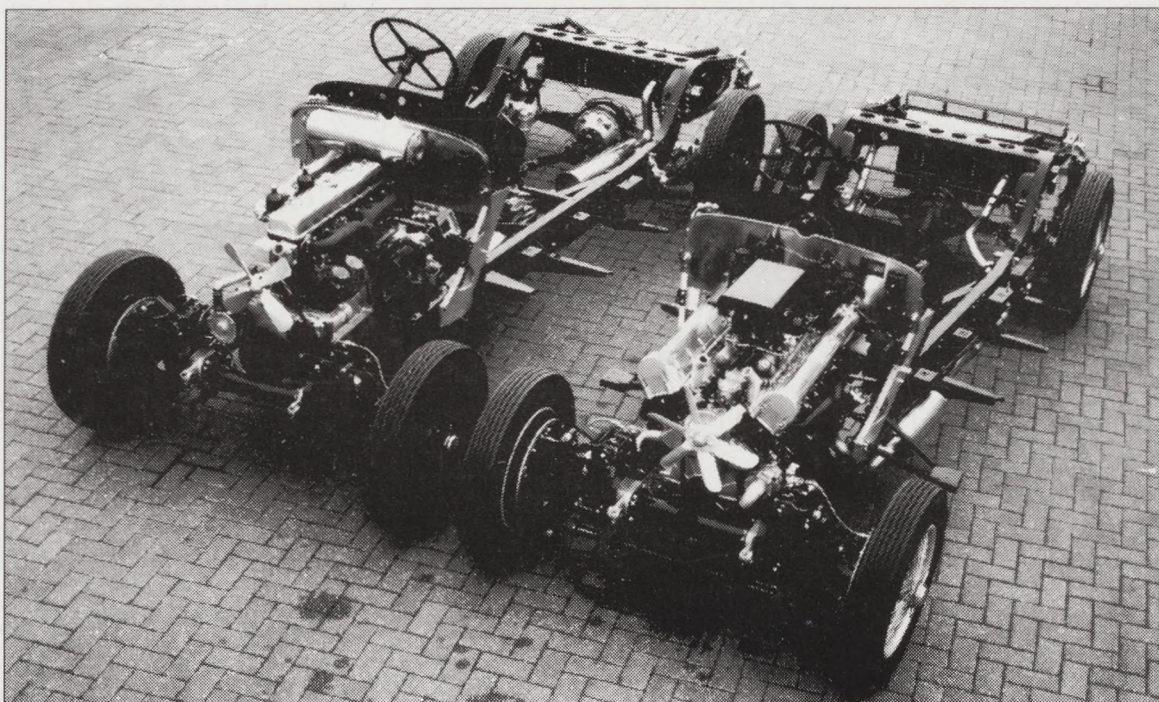
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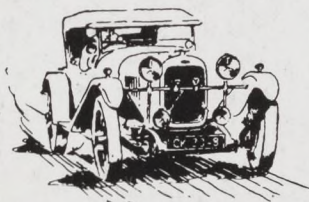
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