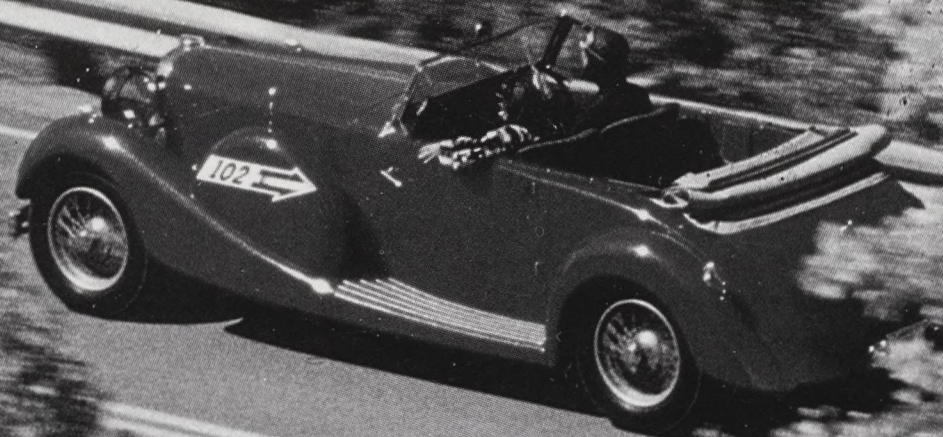




**THE MAGAZINE OF THE  
LAGONDA CLUB**

**Number 155**

**Winter 1992/93**





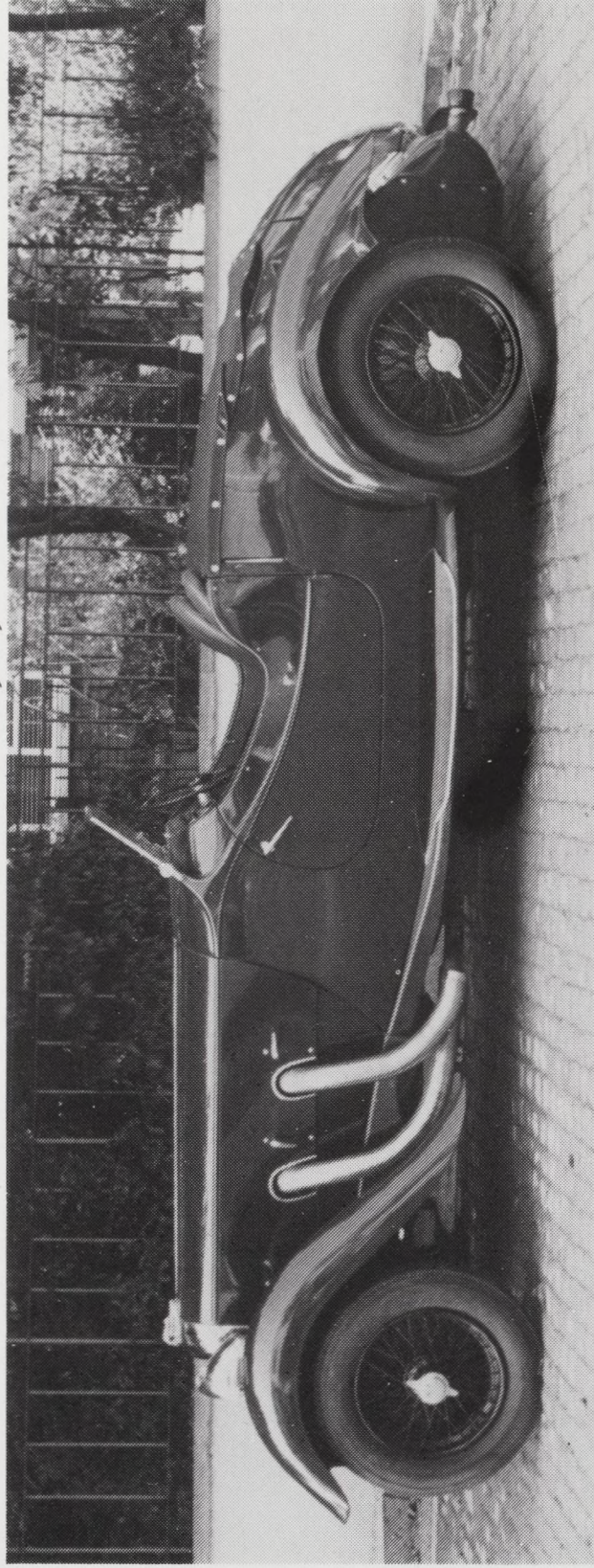
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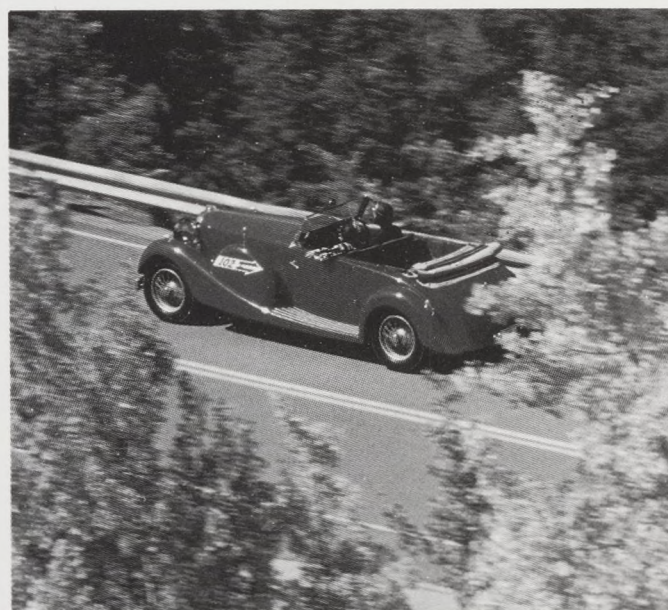
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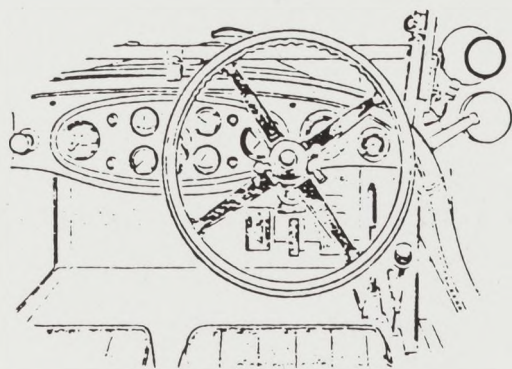
*Chris Salyer's LG45 among the Aspen trees of Colorado. Photo Bob Dunsmore*



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# From the Driving Seat



Not very many years ago, the Lagonda Club, like the Vintage Sports Car Club, was pondering a future where very few members used their cars in competition. Now it seems that a growing number of our members want to do more with their cars than simply take them to the ever increasing number of static events, which some misguided organisers persist in calling "Rallies", and we are seeing a very encouraging increase in the competitive use of Lagondas. From full blooded racing to the gentler, but still very demanding continental rallies, from driving tests to treasure hunts, it seems that Lagonda owners have found something for every taste. Long may it continue! Our cars were made to be used, not treated as ornaments or, worse, investments and "The Lagonda" will continue to encourage their use by publishing accounts of every type of event.

This edition could have been devoted entirely to stories of this kind. Your editor is delighted to report that he has had so many articles sent him that some have had to be held over for future magazines, so, if your own account of stirring deeds last season does not appear this time, be patient! Your turn will come. And if you haven't written up your account of your personal contribution to the greenhouse effect, then start writing now!

Nobody seemed to notice that several articles promised for the last magazine were left out, or perhaps you were all too kind. . . .I have included the final part of the article from "The Automobile Engineer" and still intend to include a poetry section in future issues. The

suggestion for an advice section seems to have received some support, see "Ask Uncle Wilbur" and the letters section. Future magazines will, as ever, try to maintain a balance between the historical, the technical, the social and the competitive interest of our members, but we still need articles on post war Lagondas. I may be a dyed-in-the-wool vintagent, but I admire and desire the more modern examples of the marque and I want to know more about them. Come on post war Lagonda owners! Let us all know about your activities and tell us more about your cars.

One final thing, in case you think that your Editor is all Lagonda talk and no Lagonda action because he happens to play with Another Make, let me reassure you, the 2 litre Weymann saloon has not been ignored. My collection of parts and information continues to grow and has cost me more than That Other Car, in spite of a very active racing season. I hope to start restoring (read 'recreating') the body in 1993 and I have almost enough parts to rebuild the engine and gearbox. Does anyone out there have any genuine Weymann door locks from the body they junked to make another tourer? If so, I can offer them a proper home - I could use a complete 2 litre handbrake assembly too . . . .

K.P.P.



# Reflections

Quite a surprise to suddenly find myself Chairman of our Club after 30 years of idle and self-indulgent membership - don't think I've even done the raffle tickets. Some have greatness thrust upon them . . .

Still, this year as Jeff Ody's understudy has been fascinating and a real eye opener - I had no idea how hard the committee and many others work to make the Lagonda Club function.

My first official public duty was to chair the (one off) EGM, where we finally approved the accounts. I was most gratified to note the very acceptable state of the Club's finances, my industrial career has taught me how debilitating debt is to any organisation and I was very suspicious when people started calling it leverage and gearing, so that it didn't seem so bad! I've inherited a good position and we are only limited by our imagination as to how to make the Club even more effective and enjoyable.

Now that most of us have got used to the emotional, if not financial, turmoil of the huge surge and then collapse in the value of our cars, we can start to get enthusiastic about pulling them to pieces and putting them back together again. I have been aware of quite a few clangers being dropped by people who are falling into technical traps that most of us have forgotten. Gone are the days, alas, when a Meadows head gasket from Ivan was accompanied by a four page letter in

copper plate handwriting explaining the perils of forgetting the little copper washers, or at least sealing the studs with instant gasket to stop oil getting into the combustion chamber. This sort of problem is crying out for workshop manuals, or at least some sort of collation and correction of all the technical articles. So a start will be made, watch the newsletter. Alistair Barker is going to write the section on V12 springs, after eight weeks and 15 spring re-settings. In the end he found it was the torsion bar settings at the front of the car that were causing the 'lean' at the rear, quite incredible! (Ring him direct if in doubt!)

What sort of '92 have you had with the Lagondas? I hear you ask - well, after a strange Silverstone, where my son seemed to go 2 seconds a lap faster than me, nothing much. The reason is that I snatched that glimmer of economic euphoria just after Mr Major got re-elected to move house. The vendor had sold me on the idyllic converted barn with oak beams and whitewashed walls, just ready for the Lags to move in. However, the roof needed fixing and in the process 400 years of turkey sh. . . . descended onto my cars and workshop from the roofspace - that's where they fattened them! Still, with good humour and a vacuum cleaner we should be ready for the 1993 season - happy new year!

D.R.H.



# Quality Production

## Building the 4½ litre Lagonda Models

Engine, gear box and chassis erecting are carried out in a separate shop with parallel lines at one end of the shop for engines and gear boxes, and lines for frames, rear axles and chassis at the other end.

Portable universal stands are used, adjustable for carrying either six-cylinder or 12-cylinder engines in any required position. A group of seven trained men is employed on erecting, and a point to be noted is the particular care taken to exclude dust and dirt at all stages of the assembly. Plywood covers are placed in position on the manifold faces, and other ports and apertures are stuffed with rag, whilst during the luncheon interval the entire unit is protected by a waterproof cover. Hand scraping is still carried out in fitting the main and big end bearings.

On completion, engines pass to the adjoining test house where they are first run light under their own power for a period of 10 hours, commencing at 800 r.p.m. and increasing to 1,500 r.p.m. Assuming that the engine is normally free at the end of this period, it is then given a short preliminary power test at speeds ranging from 1,000 to 4,500 r.p.m. on the 12-cylinder model, or a maximum of 3,600 r.p.m. on the six-cylinder. If satisfactory, each engine is then stripped down, the valves and valve seats are checked and touched up if need be on a Black and Decker grinder. Unless there is evidence of trouble, however, the big ends are not disturbed when stripping down. The engine is then reassembled and filled with fresh oil for repeating the power test for a period of 5 hours on the bench.

In addition to this test, all engines are, of course, further checked for performance during the road test of the completed chassis. This test covers a minimum of 300 miles, at the conclusion of which the engine is sufficiently free to enable the owner taking delivery of a new car to obtain practically full performance

immediately without restriction on the speed at which it may be driven.

### **Gear boxes**

In the production of gear boxes, a number of unusual points may be observed. The box is of the four-speed central bearing type and consists of two aluminium half cases bolted to a central plate, which is a malleable iron casting. Positive lubrication is provided by a separate plunger pump operated by a cam on the main shaft to force oil through the main and lay shafts to the second and third speed gears.

Many of the components are manufactured in the machine shop, including the synchromesh cones and operating mechanism, but gears are bought out ready finished and hardened and ground to size. All gears are, however, checked for correct bearing and meshing by depositing a thin film of copper on the gear teeth. This film is of no measurable thickness and is obtained by an immersion of 30 seconds only in the copper plating bath. It is, however, sufficient to indicate by the burnishing action on the copper the exact bearing points when mating gears are rotated in mesh. On the synchromesh clutch teeth, a slight backward taper of 1½ degrees is provided, this being sufficient to hold the dogs in engagement without affecting the action in any way.

Gear box assembly is carried out in an unusual manner by mounting all parts first of all on the centre plate. This partial assembly is then dropped into a cast-iron fixture containing half bearings, to receive the outer races. After these are placed in position bearing caps are clamped on the half bearings, leaving the gears exposed, and all gears are then checked with an indicator for true running. At the same time, the markings on the copper film on the gear teeth are again examined after rotating the gears several times in each ratio. If satisfactory,



the front half of the box is then assembled first, followed by the rear half, and the completed boxes are handed over for a six-hour running test. This is carried out in a separate silence room partitioned off from the engine test house, with shafting taken through the walls for coupling up to an engine on one side and a dynamometer on the other side. During this test the engine is run at approximately half throttle and the boxes are checked for silence on all speeds.

Rear axles are erected on the line system at the opposite end of the shop, and near the same section the linkage for the front wheel suspension is assembled and torsion bars are checked. A simple testing device and indicator to show the angle of twist is employed for checking torsion bars to ensure that they conform to specification. Actually the angular movement on full deflection is only approximately 20 degrees or about 4 degrees per ft of the length of the bar.

In the chassis erecting section the frames which are brought out are first prepared for the line by welding in position the running board brackets and other attachments and cutting lightening holes, etc. This work is carried out on a line in a separate bay, where the equipment includes an arc welding transformer with tappings at different voltages to enable the electrodes to be quickly coupled up for dealing with various thicknesses of material. The brackets are first located in position and secured by tack welding prior to making the runs.

For cutting circular lightening holes, a simple but effective device is used in connection with an oxy-acetylene torch. This attachment consists simply of a flat bar with an eye at one end to fit the nozzle of the torch and a sliding centre which may be clamped at any required radius along the bar. A small hole is first drilled at one point on the periphery of the lightening hole to prevent undue local heating of the metal in starting the cut.

After welding, frames pass to the end of the line and erection is carried out by

a gang of twelve men, several of whom are specially trained to detect and rectify any errors in alignment in mounting the power unit and transmission. Both the Spicer propeller-shaft and the Borg and Beck clutch components are checked for correct balance. In the case of the clutch, an additional external rear bearing is also fitted, together with internal plates and baffles to prevent air noises at high speeds.

The rear end front suspension torsion bar is anchored to a cross-member on the frame at the point of maximum rigidity. This anchorage takes the form of a flanged fitting engaging the square end of the torsion bar and adjustable about the centre of the flange by a tangential eye bolt, after which the flange is bolted to the frame by three bolts passing through circularly elongated slots. The opposite end of the torsion bar is, of course, coupled to the lower link or wishbone, whilst the upper link is carried in bearings on an upward projection from the frame, and is splined to the spindle of the Armstrong hydraulic shock absorber.

All points in this linkage are coupled up to the central chassis lubrication system, and in this connection it may be mentioned that this system has recently been extended so that only two points remain on the entire chassis which require the use of the grease gun, these being on the cardan shaft and on the hand brake connections to the drums. Another interesting point is that the one-shot lubrication system was originally arranged for automatic operation by the clutch pedal, but owing to the top gear performance of the car and the consequent infrequency of gear changing on long runs, the connection to the plunger pump was transferred to the brake pedal.

The elaborate system of piping necessary for chassis lubrication is taken from six unions on the pump mounted on the crankcase as previously mentioned, and the size of the nipples is varied to suit the amount of lubrication required at



different points. After coupling up the system, it is temporarily connected to a special hand pump, which is operated to expel all air from the lines until oil exudes from every point.

In the organisation and layout of the Lagonda body shops, the main requirement is to preserve a high degree of flexibility in handling the work, since it is practically impossible to build bodies for stock and they must be put through in any required order. Three types of body have been standardised, namely, the saloon, the coupé, and the de ville saloon. All bodies are of the composite type, and wherever possible the body frame is built on the actual chassis to which it is to be fitted. Dummy wooden chassis have, however, been laid down in the wood mill for erecting the frames if necessary, though this method is to be deprecated since trouble is likely to be experienced in such matters as door hanging when the body shell is later transferred to the chassis proper.

A point of interest is that only three body plates are used on the ash frame, though this is stiffened at the rear end by steel wheel arches and by plywood members in the tool compartment.

A battery of vertical spindle moulders has been laid down along the side of the Wood Mill, and in addition to these and band saws, jig saws, etc., there is a White mortising, tenoning and thicknessing machine. Extensive use is made of jigs in the production of the various members, which for economy are put through in batches at each set-up, and are stored in racks along the side of the shop for use as required. In this shop also Utility bodies for Commer and Ford chassis are built, the output being approximately six Commer bodies and two Fords per week.

On completion, the frame passes to the body shop. This is combined with the sheet metal shop, separate bays having been equipped for the production of wings, panels, quarter sections, petrol tanks, etc. All body panels and wings are made in 16 S.W.G. aluminium, and after cutting out to templates, are hand beaten on wooden formers and finished by

rolling. Wings are made in two halves united longitudinally, and to make one complete set by hand labour occupies one man for approximately one week. On awkwardly shaped parts, such as the front apron, one man is employed to specialise on the work. A point of interest is that the rear lids for the luggage boot and for enclosing the extra luggage grid when not in use, are made of pressed steel pans flanged to receive the aluminium panels, which are turned over the flange, giving a light and strong assembly.

On the latest models, a new system of ventilation under the bonnet is also being adopted to prevent heating of the bulkhead and the driving compartment. For this purpose the exhaust manifolds are virtually isolated in separate compartments inside the bonnet, deflectors being arranged in conjunction with the bonnet louvres to induce a flow of air over the exhaust manifolds and out at the sides.

Silencing is effected and drumming is prevented by coating the insides of the roof panels with a corrugated paper composition affixed by rubberoid solution, whilst door panels are covered inside over the whole area with felt. Rubberoid is also used between the wooden frame and the panels. In addition, the bodies are mounted on semi-flexible seatings, with fully insulated bolts on the chassis. Silent-travel locks with flexible fittings are fitted.

The body shop line terminates near the trimming department, which is partitioned off in the same shop. Latex upholstery has been adopted throughout.

Adjoining the body shop and parallel to the lines is another bay partitioned off to form the paint shop.

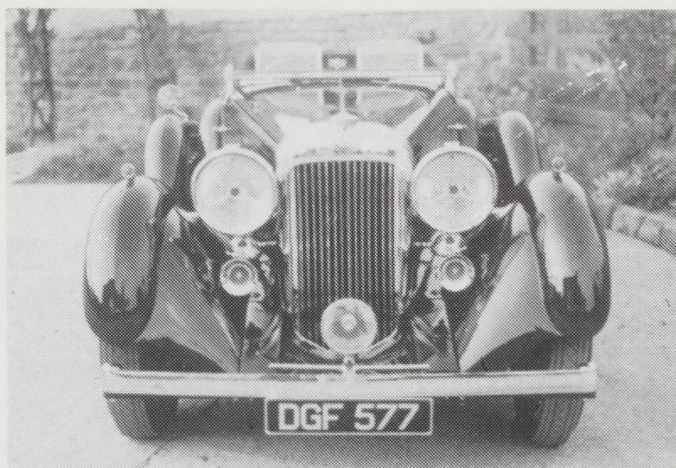
In addition, there are separate shops for car testing and for finishing and polishing completed cars after test. Another department has also been laid down for experimental work, and other alterations and improvements are still being made in the layout of the works.

*(This is a slightly edited version of an article published in "The Automobile Engineer", August 1938.)*



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## **THE NEW KNIGHTS OF THE ROAD**



# Competition Round-up No.10

This article covers members' activities in Vintage Sports Car Club competitions for the period August to November 1992. One interesting facet in the past year or two has been the increasing numbers of members taking part in competitions. A few years ago, entries were falling off. This trend was attributed to the increasing prices people were prepared to pay for the cars and the assumption that owners were no longer prepared to risk using their vehicles in anger. Happily this trend now seems to have been reversed. In fact, it is becoming quite difficult to get an entry accepted for some events.

Congratulations to our worthy editor for having been awarded the Maserati Club – Ray Fielding Rose Bowl Trophy for 1992, based upon results in VSCC events.

## 1/2 August – VSCC Prescott Hill Climb

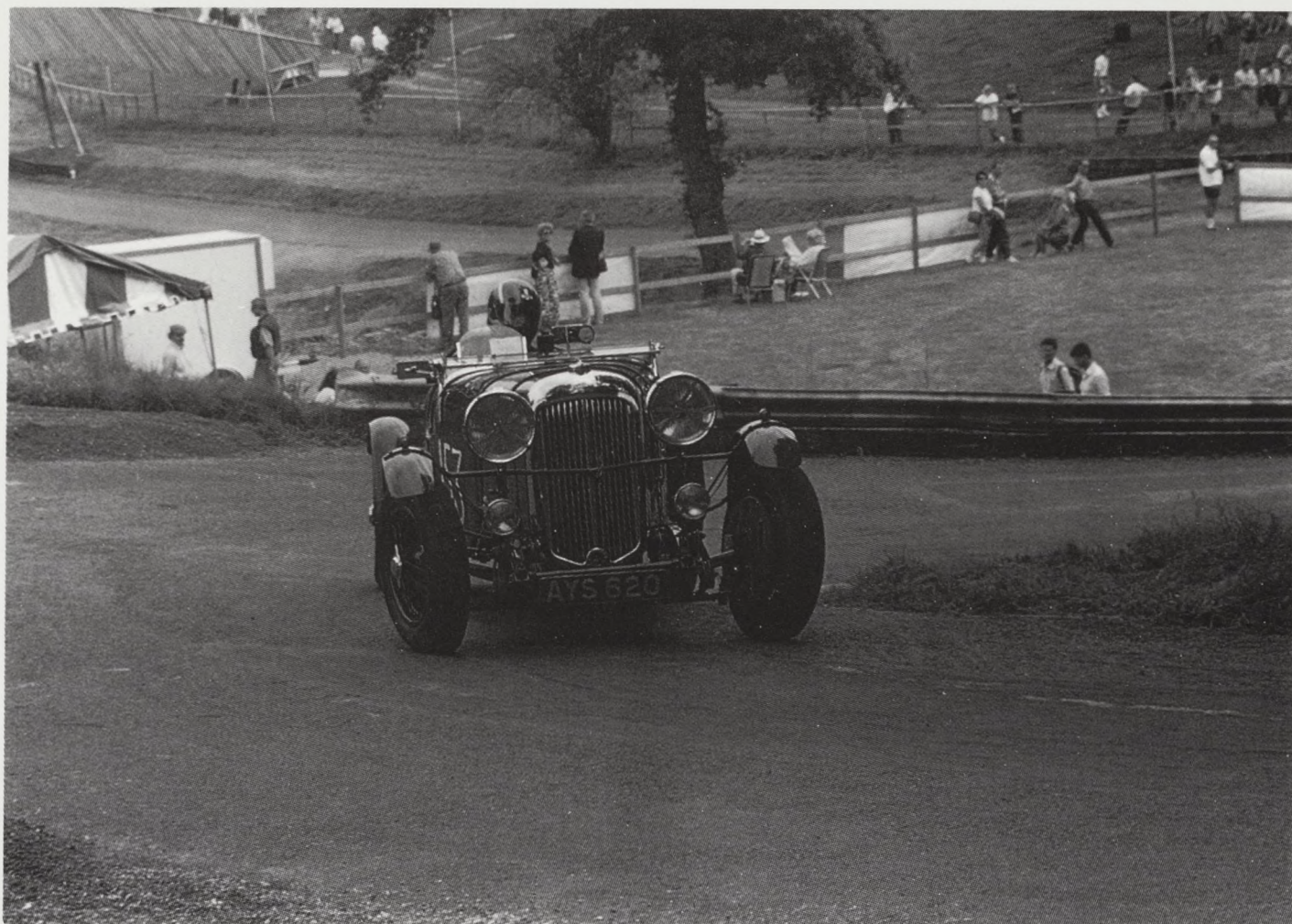
Prescott was "en-fete" with the traditional garden party atmosphere which always graces this two-day event. The camping field and members car park displayed, if anything, even more interesting cars than the paddock. However, although I applied early, I was not successful in obtaining an entry this year. So I saw the event from a different viewpoint – by marshalling at the Pardon hairpin flagpost. Spending the whole day there, one can certainly study the different lines taken by the competing cars and their different cornering techniques. It is interesting that the fastest cars always seem to display the least fireworks.

Practice was enlivened by Bob Slater's Rapier, which spread oil all the way from the Esses to the finish line. This incident, which followed a monumental session in the paddock to replace a stripped timing wheel, effectively put an end to practice. Fortunately it happened late on the Saturday afternoon. As a result, some practice runs had to be delayed until the Sunday morning, just before the event proper. The lunch interval was marked by a ceremony in which Sonia Rolt unveiled a plaque to her husband, Tom, who in 1938 first introduced Prescott hill as a competition venue. We have much to thank him for!

The sole award winner this year amongst the Lagondas was Colin Bugler – first on handicap in the big sports car class. Tim Sage put up a very creditable time in the two-litre team replica, little slower than Jeff Ody with the blown car. I wonder if anyone will ever match the time of 55.62 seconds put up by Maurice Leo in 1966 with his blown Two litre? Incidentally it was nice to see Maurice at Studley Priory in September – and in the same car too. Adam Painter, our editor's son, came close to an award with the Maserati. Results:

Tony Metcalfe	Rapier	57.65 s
GP Cole	Rapier	62.99
Paul Nickalls	Rapier	56.34
Tim Sage	2 Litre Team replica	65.82
Jeff Ody	Blown 2 Litre	64.36
Paul Tebbett	M45 special	55.71
John Harris	LG45R special	56.45
Terry Cohn	LG45 team car	55.39
Tim Brewster	LG45	54.42
Colin Bugler	LG45 team replica	53.48
Tim Wakeley	Blown Rapier	50.37
Brian Fidler	Rapier special	52.49
Rob Pollock	Invicta	52.01
Derek Green	Invicta	52.95
Adam Painter	Maserati	49.30





*Prescott Hill Climb 2nd August 1992. Colin Bugler on his way to first on handicap in his class.*



*Another Prescott picture, Jeff Ody at rest in his blown 2 litre.*

**Photos: Alan Elliott**



### **9 August – VSCC Donington Ron Flockhart Memorial Meeting**

The reconstructed Derbyshire circuit does not quite seem to have created the atmosphere that it had in pre-war days. However, there was excellent racing in the August VSCC meeting.

The John Goddard Trophy Race saw Len Thompson make a good start with the Rapier, but then spin on the first lap. He was eventually led home by David Fletcher-Jones, with John Miller and Colin Bugler further down the field. Len made up for this incident by finishing third in race 9. Event 11 was almost a Lagonda benefit, with David Fletcher-Jones, Freddie Williams and Nick Morley closely contesting second, third and fourth places. Margaid Nickalls, Mike Hollingshead, Brian Fidler, John Morley and Martin Bugler made up the remaining Lagonda contenders. Miss Jo Moss (Invicta) achieved fastest lap in race 7.

### **22/23 August – VSCC Oulton Park Seaman Memorial Meeting**

The Oulton Park weekend packed fourteen races into the two days, plus bicycle races, an autojumble and the main VSCC concours of the year. There was a parade of the concours cars on the Sunday. Light relief was provided by the marshals tug-of-war. The VSCC were allowed to use the old course, without the new chicane. It was an excellent weekend for Mike Hollinshead with the fast Rapier. He finished first in not just one, but **two** of the handicap races. A further success was Nigel Hall's third place, only two seconds behind Hollinshead in race 12. There was a good entry of other Lagondas including David Fletcher-Jones, NA Jones, Shirley Monro, Brian Fidler, Len Thompson, Colin Bugler, Piers Leigh, Tim Brewster, Freddie Williams and Graeme Simpson.

### **6 September – VSCC Madresfield Driving Tests**

Madresfield Court near Great Malvern pre-dates Prescott as a speed venue but is no longer used as such. Nowadays it is host to the annual VSCC driving tests and concours. No Lagondas appeared this year but Jo Moss waved the Invicta flag, gaining the ladies award.

### **20 September – VSCC Cadwell Park Race Meeting**

Cadwell Park in Lincolnshire is a superb road circuit, ideal for vintage racing and it certainly oozes atmosphere. Some venues have it, others don't. Cadwell is the final VSCC race meeting of the year and the Lagonda entries were dominated by Rapiers. Successes included a first place for Graeme Simpson, a second for Freddie Williams and fourth places for Tim Metcalfe and Freddie Williams. David Fletcher-Jones started well in his heat but then fell back with problems, to finish last. Other contenders were the Lagonda Club president – James Crocker, Piers Leigh, Mike Hollinshead, Brian Fidler, Paul and Margaid Nickalls, Len Thompson, Peter Evans and Shirley Monro. Jo Moss was a non-starter, having suffered big-end failure en-route to the circuit. I am sure we will be seeing the rejuvenated car again soon.

### **27 September – VSCC Kentish Rally**

The rally was centered on the Hadlow college of Agriculture near Tonbridge and was an afternoon event of some ninety miles. It was good to see some new Lagonda Club names in the entry list. J. Ruggles gained a Second class award, ably navigated by C. Bowyer in their 1934 Rapier. James Crocker/C Seddon also upheld the Rapier banner, P Cox and R Vince were in a Two litre and Peter Mimpriss/E Molle entered the M45 – winners of our own Hants-Dorset rally last June.

### **4 October – VSCC Weston Super Mare speed Trial**

This is a delightful meeting, reminiscent of pre-war events, and takes place over two days. Fast and powerful modern racers compete on Saturday but Sunday is the time for the vintage crowd. The event is a typical seaside sprint along the promenade with the paddock located on the greensward virtually in the middle of the town. It always



forms a relaxing end to the speed-event season. It started in 1913, initially along the sands then later moved to the promenade. Originally it was a half mile course with the cars racing in pairs. Due to road improvements in the town, the course was later shortened to its present length of half a kilometre and current regulations dictate that the cars have to run singly. Traditionally, the weather is always putrid on Saturday but a beautiful autumn day on Sunday. This year conformed to tradition!

As far as Lagondas are concerned, there was a good entry, although several non-starters. The high point for the Lagonda Club contingent was the debut of Peter Whenman's single seater blown Rapier, beautifully prepared in black and just like a scaled-down ERA. It sounded superb. He was marginally slower than Tim Wakeley's similar car, which of course is also a product of the Whenman stable. RD Bush drove Peter's normal entry, the M45 special, to good effect.

Tim Wakeley achieved third in class. Invicta successes were second in class and first on handicap (Clive Rides and Derek Green respectively). Jo Moss' Invicta was still hors-de-combat but she borrowed Roger Colling's Bentley and won the class outright!

The following results include the terminal speed, where known.

GM Cole	100 Rapier . . . . .	27.63s 76 mph
AT Elliott	Two Litre . . . . .	28.01 58
TR Sage	Two Litre team replica . . . . .	26.41 63
TCohn	LG45 team car . . . . .	21.52 79
T Wakeley	Blown Rapier . . . . .	18.86 91
RD Bush	M45 Special . . . . .	19.65 84
P Whenman	Blown Rapier . . . . .	19.75 84
CH Rides	Invicta . . . . .	23.00
DS Green	Invicta . . . . .	21.64
KP Painter	Maserati . . . . .	20.37

## 25 October – VSCC Eastern Rally

The Eastern Navigational Rally started and finished at the Ufford Park Hotel near Woodbridge in Suffolk. It was ostensibly a daylight event but as the clocks had changed the previous night, late finishers found themselves navigating in the gathering dusk. The rally was ably organised by the Nickall's, more often seen campaigning their Rapier on the circuits.

Awards were gained by JCP Dalton/SC Morris in a Two Litre (Best Newcomer) and JA Ruggles/CJ Bowyer's Rapier (third class). Other Lagonda entrants were Colin Mallet/Colin Banks (Two Litre), C Ping/JF Harris (LG45R special), AJ Skipper/D Hill and B Wildsmith/C Robinson (Rapiers).

Alan Elliott

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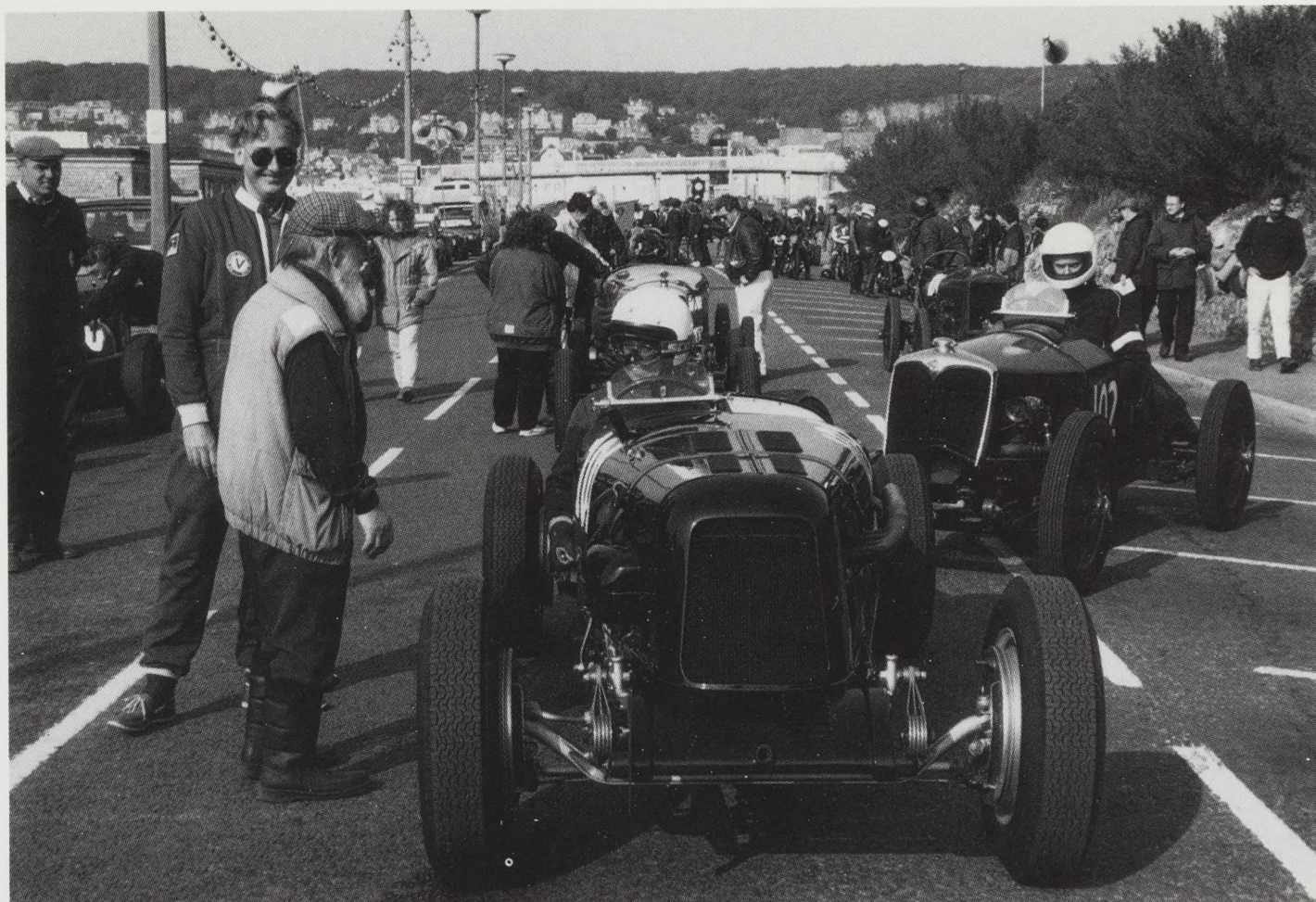
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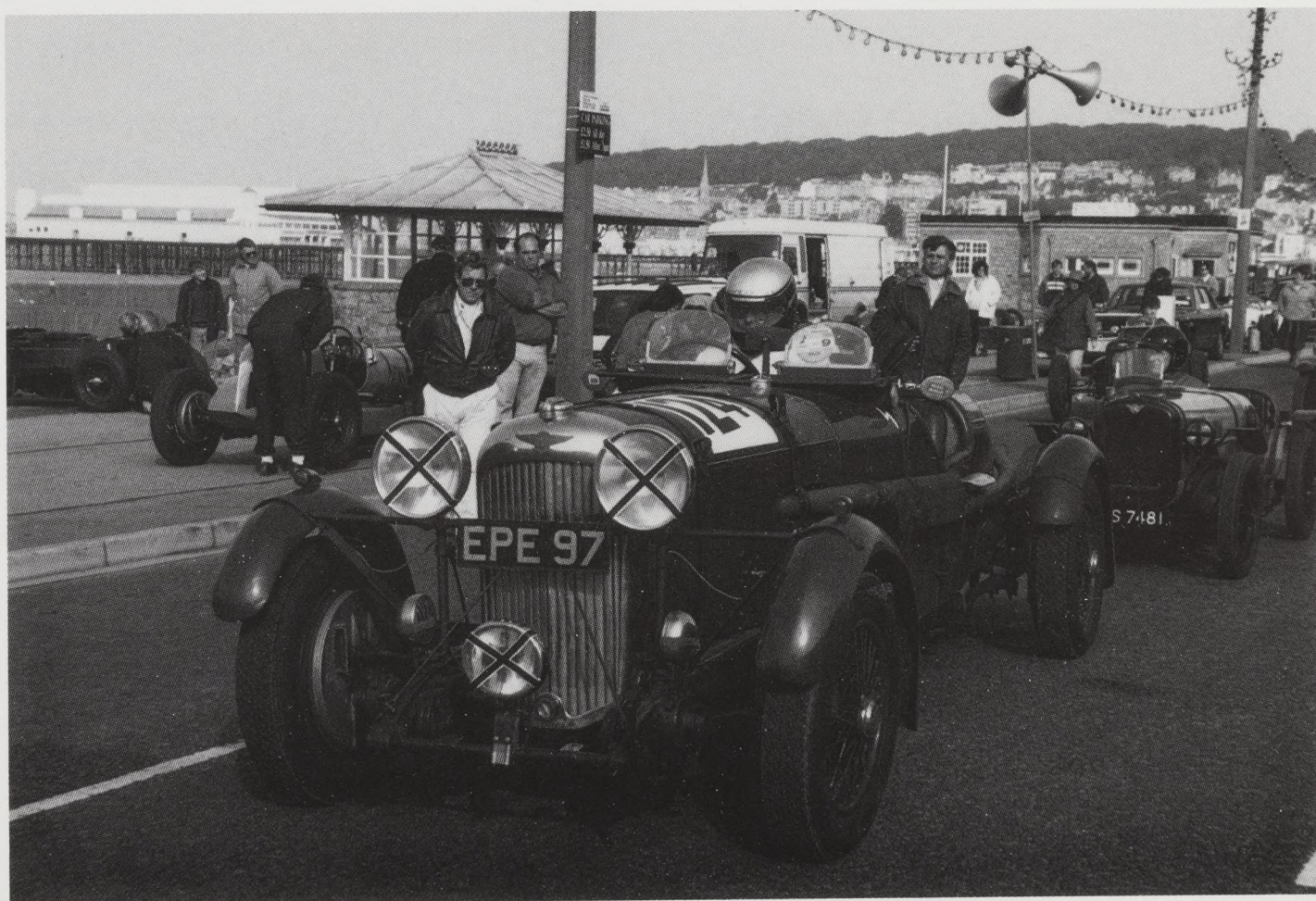
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Weston-Super-Mare sprint 4th October 1992. Jenks and Tim Wakeley admire Peter Whenman's Rapier



Terry Cohn with the LG45 team car, also at Weston

Photos: Alan Elliott



# Ask Uncle Wilbur

Dear Uncle Wilbur,

I own a 1938 drophead coupe and have three remaining problems incident to a prolonged and otherwise complete restoration of this fine automobile.

1. A very tired sump, with fatigue cracks will no longer respond to welding. New ones are advertised in the bulletins, but phone calls and letters of enquiry have elicited no positive response. If new ones to fit my engine are not, in fact, available, is there some process or treatment to remedy the leaks? No doubt a number of other owners have had a similar problem.

2. A previous owner dismantled the front assembly and the control levers for the central lubrication system. I'd appreciate any assistance such as drawings, photos, material sources, etc. in restoring this function. I have heard that some owners have converted to a manual instead of the clutch operated system.

3. The fibre gear in the Berkshire windscreen wiper transmission box is beyond repair. Are these available, or, alternatively, has anyone modified the mechanism to take the gear used on Bentleys and Rolls Royces, which is readily available?

Any help with the above will be deeply appreciated, as I would like to perfect restoration in order to preserve the car for future generations as an outstanding example of the best of thirties designs. Except as noted above, the car is, in addition to attractive appearance, a marvellously reliable and responsive car.

Very truly yours

**Richard Hooper**

## Uncle Wilbur responds:

1. Peter Whenman reports that he has sumps in stock. Alan Brown adds that new castings have been commissioned, but as they are trying to make the sump universal, to fit M45, LG45 and LG6, they

have experienced a few problems. Even so, he is reasonably confident that brand new 'universal' sumps should be available through the spares scheme by May 1993.

2. Alan Brown advises that the central lubrication system works either off the clutch, or the brake arms. He is not sure which system applies to the LG6, but with the V12 you take your pick, depending whether you read pages 8 and 35 (brake), or page 31 (clutch) of the handbook. This is actually of no consequence, as the system is the same. It consists of a lever on either the brake or the clutch shaft, coupled to a telescopic tube connected to the lever on the pump. He suspects that the tube is common to the LG45, LG6 and V12. The pump unit is Tecalemit and appears to be the same on all three cars. If the pump is still there, it is probable that the brake/clutch lever is still there and the only thing missing is the tube. In the limited time available he has not had the time to strip one down and draw it, but suspects that someone, somewhere, is 'sitting on' one that he has no use for. He hasn't heard of the pump being converted to manual operation and wonders what the point would be.

Alan has converted two cars by isolating the pump from the sump, by simply placing a plate between them, then fitting a union in the base of the pump. This is then fed from a separate reservoir, which means that you can use clean oil, or any other witches brew you prefer, he likes to add a dash of STP. The brake reservoirs used on just post-war cars are a nice size and, chromed up, look the part.

3. None of our technical advisors knows of any source of spares for the Berkshire wipers and they are unable to comment on the use of RR or Bentley gears, there may be a chance for you to try a pioneering mod which would help everybody here.





*Just a selection of the people and the cars at the 1992 Annual General Meeting.*





# Bentley Drivers Club, Silverstone

29th August 1992

I am always saying that this is the best Silverstone event of the year and it is nice to be able to say so again at greater length than is possible in the Newsletter. The primary reason for its enjoyability must be the lack of crowds. There is no-one in a peaked cap telling you where you must park, the paddock bridge is not guarded by further peaked caps, the loos still have paper by the end of the day – the list is endless. As a digression, I must say that the attention paid to the loos on the public side of the track this year has made a big improvement. I had a crib about this last year in the Newsletter which produced a correspondence and just as this was getting a bit needly Autocar printed a letter from a disgruntled member of the public saying exactly the same thing as me, which rather proved my point. Whatever the reason, the improvement is marked and very welcome.

We went down with Sheila Burke, who with Richard Hare acted as Finish Line Judge for close to 30 years at this event. It is pleasant to acknowledge that the BDC sent Sheila a Paddock pass anyway, even though someone else is doing the job now.

There were two novelties in the programme this year. No handicap times were printed, which gives the organiser a lot more time to work them out, and no event start times were printed, apart from the first race. This demon dodge means that no-one knows if you are running behind schedule and heads off complaints on that score, but it does make it awkward for the spectators who have to guess how long events are going to take and what the intervals are going to be between them when deciding when to eat or how long to stay out of public address range. Towards the end of the day the gaps between events grew very short indeed, with all competitors for Race 10 in place at the head of the paddock before Race 9 had started. The whole day was over by

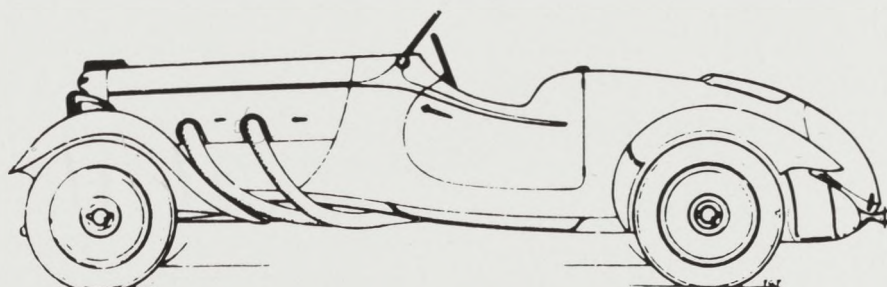
5 o'clock, a full hour earlier than usual.

Now to the racing. As seems to be normal now, the Lagonda entry was all Rapiers and 4½ litres. Colin Bugler had his LG45 Team Car Replica for both himself and son Martin to drive, Alastair Barker had his LG45 two seater and Peter Whenman his M45 Team Car Replica. The Rapier contingent consisted entirely of single- or two-seaters, driven by Tim Wakeley, Len Thompson, Graeme Simpson, Tim and Tony Metcalfe and Shirley Dickson, the last at the wheel of "Diddums", the tiny blue blown 2 seater that Ron Kerridge built back in the 'sixties.

In best Staines tradition, Peter Whenman's car had only fired up for the first time on the Friday afternoon after an engine rebuild. What happened was that Peter went away on holiday and left instructions with one of his lieutenants to take down the engine while he was away to try to find out why it had got so rattly. This was duly done and the con. rods despatched for re-metalling, with the exception of one, which was found to have a very large crack in it. The ensuing scramble to find a replacement, metal it and get the whole lot re-assembled can be imagined, as can be Peter's feelings on discovering that he had probably raced the whole season with the cracked rod.

None of our members was involved in the first two races, but the third race was the Bentley/Lagonda Handicap over 8 laps. They may or may not have announced the handicaps over the PA, but if they did I didn't hear them and had to assume there were no credit laps which can totally foul up a lap chart. At the end of Lap 1 Martin Bugler was leading on the road, as he was to do for 4 laps, with Tim Wakeley's Rapier 4th, Peter Whenman 6th and Alastair Barker 7th. By Lap 5 Tim had got by Martin to lead on the road and Peter was up to third, so the first three were Lagondas, apparently, but analysing





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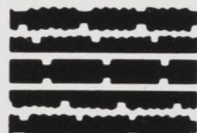
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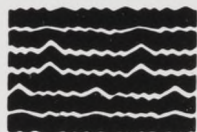
## Veteran, Vintage, Classic & Contemporary



TRIPLE STUD (SS) PATTERN



F4 PATTERN



B5 PATTERN



D2 103 PATTERN



R5 PATTERN

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

**Beaded Edge:** Dunlop, Bedford, Firestone, Universal, Durandal. Wheel rims also available.

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

**Straight sided:** Dunlop, Universal/Lester.

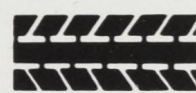
**Racing:** Dunlop CR65, CR70, R1, R5, R6, 5-stud.

**Low profile:** 55/60/70% profile Dunlop, Michelin and Pirelli performance range.

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

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

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



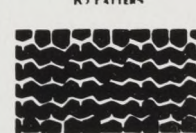
CHEVRON PATTERN



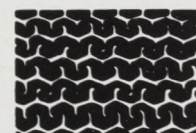
5 STUD PATTERN



R5 PATTERN



R6 PATTERN



CR65 PATTERN



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the chart afterwards I realise that John May's 6½/8 litre Bentley must have got by without me noticing. Two more Bentleys got by before the end and Peter passed Tim, so the eventual finishing order was:

1st	<b>John May</b>	6½/8 Bentley
2nd	<b>Donald Day</b>	3/4½ Bentley
3rd	<b>Harvey Hine</b>	3/8 Bentley
4th	<b>Peter Whenman</b>	M45
		Best lap; 1m 26.8sec (68.39 mph)
5th	<b>Tim Wakeley</b>	Rapier (s/c)
6th	<b>Graeme Simpson</b>	Rapier
9th	<b>Len Thompson</b>	Rapier

So, once again we were handicapped out of it, but notice that to beat us the three leading Bentleys had to have engines installed much larger than their original ones. It is as if the Rapiers had V12s in them to turn them into blood and thunder racers.

There then followed a Morgan/AC race, enlivened by Charles Morgan himself taking part, followed by Race 5, a Vintage and PVT handicap over 8 laps which included Colin Bugler and Jim Metcalfe. Colin kept the lead on the road for the first four laps but was passed on the fifth by Graham White in a 1½ litre Riley Special that we must be careful not to call the White Riley. This car won; Tim ran into trouble and retired on the third lap. Colin dropped to third on Lap 6, 7th on Lap 7 and eventually finished 13th, over-

handicapped again.

We had a cup of tea while Event 6's Morgans did their battle. Event 7 was a 10 lap scratch race for Bentleys, Vintage and PVT cars. Shirley Dickson was entered in "Diddums", but something went wrong and she pulled up on Lap 2, although the car sounded alright when restarted after the race. This race was won by Tim Llewellyn in his 3/8 litre Bentley.

The Bentleys then had their own private war which we didn't watch – a fellow has to eat sometimes – and the last event was ready nearly an hour ahead of the expected time. This was the glorious Allcomers Scratch race, which is the traditional way to end the meeting. Anything goes in this and it has been won in the past by cars as diverse as 3 wheel Morgans and 7 litre McLaren Can-Am cars. This year was as good as ever and there was a race-long duel between Matthew Warr's 3.9 litre Morgan Plus 8 and Andy Shepherd's Cobra, bored out to 5.3 litres. The Cobra was quicker on the straights, the Morgan had the edge through the corners. Eventually Warr won, but it was close and in doubt till virtually the last foot.

The rain had held off all day, despite lots of threatening heavy cloud, there were no serious accidents and good racing in every event. You couldn't ask for a better day out.

**Arnold Davey**

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# Devon Driving Test No. 2, 1992

On 11th October the Autumn and hopefully annual driving tests took place at the superb facilities provided by the Devon Driving Centre, Westpoint, Exeter.

Competing entrants at 14 where the same as in April.

Cars competing were:—

## Car No.

- |         |                                 |
|---------|---------------------------------|
| 1       | M45 Special                     |
|         | Witt Wittridge                  |
| 6, 3, 2 | LG45 Team car replica           |
|         | Colin & Roland Bugler,          |
|         | Michael Bosworth                |
| 12, 15  | LG45 Special                    |
|         | Tim Sage & Patrick Dewhurst     |
| 5, 4    | 3 Litre                         |
|         | Henrik Baungaard & Mike Dixon   |
| 7       | 3 Litre                         |
|         | Greg Powlesland                 |
| 14      | 2 Litre Team car replica        |
|         | Rupert Sage                     |
| 10      | Rapier                          |
|         | Trevor Parker                   |
| 9       | Riley Kestrel 9 Special         |
|         | Jock Hedderwick                 |
| 8       | Frazer Nash Colmore             |
|         | Guy Butcher                     |
| 11      | Austin 7 Boyd Carpenter replica |
|         | Robin Michelmor                 |

Douglas Brown and Gordon Quest both spectated with their M45s but did not compete due to arthritic neck and running in respectively. Both kindly contributed entry fees to help cover the costs of running the event.

The day dawned cold and heavily overcast but there was welcome sunshine later on. The Boyd Carpenter was running stripped and without bonnet because it is unfinished and was only stitched together at 7 am that morning and refused to start until it received expert administrative attention to its ignition timing from Guy Butcher. Rudi Wood-Muller's LG45 Special was being exercised by the Sage equipe and performed well after an initial reluctance

to start and leave home. The only mechanical drama during the day was Roland Bugler coming to a tyre squealing halt during test 3 when the inner bead of the near side front wheel came off the rim and locked the wheel solid. Subsequent competitors went on to test 4 whilst the wheel was changed. Happily the only damage done was to one tyre and Roland's Pride! It was good to see Mike Bosworth, erstwhile treasurer of the 2 Litre Register, enjoying himself in Colin Bugler's LG45.

**Test 1 "No dosh ditha"** was acceleration and subsequent free wheeling to stop within a garage. Rupert Sage and Colin Bugler scored only a creditable 17 and 18 penalties respectively but the Boyd Carpenter disgraced itself with 198.

**Test 2 "Stop and restart"** on a fairly gentle hill and was cleared by everyone except Greg Powlesland.

**Test 3 "Double gyration"** was a timed series of clockwise and anti clockwise gyrations around the large and mini roundabout complex. This is where Roland's tyre bending caused his problems. Penalties ranged between a highly creditable 34.6 by Henrik Baungaard and 56.4 by Tim Sage in the LG45. Witt Wittridge did an extra gyration to score 55.5. Since April a sleeping policeman has been added to the large roundabout which curbed our enthusiasm slightly.

**Test 4 "Wiggling Garage"** was a timed and angled wiggle woggle. Henrik again did well only being pipped by Guy Butcher in the Nash by .9 penalty points.

**Test 5 "Major Disaster"** involved accurate manipulation between 3 pairs of planks in both for and after directions. Due to compliance with RAC requirements it was untimed. It was cleared by Colin Bugler, Greg Powlesland, Guy Butcher (after dispensation for the Nash's crab



tracking), Tim Sage and Pat Dewhurst. Robin Michelmores failed to capitalise on the Austin's advantage of skinny tyres and no wings and scored 40 penalties. Highest penalty was Mike Dixon in the 3 litre with 100.

**Test 6 "Go for broke"** was timed and involved a series of forward and backward manoeuvres between bollards with a good blind to the finish where the amount of rubber left on the tarmac was evidence of the competitor's enjoyment of the test. Here Colin Bugler with windscreen folded flat used the G10 gearbox and LG45's brakes to good effect to score 55.6 penalty points, whilst Mike Dixon found the 3 litre box difficult to record 139.4 penalties.

**Test 7 "Angled woggle and turn"** was timed being a woggle woggle including a 3 point turn. Again Colin triumphed with 31.4 points whilst Henrik tied with the Nash at 36.4. Witt vied with Mike Dixon for the highest score with 62.7 against 65.1.

**Test 8 "Gyro reverso"** was to have been further but untimed gyrations around the roundabout complex with strategically placed bollards to test the competitors' judgment of the width of their cars but had to be omitted due to the shortage of time.

**Test 9 "Lamont's Labyrinth"** involved a series of fore and aft timed manoeuvres with a strategically placed stopping point on the outward leg which was missed by many. Again Colin triumphed narrowly beating Henrik by 2.6 penalty points. The rest of us were progressively further adrift with Witt being top scorer at 74.2. Having stalled at the first stopping point Robin Michelmores exercised secretarial privilege in having a second go without being disqualified!

All competitors thoroughly enjoyed themselves and our thanks are particularly due to John Organ (chief marshal and clerk of the course), Chris Wiblin (time keeper and results computer) and to Neil Walker, the manager of the Driving Centre who gave up his Sunday to allow us to come and play with proper motor cars on his

facilities. The day was only marred by Christopher Michelmores who suffered an unfortunate accident when he fell off the trailer when assisting with the final collection of all the bollards for return to the centre building. Three and a half hours later he was released from the local casualty department on crutches and suffering from two minor fractures, five stitches and a nasty wound on his foot where run over by the trailer wheel. The shetland ponies pulling the 1935 Atco Trainer will now get an enforced and well earned rest after galloping valiantly around for most of the day and having carried Robin Michelmores around the Oulton Park circuit a few weeks previously.

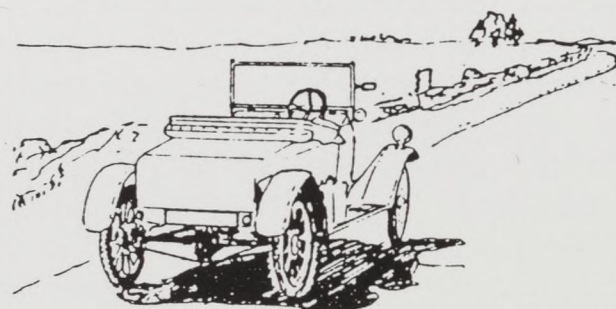
One final plea – may we please have more entries next time. If all goes to plan we shall be looking to prove Lagonda superiority over Bentley.

**Robin Michelmores (M9)**

*Regional Secretary  
Devon & Cornwall*

#### Results:

		Model	Pen.
1st	C Bugler	LG45	215.7
2nd	P Dewhurst	LG45	257
3rd	G Butcher	Frazer Nash	291.6
4th	R Bugler	LG45	296.8
5th	T Sage	LG45	321.6
6th	R Sage	2L	325.9
7th	H Baungaard	3L	360.5
8th	M Bosworth	LG45	393.4
9th	G Powlesland	3L	401.1
10th	R Parker	Rapier	442.3
11th	R Michelmores	Austin 7	467.3
12th	M Dixon	3L	539.8
13th	J Hedderwick	Riley Kestrel	575
14th	W Wittridge	M45	585.1





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## Sussex Events

### Weald & Downland Open Air Museum

On Sunday 17th May last, the Lagonda Club held a picnic event, to which other similar clubs were invited, at the Weald & Downland Open Air Museum at Singleton, near Midhurst. A superb location at the foot of the South Downs. The weather was sunny and pleasantly hot – in fact ideal, but the event was not very well supported as was the case last year. Members who came in a Lagonda were Geoff and Joan Seaton, Roger Cooke, Alan Hitch, David Vernon, Phil Ridout, R. Byett, R. Barnes and G. Thomas. Also present were Derek Hunnings in his Bentley, two Aston Martins (OPD 175D and RPE 881L), Shiela Burke in her VW Golf and Iain May in his MGB Roadster. Thanks to everyone who came along but I do rather feel this event could have been better supported.

### Michelham Priory

Sunday 16th August, started wet but things had improved by lunchtime and

although the turn out at Michelham Priory, near Hailsham, was not up to our usual numbers, seventeen cars were present in all – 8 Lagondas, 4 Bentleys, 1 Aston Martin, 1 Frazer Nash, 1 Humber and our own MGB GT. Many thanks to all who came along to this always enjoyable invitation picnic event.

I have been advised that changes are afoot at the Priory and one of these will be a small charge per car. We have met here for about twenty years and always with free entry, and with our own picnic lunches it has been possible to spend many pleasant hours in these lovely surroundings without contributing a penny towards their upkeep. It is not suprising that next year a charge will be made of £5 per car inclusive of passengers (normal entrance will be £3.30 per person). The event will take place on Sunday, 15th August 1993, so I shall look forward to seeing all those who can get along.

**Valerie May**



## 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, 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 Strode 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.

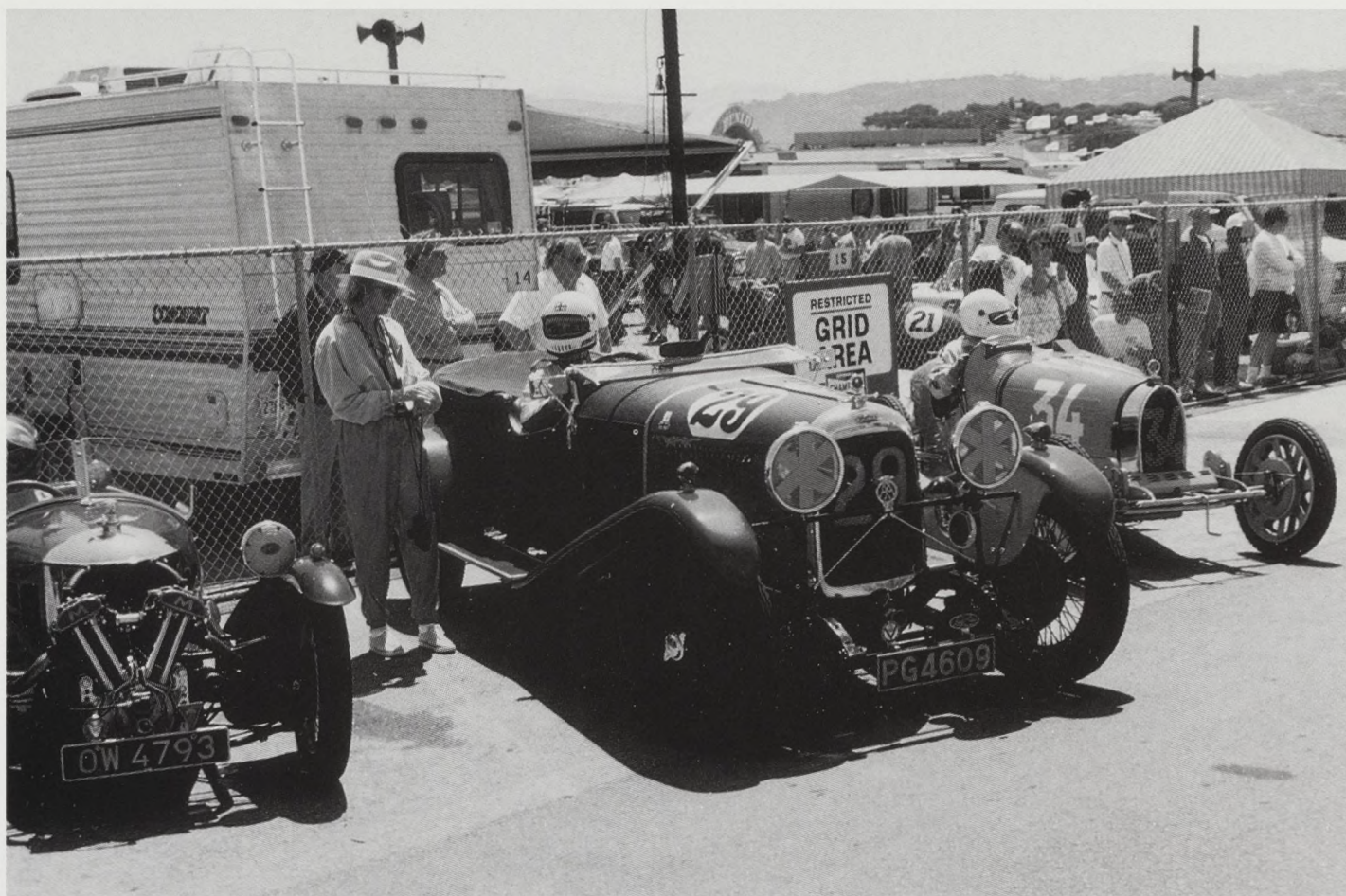
**Dorset:** The Wise Man, West Stafford, 3 miles E of Dorchester. MR 726895.

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T shirt with large winged badge 30" only (children's)	5.50	.60
Tea Towels with History of Club Badges	2.75	.40
Mugs — dark blue/maroon (one large or two small		
winged badges in platinum — state which)	2.50	1.00
Umbrella (blue & white panels with winged badge)	15.00	1.00

*Plus postage and packing where shown*





*Graham Wallis and his wife in the pre-grid area at the Monterey historics.*

## Letter from America

It really never does rain in California. Shortly after the wet East Coast gathering of Lagondas this summer at Lime Rock Race Track (thanks for the write-up in the last issue), I had the pleasure of seeing some of our West Coast members in action in the California sunshine. (The fact is they would be very happy to have more rain and less sun.) One of the highlights of my inaugural trip to the famed Monterey Historic Races was watching Graham Wallis's 2-litre tourer tear around the track in the pre-war sports car race. The turnout of 60-70 pre-war sports and racing cars was the best I've seen Stateside in years.

Graham's Lagonda went like a top, and more important, he threw a memorable post-race trackside reception as head of the "Pre War Racing Group" (as best anyone could tell, a recently formed organization devoted to getting its members blotto on high class

champagne). Graham had just completed a rally which featured two old Lags. Malcolm Schmeer sent me a write-up of that event which I pass along, together with pics of his gorgeous 3-litre.

Speaking of rallies, the shot of Chris Salyer's LG45 was taken during last summer's Colorado Grand, a 1,000 mile Mille Miglia-style run through the Rockies. Word has it that the scenery was breathtaking and that the open roads and twisting mountain passes cried out for full throttle motoring.

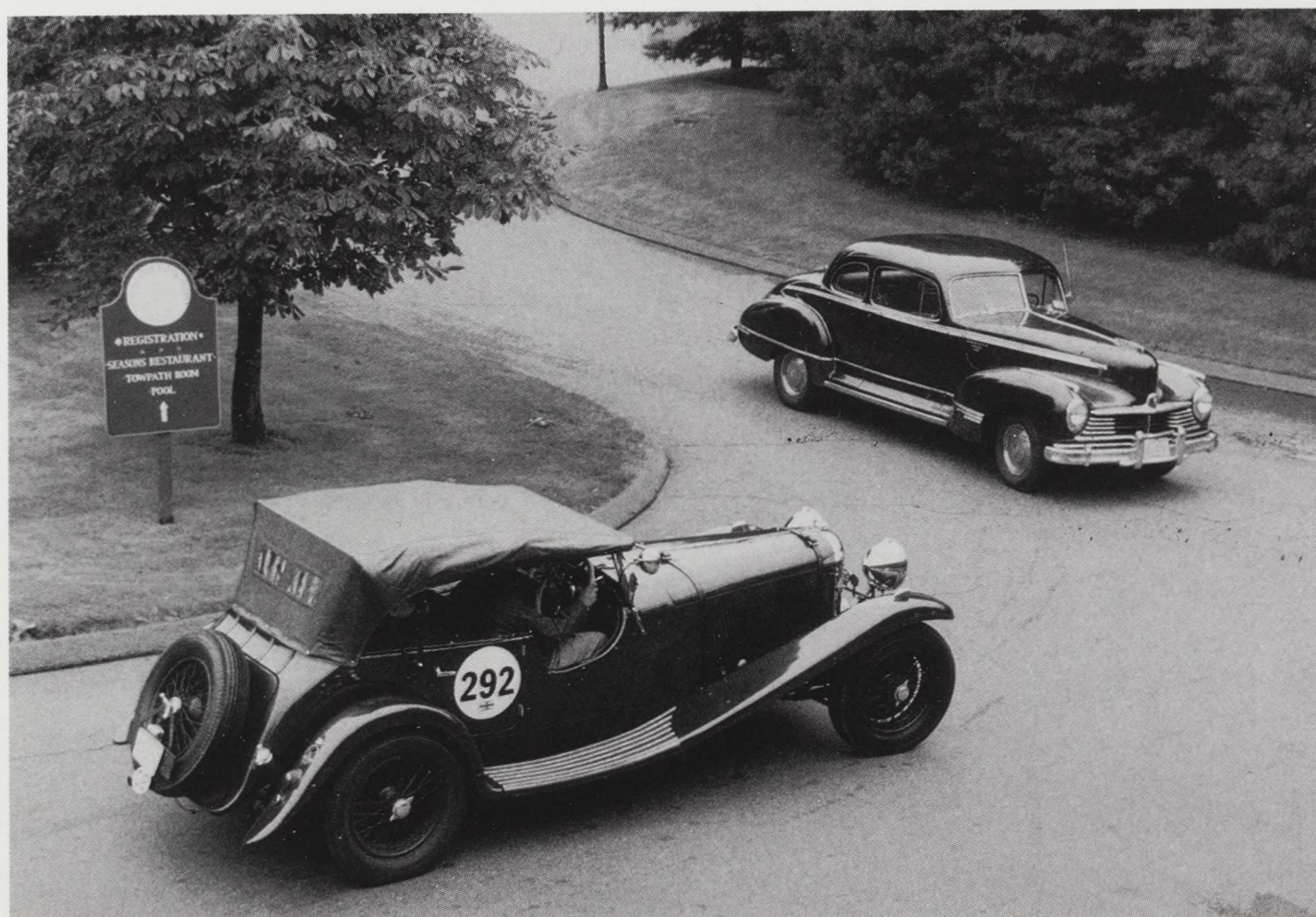
I sorely missed the California warmth, especially when on returning I entered my M45 in the cold and rain-drenched Nutmeg Rally organized by the Vintage Sports Car Club of America in Connecticut. A little different than Malcolm and Graham's fun in the sun or Chris's visit to the clouds, but perhaps a bit more like Blighty.

**Dan Ghose**





Malcolm Schneer's Concors winning 3 litre, protected by a trained killer.



Wet Lagonda and dry Hudson (?) on the VSCCA Nutmeg Rally. Question, which navigator got it wrong?



# Racing California Style

A recent phenomenon in the US proving to be an attractive alternative to the concours format for the "collector" car owner is the Classic Car Rally. These rallies are really just tours and last 4 to 5 days, run about 1,000 miles, and cost about \$2500 for an entry – arguably somewhat restrictive to all but a privileged few. Not so the gold Coast Classic. \$250 per car yielded 3 days of diversified activity, including welcome party, auction, 200 mile rally, awards banquet with SUPER prizes, and finally a Concours d'Elegance.

Even more interesting about this particular event was the appearance of 2 pre '35 Lagondas amongst a plethora of '40's to '60's sports and GT cars. This may not seem unusual to those who expect to see a few Lagondas in evidence. The fact is that these may be the only 2 pre 1934/W.O. Bentley Lags west of the Mississippi! Graham Wallis' '29 is a lovely unblown 2-litre that he races in vintage events all over the west coast. By no means a show car, this blue, part fabric body and original looking interior exude that warm, almost canine aura of being loved and cherished. Graham's competition was my '33 3-litre Special tourer. By contrast, my car had been little used since Peter Whenman "did" it in 1985.

Having been absorbed into California just after restoration, the car was almost never driven, the crash box forming an impenetrable barrier between its then owner and the road. We changed that . . .

The rally was a joy – the 2 lane country roads around San Luis Obispo in central California compare quite favourably with their English counterparts, but with an added vertical element, since this wonderful countryside is quite hilly. There were 5 sections with a lunch stop at one of the many local wineries. Since there were no hidden checkpoints, great fun was had by all with much flinging about of little cars to the open mouthed amazement of the local yokels. In fact, the

rally was actually won by a '48 TG MG who had lost his odometer and followed us everywhere assuming we knew where we were going. We did but he won.

My wife and I had a wonderful time. When the 3-litre was finally given its head after 7 sedentary years, it proved to be fast, precise in the corners, powerful in the braking, and as solid as a rock everywhere we pointed it.

The rather dull weather on rally day gave way to brilliant sunshine for the concours. Our 2 Lagondas stood proud and tall above the mess of lesser marques. When it was all over our 3-litre was elected "people's choice" for which we were awarded a silver plate and a certificate from Pirelli for a free set of tires!

The award for the combined events, rally and concours, was a trip to England for 2 for a week, sponsored by Range Rover US and a local classic car magazine. All in all an enjoyable retro weekend in which a pair of ancient Lagondas really shined and left their owners more than satisfied.

**Malcolm Schneer**



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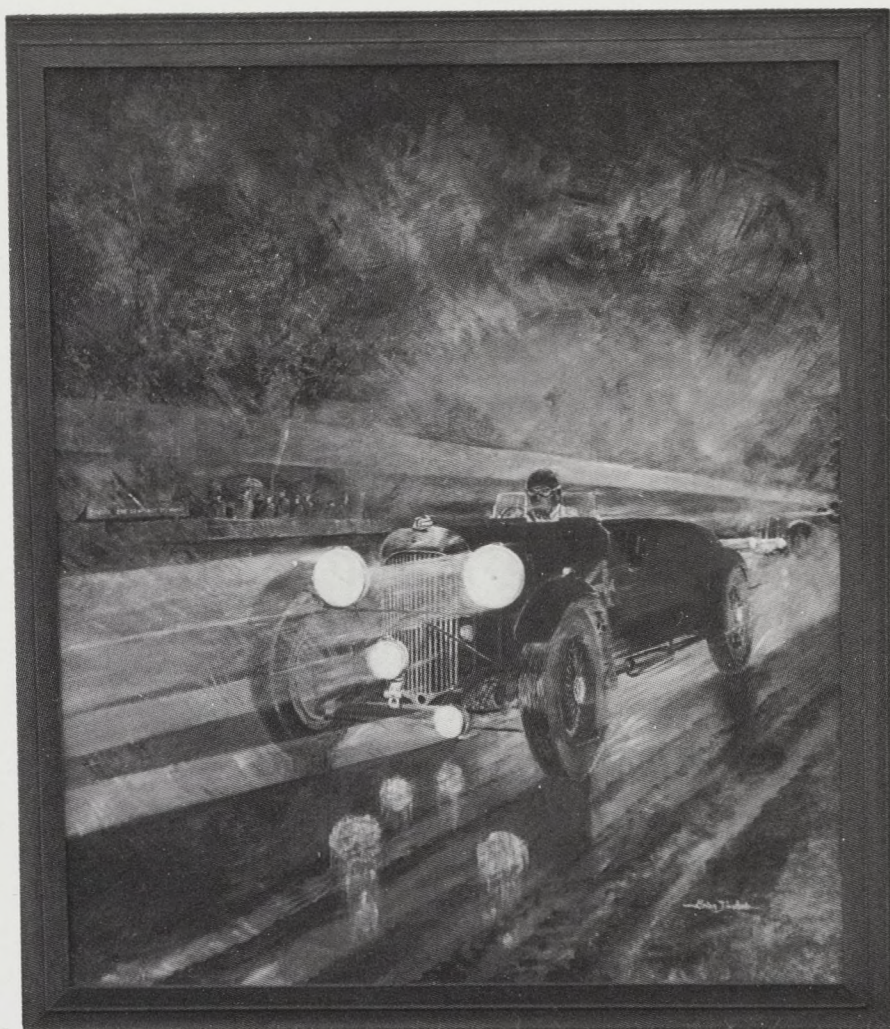


*Harold and Peggy Happe, John Batt and Rudi Wood-Muller at Hershey, P.A.*



*Harold Happe's 100 point LG6 DHC at Hershey. See John Batt's letter, p30.*





## Letters

Dear Ken,

Dorothy and I both very much enjoyed the Lagonda Weekend. That's a good formula, and we hope that it had enough support for the Committee to decide on running the same sort of event in future years.

You may remember "Some 2-Litre References" which you published in Issue No 140 back in 1989. The references only went up to Issue No 138, of course, so I thought it was about time I updated it. In the event, I could only find 4 items which (I thought) needed adding from the intervening 15 Issues so obviously it wouldn't be worth your while re-publishing it. What I would happily do, though, is to send a copy to any 2-Litre

owner who cares to write to me (an s.a.e. would be nice), updated to the Issue which is current at the time he/she writes.

At the AGM, you said you'd been asked to publish more technical articles in future Issues, and I certainly agree with that - if Members can come up with the material. Now that so many sets of 2nd - and 3rd - speed wheels have been bought, perhaps someone can write up a step-by-step account of the stripping down and re-assembly of the OH - and/or Z-type gearbox? Or does every Member farm such jobs out to one of the excellent firms which advertise on your pages?

Yours Sincerely,

**Dennis Nichols. (N11)**



Dear Mr Painter,

It seems very appropriate that I should send you news of a painting which I recently bought at a Phillip's auction.

The scene is an imaginary creation of the artist and is of the 4½ Litre Lagonda driven by Hindmarsh and Fontes to success in the 1935 Le Mans. Apparently the race was run in almost continuous rain and there were many incidents - of which I assume the Club records provide plenty of information.

I enclose a photo of the painting which depicts the situation during the night, in case you would like to use it in the Magazine.

I was so impressed by the 'atmosphere' which the painter captured that I have commissioned him to paint a picture of my wife and I driving over the Pyrenees some years ago in our DB 3 Litre DHC. If this might interest you for a future edition of the Magazine I will send you a photo when the painting has arrived.

Hope that all this may be of interest.

Yours sincerely,

**Norman Riley**

Dear Ken,

It is always a pleasure to receive the Magazine. It is even more appreciated being so far away from home.

Susie and I are enjoying our Lagonda motoring in Southern Ohio. We have undulating countryside, fairly quiet minor roads and good weather conditions.

The Dayton area is also quite a center for period motoring activity and we have everything from Street Rods to Custom Cars to enjoy. Indeed, all the Americana! Susie and I have fun attending a local Drive In held weekly, supported by several hundred cars of all ages and types. We are well received, although very few people have heard of a Lagonda despite the association with Springfield where the name is much in evidence, including Lagonda Road which is one of their main streets.

I am sending two photographs taken at the big Hershey meeting two weeks ago. (I am the one wearing the Indianapolis 500 hat!)

In front of a splendid 4.3 Alvis Tourer is Rudy Wood Muller from Old Lyme, CT and to my right, Harold and Peggy Happe from Middleberg, VA. Harold was as you know for many years our American representative.

The LG6 is Harold's "100 point" car on display at the stand of the Classic Car Club of America. It was nice to see Harold out and about as he has not been too well recently and indeed the LG6 is for sale. They are good friends of Valerie and Tony May so perhaps you would like to pass on the original to Valerie when convenient.

I have just received the Committee notes for the AGM from Colin. Seems you had another good meeting. I note the concours followed a traditional pattern. I stand by my views, the awards should be spread around the Club!

Jeff certainly did an excellent job as Chairman and I envy him the M45R model. David Hine was a good choice for his successor and I am sure under his guidance, the Club will continue to go from strength to strength.

Keep up the good work with the Magazine. You should by now have received an article from Dan Ghose upon our recent Lime Rock Weekend.

Best regards,

**John Batt**

Dear Ken,

One of the first items I received in the post on my appointment as Aston Martin's PR Consultant in January, 1976 was a 'welcome-to-the-fold' Lagonda keyfob from Valerie May.

Today, just a few weeks short of 17 years later, that fob finally gave up after literally daily use.

It seems it is not only cars carrying the Lagonda badge which are built to last!

Yours sincerely,

**Geoff Courtney**





*Photo: Courtesy Classic & Sportscar*

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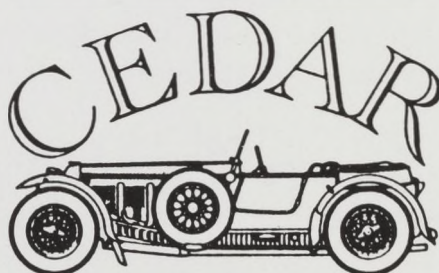
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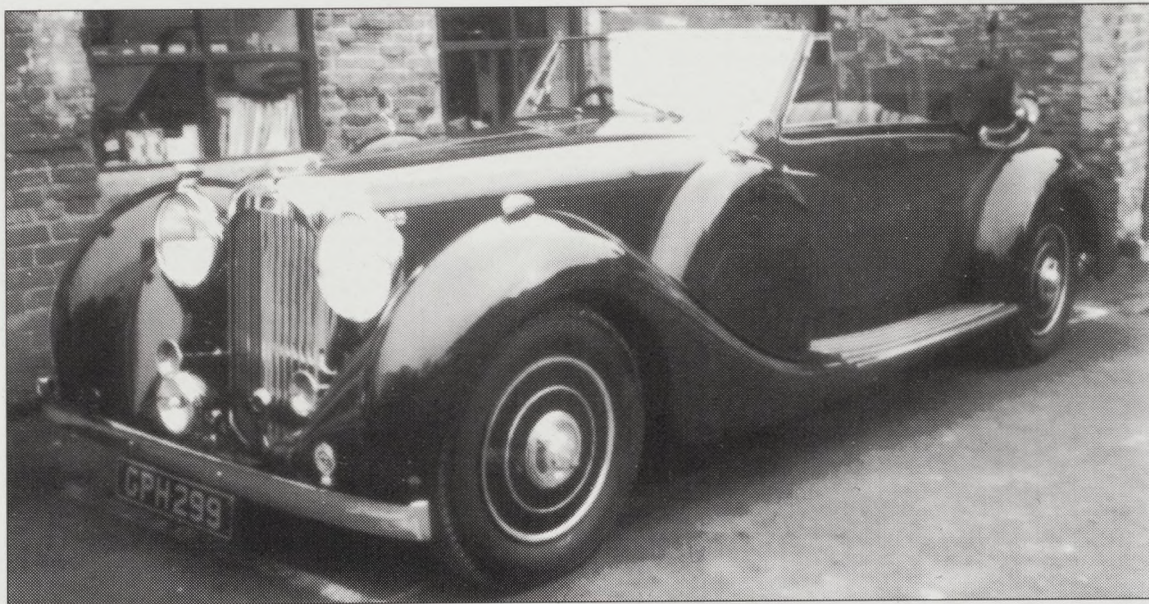
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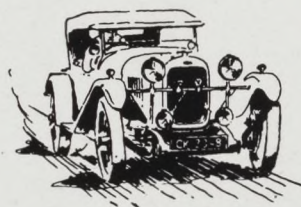
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