

THE MAGAZINE OF THE LAGONDA CLUB

Number 154

Autumn 1992



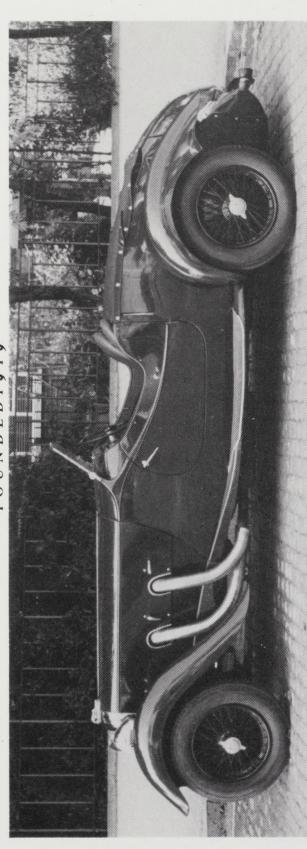
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CONTENTS

From the Driving Seat \ldots .			4
Jottings from the Chair			5
Pan Pacific Rally			9
Competition Round-up			13
Letter From America			21
Lagondas at the Tank Museum .			26
Things Stir in the far Southwest			27
Lagonda Clinic			27
Letters			29

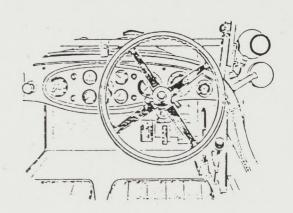
FRONT COVER

Witt Wittridge and M45. Photographed during the second Pan Racific Rally in New Zealand, February 1992.



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From the Driving Seat



This is being written immediately after the Lagonda Club Weekend and Annual General Meeting, which will be written up fully in the next magazine. Your Editor is unable to report at first hand on the Saturday activities, but the Sunday was a great success and enjoyed generally good weather, although it did try to rain for just long enough to encourage many owners to fit their tonneau covers at record speed.

As a restorer, rather than a user of a Lagonda, I personally welcome the ever increasing trend for the day to be used by members and by traders in our sort of spare parts as our own very exclusive autojumble. I have learned the hard way that few, if any, Lagonda spares surface at Beaulieu, I suspect that certain stallholders use the opportunity to buy them all up before the general public are allowed in — and why not? That is why some of my friends go to the trouble of taking a stall there in the first place.

Our AGM day is different, parts are available in profusion and, since club members are selling exclusively to fellow members, prices seem much more realistic. The Painter 2 litre Weyman saloon 'kit car' has acquired a number of hard to get bits at the last three AGMs, so if you are one of the dwindling number who have never attended an AGM and your car is missing that elusive part, come along next year and try your luck.

The AGM was also the last event to be presided over by Jeff Ody, our Chairman for the last ten years. He has masterminded a comprehensive reorganisation of the Club's committee structure and has encouraged what promises to be a highly effective regional

network, putting the responsibility for local activities down to local organisation and to our Regional representatives. Jeff Leeks has enthusiastically undertaken the recruiting and organising of these local members, but I am sure that he would agree that, without Jeff Ody's strong leadership and clear sense of direction, we would not have achieved changes so effectively. J.G.O's proposal that the future Chair should serve for a year on the Committee as Chairman Elect is another example of his forward thinking and offers David Hine and the Club – the best possible start for our new Committee. Welcome David, we all look forward to three happy years under vour guidance!

The A.G.M. marked another important landmark too, because Herb Schofield's marathon stint of Committee membership came to a triumphant end. The remaining members of the Committee felt, quite rightly, that this should be marked in some suitable way and John Oliver proposed that Herb should be elected to our select band of Vice Presidents. Herb was delighted with the suggestion and the members clearly agreed, since they voted post unanimously enthusiastically. Congratulations Herb, it couldn't have happened to a nicer chap. Now what is it about this Club of ours that encourages all these dedicated souls to serve as Club officers for such long periods? Herb was quite sure, it's the super cars and the super people who own and enjoy them, you're not a bad bunch you know!

K.P.P.



Jottings from the Chair

As we approach the Club Weekend later in September, I realise that with my handover to incoming Chairman David Hine at the AGM, I shall no longer be eligble to write this column. This does not mean no more contributions to the Magazine, but it does make me realise how much water has rushed under the bridge since I first became involved with Committee work, and how much we owe to the social fabric of the Club.

From 20 September I shall be enjoying being an ordinary member without official responsibilities, and after two terms of ten years on Committee plus ten years club membership in between, it is nice to be able to reflect on both the permanence and on the changes of Club life, among both the people and the cars.

I bought my first Lagonda, Rapier BPJ 303, in 1960 before Gill and I even met. and then it was my only car as was the case with most other Lagonda owners. This was an object lesson in how not to buy a car; in the dark on a rainy night it looked fine, but it soon revealed a tired engine, dead dynamo and pieces of gas pipe for king pins. I joined the Club and the Rapier Register, and learned that the Register met at the Shakespear's Head in Carnaby Street and took oily parts to talk about, whilst the Club met in Avery Row and talked about everything but oily parts. Both crowds laughed a lot, and I was hooked. Tony Wood was prominent in Rapiers then and still is. Mike Wilby was prominent in both clubs, but sadly did not survive another decade. Arnold Davy was also active in both, and soon sold me his Rapier Maltby DHC (BLC 517) to use whilst BPJ 303 was being rebuilt.

Maurice Leo was tearing around in his whizzy blown 2 litre (then OKX), and Geoff Clark already had 3 litre BGO 400. Colin and Maureen Thomas had a nice 3 litre tourer which I think subsequently got squashed in Hampstead High Street. Chris Lee and the Pinguey Bros, Tom and Charles, recycled a variety of Lagondas through their ranks: £40 for a tired $4^{1/2}$ saloon, £180 for a running 2L tourer.

Roland Morgan was an ever present source of good humour and hilarious stories, some intended and others accidental.

Two veritable pillars of the Club were James Crocker and James Woollard, both on the Committee in the Sixties. From James Crocker I gleaned and learned object lessons in Chairmanship which are still of value today, and my respect for him was, and is immense. He could chair an evening meeting to an effective close in good time to go on to dinner nearby: we have only just lately been able to achieve this again by substituting afternoon meetings, which start at 4.30 instead! James Woollard was Competition Secretary, and has never ceased to be an example of what can be achieved with patience and a smile. Both are still in our Club of course.

At that time, in the Sixties, the Club itself was still a relatively new creation out of the two previous entities, the Two Litre Register started after the war by Peter Densham, and the Lagonda Car Club which was a voluntary reincarnation of the club promoted by the works before the war. There was a great deal of anxiety to make the amalgamation work, but the personalities tended to be rather



Geoff Clark and Chris Lee change the Cornish straw in their tyres at Finmere, circa 1962.



Around 1964: Herb Schofield, David Hine and Alan Brown consider 6000 R.P.M.

different, with the Car Club being typified by owners of "recent" 4½ models. Prominent among them were Billy Michael, who raced the EPE 97 team car, and tried to beat XK 120's by cutting it down to their height; Mike Bosworth. who had been Competition Secretary on Committee before becoming important in the City, and is now back as an active member again; Ian McGregor, who has since moved sideways to become chairman of the Aston Martin club: Richard Hare, who organised one of the early postwar continental tours on the Sete Rally in the Fifties, and who sadly died last year; Andre Kenny, the then owner of Arnold Davey's present M45 saloon BPJ 317 and of our own 3 litre saloon OG 9999. I had known Andre when I was up at Cambridge in 1958, when he laid up OG with a broken engine, and we dragged her out of the same barn 19 years later, in 1977. Andre also died recently, but was for long a great asset to the club as a host and raconteur, and his wife Leslie still takes an interest in our East Anglian events.

Mike Wilby was a major force in the Club in the Sixties, and had hopes of adding the Rapier Register to the amalgamation of the other two clubs. I think he invited me to join the Committee the same week in 1962 that I sold the two Rapiers and bought an XK 120 instead. but fortunately he said when I told him that this did not matter, as I would not be without another Lagonda for long. He was quite right of course, and in 1967 I realised that prices were starting to get out of reach, and put a Lagonda Wanted ad in the Exchange and Mart. It produced seven replies, including a very attractive low chassis 2 litre with long wings and dismantled engine: PG 2882. James Woollard spent long evenings showing me how to rebuild the engine with John Batt offering alternative advice, and PG continued as our family transport for ten happy years whilst our two girls were born and raised. Carl Heighingham now owns PG, and has done a very sensitive rebuild of the car throughout.

Other members who were active at that time, and who are still a pleasure to meet at our events, are many. Herb Schofield, David Brown and Alan Hine were responsible for the "Northern Lagonda Factory" which anticipated Regeneration before it became generally fashionable, and at one time claimed more Lagonda's in production than Aston Martin had under way. Valerie May had been Charles Elphinstone's business sectetary when he was Chairman in the Fifties, and carried on as Club Secretary until last year. Colin Bugler who took over from her, showed James Woollard and me how to provide ourselves with a cheap and cheerful weekend when we first competed at Prescott in 1967. Duncan Westall was IC Discipline on the Committee for many years, and kept us all on a very tight budget: the miniaturised Newsletter format is a carry over from that time. Donald Overy competed enthusiastically in two crimson Rapides, an LG and a V12 which he replicated to the same style, and still drives the LG45 I think. David Johnson bought the Le Mans winner from Jack Kibble around 1970, and sold it again only recently, but is still to encountered at the posh auctions, notebook and pencil in hand, reporting for the glossy magazines.

The loudest gales of laughter at Avery Row always came from the East London contingent, led by Joe Branson (of AUA Rapier fame, which raced with a whining bronze timing wheel) and James McCann who helped Joe home when Joe wasn't helping him instead: I was delighted to find them laughing at the same jokes still, at this year's Beaulieu autojumble. Phil Ridout and Geoff Seaton of course, have retained their positions for some forty years as the experts on 2 litres and 3 litres respectively, and they run UL and GH as enthusiastically now as they did then. What youthful experts there were in 1952!

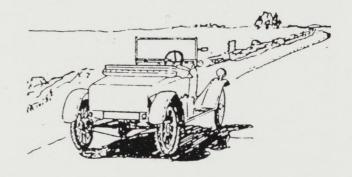
Since then, we have owned an LG45 saloon (APM 66); an M45 box of bits which together became BLX 477, now Peter Whitman's M45 team car replica; an LG45 tourer; a very original M45 tourer.

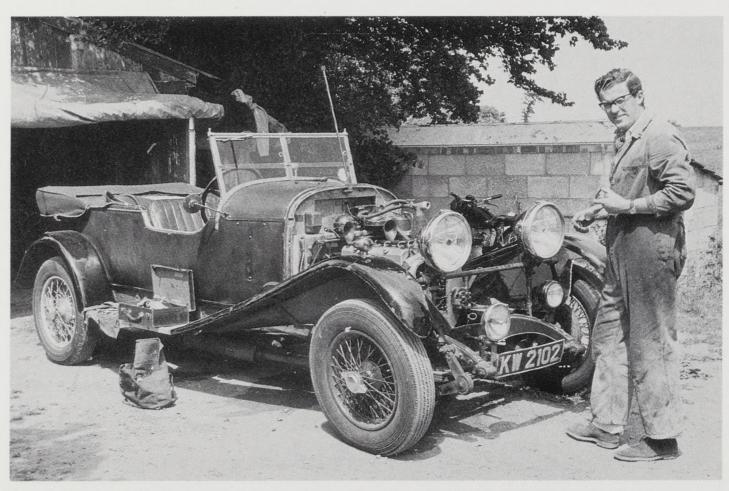
previously Raymond Wickham's and now Bernt Holthusen's; and our present combination of 3 litre saloon LG 9999 and ex Phil Ridout blown 2 litre GT 910.

Which all goes to show what a lifetime of good company and fine cars our Club can provide, if you don't take deliberate avoiding action! I am now looking forward to enjoying Club activities as a lay member, and to doing whatever I can to respond to the efforts of our new Chairman and his Committee to provide for our pleasure.

TTFN.

JGO





 $Running\,maintenance\,1967\,style: James\,Woollard\,adjusts\,the\,timing\,in\,Somerset.$

The second B.P. Pan Pacific Rally N.Z. 1992 (6th - 21st February)

We usually prefer rallies of less than 40 cars, for instance the German F.I.V.A. World Rally had 120 or so entrants and resulted in an over organised shambles.

So, when we heard about the Kiwi Rally expecting 900 cars — no way! But; Norma had a brother in Oz and I had wartime squadron mates in N.Z. I had always had a hankering to go, although I knew it was like England in 1936! Besides, it's a beautiful unspoilt country with too few people; a traffic jam in Auckland is two milk floats at 5 o'clock in the morning! That's it then, off . . .

First, fix the shipping agents by shopping around for the cheapest rate for a 20ft container. No shipping insurance was taken out, ships don't sink very often and if they drop it off a crane, it's their negligence in court, besides I was quoted £500. I insisted on under deck storage aboard, the Captain may order deck cargo overboard if the going gets rough! It's a five week trip. We flew out via Sidney and back via Bangkok.

Anyway, at Auckland Airport we walked out of the main entrance where it's forbidden to park, to be greeted by the sight of AXO 773, parked right across the entrance with the engine going and the Police leaning inside! "No sweat" said my Kiwi mate Sid, who had got it out of the base and driven it from the harbour. The Fuzz were harmless and just highly interested along with a large crowd. We bored off to Matamata, Sid's place and were taken over the area and right royally entertained, as the Rally was a week away.

The Rally was centred on Awapuni Race Circuit and started at five separate hub points (as Monte Carlo Rally) which divided the 900 by 5. The idea was that one elected a Hub and congregated there before the first leg to the centre, Palmerston North, where contestants got

a wide choice of motels. These were very good indeed and cheap, £15 - 25, not forgetting the exchange rate, £1 equals \$NZ 3.5, and one \$NZ buys in NZ what £1 buys in the UK, petrol around £1.20 per gallon.

Left Matamata to begin at Lake Taupo, staying a couple of days with another flying type mate, went out fishing and caught some lovely rainbow trout which we barbecued in butter, with N.Z. wine! We toured the hot springs with the "pong" and were entertained to a Maori evening. including the fierce Haka, grass skirts and all. The elders and dignitaries greeted us, then we had to go to a greeting i.e. rub noses. I don't know about rub, it was more of a violent shove with a bulldozer. 1st Rally Day – the drive down to P.N. from Taupo was varied and beautiful, with first class roads, not all that wide, but it's all yours most of the time. I suppose there were 'timed' stretches, but there were lots of friendly wavers, even in the more remote spots. A feeling came over one of extreme friendliness and warmth.

To the Motel. Like most of the ones in P.N. it had its liberal parking outside each of the apartments, all bungalow type of course like most houses in N.Z. It was full of motor cars like all the other motels. complete with hose pipes, swimming pools and W.H.U. but, this motel didn't do breakfast apart from a toaster, tea and coffee stuff and a bottle of milk in the room. However, while chatting to the crowds of locals who were wandering about by the cars, I mentioned to one about no breakfast service and he said 'Come round, you're welcome at my motel for breakfast 100 yards away, for the whole of the Rally!" We did this, but first he wouldn't take any money, and then only N.Z. \$15 for the two of us. Further, we were invited to dinner on two

occasions and, to cap it all they brought out from P.N. to Awapuni Racetrack, a cold roast chicken, bread rolls and butter with a huge flask of coffee, as they thought we may have difficulties in getting "something" at the central restaurant. This was the Grand Hub Rally day with all 900 cars; how he found us God only knows. Again he contacted the local paper and got copies of our pictures published in the local rag.

I tell this story because David and Lin typified the open generosity and friendliness we found all over N..

The second day was a free day and we stuffed ourselves silly on local crayfish and ovsters.

Outside P.N. the Lag suffered its only nasty. We wanted a pee and drove into an open area in long grass by an old workman's hut. Slowly reversing out again there was a horrible graunching noise. Norma said "Stop!" A plastic five gallon barrel of tar had wrapped itself around the front wheel and had knocked the cycle wing up into a funny shape and was very securely wedged there. Anyway an hour later, with tyre levers and an iron bar, it had been forced off but not before thick gooev stuff had squelched out of the filler cap hole over everything. A local garage expertly tin-bashed the wing back into shape, welded back the torn parts, corrected the bent support arms and repainted the wing to match by mixing paints – all in one hour – NZ.35 (£10)!

1st Hub Rally Day to Mangaweka. The concours types didn't like this one as part was up in the hills on "metalled" roads, like choking dust, which got everywhere and blotted out parts of the usually beautiful scenery. Out came the hose pipes and brushes that evening. We had lunch in a "Gooney Bird" a Dakota DC3 up on stilts. The next day we went to friends at Fielding for a barbie and beer.

2nd Hub Day was to Foxton Beach where they did a gymkhana series of tests such as, drive round the beach track at 12½ mph (!) and a judge asked Norma the diameter of the wheel. Norma said "Oh, 2 feet of course"!

Another one - close the gate until you

can just drive through - fail!

Next day was at Manfield Racetrack for races for those who wanted to have a go. We were in the over 2000 cc P.V.T. race. but it belted down, in fact three inches of rain fell and the track was flooded. All 14 of us lined up and off! Had a ball, couldn't see much with silly little wiper blades and didn't know what the circuit looked like, but she drifted beautifully on the water and we left the Jags, Invictas, Mercs and so on well behind. But don't tell anybody, there was one car ahead . . . a Ford! Thought, "I'll get him on the next bend", but no, all I could do was sniff his tail. It was however a 1939 V12 with lowered, souped up suspension and more carbs than engine.

Next was open day at Awapuni race course, 3000 people and all the 900 Rally cars. There was no way one could get around them all, even just looking at the most interesting cars, they were all very good however, but there were too many cars that I had never seen before, particularly the veteran Yanks. The one I rather liked was registered "Mr Toad", a 1910 American la France.

3rd Hub day to Wanganui, bit dusty but not too bad.

4th Hub day trip to Norsewood, school kids did a "Haka" for us. Moderate earthquake at night in P.N., didn't hear a thing.

Day off. Robin and Mairwen Colguhown turned up at our motel P.N. exhausted, after walking miles. Robin was unshaven and filthy with oil after working all hours on his Kiwi mate's motor car, which had blown up. He had no money so we filled them up with duty free scotch and took them into P.N. for a good feed and back to their motel in the Lag. We gave him a new clean T shirt with a bleary eved Kiwi on it and the caption "kissed as a Piwi".

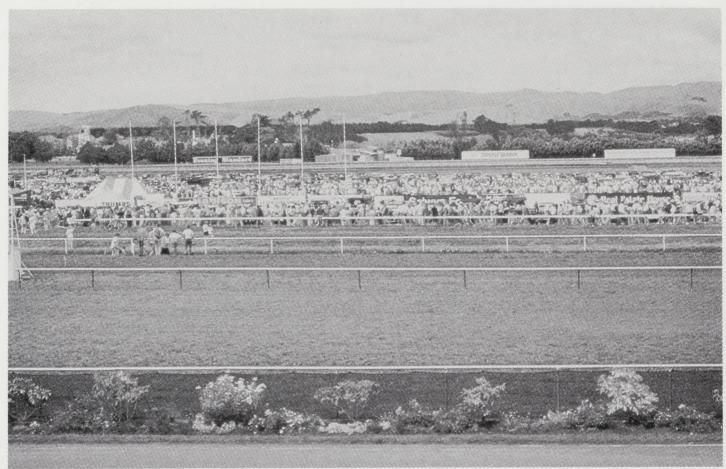
5th Hub day. Up MT. Bruce on "metalled" roads dust and all, glorious views. Must pay more attention to split seconds, amassed a colossal penalty score. Bit difficult as right angled bends around precipititous slopes, and every hour or so a huge milk bowser would



M.45, Norma, Witt and Lin, outside Dave and Lin's Motel.



The lunch stop at Norsewood



This was just a few of the cars at Awapuni Racecourse, Palmerston North.

come round a corner, on rocky dust tracks, in the middle at the speed of light.

Treated Dave and Lin to dinner, but he produced the car just in case we had a few too many. It was a stretched V.I.P. Limo with T.V., cocktail bar and peaked cap driver! We gave them a tape of the complete Rally, they gave us a beautiful book on N.Z.

Well, that was it, a wonderful, very beautiful and interesting Rally, worth perhaps a bob or two more than the £27 entrance fee. This reflects the very hard work put in by the organiser, Rob Knight,

and his team, over a long period.

Just imagine, never a dull moment for 900 cars, crews and no snarl ups. Quite an achievemnt. "Kumate, Kumate, Kai Ora Kai Ora".

We went on to Sidney and Queensland, the Great Barrier Reef, Snowy Mounts etc. etc. etc. but, Oz 2/10, Kiwis 10/10! Next Pan. Pac. 3 1/2 years time! I understand Palmerston North benefitted by N.Z.\$ 5,500,000 in direct and indirect trade, everyone's happy.

Pom

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Competition Round-up No. 9

This is my second Competition Round-Up and covers Club members in competition to the end of July 1992.

11/12 January - VSCC Measham Night Rally

I mentioned John Harris' award in this event in my previous report. Other Lagonda Club entrants who braved the rigours of this severe winter's night were:

CB Hancock/Nightingale – 1927 Two litre VB889 Jo Moss/Bristow – 1930 4.5 litre Invicta LJ4313

CD Mahony/Whitaker 1935 LG45 Tourer DFC227

11 April – VSCC First Silverstone Race Meeting

Fine weather and an excellent entry graced the first vintage race meeting of the year. Jonathan Miller's big Lagonda and RC Wood's 4.5 Invicta both qualified in the 30 minute high speed trial. Tim Brewster's LG45 (formerly Herb Schofield's "fire engine") took third place in the first 5 lap handicap. The second 5 lap handicap saw David Fletcher-Jones' Rapier narrowly beaten into second place, closely followed by Rob Pollock's Invicta and Peter Whenman's TT replica Lagonda.

The next handicap, and Jo Moss had her turn in the big Invicta, pressing on through the field with good effect to achieve second place. Lagonda successes continued, with Peter Whenman's second place in the five lap scratch race, defeating a bevy of very

fast cars.

Other Lag entrants were Brian Fidler and Margaid Nickalls with Rapiers, Nick Hine, Nick Morley and Colin Bugler with 4.5s and Bob Wood's Invicta. So ended a splendid day.

25 April - VSCC Colerne Speed Trials

Colerne is one of the most enjoyable events in the VSCC calendar. It is a straight blast down the old airfield runway for one kilometre, starting off slightly uphill and finishing slightly downhill. Cars run in pairs with the terminal speed recorded, adding greatly to the interest. Times were good this year, aided by a steady Westerly wind. I am told by those old enough to remember, that it has the informal atmosphere of the pre-war sprints. Apart from cars, Colerne included demonstration runs by vintage motor cycles. Informal cycle races for 'ordinaries' and 'safeties' also took place and there was even a race for invalid carriages! There was a Lagonda Club presentation during the lunch break of annual awards — to Tim Wakeley with the fast Rapier and to Jo Moss for her outstanding successes with the S Type Invicta during the year.

Driver	Vehicle	0.5m	1 Km	Speed mph
Tim Sage	Two Litre	23.90s	43.26s	75
Tim Wakeley	Rapier(S)	16.28	30.36	105
Jo Moss	Invicta	18.34	33.97	100
Ken Painter	Maserati	16.65	31.33	99

Club successes were Tim Wakeley second fastest in the supercharged sports car class, and Jo Moss second in the big sports car class. Our worthy editor was third in class, with his supercharged Maserati. This car has been the subject of a monumental rebuild, following its burial in Singapore during the war to escape the attentions of the Japanese. Colerne also saw Tim Sage's speed event debut with the 1928 Two Litre team car replica.

Finally, Robin Michelmore's son Christopher demonstrated a pre-war lawn-mower powered Atco trainer – an excellent vehicle and an ideal location to learn to drive!



Jo Moss shows her trophy for her outstanding successes in the Invicta.



Comp. Sec. Peter Whenman presents a delighted Tim Wakeley with his trophy.



Tim Sage receives his award at Colerne.

2 May – VSCC Northern Rally, Buxton

A good Lagonda entry, but no awards for our competitors in this popular night rally. Our intrepid entrants were:

Brian Wildersmith/R Parsons .									1934 Rapier AAU 804
John Harris/C Ping									
David Crabtree/J G Vessey									1934 Rapier AYM 787
Alistair Barker/Alan Brown									1937 LG45 GPA 189
Tim Brewster/Mrs M. Brewster								. 1	937 LG45 Spl BGB988
Peter Mimpriss/Ms E Molle								1934	4 M45 Tourer KY 6507

3 May – VSCC Curborough Speed Trial

Curborough is a very different type of sprint event, comprising a 900 yard course with a mixture of fast bends and slower corners. The cars run singly. Two Lagondas entered. Nigel Hall in the LG45 special came second in class and also first on handicap. Mike Cole provided Rapier representation.

10 May - VSCC Wiscombe Park Hill Climb

With the possible exception of Prescott, Wiscombe is my favourite venue and is certainly my nearest event. It is set in a sheltered bowl in the hills behind Sidmouth, and in May the rhododendrons are at their best. With a length of 1000 yards, it is a slightly longer and faster hill, combining a mixture of high speed curves with two slow harpins. There is also the gate, where you swerve between two very solid looking oak posts which I treat with great respect! I opted out from Wiscombe this year to allow my son Jonathan to have his first go in a speed event. Colin Bugler had an excellent first run but was much slower on his second, suffering from misfiring caused by a blown head gasket.

Colin Bugler	1937 LG45	60.83 secs
Tim Wakeley	1937 Rapier-supercharged	53.88 secs
Jon Elliott	1930 Two Litre	76.24 secs

13 June - VSCC Second Silverstone Race Meeting

A fine day, a good crowd and an excellent entry of Lagondas, graced the second vintage Silverstone meeting of the year – The Mike Hawthorn Memorial Meeting.

Len Thompson romped home with his Rapier to take first place in the five lap scratch race for sports cars, making fastest lap into the bargain – 1 min 23.8 secs. He followed this up with second place in one of the five lap handicaps, coming through the field

in fine style.

Rapiers were well represented in the entry list and included Margaid Nickalls, Graeme Simpson, Brian Fidler, Tony Metcalfe, Tim Metcalfe, Robert Slater and Freddie Williams. David Fletcher-Jones suffered an unfortunate accident when he was run into from behind on the start line. The heavy brigade of M45s and LG45s included Tim Brewster, Peter Whenman, Alistair Barker and JP Miller. Derek Green, Jo Moss and Rob Pollock upheld the Invicta banner.

The meeting concluded with the traditional pub meet at the Green Man, just outside

the circuit, putting the finishing touch to a grand day.

21 June - VSCC Loton Park Hill Climb

This is the first time the VSCC has run a meeting of its own at this venue, although members have competed at the Hagley & District Light Car Club events for several years. Jonathan and I took it in turns with the Two Litre. Club member John Ryder

was the eligibility scrutineer.

The course is most interesting, with immediately after the start, a dip which then rises up to Hall Corner. A twisty section through Loggerheads precedes a significant downhill section where high speeds can be achieved, even a Two Litre gets into third gear! Then follows the Triangle – a sharp right hander. This of course necessitates a fast change down into second – not easy with the Lagonda box. The hill then becomes steeper, into Keepers Corner followed by a long uphill fast curving 'straight' known as Cedar, again requiring third gear. Fallow is a sharp left hander. Change down to second again and try not to crash the gears too much! You then shoot over a blind hump and immediately brake hard for Museum, a climbing harpin right. It is then flat out to the finish line, two hundred yards further on. It is quite a testing course. It was even more testing for me during my first practice run, as I avoided four large stags, complete with dangerous looking antlers!

I am unable to report any Lagonda awards, but Rob Pollock was the winner of the big vintage sports car class in the Invicta, closely followed by Jo Moss in the same car. Margaid Nickalls commented that they are in the process of rebuilding their Rapier to standard—the more they do, the slower it becomes! The full Lagonda Club results were:

		secs
CJMiller	LG45	77.87
Brian Miller	LG45	74.24
John Harris	LG45	84.07
Alan Elliott	Two Litre	99.12
Jon Elliott	Two Litre	105.95
Shirley Monro	Rapier(s)	86.67
Alex McCall	Rapier	85.35
David Crabtree	Rapier	86.82
Paul Nickalls	Rapier	80.30
Margaid Nickalls	Rapier	81.38
RobPollock	Invicta	79.07
Jo Moss	Invicta	79.49



Wiscombe Park Hill Climb, 10th May 1992, Colin Bugler makes a quick start.



Loton Park Hill Climb, 21st June 1992. C. J. Miller's fast LG45 special.

4 July - Shelsley Walsh Clubmans Hill Climb

This is the annual event organised jointly by the Midland Automobile Club and The Vintage Sports Car Club. Shelsley Walsh hill is exactly 1000 yards and is one of the oldest established competition venues still in use. The first part of the course runs through the orchard, between steep grass banks. As the hill rises, the Crossing is reached, followed by the more steeply wooded parts where the fastest cars approach 100 mph. The cars then brake fiercely for the Esses, left then right, after which the gradient eases for the finishing straight through more open country. Jo Moss again figured in the award with the S type Invicta, coming second in the vintage sports car class over 3000 ccs. Results;

David Crabtree	Rapier	56.29
Margaid Nickalls	Rapier	51.54
Paul Nickalls	Rapier	50.70
Nigel Hall	LG45	44.92
Brian Miller	LG45	45.11
Brian Fidler	Rapier	55.53
Clive Rides	Invicta	56.01
Jo Moss	Invicta	47.97

5 July - VSCC Mallory Park Race Meeting

There was a good Lagonda turnout. Nigel Hall (LG45) came first in the final six lap handicap race. Len Thompson was third in the first six lap scratch race, and also made fastest lap. The other entries were, in the heavy metal, Colin Bugler and M Hollinshead. David Fletcher-Jones' Rapier had been swiftly repaired after the Silverstone incident. Margaid Nickalls, James Crocker, Graeme Simpson, Robert Slater, NA Jones, Shirley Monro and the Metcalfes, father and son, provided fierce Rapier competition. Invictas were represented by Bob Wood, JR Wood, Rob Pollock and Jo Moss.

25 July – BRDC Christie's International Historic Festival

This event at Silverstone has become the major historic meeting of the year, where all the exotic machinery appears. The Christie's Cup was the race with the main Club interest and we saw Invictas carry off the team award, the team consisting of Derek Green/Mike Walsh, Bob Wood/Flavian Marcais and Martin Kolnberger/Jan Hewten. The Rob Pollock/Jo Moss Invicta was an uncharacteristic non-starter, with engine trouble. There should have been a full Lagonda team of three cars, but in the event there were only two – Terry Cohn's team car and Colin Bugler's replica. Colin had been involved in a cliff-hanging episode to obtain an International Licence, which is necessary for this meeting. Fortunately it arrived in the nick of time.

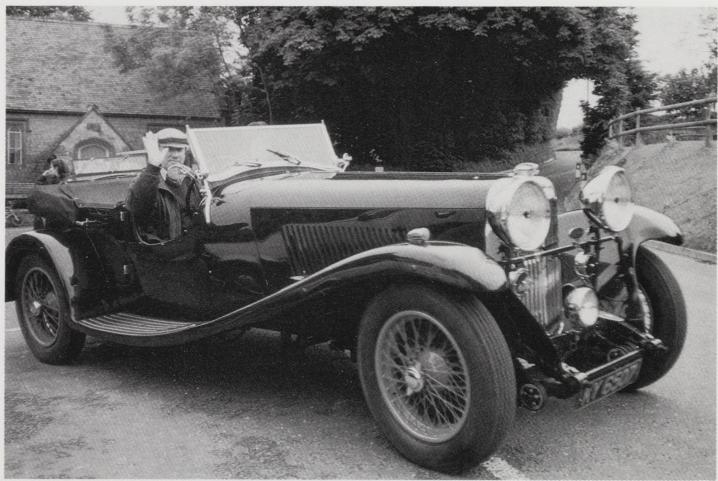
The meeting also featured numerous displays, an autojumble and stands representing all the various clubs. The Christie's Festival is a first class event and there are plans afoot to make the Lagonda Club display even better next year!

Alan Elliott





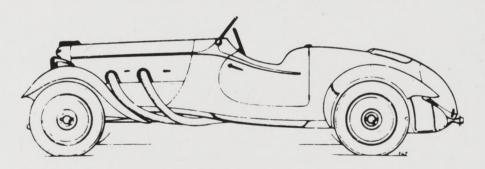
BRDC Christie's International Historic Festival, 25th July 1992. The Invicta team, winners of the team award. (L to R): Derek Green, Bob Wood and Flavien Marcais, Martin Kolnburger and Jan Heuten.



Hants/Dorset Rally, 7th June 1992. Peter Mimpriss, the eventual winner, gives a confident wave at the start of the Rally.



The scene at the start of the Hants/Dorset Rally, with Steve Lawrence's 1913 11.9, the Sage's 2 litre team car, Witt's M45 Tourer and Joe Harding's V12 saloon.



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Concours winner, Ken Sanders' V12.

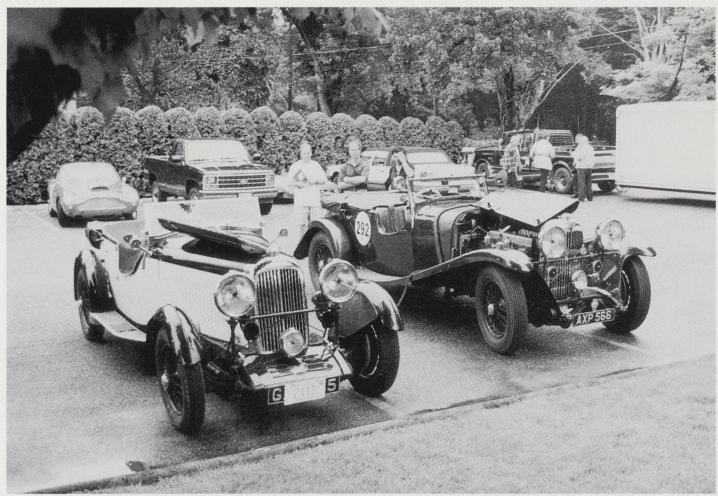
Letter from America

Thanks to the efforts of our fearless leader, Chris Salyer, and a needed shot in the arm from John Batt's arrival in the colonies, the Lagonda Club recently held its first formal American gathering in many years. True we sneaked in as 'co-sponsors' of the traditional summer Aston Martin gathering at the Interlaken Inn and nearby Lime Rock race track in Connecticut, but John Batt did get us top billing on the Inn's welcome sign, which did not go unnoticed by the Aston crowd.

Friday, July 31 was devoted to a concours and social gathering at the Inn. Naturally it rained. Actually it poured. I arrived sopping wet and chilled in my M45, but was instantly warmed by the sight of eight Lagondas lined up among a sea of Astons. Lagondas from as far away as Oklahoma (1200 miles?) and Pennsylvania. Two of the participants hadn't seen another Lagonda in years, as our members are widely scattered across the country.

Everybody clearly enjoyed pouring over each other's cars and exchanging technical information and tips. Turns out my radiator filler cap has been pointing in the wrong direction! The closed cars were much appreciated, especially Rudy Wood-Muller's highly original M45. while Ken Sanders' V12 walked away with top concours honors. The Batts supercharged 2 litre was fabulous, and piped Chris Salyer's T7 bodied 16/80 to take second. The 16/80 never ran well when I owned it, but Chris has put it back together with some help from Dick Sage, who will be missed on this side of the Atlantic as well. Willie Rodriguez's cycle winged 16/80 made for interesting side by side comparisons between the two cars.

Club members in attendance without Lagondas included long time supporters Harold and Peggy Happe, (they did bring pictures of their LG6 Drophead) and Bob and Sally Stockman, who, as part of AMOC management, no doubt felt



Dan Ghose's M45 and Bundschuh's Continental examined by Concours Judges Muller, Batt and Salyer.

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obliged to leave both the 2 litre and the V8 saloon at home in favour of that other sort of car.

Three Lagondas braved the track on Saturday, and fortunately the rain held off. Lime Rock is a short twisty track with elevation changes, not really suited to touring Lagondas, but Batt picked up one of the awards in the afternoon consistency competition with two virtually identical laps. In the speed competition the fastest Lagonda placed fourth in the pre-war class (my M45 - but I swear I passed the Astons down the straight!) Salver had both the 16/80 and his lovely open DB6 Vantage out on the track (I think the DB6 was faster). The pre-war class was won by Lagonda Club member Richard Stafferton, down from Canada in his 1½ litre Aston Martin LeMans.

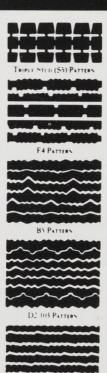
The dinner banquet back at the Inn was highly entertaining, complete with good food, speeches, award presentations, drinks, more speeches and presentations. and more drinks into the wee hours. Far from throwing us out after Salver's speech on how Lagonda rescued Aston from its woeful 2 litre engine, the AMOC appeared genuinely delighted at the prospect of having us back again next year. In short, a terrific start to what we hope will become an annual event.

Dan Ghose

Lagonda and Club members at Lime Rock	
July 31st – August 2nd 1992	

July 31st – August 2nd 1992
Chris Salyer
16/80 Tourer
Mark & Renne Perlman
2 ltr H/Chassis
John, Susie and Sally Batt
2 ltr L/Chassis S/C EV 4604
Rudy Wood-Muller
M45 Saloon AYM 891
Willy Rodriquez
16/80 Tourer
Dan Chose
M45 Tourer AXP 566
Werner & Patience Bundschuh
2 ltr Continental L/C GX 2565
Ken Sanders
V 12 Limousine ENN 999
Richard Stafferton
1½ Aston Martin LeMans . AMD 547

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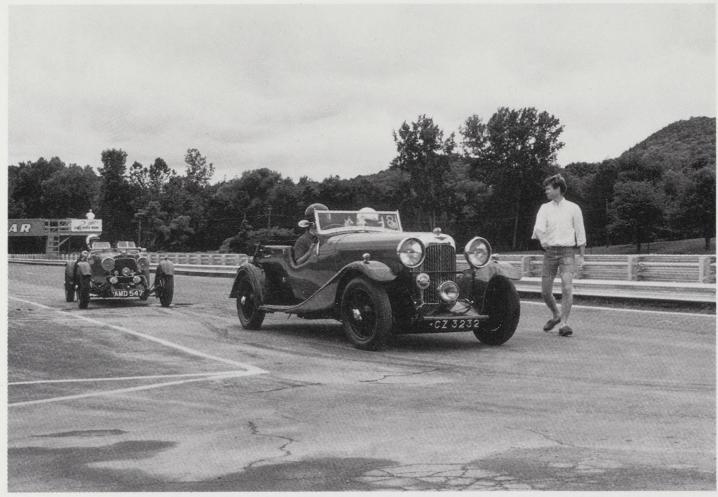
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Lagonda Club member Richard Stafferton's Aston Martin Le Mans stalks Salyer's 16/80. Stafferton went on to set fastest pre-war time.

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 YES or NO?

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 YES or NO?
- 6 Will your motoring organisation represent your views to Parliament? YES or NO?
- 7 Do you have a dedicated 0345 telephone number for membership enquiries? YES or NO?
- 8 Does your membership cover your car for any authorised driver, and you, whatever car you and your spouse are travelling in, as driver or passenger?

 YES of NO?

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- 2. An RACMSA licence holder or
- 3. An RACMSA Official.



THE NEW KNIGHTS OF THE ROAD



Tank Museum visit 31st May 1992, the cars assembled at the Sage's cottage.

Lagondas at the Tank Museum

One of the most enjoyable events this summer was the special visit by Lagondas to the Royal Armoured Corps Tank Museum at Bovington in Dorset. This trip had been arranged by Dick Sage who of course had had close connections with the Army. Pat Sage insisted that the day should go ahead as planned, Steve Lawrence kindly took over the arrangements and it all happened on Sunday 31st May.

Members gathered at the Sages' house, on a superb summer's morning. There was a fine display of vehicles, led by the Sage's 14/60 saloon and 2 litre replica team car. Phil Ridout's high chassis 2 litre, Alan Elliott's low chassis car and Dennis Clarke's much drophead, still a very reliable 'everyday car', completed the Two Litre brigade. Rudy Wood-Muller had his immaculate LG45 special, Heinrick Baungaard a superb 3 litre tourer, Joe Harding the V12 Sports Saloon and Peter Dobson was in his well known DB2.6 drophead.

Colin Mallett arrived from Suffolk in a 1927 Alvis 12/50 and Don Haggard, very appropriately in view of the visit to TE

Lawrence's home later in the day, rode a 1937 Brough Superior SS80.

After morning coffee and delicious strawberry and cream scones, the order 'get fell in' was given and the column moved off to the tank museum. Particular interest was shown in the WW2 armoured car, powered by a 4.5 litre Meadows engine! After a picnic lunch, the column then continued to Lawrence of Arabia's cottage, passing the spot where he met with his fatal motorcycling accident in 1935. The cottage, managed by the National Trust, is surprisingly small and is almost as Lawrence left it, with his original furniture and books still in position.

The day was rounded off by a visit to Moreton church, with its unique etched glass windows. The afternoon mellowed, riverside rambles were enjoyed—together with luscious ice creams from the village post office stores, engines were inspected, and finally with reluctant farewells, everyone headed for home.

It had been a very good day.

Alan Elliott

Things Stir in the far South West

On the 16th August 1992 Philip Stephens organised a Lagonda/Rapier picnic at his farmhouse at Lamellion, Liskeard. About people attended and enjoyed a magnificent spread prepared by Philip's Wife, Melanie. The tables were positively groaning under the excellent home cooked fare provided. Our attempts to drain the wine lake were not that successful that we had to resort to scrumpy.

The cars present included Philip's Rapier Abbot Drophead, M45 Saloon and DB 3 litre Abbot Drophead. Greg Powlesland's 3 litre was resplendent in new paintwork following a major re-build and Bryn Edwards had his first series Lancia Lambda. There was also a LeaF 14 h.p. two seater sports.

Organ and your Regional Secretary were given a test run in the M45 which certainly has lots of grunt and the Jaguar overdrive drops the revs. by 500

when engaged.

Despite being excited by 24 volts and being threatened with a Jaguar engine, the DB 3 litre steadfastly refused to start. Subsequent sober investigation revealed excess water in the fuel system.

On the 6th September 1992 a lunch time meeting was held at Charlestown near St. Austell and again about 20 people attended. The only Lagonda present was Perran Ziar's M45 Drophead which, after a test run by erstwhile M45 Racer, Bryn Edwards, was declared as being sound in wind and limb although perhaps a little short on brakes.

After lunch in the Bosun Diner members attending were either able to tour The Shipwreck Centre or the Square Rigged Brig, the "Maria Asumpta". Built near Barcelona in 1858, she is eleven years older than the "Cutty Sark" and is the world's oldest active Sailing Ship. Rescued from threatened incineration in 1980, a substantial re-fit followed in the next two years, with about one-third of her oak frames and about half of her pine planking having to be replaced.

The next event in Devon and Cornwall is the Autumn edition of the Exeter Driving Tests on 11th October 1992, providing there are a minimum of 20

entries.

Robin Michelmore Regional Secretary Devon & Cornwall Branch

Lagonda Clinic

In response to hundreds of requests for more technical articles – would you believe a suggestion from Alan Brown? We want to introduce a new feature in future magazines, a sort of 'Agony Aunt' column to try to give the answers to those difficult problems you are experiencing with your rebuilds or maintenance of your Lagonda.

The suggestion is that if you have a problem you should write to the Editor asking for advice. He will then undertake to find a suitable solution from the many experts within our membership and will feature the question and answer(s) in the next magazine. Better still, he will even send the answers to the person with the problem so that he or she doesn't have to wait for weeks for the answer.

What could be simpler? So, if you can't quite work out how to fit that turbocharger to your 11.9, or if the dip and switch mechanism on the headlight of your DB V8 doesn't seem to work properly, share the problem with our team of experts and we can then tell the world how to fix it. As one of our politicians once said "You know it makes sence!"

PUB MEETS

Midlands: Third Thursday, The Green Dragon, Willington, off the A38 between Derby and Birmingham.

Northern: Third Thursday in month The Great Western Standedge midway between Oldham and Huddersfield. Quarter of a mile towards Huddersfield, past Floating Light. Further details from Roger Firth, Tel: 061 303 9127.

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

North East: First Wednesday, The Triton, Brantingtham, 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 Strode Arms, West Cranmore, 3 miles E of Shepton Mallett. MR 668432 (VSCC meeting).



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Letters

Dear Ken,

Our four weeks in France were almost finished before anything interesting happened on the motoring front. During the last week I came across a Memorial near the town of Valencay in the Loire Valley which listed among the Agents who had died in captivity the name William Grover Williams. You may recall that he was a very successful Bugatti driver who won the Monaco Grand Prix using the name "Williams'. I expect Robert Benoist's name was probably there but I did not spot it.

Right at the end of the holiday, while examining the magazines on the top shelf of the newsagents, I saw a magazine called 'British Cars'. This is actually a fairly new French magazine devoted solely to La Voiture Anglaise. I opened it expecting to see the usual mixture of Minis, Morgans, Jaguars etc. they were all there but to my

delight I saw an article about the Paris-Vichy Rally which included two photographs of Tony Dady's M45 and one of a Rapier (unidentified). Apparently Tony achieved fourth place overall and I am sending the magazine to him with the request that he writes a short article for our own magazine.

Yours sincerely,

Colin Bugler

Dear Ken,

Many thanks for another good magazine – what an interesting story from John Walker.

The purpose of my writing is to comment upon the transmission diagram from America sent to you by Aubrey St. John Toadstrangler—is that his real name? (Would I lie to you? Ed)

Anyway – as I read the drawing, this car would permanently girate in circles

as the two rear wheels would be rotating in opposite directions!

Yours,

John Anderson

Dear Ken,

Perhaps you would like to print a nice letter about the Lagonda Club and some of its officials.

Northern Driving Tests. Rain bucketing down all afternoon. Alan Brown, together with his Marshals put up with horrific conditions and guided competitors through the tests safely and efficiently; and still came out smiling. My sincere thanks to you all.

Herb Schofield

Dear Mr Painter.

I have a photographic plate $5\frac{1}{2}$ " x $3\frac{1}{2}$ " which is a negative of a frame which I took in 1944 of a V1 flying bomb weapon.

I believe that this flying bomb came down on Virginia Water and slid to stop on muddy marsh.

The people at Aldershot took the ton bomb nose off and sent the machine to Staines for investigation, because (I think) it was only the fourth to land unexploded.

I have never printed the plate. I can send you the plate to print (Yes please!

The Buzzbomb was slowly carefully dismantled in the factory at Staines not far from where the old Causeway entrance had been, by Stan Ivermee, Percy Kemish and R P Fraser. I took the plate in case it blew up. It might have been trick armed for destruction.

I am most grateful to you for the summer issue.

We also dismantled a parachute mine . . . more of that later.

Yours sincerely,

John D. Berridge

Dear Ken.

I have been bullied into writing something on the 2nd BP Pan Pacific Rally N.Z. which we joined in with our M45, AXO 773 last February. (Suggest you clobber Robin Colquboun to write

something too – he was there, but borrowed a Kiwi car).

With 36 or so largish overseas rallies in the past 25 years, including 2 x Mille Miglia, 2 x German 2000 KMS (pre-war classic inc. E. Germany), Le Mans and so on, I am a lazy devil and have hardly written a thing for the Lag Mag. Incidentally I never use a trailer and motor to all events, I'm not even a member of the AA or RAC. Troubles, yes, but fix it yourself I say. I am reluctant to stimulate too much interest within the Lag Club, as we usually enjoy the privilege of being the only Lag 'there' and sometimes get a cup for the 'best Lagonda'! We'd never win much with the fiddly, 0.01 of a second, over legs at 25 KPH, or so, nonsense, nor would we figure in a concours. It is fun though to burn off the odd SSK Mercedes now and again, but not always!

> Best Wishes, Bye

> > Witt

Witt also enclosed the following, on official Dorset County Council paper, which was sent to his host in NZ. The signature at the bottom is that of a prominent Lagonda Club member, but this has been omitted to protect the guilty! Witt has written at the bottom "Who needs enemies with Lag Club friends like this?"

PRIVATE & CONFIDENTIAL

Mr S N Munro Shearings No 2 R.D. Matamata 33 New Zealand

Dear Mr Munro

Re: Mr A. H. Wittridge

You may not be aware that the above person has been causing some concern to

the County of Dorset's Social Services Department in recent years. The social worker attached to Mr Wittridge on a full time basis will be on holiday during the months of February, March and April, and I therefore feel that it may be appropriate to give you a short resume of Mr Wittridge's problems so you may keep a 'watching brief' on his condition and circumstances while he is in the Antipodes.

Health Physical

Mr Wittridge is suffering from cirrhosis of the liver. Mr Wittridge, when attempting to moderate his alcoholic behavior, has been known to get a severe attack of delirium tremens when he sees flaming Spitfires and attacking Messerschmidts. Mr Wittridge suffers from a form of highly selective deafness (he can always hear the offer of a drink). Mr Wittridge is unable to walk more than a few hundred yards (unless the pub is further away).

Health (mental)

It has at times been thought that Mr Wittridge's mental problems have been affected by Alzheimer's Disease, but recent psychoalysis has revealed this to

be merely an act.

However, Mr Wittridge certainly suffers from a Napoleon complex with delusions and autocratic frequent behaviour patterns. This can usually be seen by his fixation with his view of the past. He claims and may, indeed, genuinely believe, that he was a crack World War II fighter pilot. In fact, checks reveal that he certainly did fly solo in a Tiger Moth when England was desperate to train pilots and that he did, in fact, on one or two occasions, when required to do gunnery practice, actually hit the target (I would not like to be pressed on how many rounds were actually fired). He also at times, considers himself to be a

Mr Wittridge has a penchant for large motor cars. He claims to have raced at Silverstone — this claim is supported by a photograph which shows his car clearly on the side of the track and on fire. Further investigation proved that the car in question was not a true Lagonda, as claimed, but a Bitza fitted with a marine engine. However, Mr Wittridge, in his senility, is certainly capable of driving thousands of miles around Europe every year and was banned this year by Interpol and all the continental countries drom driving in the European mainland (thus he has now transferred his activities to the Antipodes).

Mr Wittridge has become very autocratic and has even terrified his domestic animals (you will see what I

mean when you again meet).

Child-like Behaviour

In case you are now feeling that the care and responsibility of Mr Wittridge is too great a task for you to assume, may I put these facts into some perspective, with examples of progress made by Mr Wittridge and those who 'care' for him.

Mr Wittridge purchased a 'ride-on' lawn mower and proceeded to frequently play racing cars with it all round his garden to the great annoyance of his full-time carer and the neighbours. A little thought produced the ideal solution. Mr Wittridge was lured from the house and a simple modification was made to the machine which has made it impossible to start. The result is that Mr Wittridge has lost interest and the problem has been solved.

There has been a great improvement in the dining room. Mr Wittridge's table manners are now merely bad, eg. there is very noisy soup slurping (we advise you to avoid serving this). The great news is that for some time now, Mr Wittridge's incontinence has not been a problem in the dining room, although tantrums and food rejection still from time to time occur.

The management of Mr Wittridge

It is important that you recognise that Mr Wittridge is both mentally and physically seriously ill.

Mr Wittridge should not be allowed any access to either alcohol or tobacco.

Mr Wittridge should be ejected from bed by 6 am and subjected to a cold bath (this will ensure that problems do not arise with his excessive libido). Mr Wittridge should not be excited by being allowed in the presence of aeroplanes, flash cars, or women under the age of 60.

Mr Wittridge should be sent to bed by 6 pm (you will find that if he is suitably tied and locked in that he will accept this stoically after the first few nights).

Finally, may I say how relieved we all are in Dorset that we will be spared the onerous responsibility of supervising Mr Wittridge for the next three months, and pass to you our heartfelt thanks for taking over this taxing task.

Yours sincerely

PS – I quite forgot the most important item. Mr Wittridge has become very miserly of late and is believed to have set out with no money, cheque book, credit card or any other means of financial independence.

John Walker Esq. c/o The Lagonda Club

Dear Mr Walker,

Having read your article in the Summer number of The Lagonda with great interest and as it refers to my Brooklands book, I thought you might like the lapspeeds of your Lagonda, as quoted in the official BARC records, because part of the pleasure of owning an historic motor-car is knowing as much as possible of its past.

It seems that Cuthbert, who was a well-known Brooklands' driver, had this

Lagonda between racing a standard Riley 9 and his more specialised Rileys.

For what it is worth, the Lagonda lapped at 52,00, 61.40, 61.58, 62.12, 61.40, 62.49, 61.94, 60.52, 61.40 and 60.49 mph in finishing second to Robinson's Brescia Bugatti in the Norfolk Junior Mountain Handicap at the 1932 Easter Bank Holiday Meeting. It is described as black and red.

It did not race again that day but at the Whitsun Meeting was, as you know, third in the Second Whitsun Sprint Handicap, over one lap, the speed being 83.94 mph, fast for a standing start lap. It was now described simply as 'Black'. At Easter it had given the Bugatti a start five seconds in 12 miles and had been paired with a blown Lea-Francis. At Whitsun it was a reserve entry and started from the 32 sec mark with a blown MG Midget and Eccles's non-s/c GP Bugatti, which was slower. In fact the MG, re-handicapped to 29 sec., non-started. The two cars that beat the Lagonda, Horton's blown MG Midget and Bartlett's blown Salmson, gave the Lagonda starts of 3 sec and 7 sec respectively.

The Lagonda was unplaced from the 50 sec mark in the Nottingham Senior Monntain H'cap at the Whitsun Meeting, lapping at 55.71, 60.69, 59.66, 49.32, 61.04 and 52.00 mph before retiring with four laps still to go – rather embarrassing, as Cuthbert had taken an advertisement in the programme about tuning of Lagonda, Riley and Aston-Martin cars...

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At the Inter-Club Meeting of 1932 a C. Morgan entered a s/c black and red 2-litre Lagonda which non started. It could have been the same car as Cuthbert was then about to start racing his Riley . . .

Yours sincerely,

Bill Boddy

Dear Mr Editor,

It is aggravating to often hear British inventions claimed by others and even as an original in USA, much as I love 'em . . . radar was a British invention by John Logie Baird dated 1924, another is the five digit code used by all computers and telex, actually invented by Lord Bacon to avoid losing his head in a cool situation, (writers of history were traitors), and another is the terrible weapon called Napalm.

Napalm was invented at the Lagonda works at Staines during 1941 – 1942.

Italian flamethrowers were captured from the Italians in the Abyssynian campaign and shipped back. These were tried out, and found to be fairly uselsss, you could walk through the flame without much harm although it looked bloody awful. But the idea was good. So urgent work at Staines began to find a way of making this thing effective, we didn't have much in the way of weaponry which could stop the combined dive-bomber MK III panzer plus mobile artillery.

The problem with the flame thrower was that the flame was petrol, and when blown out of a big nozzle the fuel merely burnt on the outside of the fuel, very useful to light a fag or set fire to thatch but not much good, and you had to be very close to the targets which usually meant that you were the first man in the sights of the HMG corps. And petrol is quite light, it weighs in at around six and half pounds a gallon much lighter than water so it tended to flow up and over.

Experiments began; one trial was with very finely micronised soft coal in crude oil and that showed promise; it didn't progress but some was used in warships to economise fuel, much to the dismay of the oil companies.

Another was with raw rubber dissolved in a solvent, maybe benzene, and this lead the way when the benzene evaporated and the liquid became sluggish. Then it did go much farther.

Finally a concoction was devised which had the viscosity of treacle and rather looked like it; it was about ninety per cent petrol plus rubber, plus palmitataes and a chemical which successfully bound the lot together but it had to be heated in a small boiler.

This final mixture was the actual flamegun fuel. The density of the fluid made the gunblast throw out a blob or clot of the heavy fuel, then the next problem was to make the blast burn on the target. This was done by flowing neat petrol over the outside of the charge as it passed out of the gun and that charge then blasted out of the ejector through four spark igniters made from spark plug centres. The dollop fired from the flame gun then burned only on the outside until it landed on target and then the core burned so that the rubber content became very sticky and stuck the glop to the target . . . and napalm was born.

The Churchills called Crocodiles carried a charged pressure cylinder over each track cover which was the driving force to fire the gun. The gun was mounted on the right side where the codrivers hatch would be and from the front could scarcely be seen. Fuel was in a small tank carried behind towed by the tank which unfortunately for the tank was a giveaway.

It was a very successful weapon in the right hands.

At one trial, several high ranking officers were attending a show and Stan Ivermee was in charge of the gun. The gun was mounted on a 4x4 AEC (they've gone haven't they) chassis. A dummy target was set up about a hundred yards away and a trial attack was demonstrated. Nobody took any notice. Generals chatted to brigadiers and had a fag. Stan said, "lower the range and blow one right over their heads".

The gunner did just that. When the gun fired the blast has a screeching sound like

a whistle and the scouring heat went over the redtabbed heads.

They all ducked and the target disappeared. One officer said, "dammit, we can't use a thing like that can we?"

But after, a Canadian officer came up and said, "whose is that, we want it". So, the prints were flown to Canada where it became known as Ronsons cavalry. In Italy, General Montgomery was stuck at a river crossing where the opposite bank was a rock wall 100ft high. In the night Monty called up every flame gun he could find and at dawn blasted the rock wall clean; it had been tunnelled with heavy machine gun posts and our soldiers might have been massacred. So was napalm born. It was found that it could be ignited with a magnesium flare so the drop tanks of fighter bombers were quickly fitted out as bombs with concussion fuses and the napalming of targets was developed.

That was how it began. At Staines. Yours sincerely,

John D. Berridge

And we constructed small boilers on chassis for the backup to make the fuel on the field and these were dropped by parachute to the Tank Corps...any petrol would do.





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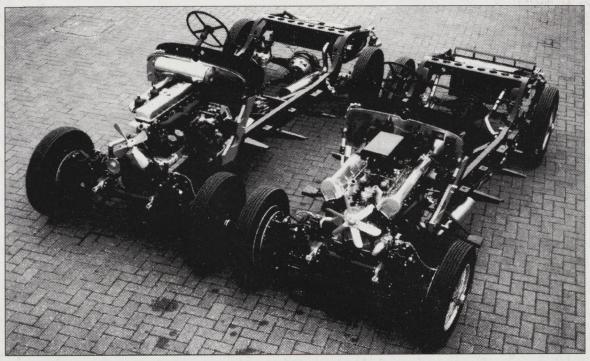
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