



**THE MAGAZINE OF THE
LAGONDA CLUB**

Number 158

Autumn 1993

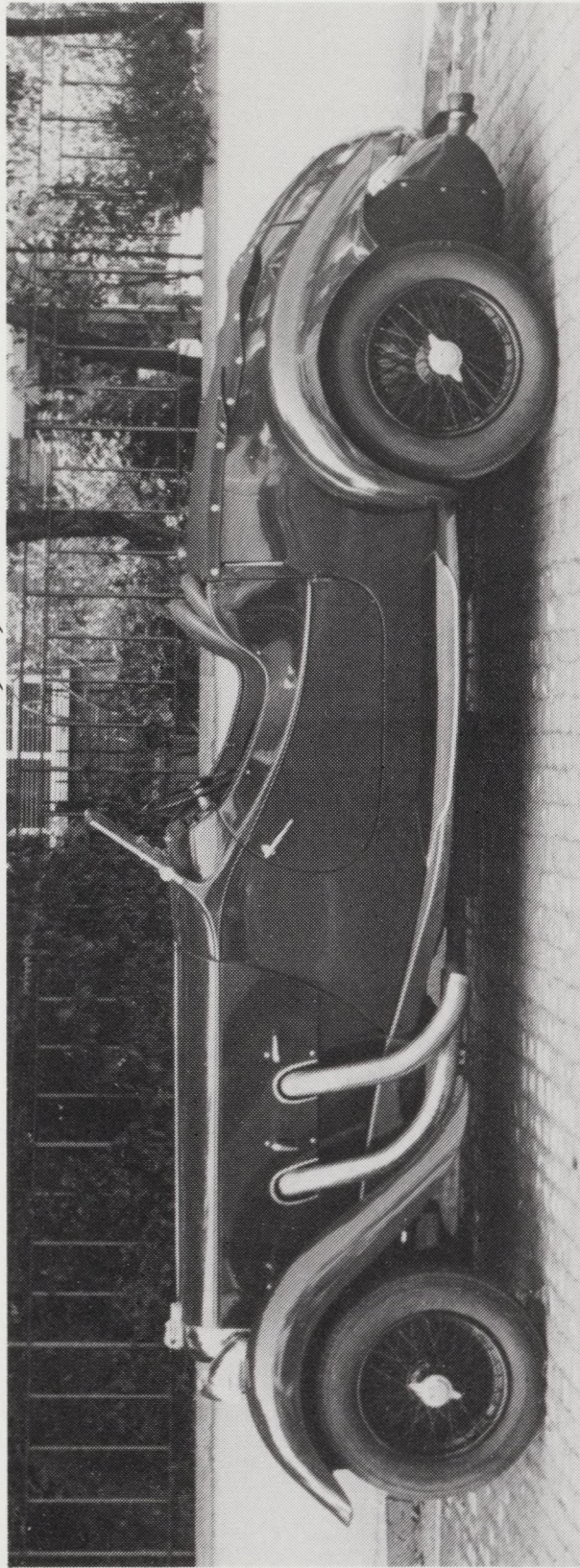
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Autumn 1993

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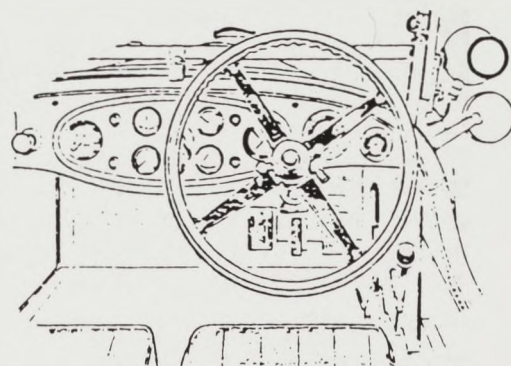
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FRONT COVER

*This picture of Michael Valentine in the
Klausen Rennen 1993 Memorial deserves
the cover all to itself!*

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From the Driving Seat



I want to tell you a story. . . . It doesn't involve a Lagonda and, when you have read this, you will be very glad that it doesn't.

On the Saturday of the August Bank holiday my Volkswagen Camper, the tow vehicle for my Maserati for the last two seasons, caught fire and was totally destroyed in just forty minutes. Happily it was not towing the Maserati at the time, but an hour later it would have been.

Although the cause of the fire isn't certain, it was probably a fuel leak. Whatever the cause, it was a horrifying experience, made all the more frightening because the camper was parked just eight feet from a neighbour's front door at the time and we had just filled the tank, about 15 gallons of 4-star were sitting immediately above the burning engine. Volkswagen engines do burn, quite literally. The 2 litre version has a magnesium crank-case and this actually burned away.

I had time to remove the calor gas cylinder - and our sleeping bags - Chris grabbed her shoulder bag and the next movable object, which just happened to be a brand new waste-water catch tank. Then we followed the proper fire drill, we just stood well back and watched it burn. My yuppy mobile phone earned its keep as I was able to call the Fire Brigade straight away (our neighbour was out at the time, he arrived as the local garage hauled the remains onto their recovery vehicle!).

The speed at which the fire spread was amazing. I was still talking on the phone to the emergency operator when the carpet-lined glass fibre roof caught fire. The mattresses and wooden furniture

were ablaze at the time and, just twelve minutes from the start, the front seats caught fire and the heat demolished the windscreen. The fire brigade are based about seven miles away, but took only 15 minutes to arrive. All they could do (once I had persuaded them that water on a petrol and magnesium fire was Not A Good Idea) was to stop the fire from spreading to the house and gradually to bring the camper fire under control.

Contrary to what we have seen in countless American TV shows and films, the petrol tank did not explode, although all 15 gallons of petrol seemed to be burned. The three small Camping Gaz cylinders did though, making me very glad I had removed the Calor gas cylinder, and so did a tin of baked beans.

Now, what has this got to do with Lagondas? Simple. Do **you** carry a fire extinguisher in your Lagonda? If you do, is it big enough to deal with a "proper" fire? If you don't, why not? As I have just learned to my cost, a petrol fire can spread with devastating speed. You have just a few critical seconds to put it out before you too face catastrophe.

The moral is simple. Carry the biggest and best extinguisher you can store in the car. Don't try to save a few pennies, the dearest extinguisher is peanuts compared with the cheapest Lagonda.

A little while ago, our newsletter carried details of an "automatic" extinguisher, consisting of a remote cylinder and a pressurised plastic pipe which can be led around the engine compartment. If a fire breaks out, the pipe melts and dumps the contents of the cylinder directly at the source of the heat.

(continued on page 24)

Reflections

This year I've had the chance to drive several pre war cars and it is amazing how different they feel even the same make and year models. Often a new proud owner accepts that the price to pay for his great looking motor is the very heavy steering and indifferent brakes because 'that's how they were' says the rebuilder.

The problem is that once a restoration is finished it requires hours of driving and then hours of adjustment to really get a car fully sorted out and there isn't enough money in the deal. Another reason could be that there is a genuine mistake or lack of knowledge of the required settings.

I bought a car five years ago which had had a job on the front brakes fifteen years previously. It took some courage on my part to cut a full two inches off the replacement brake rods before the front brakes actually came on at all! The back brakes also were indifferent due to oil from an overfilled rear axle. . . . it's a miracle the car and the previous three sets of owners had survived.

Unhelpful sentences in the handbook like 'the item has been set at the factory and should not be disturbed under any circumstances' or 'adjusting nuts are provided to facilitate initial assembly only.' These all deter the amateur enthusiast who feels he should struggle on with his slipping clutch because 'they were always a weak point you know'!!

There are two compelling reasons why the Lagonda enthusiast should 'have a go' at sorting, apart from saving the money that is. First our cars were built using simple equipment and a small selection of spanners is all that is required.

Secondly they were built to a very high standard and the benefit of the sorting process can be miles and miles of fast, safe and relaxed motoring.

The old adage 'if all else fails read the instructions' is only partially relevant, as I mentioned, some parts of the instruction books are excellent, some out of date due to new oils and greases and some parts quite misleading. So a few brave chaps (three of us actually) are having a go at revising or in part rewriting them. My original dicipline was chemical rather than mechanical engineering so I am a bit diffident about it and would welcome any assistance at correcting the effort so far. If you are prepared to do this drop me a line at my new address, Yarwoods Farm, Bollington Lane, Nether Alderley, Macclesfield, SK10 4TB.

If they are done in a simple easy to follow way then they should prove of immediate and lasting benefit. One effect has been on my own cars because I have had to look at a lot of things to remind myself and a vast number of minor improvements have ensued!

D.R.H.



Competition Round-up No.12

I received an interesting phone call recently from a Club member who was contemplating making a start in competitions. He was seeking advice on how to go about it, competition licences, how to prepare the car, what do the scrutineers expect, etc, etc. This set me thinking that there is very little information available on the subject. As far as I am aware, there is no written-down advice on competing with a vintage car. Most of us who have been competing for years fill in our entry forms and send them off fairly casually. But no doubt for a newcomer, the prospect is quite daunting and a venture into the unknown. In an attempt to remedy this situation, I have begun drafting an article on the subject. With the editor's consent, I hope it can be published in a forthcoming issue of the magazine. (*Granted!! Ed.*)

However, to return to the immediate competition report, this article covers members' participation in events between the end of May and mid-August 1993. Lagondas, Rapiers and Invictas are covered.

31st May – VSCC Donington Park Race Meeting

The Five-lap Brooklands Trophy saw Martin Stretton's Invicta take third place with the Rapiers of Fletcher-Jones, T. E. Williams and Robert Slater further down the field. The first Five-lap handicap had splendid Lagonda representation, third place going to Freddie Williams. Lagonda Club Chairman David Hine and Mike Hollinshead, Alistair Barker, Ian Rowe and Peter Leigh had their own various private battles with Jo Moss flying the Invicta flag. Rob Pollock drove the same car in event eight, finishing just behind Len Thompson's fast Rapier.

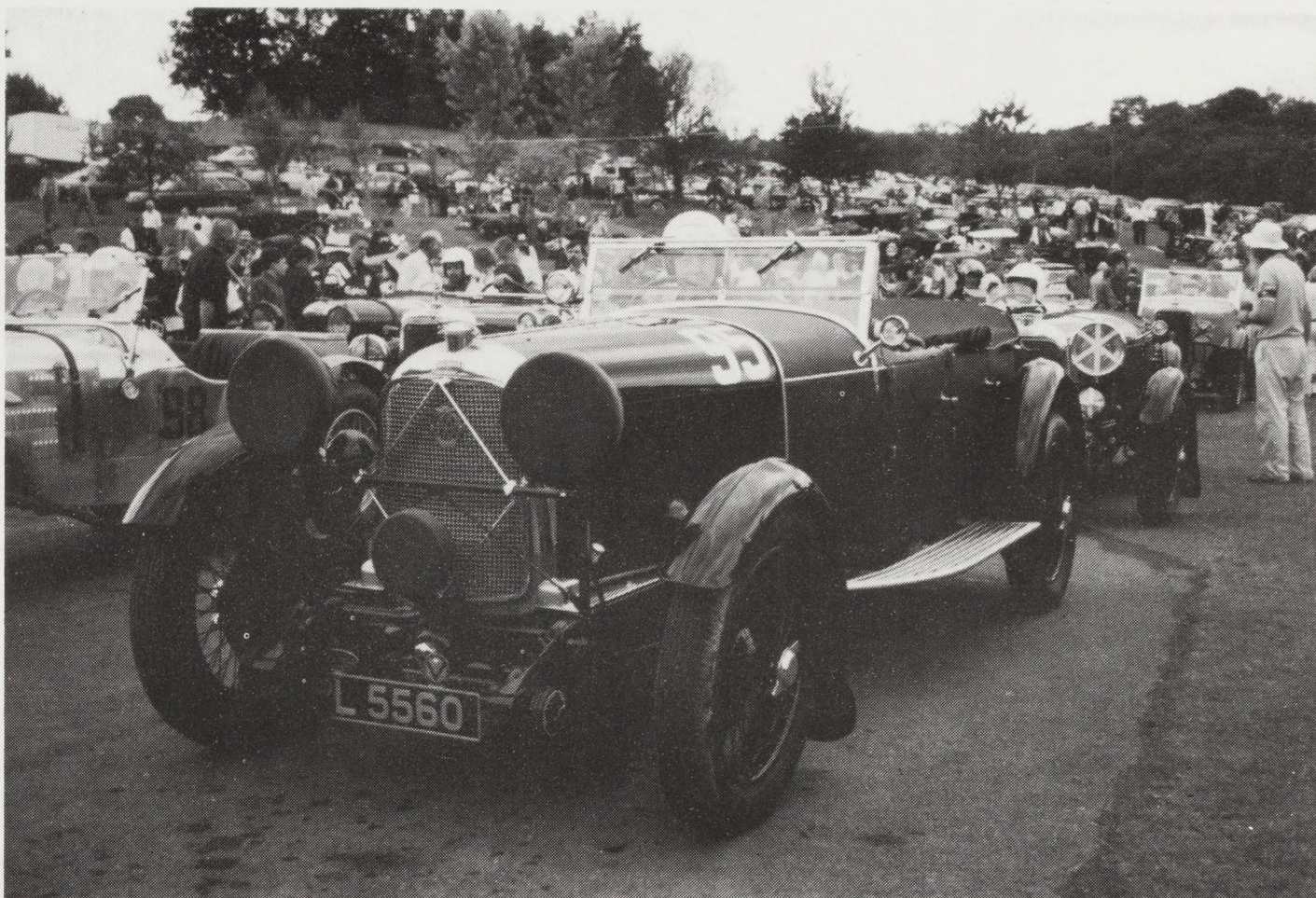
The main event of the day was the Ron Flockhart Memorial Trophy for Post-war front engined racing cars. No Lagondas here, but a closely fought race saw victory go to Rick Hall's Connaught. Martin Stretton was out again to good effect in the fifteen lap Donington Park Trophy, taking the chequered flag with outright victory. Most of the Club's drivers were in the next five-lap handicap and in the John Goddard Trophy race. The Ten-lap Pre-war racing car event included Brian Fidler's supercharged Rapier, performing creditably against a formidable entry which included five ERAs, two Maseratis and two Alfa-Romeos.

6th June – VSCC Loton Park Hill Climb

Loton Park Hill Climb near Shrewsbury has established itself as a first-rate event in the VSCC calendar. It is popular with our Northern members, for obvious reasons. It is a long hill, so competitors get more driving-time for their money. For instance, a two-litre has to be driven very hard to better 100 seconds. The first Sunday in June had excellent weather and the whole meeting had a superb informal atmosphere which only vintage events can engender. Long may it continue!

The big cars, for once, outnumbered the Rapiers. Furthermore, there were no two-litre Lagondas this year. There is a theory that Northern topography demands at least four and a half litres! Invictas were very successful, S. Bull bettering 70 seconds to win the large sports-car class in the car normally driven by Martin Stretton. Rob Pollock was second in the vintage category. J. P. Miller tried very hard in the 4.5 Lagonda special but spoilt his second run by a spin at Loggerheads corner. Other Lagonda contenders were Nigel Hall, John Harris and Bernard Miller, with Jo Moss and Derek Green on Invictas. The fastest Rapier was Paul Nickalls, followed by David Crabtree, Rob Slater and Alex McCall. Results:—

Nigel Hall	1935	M45 Mod.	4453ccs	75.20
John Harris	1936	LG45 Mod.	4500ccs	81.21
Bernard Miller	1936	LG45 Spl.	4500ccs	73.59



Prescott 1993: Chris Paling, 1930 Supercharged 2 Litre.



Prescott 1993: Tim Sage, 2 Litre Team Car Replica.



Prescott 1993: Chairman David Hine with Secretary Colin Bugler.



Oulton Park 1993: Alistair Barker lays the law down to Nick Hine.

J. P. Miller	1936	LG45 Spl.	4500ccs	73.81
S. Bull	1936	Invicta Mod.	4453ccs	69.95
Derek Green		Invicta	4500ccs	75.52
Jo Moss	1930	Invicta Mod.	4500ccs	80.90
Rob Pollock	1930	Invicta Mod.	4500ccs	79.79
David Crabtree	1934	Rapier Mod.	1100ccs	86.46
Rob Slater	1934	Rapier Spl.	1450ccs	86.72
Alex McCall		Rapier		88.08
Paul Nickalls		Rapier		78.88

12th June – VSCC Silverstone Race Meeting

The midsummer vintage Silverstone meeting of the year – but the weather was not much improvement on the April meeting! Invictas were again to the fore, Martin Stretton taking the Bill Phillips Trophy, in spite of a spin on the final lap. Rapiers achieved a couple of second places – Tony Metcalfe and Graeme Simpson respectively. These apart, there are no more successes to report. Mike Hollinshead, Ian Rowe, B. Fidler and B. P. Fidler, James Crocker, Tim Wakeley, Peter Whenman, Martin Bugler and Colin Bugler upheld the Lagonda flag – with Jo Moss and Rob Pollock taking turns with the very fast Invicta. Hamish Moffatt again organised a fine display of vintage aeroplanes. Hamish of course made a momentous overland journey many years ago down through Africa to Capetown in an 11.9 Lagonda. The expedition was described in a fascinating article in one of the early Lagonda magazines. I wonder what happened to that car? Do you still have it, Hamish?

26th June – VSCC Oulton Park Race Meeting

Oulton Park reverted to a one-day event this year and as usual included the VSCC's annual Concours d'Elegance for the Cheshire Life Trophy, and the Martini Concours d'Etat Trophy. I was delighted to learn that Clifford Walmsley was outright victor for the latter award in his superb 1936 Lagonda. The racing was intense with all the well known names but in this instance, no awards to report. For the record, the Lagonda entrants were David Hine, Nick Hine, Alistair Barker, Colin Bugler, Martin Bugler, Nigel Hall, all on 4.5's. James Crocker, Len Thompson, Brian Fidler, Fletcher Jones, Freddie Williams, T. E. Williams, Mike Hollinshead and Ian Rowe formed the Rapier contingent.

3rd July – VSCC Shelsley Walsh Hill Climb

Shelsley Walsh near Worcester is one of the earliest speed event venues still in use and is an ideal hill for spectators as well as for competitors. The Midland Automobile Club, established in 1901, plays host once a year to the VSCC. There were four Lagondas entered – Paul Weston's M45R and Rapiers of Keith Barnett, Paul Nickalls and Brian Fidler. Jo Moss defeated Martin Stretton's S-type Invicta to win their class on handicap.

18th July – VSCC Mallory Park Race Meeting

A fortnight later and the vintage circus moved to Mallory Park near Leicester, a fine venue for vintage racing, ideally suited to our types of car. An almost pre-war atmosphere existed as the meeting got under way. Race 1 saw Fletcher-Jones' Rapier challenging well, but being beaten into fourth place with Freddie Williams, Tim Metcalfe and Mike Hollinshead further down the field. Jo Moss' Invicta took the Patrick Marsh Trophy in Race 3, awarded to the first pre-1931 car to finish. Rob Pollock took over the same car for Race 8 but could not match Jo's success. There are increasing numbers of the fair sex taking part in vintage events nowadays. Jo is one of the leading contenders. Nigel Hall with the 4.5 Lagonda was almost in the money in the same race, finishing fourth. Our president, James Crocker, was campaigning his Rapier in the meeting, the other Rapier contestants being T. E. Williams, Len Thompson, Robert Slater, Mike Hollinshead and Ian Rowe.

8th August – VSCC Prescott Hill Climb

Prescott had its customary excellent weather, with a splendid entry; so good in fact that some forty entries were rejected. I did not get a run last year but marshalled instead. This, of course, gained Brownie points for an entry this year! However, I am glad to see the VSCC always seem keen to accept completely new entrants – this is good encouragement. It was business as usual with practice on Saturday and the real thing on Sunday, coupled with an excellent autojumble in the orchard. Light-hearted cycle races followed by the Eureka jazz band enlivened the lunch break on the Sunday.

Excellent Rapier representation included Alex McCall with the supercharged car making an uncharacteristic slow time on his first run but pulling out all the stops on his second run with an eight second improvement, to come first in class on handicap. There was a bigger entry of two-litre Lagondas than we have seen for some years. One car was supercharged, Chris Paling's immaculate tourer taking part in his first Prescott – indeed his first ever speed event – and recording some creditable times into the bargain. Tim Sage was keeping up the family tradition and it was good to see our secretary, Colin Bugler, out in the two-litre again.

I had taken a great deal of trouble beforehand with my two-litre tourer, to ensure that the valve timing, ignition setting and carburettor adjustments were all "spot-on". This preparation paid dividends, resulting in my best-ever time. Dick Sage carried out an excellent survey, published in the Spring 1991 magazine, of all Lagonda times recorded at Prescott. I see that my time this year has cracked the record for the fastest time by a standard two-litre Lagonda, since the hill first opened in 1938. Probably the record won't stand for long! Full results of our members' times were:–

David Crabtree	1934	Rapier Mod.	1100ccs	58.46
I. G. Whyte	1934	Rapier Spl.	1232ccs	52.22
Tim Sage	1928	Two Litre Team Car Replica		63.78
Colin Bugler	1930	Two Litre Mod.	1954ccs	63.49
Chris Paling	1930	Two Litre Std.	1950 supercharged	63.07
Alan Elliott	1930	Two Litre Std.	1954ccs	62.47
Paul Tebbett	1936	M45 Mod.	4500ccs	54.67
J. C. Brewster	1937	LG45 Spl.	4467ccs	51.24
Neil Jones	1937	LG45 Mod.	4453ccs	52.22
Alex McCall	1935	Rapier Spl.	1100ccs supercharged	54.22
Peter Whenman	1936	Rapier Mod.	1086ccs supercharged	50.39
Jo Moss	1930	Invicta Mod.	4500ccs	53.57

The next event to be described will be the Cadwell Park Race Meeting, for which I have just received the official results, but the report must wait until next time.

Alan Elliott

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Wallis Simpson and the Lagonda Car

My holiday reading this year was supplied by my host on Nantucket Island, Massachusetts. A veritable house brick of a volume, but highly fascinating stuff entitled "The Duchess of Windsor – a Secret Life" by Charles Higham (pub. McGraw-Hill Books 1988).

I'm not certain if the book is generally available over here, and if not it might well be due to some of the astonishing and controversial revelations therein.

The author is a self confessed "Windsor follower" from the age of 5 when his father obliged him to listen to the abdication speech of King Edward VIII. He sat with his father's aristocratic friends in stony silence, their monocles no doubt misting up at the solemnity of the occasion. The reason for the abdication is well-known, and excites comment and discussion even today with Wallis Simpson as the prime cause of the constitutional crisis which led up to the abdication in 1936.

Charles Higham has left few stones unturned in researching his book, turning up surprising and extraordinary details. Little escapes his scrutiny including taking the FBI to the US Supreme Court under the Freedom of Information Act to gain access to much hitherto classified material.

Back in 1911, Baltimore born Bessie Wallis Warfield as she then was, had already embarked on a career of social climbing which nearly led her to becoming queen (much nearer than we imagine, Churchill and Baldwin notwithstanding).

At this time (1911) the 17 year old Wallis had set her cap at one Lloyd Tabb, the young son of a wealthy Virginian socialite family. Young Tabb owned a "bright red Lagonda sporting roadster . . ." which 'Wallis loved to go out in . . .' and she recorded in her schoolgirl diary how she received her first ever kiss seated in the Lagonda passenger seat. Lagonda

lovers indeed. (page 17). In view of the year the car in question must be of more than passing interest. What model was it? It must have been either a 14 - 16 h.p. or a 16 - 18 h.p. The former was noted for its poor performance and could not have afforded the young Wallis many thrills – at least not of the motoring kind. Also it will be recalled this was the first Lagonda car model of all and only a small handful were built according to Bert Hammond. No photographs of the 14 - 16 survive. One begins to favour the 16 - 18 h.p. car as the possible model although this too was produced in very modest numbers. I was most surprised to learn that any Lagonda had found its way out of Britain at so early a date, since Wilbur Gunn did not seriously consider the export market until the following year, and then his thoughts were towards the East rather than the West. The colour of 'bright red' is also worthy of interest. I wonder if this car was the first Lagonda ever exported?

On July 21st 1928 Wallis Warfield married Ernest Simpson at Chelsea Registry office, and it is recorded that nobody from her family turned up. An unpromising start to the marriage. The reception was held at the Grosvenor Hotel, which must not be confused with the Grosvenor House Hotel where many a society wedding was celebrated. This was the rather seedy and drab hotel adjacent to Victoria Station. Higham records (p.70) that "... at least the couple left for the Continent in style aboard a handsome new Lagonda touring automobile complete with chauffeur . . ." No details of the car of course, but in my mind's eye I picture the couple aboard a 3 litre Special. Oddly enough, if they were off on a Continental honeymoon, I wonder how much of a Lagonda ride they really got, since the Continental Boat Trains departed from Victoria Station only 50 yards away. It seems highly unlikely that the vain fashion-conscious

Wallis would willingly tolerate a long, windy drive to Dover through the shabby suburbs of south London in the uncertain English summer climate.

The other cars in her life, spent for the most part with her husband the Duke of Windsor in Bermuda and France, are not recorded although the Buick saloon they used after the war is well known. Whatever the controversies of her controversial life, all observers are agreed that whatever else Wallis Warfield Simpson had good taste and style. We certainly cannot disagree with her taste in motor cars can we?

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The 1993 Klausen Pass Race Re-run

Off we went in the V12 in mid-July to take part in the re-run of the Klausen Pass race, last held in 1934, with a record set up by Caracciola in a P3 Alfa Romeo of 15 minutes 22 seconds, about 50mph, quite a speed up a 13 mile pass which has 135 bends and which rises over 3,700 feet. There being an absence of Lagondas to travel with, we had to make do with Bentleys, all ten years or more older than the Lagonda, a 3 litre, a 3/4 $\frac{1}{2}$, a 4 $\frac{1}{2}$ and a Speed Six owned by Messrs. Davis, Stamper, Threlfall and Avon, all accompanied by their wives, a most jolly crew.

The weather varied between sunny and apocalyptic and when in the latter mode Shirley and I sat in cocooned and envied warmth in the Lagonda whilst, in particular, the hoodless Michael and Anthea Davis got quite moist. There was a prolonged and total thunderstorm just before we all met. This we did at a village

east of Reims where we had an excellent and uproarious dinner, the first of several. Whilst the cars got tanked up all day, the drivers seemed to tank up in the evenings.

We all bombed along at 60 to 80 (mph **not** kph) mostly down spectacular D roads, until we got to Switzerland where if you want to get anywhere much in a day you go by motorway, but luckily they have scenery everywhere, like we have suburbs.

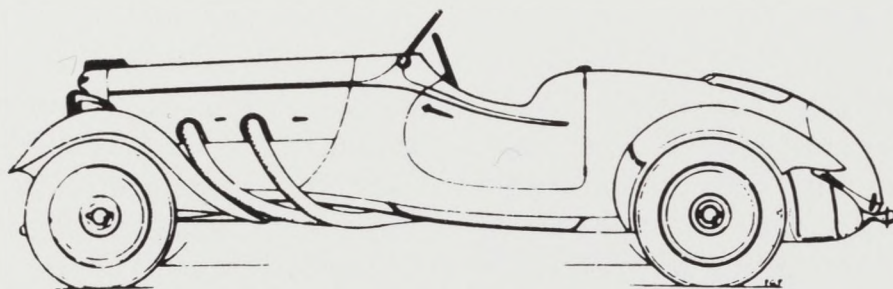
Eventually we got to Glarus, the gathering point. What an amazing collection of cars and motorbikes! About 250 pre-war cars had entered, not all of which showed up of course, but there was an abundance of Amilcars, giant Mercedes, MG's, Bugattis, Bentleys, Alfa Romeos, Jaguars, a lonely 3/4 $\frac{1}{2}$ Invicta and of course Lagondas. These included, other than a rather elegant Drophead coupé V12, a Le Mans V12, the Le Mans car EPE 97, other Le Mans replicas and

Tim Wadsworth's 2 litre. As is usual with these events the Brits had mostly driven their cars there (except of course their racing cars), whilst the Germans and Swiss in particular had brought theirs on trailers. It was as usual noticeable that the outsides of the trailered cars were perfect, with beautiful paint work, but that their insides frequently seemed in need of a dose of Andrews or Epsoms, if not suffering from total stoppage. By contrast, many of the British cars would have failed morning inspection and looked in need of a coat of paint, but had insides which worked as when new. For most entrants the event was a regularity trial and, as is well known, for regularity good insides are an advantage.

The following day, Saturday, dawned fine and stayed that way all day. The mobile cars went in cavalcade from Glarus to Linthal, the start of the pass, and then had a test run up the pass. The pass first climbs 1,800 feet in five miles of hairpins through green wooded

countryside, including two terrifying tunnels, and then for another three miles is relatively straight and level through a green valley, with 8,000 feet rocky snowflecked mountains rising sheer on either side. Finally another four miles of one in twelve snakes up to the saddle through green treeless landscape, the top being 6,000 feet high, almost half as high again as Ben Nevis.

I found the V12 totally unsuited for this adventure. In bottom gear I could rev up to 4,500 rpm, but you cannot go in bottom gear for nine miles in the heat. In second gear it would trundle along at 30, but would not pull well up the hills because of the lack of torque at low revs, a problem common to modern short stroke engines as well. Luckily on the flatter three miles in the middle I got up to 85 mph. The road was very unlevel and threw the older hard sprung cars all over the place, but the supple smooth suspension of the V12 rode the bumps like a battle cruiser, so what we lost on the roundabouts we made



HERB SCHOFIELD

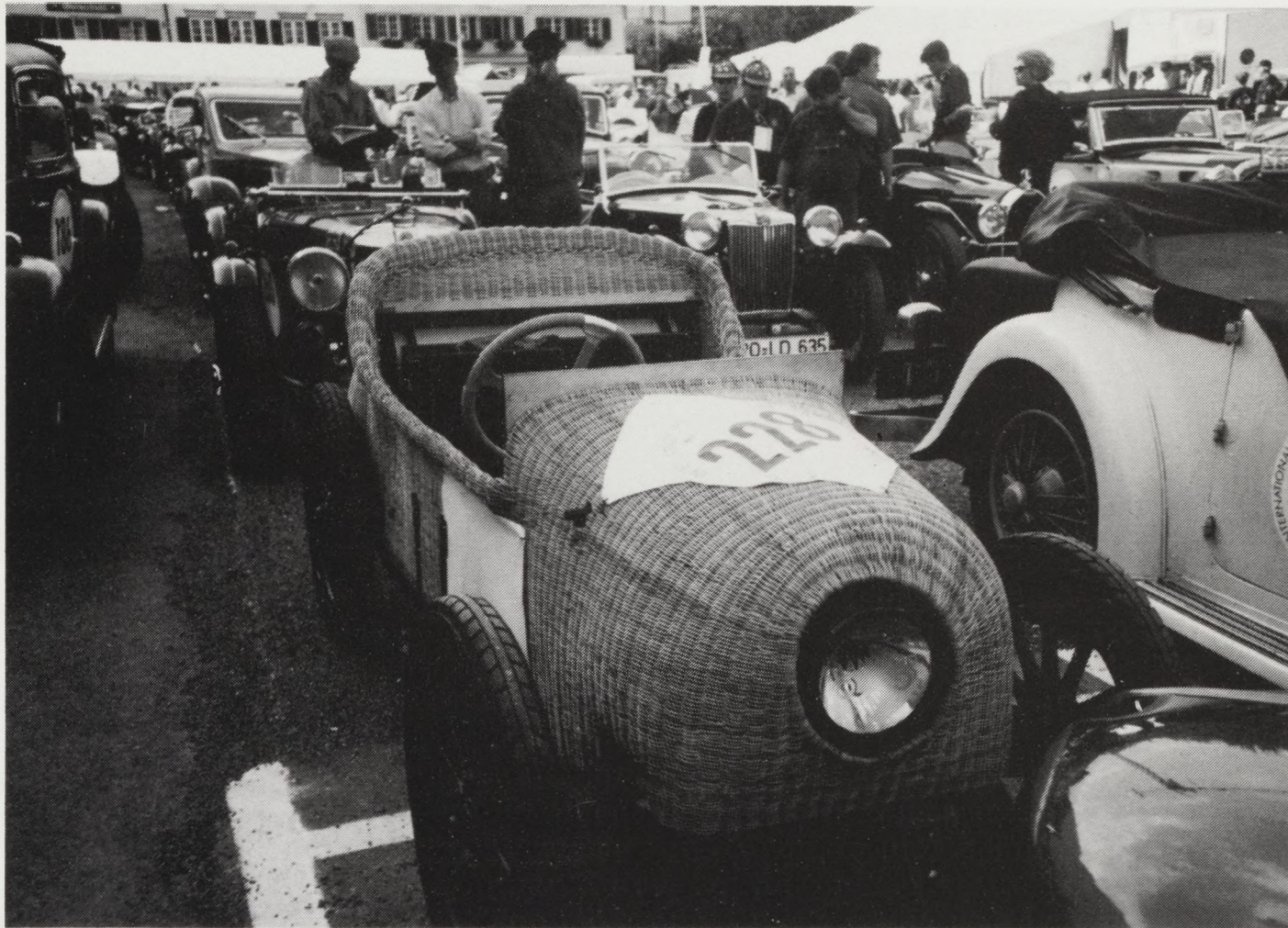
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A mobile picnic hamper!

up on the springs!

On Sunday, the day of the race, mostly it drizzled or poured. Two racing Hanomags, a contradiction in terms if ever there was one, were entered and both were having difficulty in keeping their single cylinders ignited in the wet. This may have been because they each had leaky coachwork made of basketwork, so that they looked like mobile picnic hampers.

They both got up the pass in under forty minutes, more than could be said for the Mercedes Benz W125 racing car (as reproduced by Schuco) which took an hour and twenty-two minutes and averaged 10 mph. Embarrassing for the Mercedes Benz works team, who appeared to have brought it. The other W154 racer averaged 40 mph, nothing special.

Sunday was mostly taken up with waiting in staged queues to start. When we did, we had a good belt up the pass but slowed down too soon at the end and

were late, thereby averaging a shade less than the prescribed 30 mph. We arrived at the top in thick cloud and pouring rain which sadly drenched the thousands of spectators and prevented them from seeing anything except the rain in front of their eyes.

We then had to proceed down the other side of the pass to Altdorf, so unfortunately saw nothing of the racing, but I have the results. The record set up by Caracciola in 1934, driving an Alfa Romeo P3 of 15 minutes 22 seconds, an average of 50 mph, was the aim for the racing cars. Rodney Felton driving a similar car, but in the wet, was within two seconds and was the overall winner. Of the other cars within two minutes of the record, five were British owned and one was Swiss owned. The two ERA's of Martin Morris and John Venables-Llewelyn and Freddie Giles' Cognac special were among the five.

The organisation which went into the event was colossal, some of course a bit

excessive, and I think everyone enjoyed themselves, though with the Swiss it is sometimes difficult to tell. We were put to stay in a skiing village at the top of a cable railway above Linthal, surrounded by alpine meadows, cows with bells and fantastic jagged mountains streaked with snow and with air that made you feel good just breathing it.

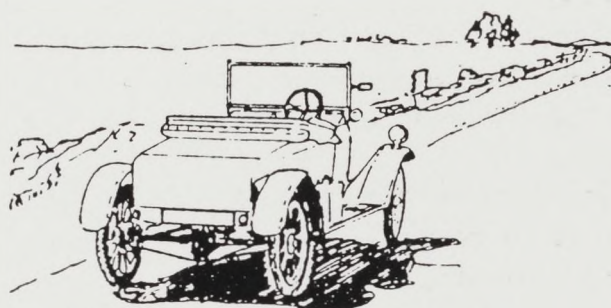
Afterwards we spent three days and nights happily guzzling and trundling (at 60 'ish) our way back to Calais with the Threlfalls and the Davises. It was a good expedition, and wonderful to live with the turbine-like whine of a V12 in full song for several days. It was only a pity there weren't more British Lagondas with us to keep those bumptious Bentley drivers suitably humbled and in their proper place, i.e. behind!

Michael Valentine

COPY DATE FOR NEXT MAGAZINE

Winter: Copy to me by 24th December. Publication mid-February.

Copy Dates for the remainder of 1994 will be published in the Winter magazine – after the dates for VSCC events have been released.

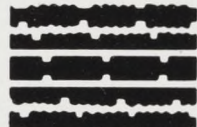


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B5 PATTERN



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.

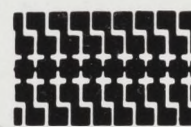
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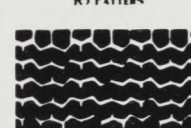
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R5 PATTERN



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Going, Going, Lagonda!

Tony's bidding £35,000 to buy back the £100 car of his youth

Forty-five years ago Tony Guy sold his dream car. And he has regretted it ever since.

But now the retired executive is set to be reunited with the 1931 Lagonda, which holds such cherished memories of his youth.

Tony, 63, often wondered what became of the first car he ever owned – so much so that he searched for it in vain for 10 years.

He feared the classic British sports tourer was lost forever. But today he hopes to become its owner again.

He is determined the £35,000 asking price – 350 times what his father originally paid for it – will not stand in his way.

Tony found the two-litre Lagonda in a Sotheby's auction catalogue when he was trying to sell his daughter's MGB. He will bid against rivals determined to recapture the car he saw recently for the first time since 1948.

"The excitement of seeing it again was incredible," he said. "I was overcome by a wave of emotion."

"The sensation of seeing it again after 45 years was wonderful – a joy."

Tony's long search ended when the auction list was posted to his home in Brightwell-cum-Sotwell, Oxon.

"I got the catalogue and checked the MG entry, turned two pages and there she was. I simply couldn't believe it."

"Not only was she there, but she looked

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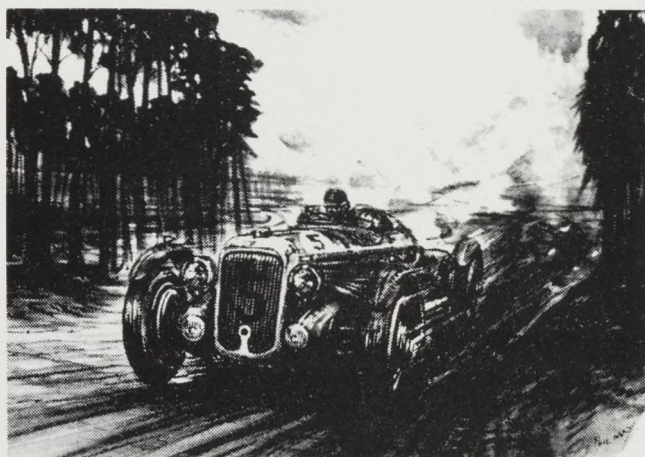
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fabulous. She has been fully restored and is in mint condition."

As he prepared for the bidding he added: "I keep telling myself not to hope too much."

The car, which still carries its original VT 6539 registration, was first owned by Tony, then a teenager, in 1946. "My father bought it for me for £100. It was in a fair old mess and had been used for carrying coal in the war. It had no back seat, but I got it running and even gave it a respray.

"It was very special to have a Lagonda in those days and I spent many happy days taking out young ladies. If you had a car then you were very popular."

Tony has kept pictures from the time, one with his mother Nancy at the wheel, the other showing him driving an attractive blonde – whom he assured his wife Julia was just a friend.

"The car was special because she was

my first proper motor car," he said.

"I spent the next year fixing and respraying her. Then after 2½ years I sold her for £400 – a year's wages – and bought a Frazer Nash sports car.

"But as I grew older and a little wiser, I realised how silly I had been to part with the Lagonda."

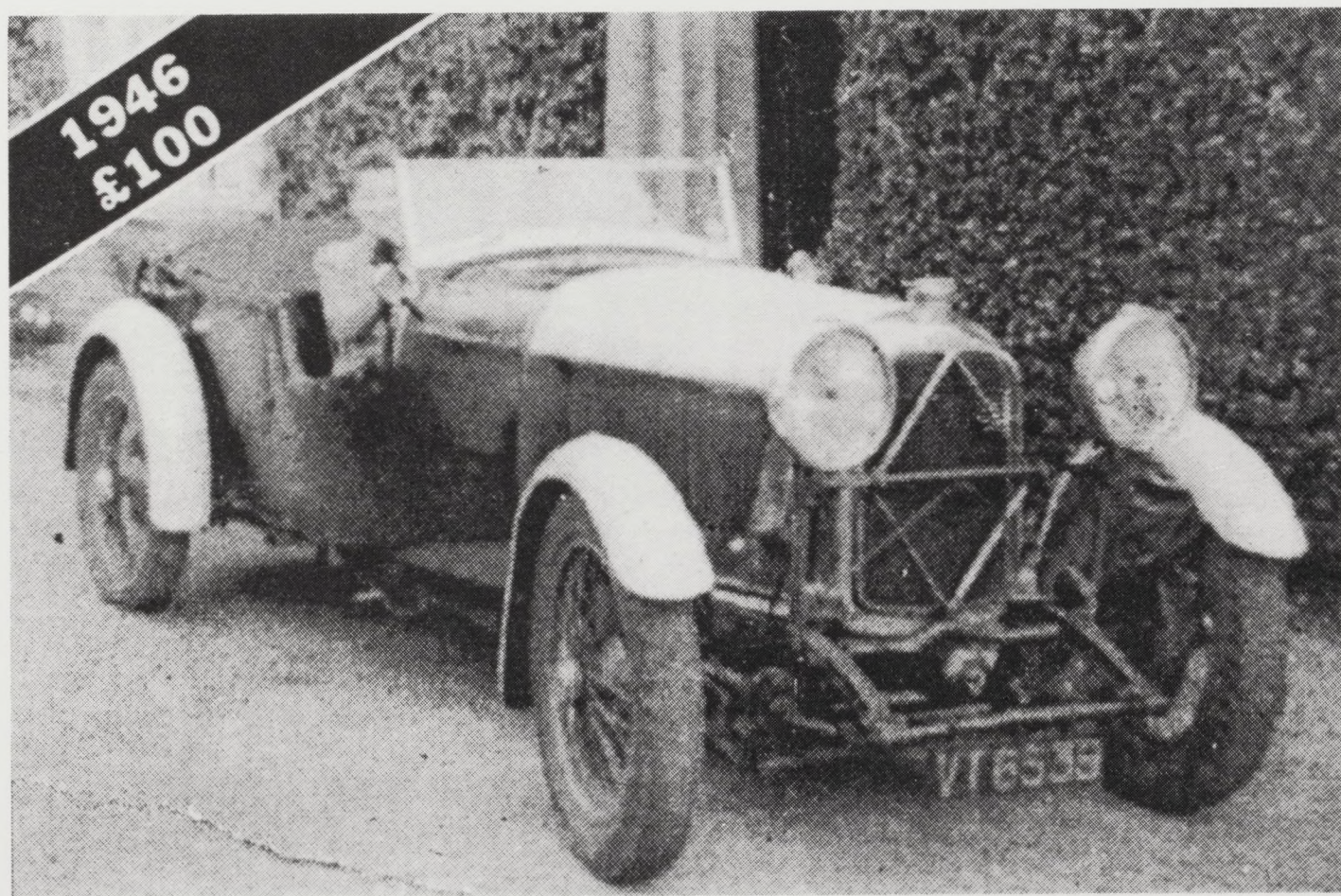
"I still have to learn its full history, but it appears the person I sold it to still owns it."

Mr Guy spent his life working for his father's Midland-based Guy Motors company and then with BMW as a consultant. If his bid succeeds he plans to hire out the Lagonda for weddings as well as driving it for pleasure.

"The last thing I will do is keep her in my garage. That's the worst thing you can do to a car like that," he said.

"And you can be sure I'll never part with her again."

John Coles



Tony's mother Nancy in his Lagonda just after the war.

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As a Member of any other Motoring Organisation:

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| <p>1 Would you receive 15% off your membership plus a reduced joining fee? <input type="checkbox"/> YES or NO?</p> | <p>5 Would you receive a free traditionally crafted grille badge when you join? <input type="checkbox"/> YES or NO?</p> |
| <p>2 Are you offered off-road service when you breakdown away from the main highway? <input type="checkbox"/> YES or NO?</p> | <p>6 Will your motoring organisation represent your views to Parliament? <input type="checkbox"/> YES or NO?</p> |
| <p>3 Are you exempt from surcharges on older vehicles and caravans when you travel to Europe? <input type="checkbox"/> YES or NO?</p> | <p>7 Do you have a dedicated 0345 telephone number for membership enquiries? <input type="checkbox"/> YES or NO?</p> |
| <p>4 Do you receive discounts on European cover, publications and signs services? <input type="checkbox"/> YES or NO?</p> | <p>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? <input type="checkbox"/> YES or NO?</p> |

If your answer is YES to all these questions you must already be enjoying the privileges of RAC Associated Club membership.

For immediate cover or further information telephone 0345 41 41 51 (weekdays 9 a.m.-5 p.m.)

Members transferring from other motoring organisations are exempt from the £10 joining fee.

Contact the Lagonda Club Secretary for details

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Please note: to qualify for this offer you must be

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



THE NEW KNIGHTS OF THE ROAD

PUB MEETS

Midlands: Third Wednesday, 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.

Home Counties: First Sunday (lunchtime), Stonor Arms, Stonor, Nr. Henley.

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: First Thursday, The Wise Man, West Stafford, 3 miles E of Dorchester. MR 726895.

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DB 2.6L, DB 3L, available only from Aston Service-Dorset	10.00	—
Photostat copy of Meadows Engine Catalogue	5.00	—
"Short History of the Lagonda" by Arnold Davey	1.00	—
"Lagonda — An Illustrated History" by G. A. Seaton	25.00	3.50
Gold Portfolio — Various Road Tests of Lagondas	8.00	1.00
Lagonda Club Magazine (reprints of Nos. 1 and 2) each	5.00	—
Lagonda Club Magazines (many back numbers — contact Secretary)		
Magazine Binder (holds 12 issues)	4.00	.75
Club Car Badge (enamel and chrome)	15.00	.50
Oval Lapel Club Badge (enamel and chrome — brooch fitting)	2.50	.25
Winged Lapel Badge (enamel and gilt — clutch pin fitting)	2.50	.25
Sew on Badge (embroidered gold wings on pale blue background)	3.75	.25
Car Key Fob (winged badge on leather)	2.50	.25
Tie (Blue/Maroon Terylene — please state which colour)	5.00	.25
Sweatshirt (raglan/drop shoulder) and V-neck 100% wool jumper — large range of colours and sizes — contact Secretary from	21.50	1.20
T-Shirt with large winged badge 30" only (children's)	5.50	.50
Tea Towels with History of Club Badges	2.75	.40
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Umbrella (blue & white panels with winged badge)	15.00	3.00

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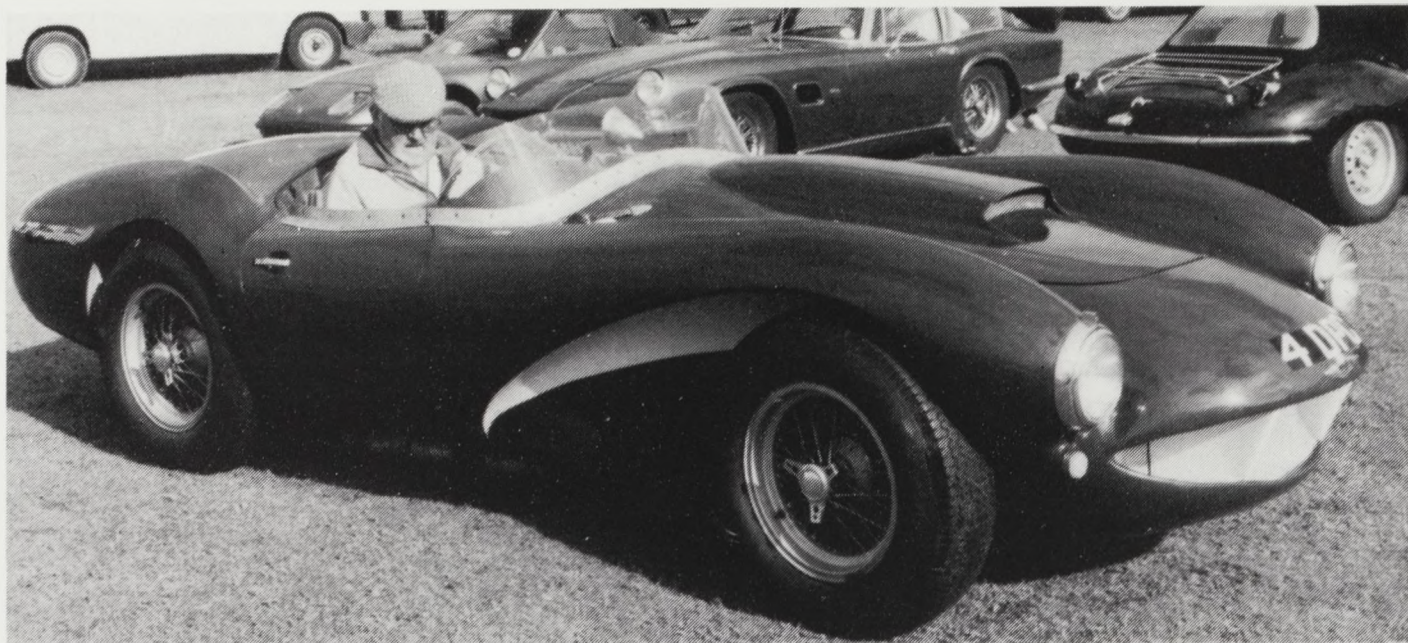


Coys Historic Festival, Silverstone 24/25 July 1993

The penultimate weekend in July saw countless classic cars converge on Silverstone for the Coys (formerly Christies) Historic Festival of Motorsport. Lagonda was one of the marques to be displayed and work began in February to organise and plan the club's display. A working committee was brought together consisting of James Greenwood (Chairman), Kim and David Ayre, Roland Bugler, Dominic Evans, Tim Metcalfe and Geoff Cates – with the aim of producing a good display of varied and interesting Lagondas, including some rarely seen models. After several meetings and a lot of hard work the weekend arrived and Saturday morning brought heavy rain to greet intrepid enthusiasts. Despite the dampness, the club's turnout was very encouraging with all 23 cars chosen

having arrived by early afternoon and filling the club's display area. Within the marquee the regalia stand was a hive of activity with Valerie and Colin Bugler being kept busy by members and the inquisitive public alike. Refreshments were available to all (organised by Kim and Roland) with tables and chairs to rest those tired limbs with a large photographic display of Lagonda models and their racing exploits put together by James Greenwood with research by Colin Bugler and Geoff Seaton.

The rain abated during the afternoon, allowing spectators to be treated to a display of important historic British Racing Cars intermingled with tight and competitive racing with GTO's, C, D and E types, McLarens and Lolas thumping their V8's and the distinctive yowl of the



Maurice Leo and his DB V12 Le Mans Lagonda.

rarely seen V16 BRM!

Sunday saw a brighter start to the day with short sharp showers keeping everyone on their toes. Lagonda's paraded around the circuit in the early hours of the morning but had to share the track with "modern" machinery. Notably, the parade included 3 Rapiers with the supercharged Eccles Rapier recently rebuilt and piloted by Paul Nicholls and the DB V12 Le Mans car of Maurice Leo, 4 DPC, not seen for many years but looking resplendent in its blue livery. During the morning, the M45 team car BPK 201 of Robbie Hewitt arrived, together with the 2 litre team replica of Tim Sage and P. Briggs V12 Le Mans team car, which resided in the marquee together with Alec Downie's red Rapide and Geoff Seaton's sparkling 3 litre. The display of cars around the marquee looked superb and reflected the hard work of David and Kim Ayre who had the unenviable task of ticket allocation after initial car selection at the final committee meeting prior to the event – well done.

A mixture of racing and demonstration driving provided entertainment for the afternoon, with Lagonda interest in the pre war car team race with Colin Bugler's 2 litre and son Martin at the wheel. Circuit parades also included the historic Ferrari and Ecurie Ecosse transporters and the likes of Roy Salvadori, Innes Ireland,

Stirling Moss and Jack Brabham piloting Ferraris, Coopers, the VW10 Vanwall, BRM's and Lotus's – together with a stray Merc who decided to take on a brace of Grand Prix Coopers between Copse Corner and Maggots Curve.

As well as all the motor racing and club displays, there were numerous unofficial club displays within the infield parking area, a period funfair, "Wall of Death" stunt motor cyclists, a craft fair, trade stands, concours areas, the Coys auction held on the Saturday evening, the Crunchie aerobatic display team, traction engines and a working model railway, which all added up to an interesting and fun weekend.

The whole festival proved enjoyable and exciting to members and the public alike, with many compliments being directed towards the club stand, including several prospective Lagonda owners enquiring as to which model is the "ultimate Lagonda to own?" – to which I gave the answer, "how long is a piece of string?"!

A big thank you must go to all of the sub-committee for their planning, organisation and hard work, and to the club members who braved the ominous forecast to display their cars and attend the festival.

The complete Lagonda display consisted of:–



*Upper Picture: Just a few of the Lagondas at the Coys' Historic Festival.
Lower Picture: Inside the marquee.*



P. Biggs

V12 Le Mans Team Car

M. Leo

DB V12 Le Mans Team car (post war)

R. Hewitt

M45R TT Team Car (driven by A. Rendall)

P. & M. Nicholls

Eccles Rapier (supercharged)

D. & B. Greenwood

Rapier Eagle

T. Metcalfe

Rapier special

D. Westall

3 litre tourer T2 body

J. Bradshaw

2 litre speed model

N. Maine-Tucker

2 litre supercharged low chassis T2 tourer

J. Breen

16/80 tourer

P. Sowle

2 litre supercharged

C. M. Sherwood

3 litre tourer

J. Dexter

2 litre high chassis

T. Sage

2 litre team car replica

D. Wall

V12 saloon sports

C. Pauling

2 litre supercharged

S. Williamson

3 litre saloon

A. Gregg

M45 tourer

G. Leeks

2 litre supercharged low chassis tourer

C. Dalton

2 litre continental

G. Seaton

3 litre tourer

C. Mallet

2 litre speed model

B. Savill

16/80 saloon

A. Downie

LG 45 Rapide

W. Aubro

LG 6 drop head coupe

G. Gates

LG45 tourer

P. Golding

M 45 T9 tourer

R. Carrs

LG 45 4½ litre tourer

(continued from Page 4)

not original? Maybe not, but neither is my burned-out wreck.

Oh, in case you are wondering, the camper **did** carry an extinguisher, but it was unserviceable and I knew that it wouldn't work. Silly, I know, but I intended to buy a (cheap) replacement at Beaulieu two weeks later.

What has my attempt at economy cost me? I have lost my vehicle and everything in it. We had just packed it for a weekend's camping and it also held next week's groceries. Chris discovered that her purse with all our money was in the cab, not in the bag she rescued. All my tools were in the vehicle, so were our binoculars and stop-watch. My neighbour's pretty landscaped garden was destroyed and all his plastic gutters were melted. His gravel

drive was filthy and contaminated with the burned-out remains and the firefighters' foam.

Would a functional extinguisher have prevented all this? It might, but I will never know for sure. All I know is that my next camper will have the best system I can find **and** it will be checked regularly.

K.P.P.

Postscript

The only extinguishers I found at Beaulieu were the Carbon Tetra Chloride filled "pump action" type as fitted to early Lagondas. One of these would **not** have coped with my fire - and did you know that CTC releases phosgene gas when it hits a fire? Phosgene is, of course, one of the poison gasses used in the trenches in the First World War.

AUTOGLYM

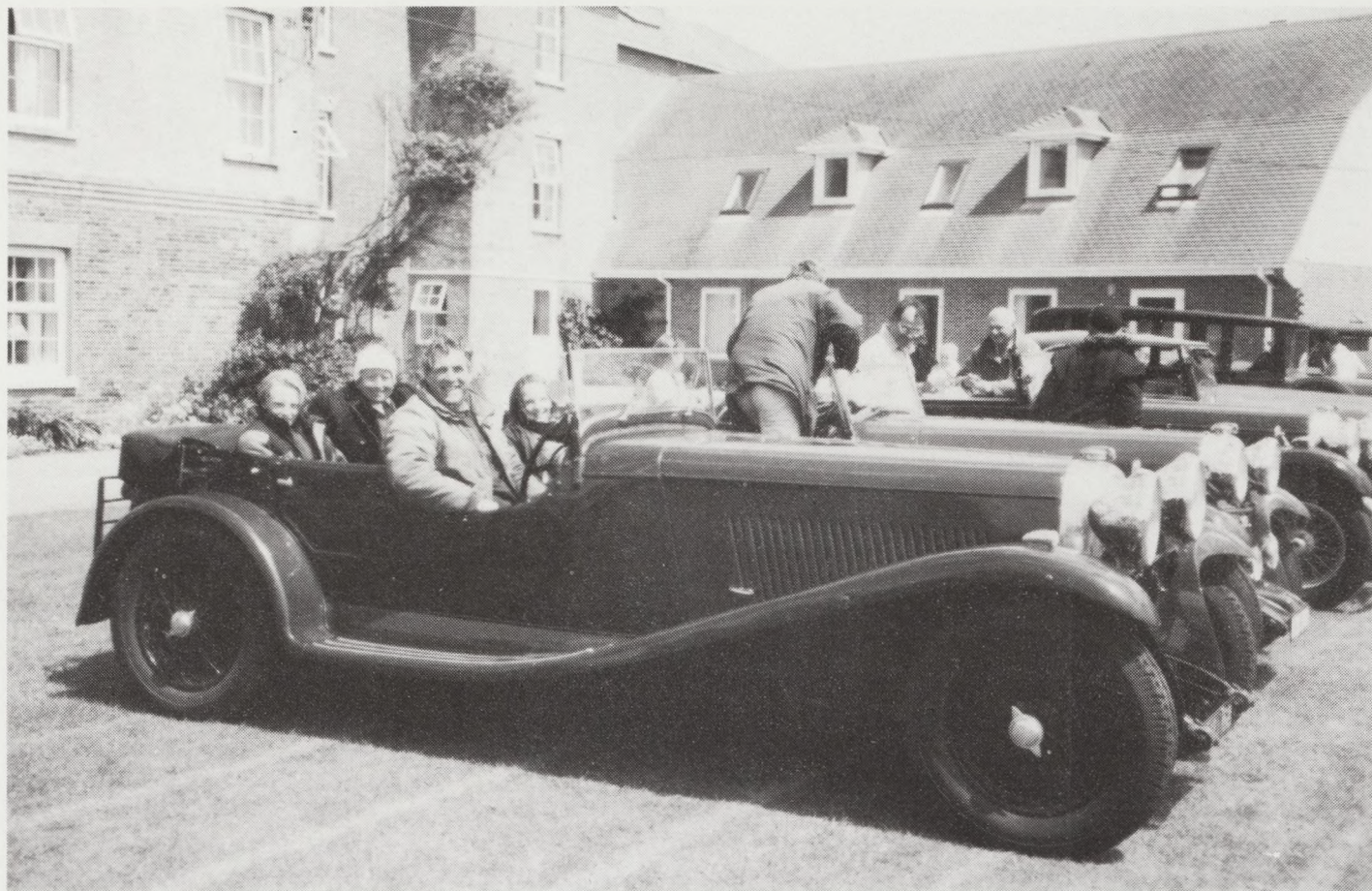


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Andrew Gregg and family, winners of the Treasure Hunt.

Hants/Dorset Treasure Hunt 11th July 1993

This event, which was well supported with ten entries, started at the picturesque 'Old Beams' at Ibsley, and we were very lucky to have a fine sunny day.

The route chosen was similar to that used in the early days of the Dorset group by its founder members, and encompassed the beautiful Bolder Wood and Rhinefield Ornamental Drives. Most of the clues were chosen so as to be visible from the car, in order not to cause congestion on the narrow roads, and hopefully the participants had a pleasant and scenic trip through the New Forest.

We were extremely fortunate to be able to finish the run at the Hordle House Prep School, and this was organised by Stephen Weld. We were made to feel most welcome by the Headmaster, staff and children, and we were able to picnic in the grounds with wonderful views over the Solent. We are very grateful to

Stephen for arranging this facility, and for the hospitality shown to us.

The results were as follows:

First: Andrew Gregg

– 1933 M45 Tourer

Second: Stephen Weld

1930 Crossley 2 Litre Sports

Joint Third

Witt Witteridge – 1934 M45 (with new seats)

Steve Lawrence – 19 Dellow

Fourth:

Roy Taylor – 1933 3 Litre Tourer

Jonathan Elliott – 1930 Low Chassis Tourer

Jeff Ody – 1931 2 Litre

Peter Taylor-Clark – 1934 16/80 Tourer

Philip Erhardt – 1934 M45

Tim Jones – 1928 2 Litre Saloon

A separate prize was awarded for the artistic drawing of one of the clues and this was awarded to Jeff Ody.

A C Owners Club - Goodwood Spirit

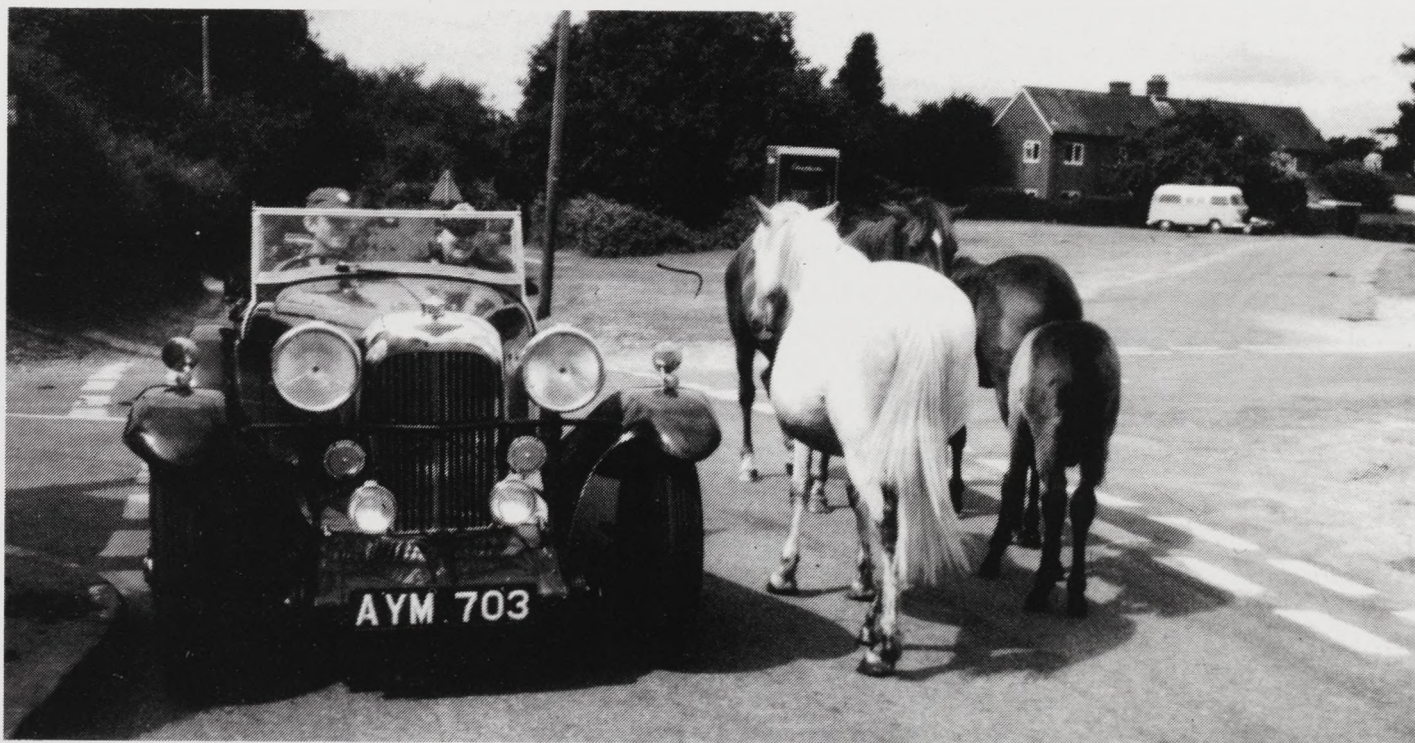
The A C Owners Club held a very successful sprint at the old Goodwood Racing Circuit on the 10th July. They kindly invited the VSCC with a special class for Rapiers. A magnificent total of 17 Rapier drivers took part which made up for the complete lack of entries from other VSCC drivers. It is difficult to work out from the results how many Rapiers we used as many had two drivers and some three!

Paul Nickalls very kindly invited me to drive his Eagle two seater and I shared this car with Ian Whyte and Peter Allen. Paul and Margaid were each driving the Eccles Rapier - a pre-war Brooklands single seater which Paul has been overhauling for the owner - a very historic and exciting car. I had not driven a Rapier in competition since 1958 and this was the first time I had driven Paul's car (these are excuses for being the slowest of the three drivers). I found the event very enjoyable and was particularly interested to see how a two seater Rapier handles as I am looking forward to the time when my own two seater is up and running. After

my LG45 and 2 litre I found the Rapier's steering and brakes very different. Braking in particular was a revelation - the efficiency resulted in me braking far too early for the corners and actually having to accelerate again - very different from the 4½. The cornering ability of this car is excellent.

Ian Whyte won the class for road going Rapiers and Tim Metcalfe was fastest in the racing versions. We all agreed that it was a well organised event with a relaxed atmosphere more akin to competitions of years ago. What a pity there were no other Lagonda models competing in the VSCC class. If the AC Owners Club invite us next year I can thoroughly recommend this event. It would be an ideal opportunity for members who would like to dip their toes in the competition field as the cars start off singly - there are four on the track at any one time but, with ten seconds apart, you never see another car - a perfect way to see how your car goes on an interesting and historic circuit.

Colin Bugler



Peter Taylor-Clark somewhere in the New Forest.

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Letters

Dear Ken,

Following Alan Brown's letter in Mag. 157 I hasten to write to you prior to the Autumn deadline in order to avoid a rocket up my exhaust pipe!

As usual, Alan is on the ball and to the point – I quite agree with his comments as to the reporting of Regional items in the magazine.

Suffering as I am from having been instructed to become a Regional Rep, in addition to having run and founded a Monthly Meet over the past 12 years, I have learned that those to whom one's efforts are directed need reminding and reminding and reminding.

With this in view I have provided the Committee with a complete schedule for the year which includes not only our regular "1st Sunday" meets but also some five other events spread over the summer months. No action whatsoever has been taken other than one brief mention of part of it.

The Magazine, as Alan says, is quite the wrong medium as a source of up to date information due to infrequency of publication. The Newsletter is the obvious answer but the solitary appearance of a schedule of events at the beginning of the year is no good

whatsoever. **Each** event must be set out in the month prior to its taking place including the actual date of a regular monthly meet. We should also be in a position to phone through an announcement as one can do with the V.S.C.C.

Down here at the eastern extremity of the country there are not a great number of Lagondas and whilst each Club has its racing fraternity the general norm seems to be that only about half of the membership use their cars. Thus our meets are "open" and we get a good mixture. Over the years I've met scores of most interesting persons and cars; there has been a pooling of knowledge and facilities and our meets have been instrumental in introducing newcomers to our most interesting hobby and in bringing back cars that haven't seen the light of day for years. The Northern section of our Club has always been strong – I was once part of it – and there is, I know, a lot of close contact between members. Where Lagondas are thin on the ground all it needs is someone to ring around and suggest a meet. It's finding that "someone" that's the problem!

Yours,

John (Anderson)

Dear Ken,

How nice and fresh the new magazine cover is – more so when it supports one of my cars. A big improvement – best wishes with the new job.

Roger Firth

(Thank you too for lots of fine photos – another one below! KPP)

Dear Mr Painter,

I was so thrilled to read the article that ran in the Illustrated London News of August 28th 1926.

You see I was an apprentice at Staines from 1924 to 1929, during the exciting times that we were developing and tooling up the OH model.

I've never been able to afford a Lagonda – but my enthusiasm at 86 is as great **as ever**.

I cannot recall the floating instrument board which is mentioned – and am surprised the author omitted to point out the clever design that allowed the sump to be drained – without getting under the

car – and the fact that we were I believe one of the first firms to produce hemispherical combustion chambers – fully machined in the cylinder head.

I'm still amazed that we were able to produce such a high class car – on such old (belt driven) machinery!

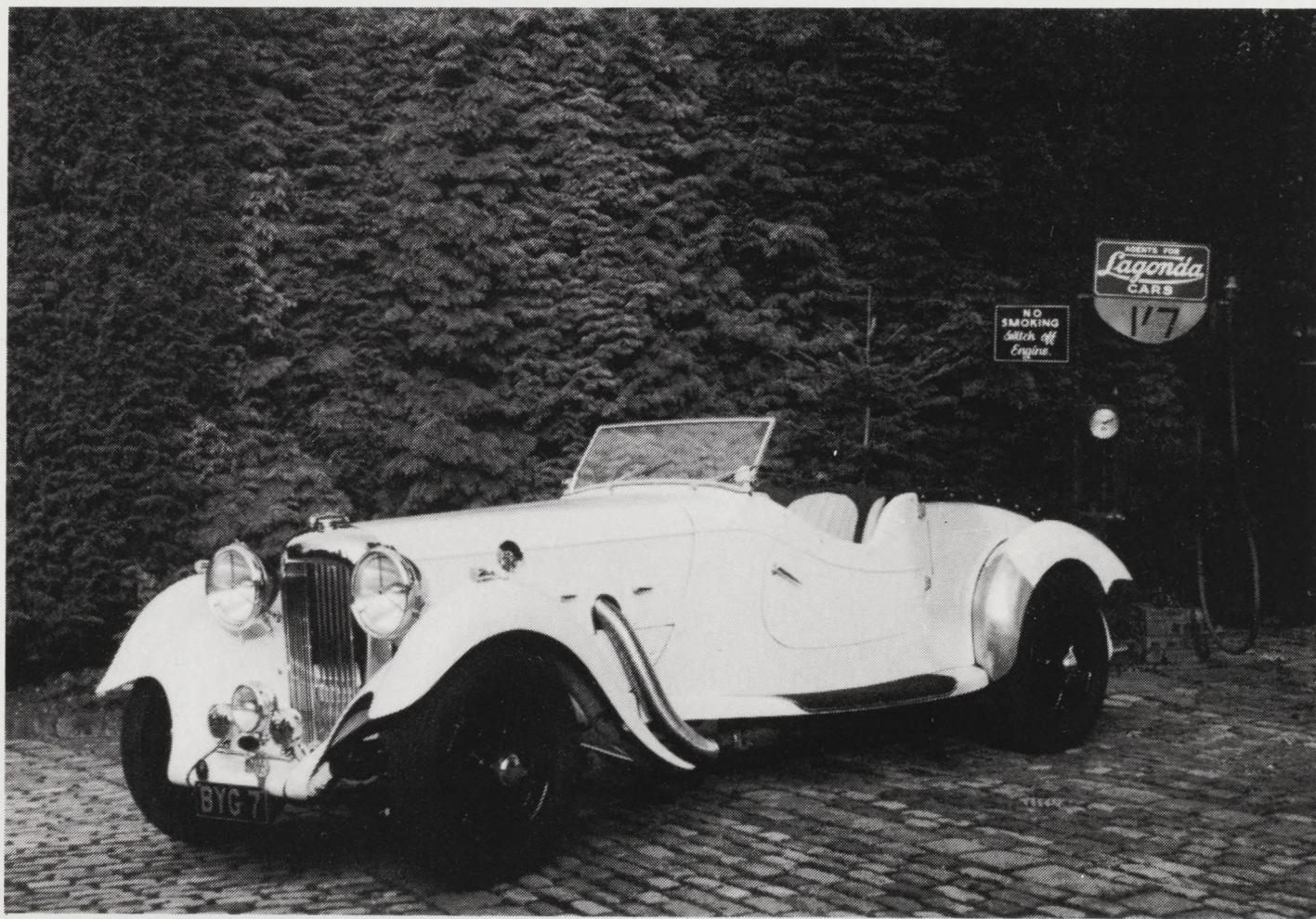
Yours sincerely,

Dennis Hawkins

Dear Mr Painter,

I received the Lagonda Mag. 157 today and was so pleased to read an anonymous (? Peter Whenman) – (No, David Hine, Ed.) article about overheating Meadows engines. My M45 boiled its way round the M25 recently in spite of a rebuilt engine and recored radiator. Then it all made sense and I knew what to do. Having checked the timing, mixture, water pump and so on – “put a sock in it” after clearing out the radiator.

It would be terrific to see more articles of this type in the Magazine where people with experience of Lagondas and with engineering knowledge pass on their



Roger Firth's LG45 Rapide at Firth's Garage in the North West Main Agents. Everything reasonably priced and no VAT.

wisdom to people like me. Much more useful and interesting than photographs of Lagondas outside hotels.

I hope that you may be able to persuade people to write about "how they solved the problem" whether it's the clutch stop, what gear box, or rear axle oil to use and so on.

There are lots of people who know the answers through experience – I'd love to learn from them. So could we please have more technical advice from those who know how to fettle Lagondas in the Magazine?

Yours sincerely,

John Butler

Dear Ken,
Article on Cooling

In response to the above article; whilst agreeing with the author on all points, I should like to finish it off a bit with a few more tips and comments.

During the early days of my ownership of M45 AXO 773 (26 years in all). I suffered overheating and Radflush types of "goodies" were useless as was an acid type of concoction made up by a chemist. Flow checks proved a pretty well bunged up radiator. What to do. Obviously thoughts turned to a replacement radiator, the price at that time, was the earth plus this and plus that. Next a visit to radiator specialists; "yes we could do it by putting in a new matrix – much better than these old fashioned ones". How much? asked I. Tut, tut and drawing of breath through front teeth and pursed lips and the dreaded answer came "About five hundred, but we can't do it for another month or two". I went home and sulked.

Next day I got the radiator out and on the bench. How do I get at the long oval tubes that go between the top and lower tanks? mused the mean one. Answer four generous holes at each corner of the bottom of the lower tank, and then, the application of a large old fashioned tin opener to make a big rectangular hole in the brass sheet. There were the offending bunged up tubes, seemed like hundreds of them! After tentative prodding it was realised that about 70% were choked with

a nasty brown cement like substance that had been there so long it was like chalk. I made use of an old speedo cable connected to an electric drill and laboriously fed the end of the cable into each tube suitably lubricated with plenty of water. This monotonous job took many days but it was punctuated with a nice rosy feeling each time I finally cleared all but a few awkward ones.

Next, clean up the rectangular hole, purchase a thick piece of brass to cover the hole, and a generous, thick, piece of cork gasket material, a stock of brass " B.A. mushroom headed bolts and a " B.A. tap. I did a reasonable job with holes about 1" apart. It all worked a treat and I spent more time with the rad. shutters fully shut than not. Of course, several years later she started to show slight signs of blockage, but, with the removable plate it was only a simple job to free the few tubes that offended.

I have since found that a strong mix of antifreeze, throughout the year, helps stop the unfortunate chemical action in the coolant caused by the use of iron, copper, brass and aluminium in the system. Nowadays my fanbelt is very slack so that the fan will flop around at slow engine speed, but slip and cause little waste of power at high speed. Another habit is to flush a hosepipe through the **rear** of the matrix and, or an airline; the dead flies don't like it you know!

One overheat problem that eludes me is that of petrol vapourising, as the twin S.U. pumps are high up on the bulkhead and above the exhaust manifold. I don't want to mount the pumps elsewhere and should welcome suggestions from anyone who has overcome this fault.

Best wishes,

A. H. Wittridge



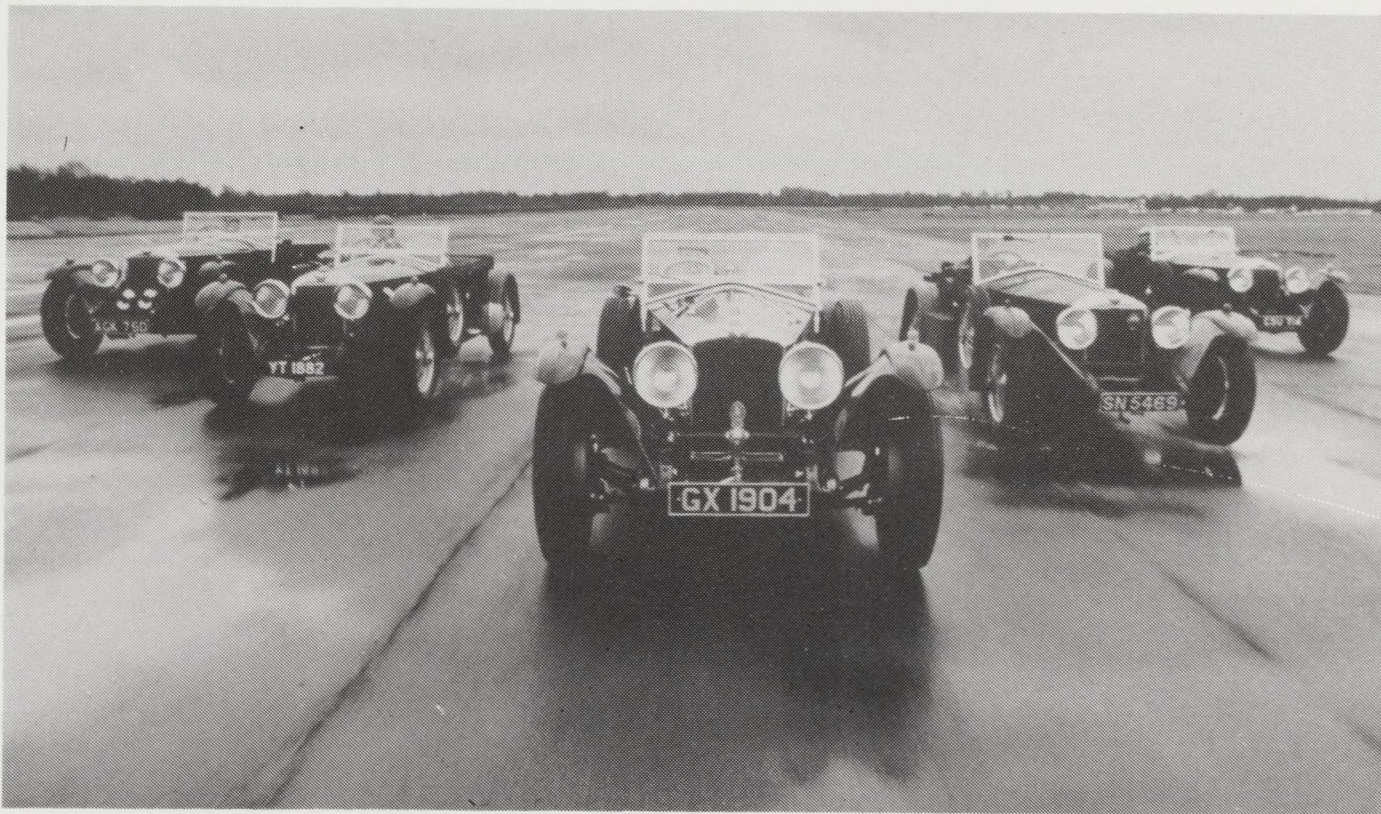


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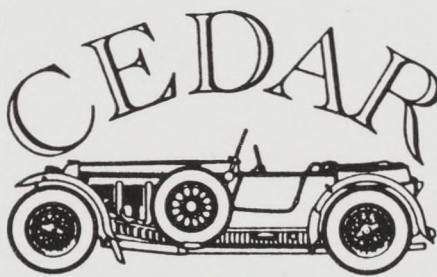
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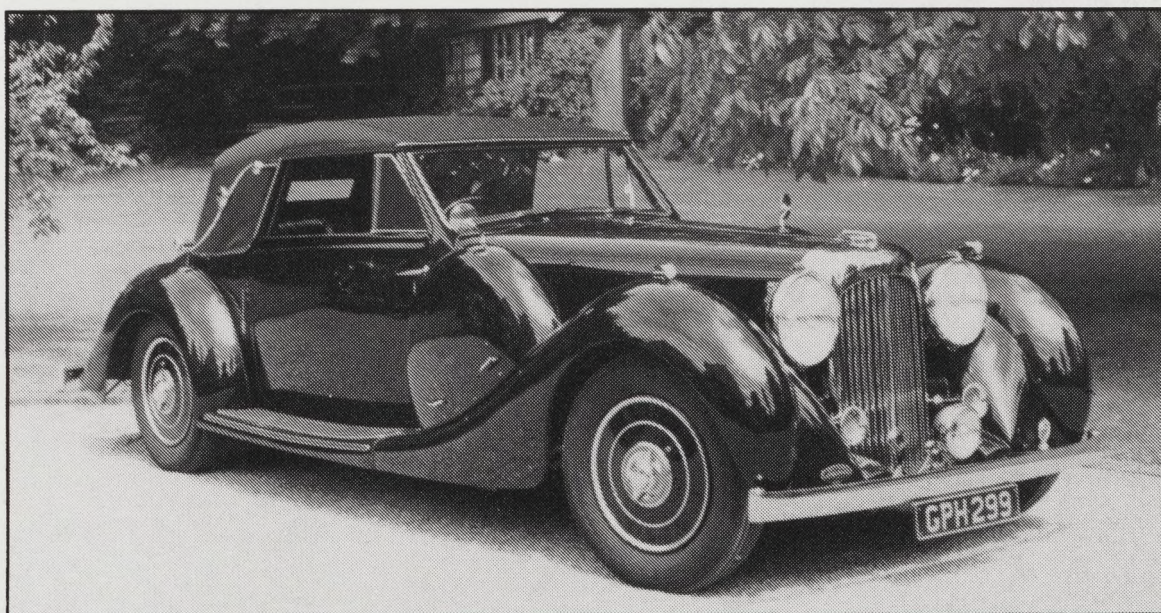
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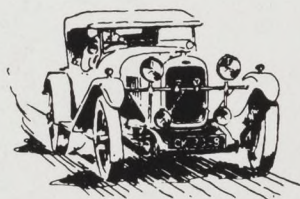
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