

**THE MAGAZINE OF THE  
LAGONDA CLUB**

**Number 171**

**Winter 1996/97**



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“WE WILL TRAVEL  
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CLASSIC MOTOR CAR”



*1937 Bentley 4 1/4 Litre Sedan Coupe by Gurney Nutting. An immaculately restored car in near perfect condition throughout.  
One of the most desirable styles of coachwork available on this chassis and finished in Garnet with a beige leather interior and a full tool kit.*

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1955	Aston Martin DB3S Coupe	1936	B.M.W. 328	1937	Jaguar SS100
1964	Aston Martin DB4GT	1935	Bugatti Type 57 Ventoux	1953	Jaguar C-Type
1921	Bentley 3 Litre Short Chassis Long Wing Tourer	1935	Bugatti Type 57 Stelvio Drop Head Coupe	1958	Lotus 16 Grand Prix Ex Innes Ireland
1929	Bentley 4 1/2 Litre Supercharged, The famous Russ Turner, UU44	1932	Delage D8N	1961	Lotus 18 Grand Prix Ex Bonnier/Trintignant
1930	Bentley Speed Six Open Tourer by Hooper	1932	Delage D6 Faux Cabriolet	1955	Mercedes-Benz 300 SL Gullwing
1930	Bentley Speed Six Le Mans Tourer	1938	Delahaye 135M drophead Coupe	1958	Mercedes-Benz 300 SL Roadster
1934	Bentley 3 1/2 Litre DHC by Park Ward	1922	Duesenberg Model A, Ex Harrah Collection	1931	MG Supercharged Midget
1935	Bentley 3 1/2 Litre Cutaway door Tourer by VandenPlas	1959	Ferrari Tour de France	1935	Packard Eight Roadster
1937	Bentley 4 1/4 Litre H.R. Owen Sedan Coupe by J Gurney Nutting	1966	Ferrari 275 GTB 2 Cam Long Nose, 6 Card, RHD	1927	Rolls-Royce Phantom I Dual Cowl Boatail Tourer
		1968	Ferrari 330 GTC, LHD	1935	Rolls-Royce 20/25 Sedan by Gurney Nutting
				1965	Rolls-Royce Silver Cloud III
				1936	Talbot-Lago T150C Ex Works 4 times Le Mans

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MAGAZINE  
Issue No. 171  
Winter 1996/97

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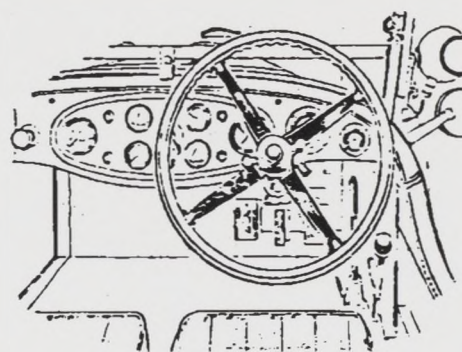
## FRONT COVER

*Richard Mann and John Blake  
competing in Il Tropheo, June 1996,  
see Article Page 10.*

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# From the Driving Seat



WHEN I BOUGHT MY FIRST LAGONDA, almost forty years ago now, I little realised how I was about to embark on a life-long love affair. That 16/80 tourer taught me how to appreciate a quality of design and construction which I had never experienced before and which has shaped my decisions on the worthiness of cars ever since. I have never understood why some people deride the 16/80, in my view it deserves a much better press. I have owned two, plus a superb example of high chassis 2 litre, so I speak from experience.

My first 16/80 was my main form of transport. I also owned an Austin 7 saloon to drive to work, but the Lagonda was used for regular 220 mile journeys from Yorkshire to Berkshire. It certainly wasn't the gutless wonder some who should know better have suggested and my abiding memory of those long trips is that we were seldom overtaken - until the Mini came along and changed the face of motoring in Britain. It was every bit as reliable as the 2 litre, or as any other of the Lagonda models I have owned or driven. It ran a big end once, but trying to cruise at 80 with an engine with precious little oil pressure was always tempting fate.

When it was introduced it was a very high revving engine and I suspect that this is, in part, the reason for the bad press it has received over the years, but use those revs and the performance was more than adequate by the standards of the time. It is much smoother than the four cylinder model, but wasn't that what Lagonda were trying to achieve when they opted for the Crossley engine?

16/80 number two was even more reliable. I will exclude the time it threw a connecting rod on the slowing down lap of my first practice for the Vintage Race at the Singapore Grand Prix. One can hardly blame the car when the so-called "engineers" who rebuilt the engine shortly before I bought the car had neglected to use any split pins inside the engine.

We bought the car within a week of arriving in Singapore and, like the 16/80 before it, it became our main form of transport. Chris passed her driving test in Singapore and she used it for shopping when I wasn't using it for work. We entered just about every type of motor sport open to us and took part in races, sprints, hill climbs and driving tests, but never got the chance to attempt a rally. We even won the odd trophy with it. The car was used for weddings, for promotional and publicity purposes, as an exhibit at a National exhibition and took us touring over much of Malaya. If it had been fitted with a windscreen and hood it would have been the perfect touring car, but in the monsoon season we all got very wet! My two older children still have vivid memories of travelling the 250 or so miles from Singapore to Kuala Lumpur tucked under the tonneau cover for the entire journey.

We were so confident about the car's reliability we planned to drive it overland from India to Britain at the end of my overseas posting and we had even obtained a limited amount of sponsorship. Eventually the proposal had to be abandoned, my leaving date



suddenly became very uncertain and was changed at very short notice several times and I bought the remains of my Maserati. We then had to choose two from three options: we could buy a house on our return to England, we could drive the 16/80 across Asia and Europe, or we could ship the Maserati back to England and restore it. Eventually we opted for the house and the Maserati on the basis that the overland route would always be available to us and we sold the 16/80. We were not to know how the political changes in so many of the countries on the overland route would change the picture so radically and that overland trip remains an unrealised ambition.

Finally, I must finish on a more sombre note. The Club is mourning the

loss of two more of its friends. The first is Geoff Seaton, who passed away just before Christmas. Geoff was a highly respected and much admired member of the Club, his superb 3 litre remains as a tribute to his restoration standards and his "Illustrated History" will ensure that his name is never forgotten among Lagonda owners. The second, Denis Jenkinson, died a little earlier. He was never actually a member of the Club, but was a regular and popular contributor to this magazine and he was always a wonderful ambassador for the Club. Proper obituaries will be published in the Spring magazine, but our condolences go to the families and friends of both.

K.P.P.

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# Reflections

I'VE JUST TAKEN AN EXHAUST MANIFOLD OFF because one of the gaskets was blowing and this gives the opportunity to peer nervously inside to see how the exhaust valves look.

Even after some 10,000 miles they look excellent with just a light coating of carbon. The valve seats look nice and smooth with no sign of pitting, so all can be put back together again.

This is a huge change from pre-war days when, by now, the engine would have had one or two decokes and be well on the way to needing a rebore, together with new pistons and valves freshly ground in! Even in the '60s you were lucky to do 20,000 miles without a decoke on a pre-war engine.

When youngsters look under the bonnet they are fascinated by the spark plug holders and the shiny set of spare

plugs. I can tell they hardly believe my tale of plug changing in the rain on the way back from the pub to try to coax the engine to fire on most of its cylinders. In those days the plug spanner was almost as important as your jack and copper hammer.

The reason for the change lies in the revolution in lubricating oils over the last 30 years. The changes in petrol were dramatic in the '20s and '30s but by the '50s it was pretty much fit for purpose and not much has happened up to the recent removal of lead based additive.

Back in the '60s lubricating oil was still pretty basic stuff and if any of it got into your cylinder head it burned very badly, leaving a lot of carbon and sulphur deposits all over everything. Also in the sump the slightest bit of water caused a rapid build-up of sludge.



This made me an obsessive oil changer.... a habit I still follow today. While petrol from most outlets varies little nowadays I have the feeling that is is still very much worthwhile paying more for a top grade lube oil and changing it regularly.

The old M45 saloon is still running fine on fully synthetic oil which is so thin and watery it felt like putting water in the sump! However the oil pressure is normal and steady when hot and she doesn't rattle so much when I start her up on a cold day. I am now certain that after any rebuild I will set up and stay on fully synthetic oil and benefit from all the superb technology built into the recipe.

On the subject of petrol, the main problem for old cars is the lower boiling point of modern fuels, rather than the lack of "lead". The only satisfactory solution is to pump cold petrol from the back of the car, rather than to try to suck hot petrol with the pump under the bonnet!

As far as damaging our engines by using unleaded fuel, I suspect the risk is tiny and I fear that we are all suffering from a combination of political correctness and a bit of clever marketing.

I have dug out my old college text books, which are in embarrassingly pristine condition, due to the fact that they are being read by me for the first time. Goodness knows how I scraped through my finals! Anyway, the chapter on tetraethyl lead disclosed that its use was only as an agent to reduce "pinking" and it was discovered in 1923. It took some time to catch on commercially, so you can be sure your 2 litre ran on "unleaded" petrol for the first few years of its life. It does boost the octane rating of a fuel a little, but it is only effective in small quantities, i.e. you can't make rubbish fuel work by bunging in tons of lead.

One of the drawbacks mentioned, apart from the fact that it was toxic and difficult to handle, was that it caused lead deposits to build up unless another

additive was put in to make sure all the lead departed in the exhaust gas.

It was only much later when compression ratios were much higher and engines were revving their heads off that it was discovered that even if adequate octane rating could be achieved without "lead", its removal could cause valve seat problems in a few high performance engines, for which the petroleum industry could be held responsible.... they had painted themselves into a corner, so to speak.

I fear the econuts were then unwittingly enlisted to cause a huge environmental scare, so that the engine makers had to improve their valve design and the petroleum companies could drop the lead and get a much needed change in place. I'm going to run my Meadows engines on unleaded when the time comes without modification and I'm pretty certain they won't know the difference. However, the V12 engine that I am just about to start will have valve seat inserts because the compression ratio is much higher than original and I am looking for plenty of power!

This V12 was a bare unrestored chassis when I acquired it two years ago and I decided to have the body constructed before starting on the mechanical overhaul, which I hope to do myself to a large extent. Peter Chapman of Arley Coachbuilding designed the body on factory drawings kindly supplied by Arnold Davey.

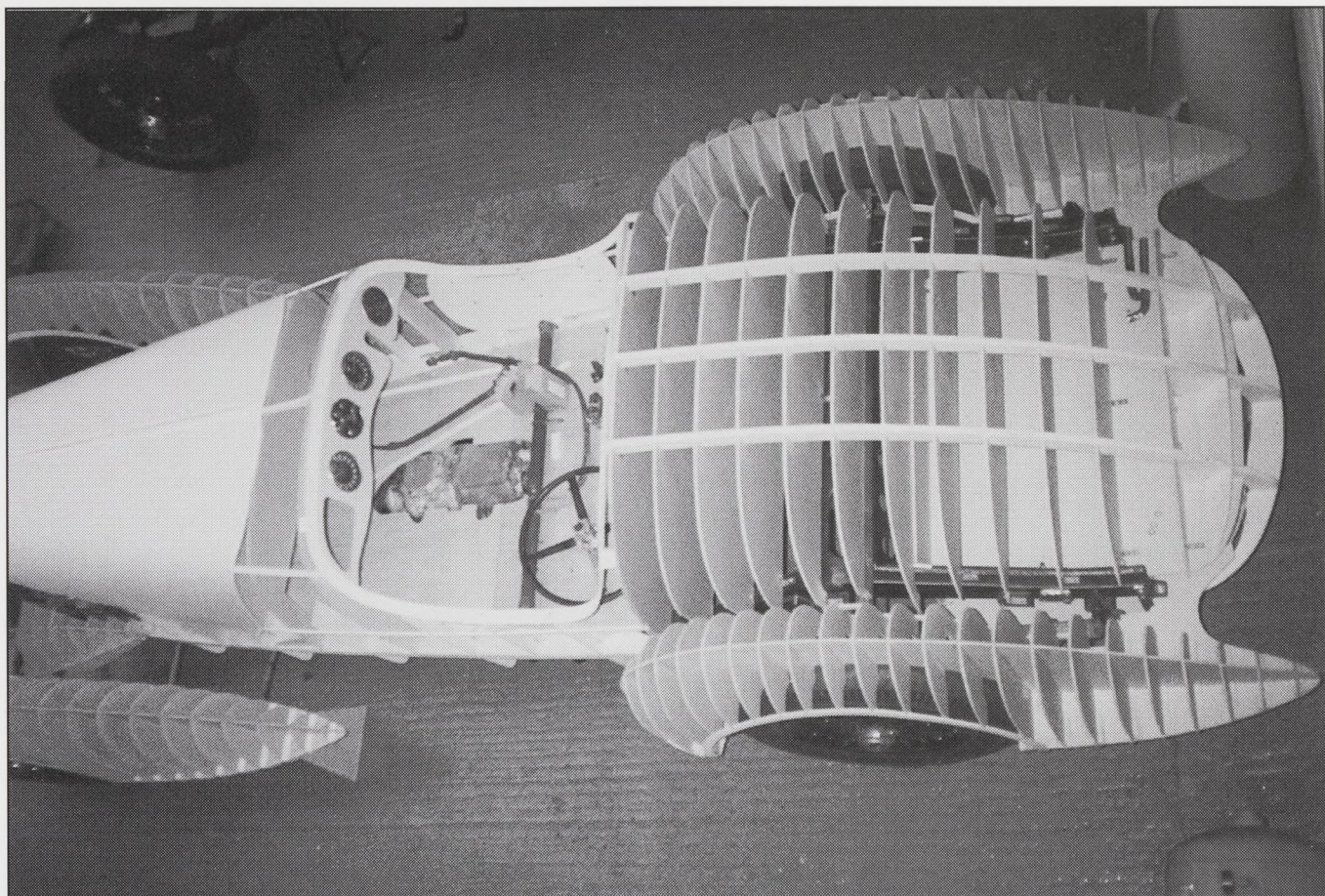
He then constructed a series of wooden formers so that changes could be made before building the complete car in aluminium.

With the help of Trevor Farrington at T.F.Vintage, the completed but unpainted body was delivered to Knarr Mill (Northern Lagonda Factory) last weekend. Sadly it all has to be dismantled and it will be some time before the finished car appears, but here are some photos to be going on with.

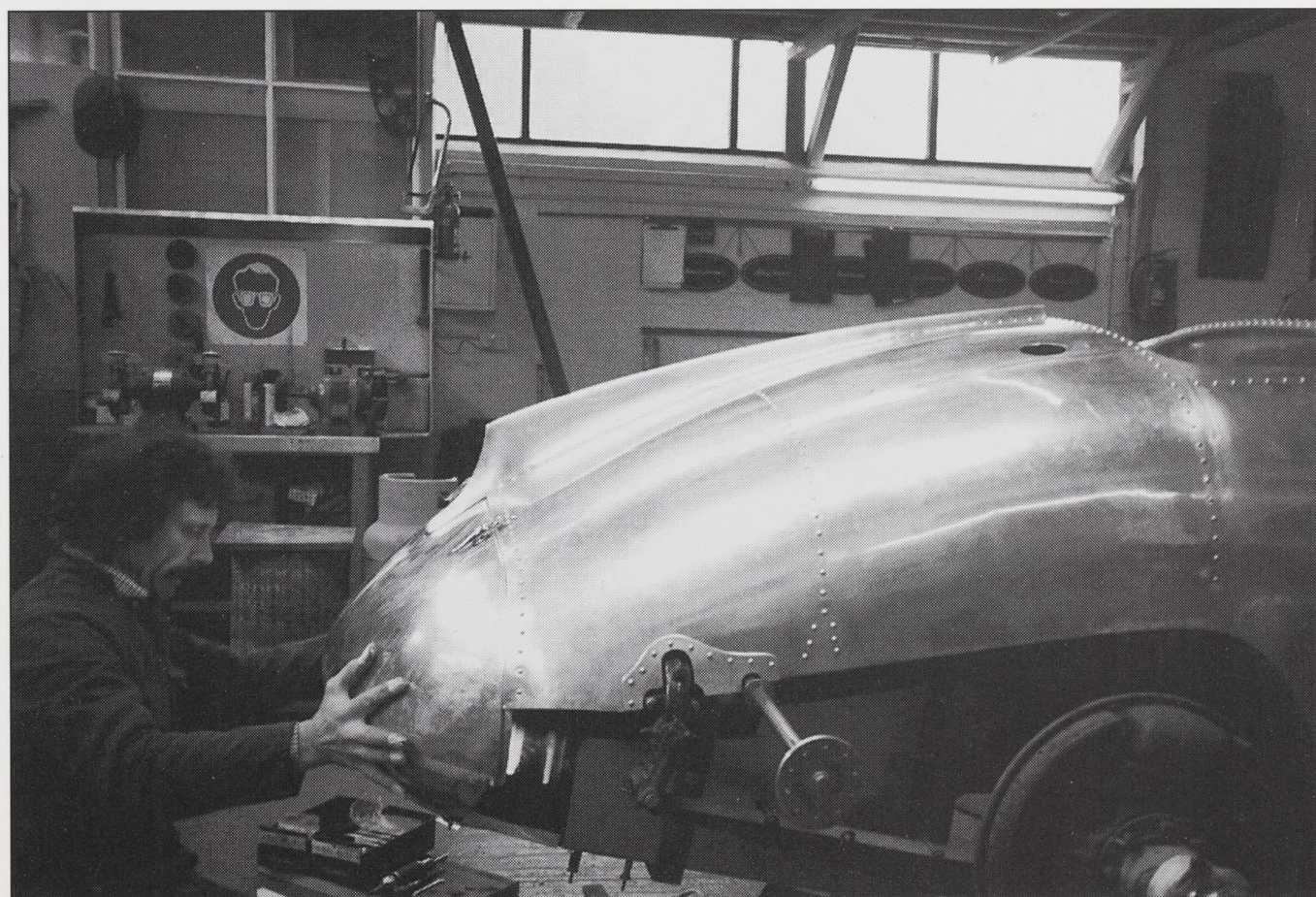
My good wishes to all members for 1997.

D.R.H.



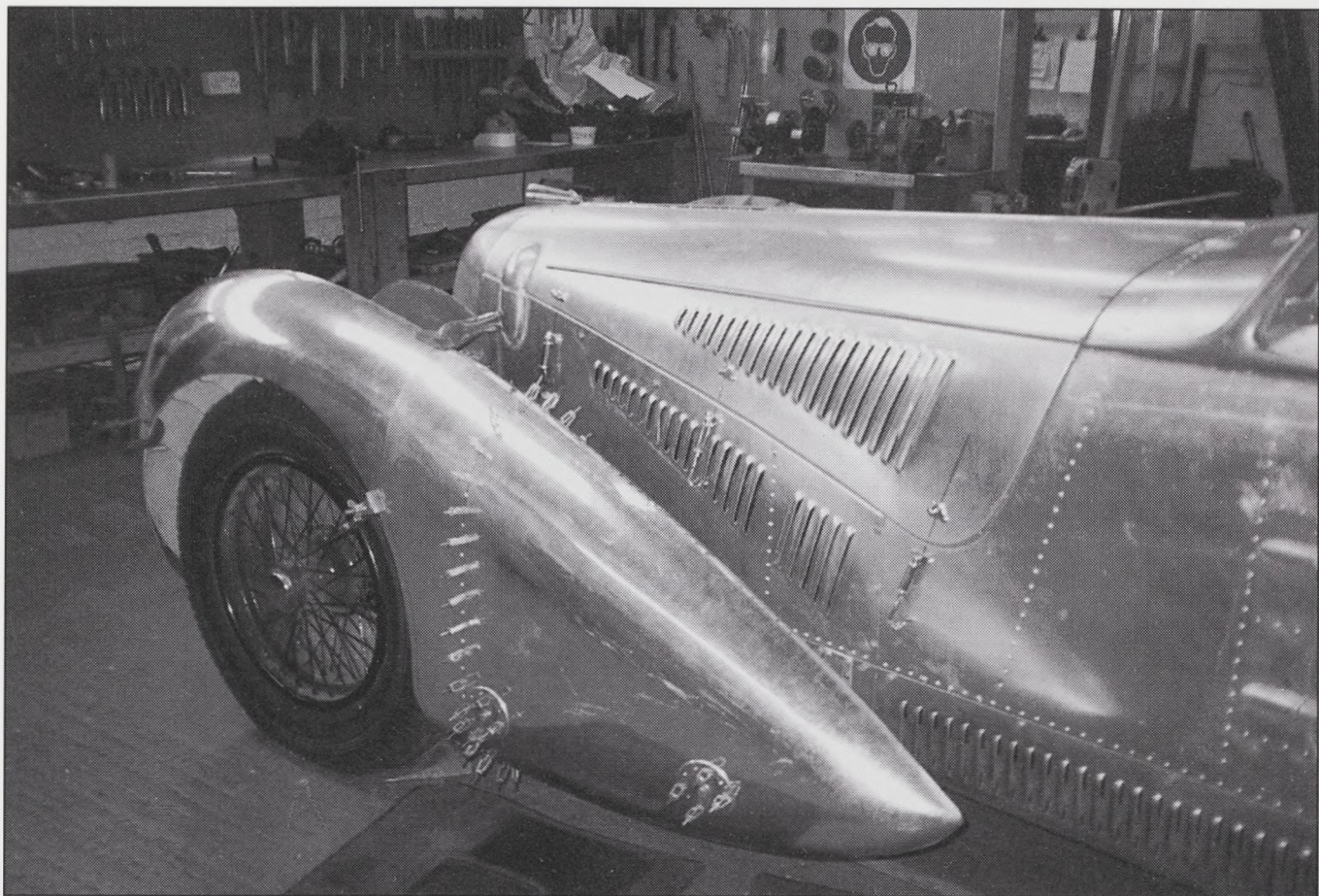


*David's new V12, wooden formers assembled on the chassis.*



*The new tail is offered up.*





*Detail of the beautiful front wing shape.*



*This is going to look spectacular!*



# James Crocker

AT THE MEMORIAL SERVICE FOR JAMES AT ST COLUMBA'S CHURCH, Herb Schofield spoke on behalf of both the Vintage Sports Car Club and the Lagonda Club. His speech summed up why James was such a well loved member of both Clubs and we are reproducing it here with Herb's permission:

"Mrs Crocker, members of the family, Ladies and Gentlemen.

May I say first of all - it is an honour for me to have been asked to speak on behalf of the Vintage Sports Car Club and the Lagonda Club.

I first met James Crocker 36 years ago at the 1960 Lagonda Club A.G.M., as you can imagine I was very young at the time, in those days he was the highly effective Chairman of the Club. I was impressed by the way he conducted the meeting, with a natural effortless authority, a born leader who made things happen.

Over the years I got to know him rather better and, the more I got to know him, the more I admired him. He had time for everyone. He was always kind, considerate and courteous. He suffered fools gladly (he even bought some of us drinks!). I remember at one A.G.M. some chap stood up and complained about the miles he had to drive to attend the meeting. "Well," said James "we are supposed to be a motoring club!" The chap sat down probably wondering why he had been stupid enough to stand up in the first place.

James had a "presence" when he walked into a room - you noticed him. He may have been a lad with the lads, but he was always a gentleman in mixed company. He had a great sense of humour. He was an avid collector of jokes, which he used to note down in his little pocket book. After most meetings,

whether it be Silverstone, or Oulton Park, or the Lakeland, we usually gathered for a few pints of proper beer with him. James was always first to the bar. We provided him with jokes for his pocketbook and in appreciation he continued to go to the bar!

He was a highly competitive driver - especially in the sixties and seventies (as a number of us experienced to our cost and discomfort!) He probably won dozens and dozens of awards for his skill in Driving Tests, Night Rallies and Racing. Expert driver he most certainly was, expert mechanic he most certainly wasn't. He was big enough to admit to this. In truth I think he found the people who associated with vintage cars far more interesting than the cars they drove.

James was first and foremost a Lagonda Club man, serving both as Chairman and latterly as Life President. He especially enjoyed coming to our events and VSCC events in the North. Maybe working for a spell in the Manchester area had something to do with this attraction for the region. I will for ever remember one of the first occasions I met him and he, no doubt noting my Lancashire accent, asked me whether people up there still wore clogs and did my home have an outside lavatory!

James especially enjoyed the Lagonda Club Northern Dinner at Monk Fryston Hall. I can see him now wandering around, camera around his neck, taking photographs - not of cars but of people. A few days after the event I invariably received a letter saying how much he had enjoyed it all, together with a selection of photographs.

For the first time today I am speaking to old car enthusiasts and he isn't here by my side, encouraging me



and thumbing through his note book looking for suitable jokes, waiting his turn to speak. When I return home this time there will be no letter from him and no photographs. For me an era has ended.

And finally there was a Lagonda connection right to the end of his life. I am told that as he passed away his hand was held by a young nurse who just happened to be Granddaughter of

Bernard Raine, a long serving Northern member of the Lagonda Club. James would have appreciated that.

**Herb Schofield**  
*Vice President, Lagonda Club*

Memorial Service for James Crocker,  
17th October 1996  
St Columba's Church of Scotland, Pont  
St., London SW1.

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## **Il Tropheo - A French Alpine Rally**

### **- AXD 56 and us June 13th to June 16th 1996**

I WAS UPSET, initially, when Jeff Leeks told me that the five day trip to Holland in May had been cancelled through lack of interest. However it gave me the chance to seek something else along the lines of some good motoring in pleasant places and, remembering Patrick Arnaud's notice in the Newsletter, I gave him a ring. He sounded very keen on having another Lagonda on Il tropheo, he owns an LG 45, and managed to find room for AXD 56 on the Rally.

The Rally has no regularity or test sections and relies on the route itself to provide a good test of car and crew, starting at Megeve in France, then crossing into Switzerland, over the Simplon Pass into Italy and then via the Mont Blanc Tunnel back to Megeve. The drive takes four days and finishes with a "Concours d'Elegance". The overall distance being about 700 kilometres.

John Blake my trusty co-driver/mechanic and I set off on 12th June on the 8.15 a.m. boat from Newhaven bound for Dieppe, with AXD 56 in good form. We had a good crossing including an English breakfast, no other old cars were visible. We arrived at 1.30 p.m. French time, drove for a short time and had a 'vraie sandwich Francais avec le pression' for lunch.

The D915 is a very straight road and very pleasant - car going well. I phoned Patrick from a Golf Club near Pontoise, north of Paris and he agreed to meet us on the road about 20 km later. Showing great awareness, John spotted Patrick on the side of the road, I managed to cross three lanes without mishap and we then followed him to his house in Colombes, where we met Anne his wife and Patrick's very smart maroon LG 45.

Our plan was to go by train, unfortunately we had picked an evening when there was a large concert very close to the Gare de Bercy, the station we were headed for, as a result there was terrible traffic congestion along Avenue Charles de Gaulle, the Champs Elysees and the side of the Seine. We just made the train in time to load the cars, snatch a one course meal and then go to the Gare de Lyons for us to board the train which had linked up with our cars. We then started our journey to Megeve.

There were about 20 "old" cars on the train, plus their crews, who were all French and very welcoming. Happily, we both speak adequate French. A party took place, organised by Claude-Michel Persell, President of Il Tropheo, which included pate de foie gras and champagne, a good start I thought.



We arrived on time at St Gervais-Le Fayet, the station nearest to Megeve and arrived in the Square de l'Eglise without any trouble, after a steep twisty climb. It was a gloriously sunny day and very hot in the square, but what a gathering! Bugattis, Hispano-Suizas, Delahayes, Lancias, as well as a 4½ Bentley, MGs, Jaguars and Triumphs and, of course, Lagondas, 46 cars altogether, the oldest dating from 1926, the youngest 1972.

The route was organised and run by Jean-Claude L'Hostis, of l'Office de Tourism of Megeve and what a spectacular route it was, starting on Thursday 13th June with a climb, after lunch at le Tour, to the Col des Montets, 1461m, and then the Col de la Forclaz, 1526m, with the stunning view of Martigny appearing to be right below us as we started our descent. The car behaved well so far, apart from 3rd gear popping out as I revved up uphill, so I prematurely felt that we were OK. We felt even better after stopping to help one of the Bugattis, whose magneto had lost its correct adjustment and John's little feeler gauges were just what were needed. However, pride goes before a fall and, as we proceed up some very steep climbs to the south of the valley road to Sion, the car started to suffer from petrol vaporisation and, when we stopped, boiled. The back-up crew offered to tow me, but I was convinced that cooling down would do the trick, which it did, but as the day was so hot, 30 degrees C plus, we stopped and started a lot.

I thought we would have to give in to the back-up crew just 10 km from Saas Fee, our overnight stop, but an inspired "mod" to stop air getting into the Ki-Gass and carburettor got us going again, last in at 9.15 p.m!

Our overnight stop was a very nice hotel (Walliserhof), set in an Alpine village at 1790m. We shared our various experiences, had a splendid dinner, slept very well and were up at 6.30 a.m. to (1) fix 3rd gear and (2) check oil levels. We were then able to join the other crews on

a trip by telepherique to the highest restaurant in the Word at approximately 3500 metres, with glacier ice all around. We enjoyed superb views and visited the inside of the glacier, with its tunnels and crevasses. Then lunch and down again to set off for the Simplon Pass and on to Italy.

Friday 14th June was another very hot day and, having passed several cars on our rally suffering from overheating, it restarted with us. We then tried out the method that we had discussed the night before. We wrapped a cloth around the petrol pipe after the petrol pump, poured water on the cloth and instantly the problem was solved. This then made the sight of the Hispano-Suizas cruising up the Simplon Pass even more enjoyable, as they came effortlessly by. We were able to achieve the rest of the climb, to a height of 2005m (6600 feet) at the pass in great style.

After a splendid tea party with nearly all the crews in the Hotel Bellvue-Simplon-Kulm, we received our Diplomas for achieving the climb without help from our backup team!

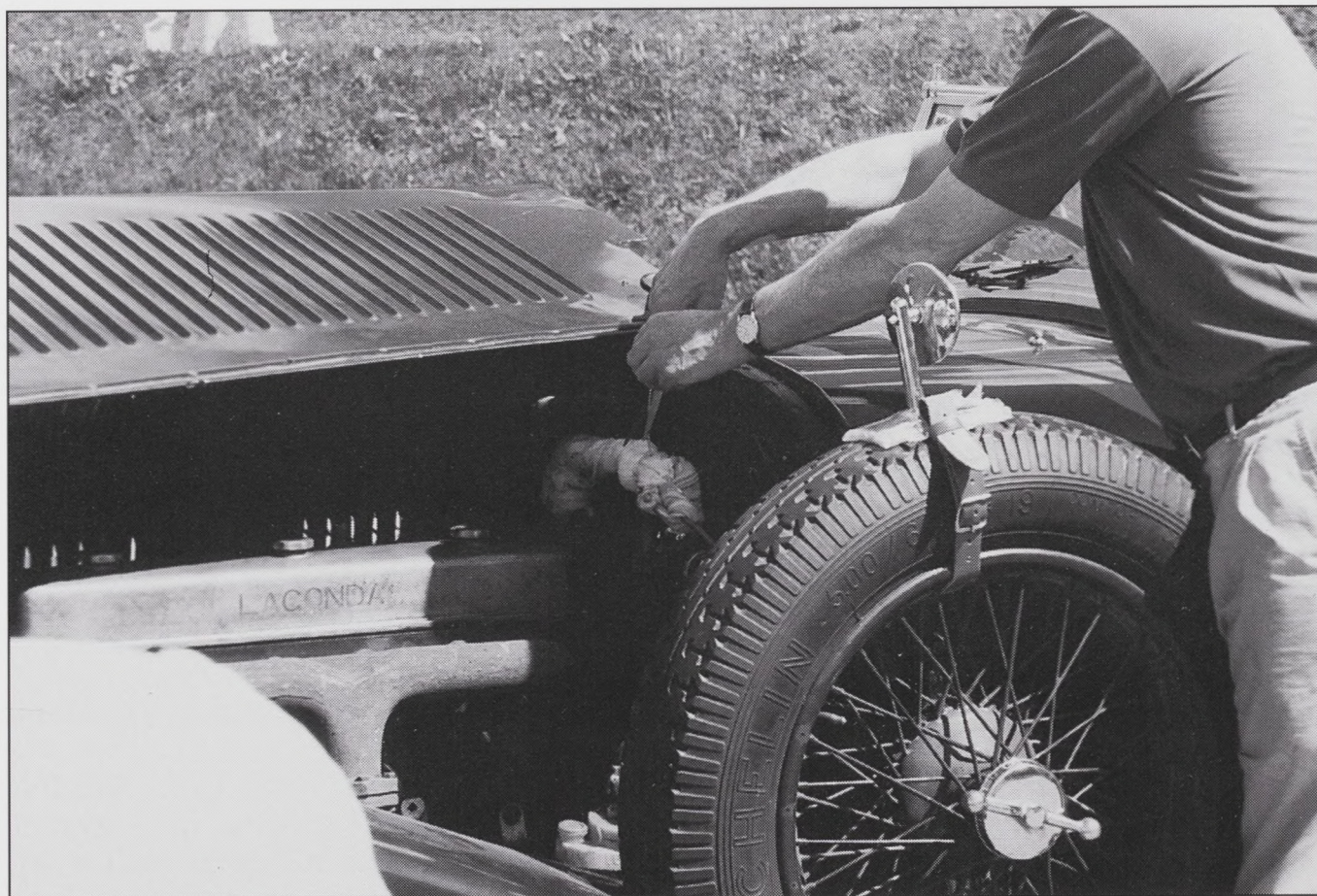
A long run down to Italy came next, with particular memories of the three Bugattis being driven with great verve and skill, the route passing through many twisting tunnels with steep corners. Just before the Italian border we filled up with petrol and when we arrived at the Customs there were great shouts of "Benzina". I thought we were being accused of smuggling petrol, but it was only the filler cap that needed closing.

We then drove into Italy, where the road surface immediately deteriorated, but as the road was open and relatively flat we had a good run to Stresa on Lac Maggiore. Another superb hotel, Grand Hotel des Iles Borromees, another welcoming party, at which I found out that Brian Garner, the driver of the Bentley and Nick Harley, in his Lagonda LG6 Rapide had been testing each other at about 100 mph on the flat dual





*Just unloaded from the train at Gervais-le-Fayet.*



*The cure for fuel vapourisation.*



carriageway, causing some interest among the Porsches and Alfas! No winner was officially announced.

Saturday 15th June started with a boat trip on the lake to Fisherman's Island, lunch in a lovely setting and back to the hotel, to start our next leg over mountainous country to the Aosta Valley. AXD going very well, except for 3rd gear still jumping out and on long downhill stretches the oil pressure dropping to 0 and then recovering to 20! I feverishly read David Hine's advice, "don't worry" it said, so we tried not to.

We had a very pleasant, but hard drive, with many turns on the mountain roads. A stretch in the valley on straightish roads and then finished with a climb to Cogne in a National Park. Another good meal and stay at the Hotel Miramonti.

Sunday 16th June. After a muddled start to show our cars off to the locals in Cogne, where some of us, including myself went the wrong way, we returned to the Aosta Valley. We had an interesting time paying to get onto the Autoroute, where there appeared to be no change being given to the cars in front of us, so loud remonstrations took place, luckily we had the change. An easy drive to the entrance of the Mont Blanc Tunnel, where the car's wheelbase was measured and we were charged 60,000 lire to go through. It was a fairly arbitrary system and some of the bigger cars, such as the Hispanos paid about double! The tunnel is nearly dead straight and goes for 12 km, a really awe-inspiring and truly remarkable engineering work.

Back to Megeve and a Concours d'Elegance at the Palais de Sports, many congratulations on the car, AXD did look good after a 2 hour clean-up. We then had a splendid closing dinner and the Rally was officially over.

John and I were so exhilarated we decided to drive the car home instead of putting it on the train on Monday evening and this was probably the last straw for AXD's well exercised engine. However, to start with all went well and

although we were behind schedule when we stopped for the night 30 km north of Dijon we felt we had done well.

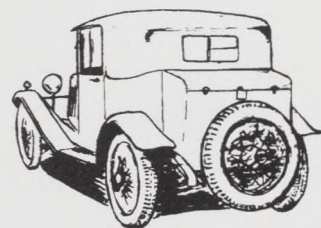
On Tuesday we were aiming for the 5.15 ferry from Dieppe and had been driving for about an hour when number 2 exhaust valve stuck open and would not un-stick. So we drove in a rather shaky fashion until, with 180 km to go to Dieppe, we had to stop to do some work on the engine, which included re-setting the magneto, cleaning the plugs and giving the car a rest. Also to phone home to say we would be late!

The car then went fairly well on five cylinders to Dieppe and, as luck would have it, we were able to book ourselves onto the Lynx for the 11.15 p.m. (2 hour crossing) to Newhaven. This gave us time for a good meal in Dieppe before we crossed the channel in 2 hrs 10 minutes. We drove home rather lumpily and we'd made it, rather against the odds, about 6 hours late, but home and under our own power.

Il Tropheo and our drive to meet up in Paris and then home, added another 1200 miles to the car's mileage of 349,000. It also added to my experience, another incredible trip which tested John's and my skills to the utmost, from car know-how to driving ability. A wonderful seven days, with an incredible group of people driving an amazing cross-section of cars.

This was a superbly organised rally and I thank Patrick, Jean-Claude and all members of the Il Tropheo organisation for enabling John and myself to be part of it. How nice to see local, regional and national organisations supporting such a splendid enterprise.

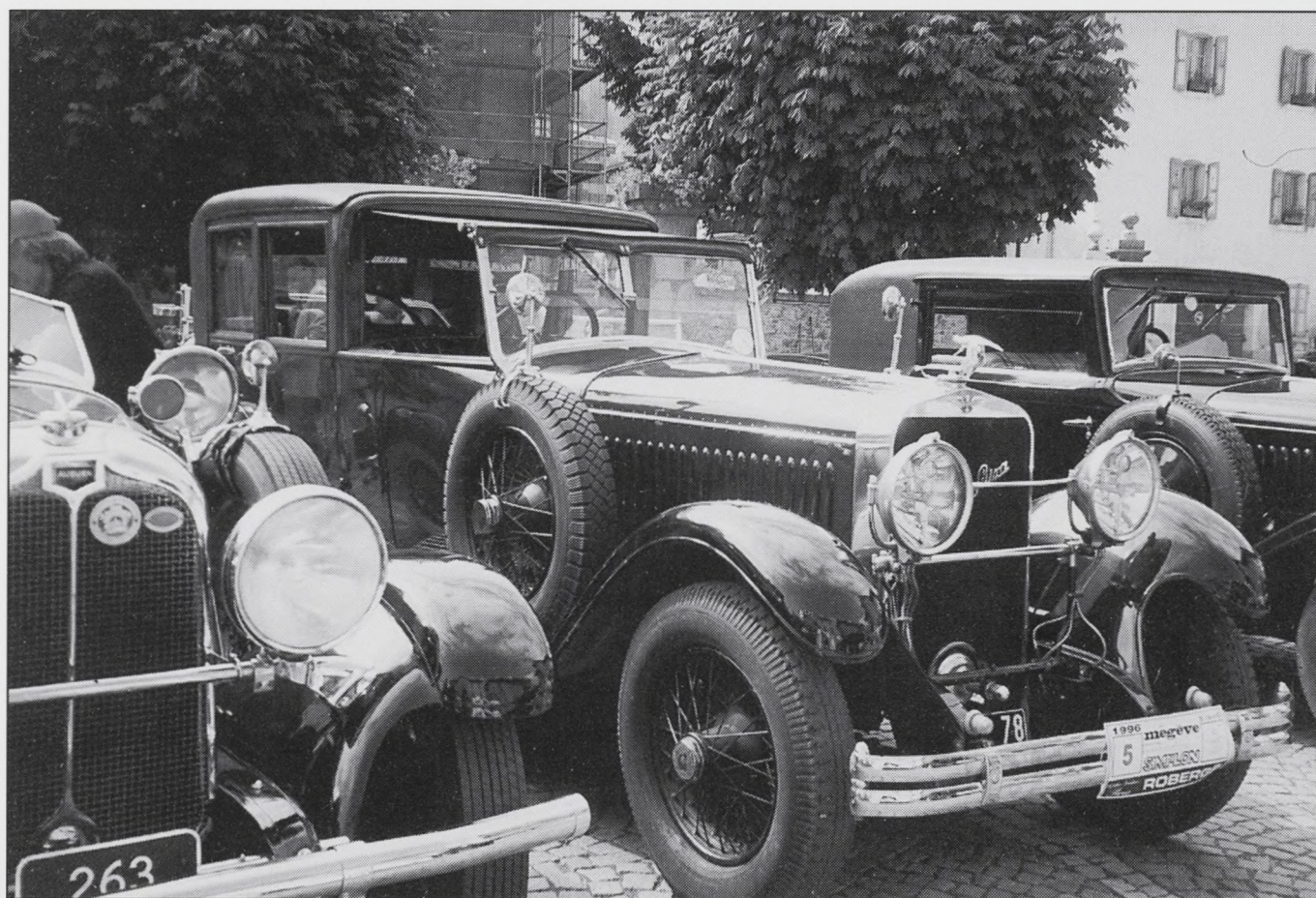
**Richard Mann**







*Just a few of the cars in the square at Mégève.*



*One of the Hispano Suizas at Mégève.*





# *The Suffolk Dinner*

Saturday 22 March 1997

6.45pm for 7.15pm

at

**The Melton Grange Hotel  
Pytches Road, Woodbridge**

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*Prawn Cocktail*



*Tender Cressingham Duckling  
with a Champagne & Orange Sauce*



*Ginger Cake with Pears & Fresh Cream*



*Fresh Ground Coffee with Sweetmeats*

---

Dress optional. Gary Guiver Gong awarded for Rapier coming the furthest. Please order tickets, £18 per head, direct from Mike Pilgrim at Little Orchard, Bredfield, **Woodbridge** IP13 6AW.

**before end February please**, enclosing a SAE. The alternative of a vegetarian main course and/or Melon for the starter are available **if stated when you order your ticket**.

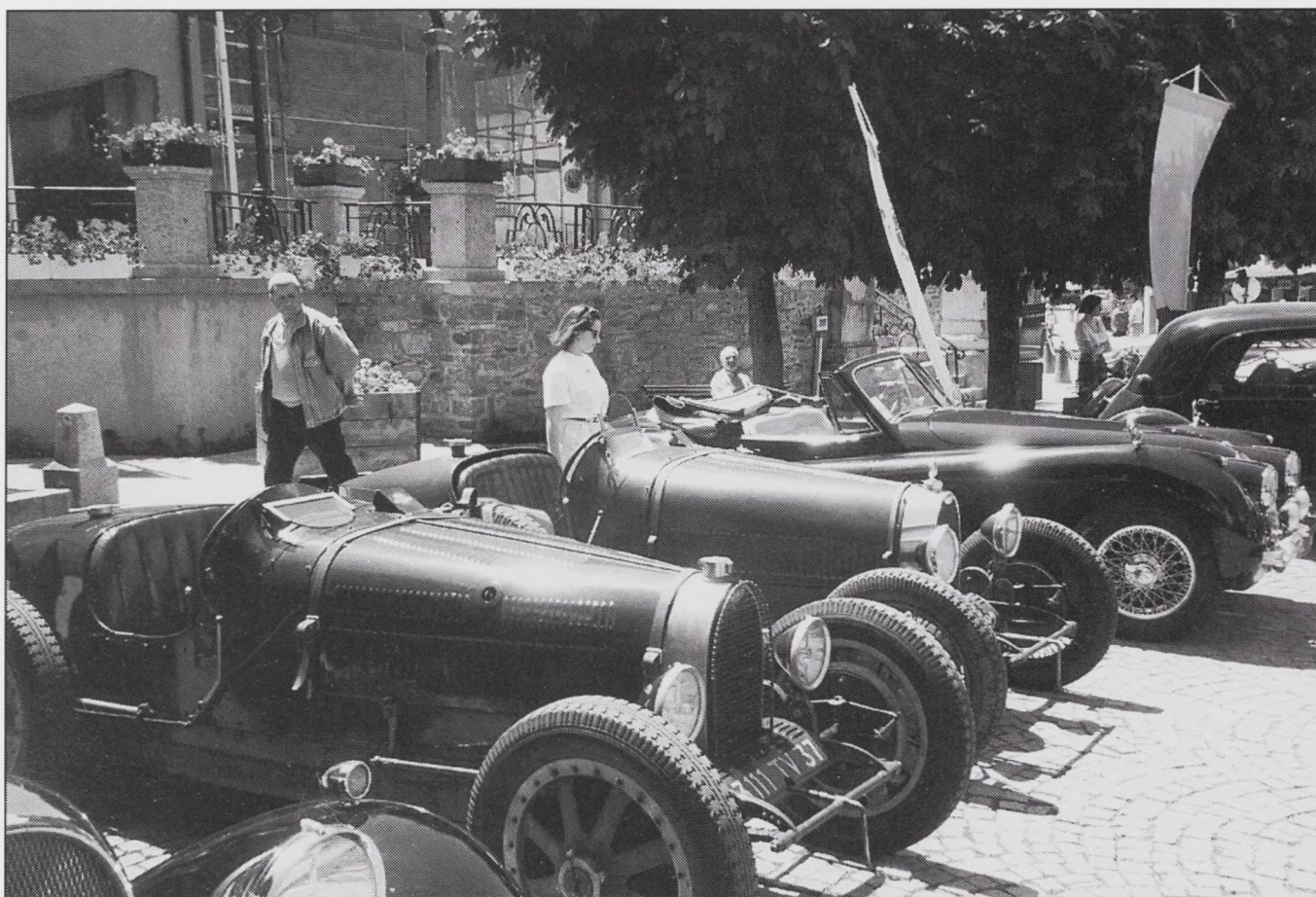
Some accommodation is available with local members. For rooms at the Hotel, please book early as they have several booked already for that night. Also kindly request the agreed concessionary rates, viz £40 double / £35 single, including breakfast.

---

**ALSO - Sunday 23 March, vintage run to country pub for lunch.**

---





*Two of the Bugattis and a Jaguar, Mègeve.*



*AXD at rest at the new terminus at Dieppe.*



# Don't take your Lagonda to Le Mans Mrs Worthington

IF ONLY ONE had listened to the great Mr Coward, nothing that follows need ever have happened.

It started innocently enough, once we had returned safely from Le Mans and dropped 822 HYL into her garage. "Why" she lamented "can't I have my proper Registration Number back? All the other cars had proper numbers".

"It's not legal" I told her quickly, "we tried 14 years ago and the DVLC wouldn't let us".

"Now it's legal" came the swift reply, "I met a man at Beaulieu who told me so. Write to Mr Davey, he'll help me if no-one else will".

So it came to pass that 822 HYL discarded her Registration Number and regained PD 1256, as supplied originally by Staines in 1924. The rear plate had survived intact and a new one was quickly obtained to match.

Just before Christmas, Madam started again. This time it was a hood frame. She had apparently been much taken with this feature on a two litre she had struck up a friendship with at Hotel Grille and saw no reason why she should not be similarly equipped.

"My frame is still in the back of the garage where you dumped it. Peter Jones will mend it - and he's a club member".

It's 83 miles to Peter's workshop and it's surprising how cold it can be, passing Stonehenge in January. Madam bubbled along happily, a thin plume of steam emitting from her radiator cap as she gently boiled up the hills.

Peter spoiled her unmercifully - she brought back memories of his own 12/24 days - what a splendid courageous little car. Don't worry, he'd repair the sidescreen frames as well. The little Minx positively swelled with pride and of course it went completely to her head.

When I returned to collect her, she and Peter had already agreed that a decent hood was an essential for any lady and, strangely enough they had managed - at very short notice - to get an appointment with G Foss & Company at Andover.

I confess that I did not stop to admire the giant white horse cut into the Downs as we passed!

It would have been partly obscured by the heavy snowstorm that we encountered about this point and which even the repaired frame seemed unable to combat. Who said that we cheque book restorers have it easy?

Reaching Mr Foss's establishment at lunchtime on Friday, I amusingly asked for the finished article for the following Tuesday.

This met the response "It will have to be out by Monday, I need the space".

Sure enough, a hood and screens had been beautifully created within the week, but of course this was not enough for Madam.

"At Le Mans" she announced "I definitely looked shabby. Everyone else was beautifully painted in Green or Red".

This was the last straw. I had painted her myself with tremendous care and, although one could see the odd brush-stroke here and there it really added to the period feel, or so I had thought.

"You were never meant to be Red or Green, the book said Fawn with Black wings".

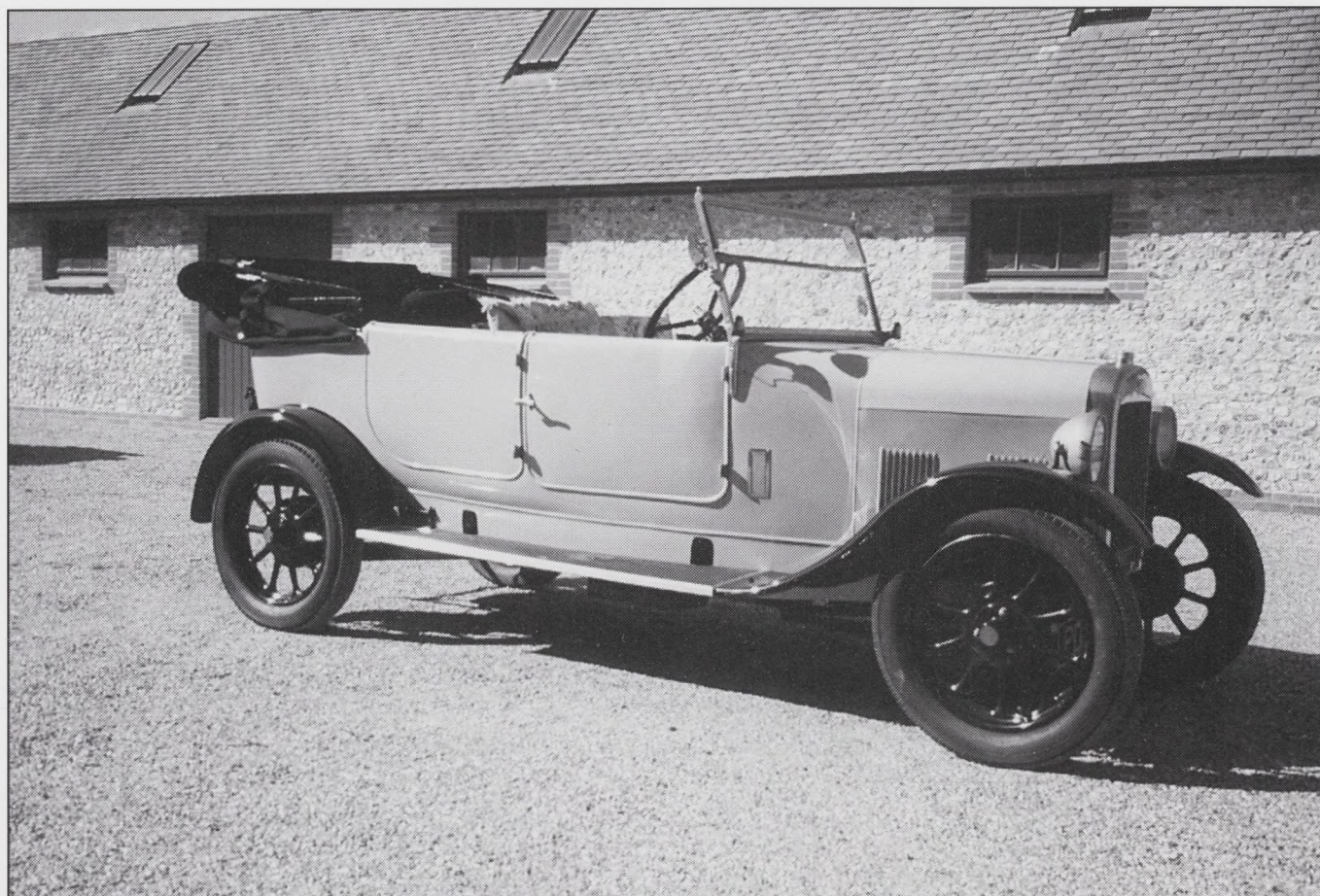
"Call this Fawn! Dirty brown I'd say - and as for the wings, they lack depth".

On the way to the painter at Romsey she misbehaved quite badly, refusing most inclines in top and back-firing for no apparent reason when we passed through any villages.



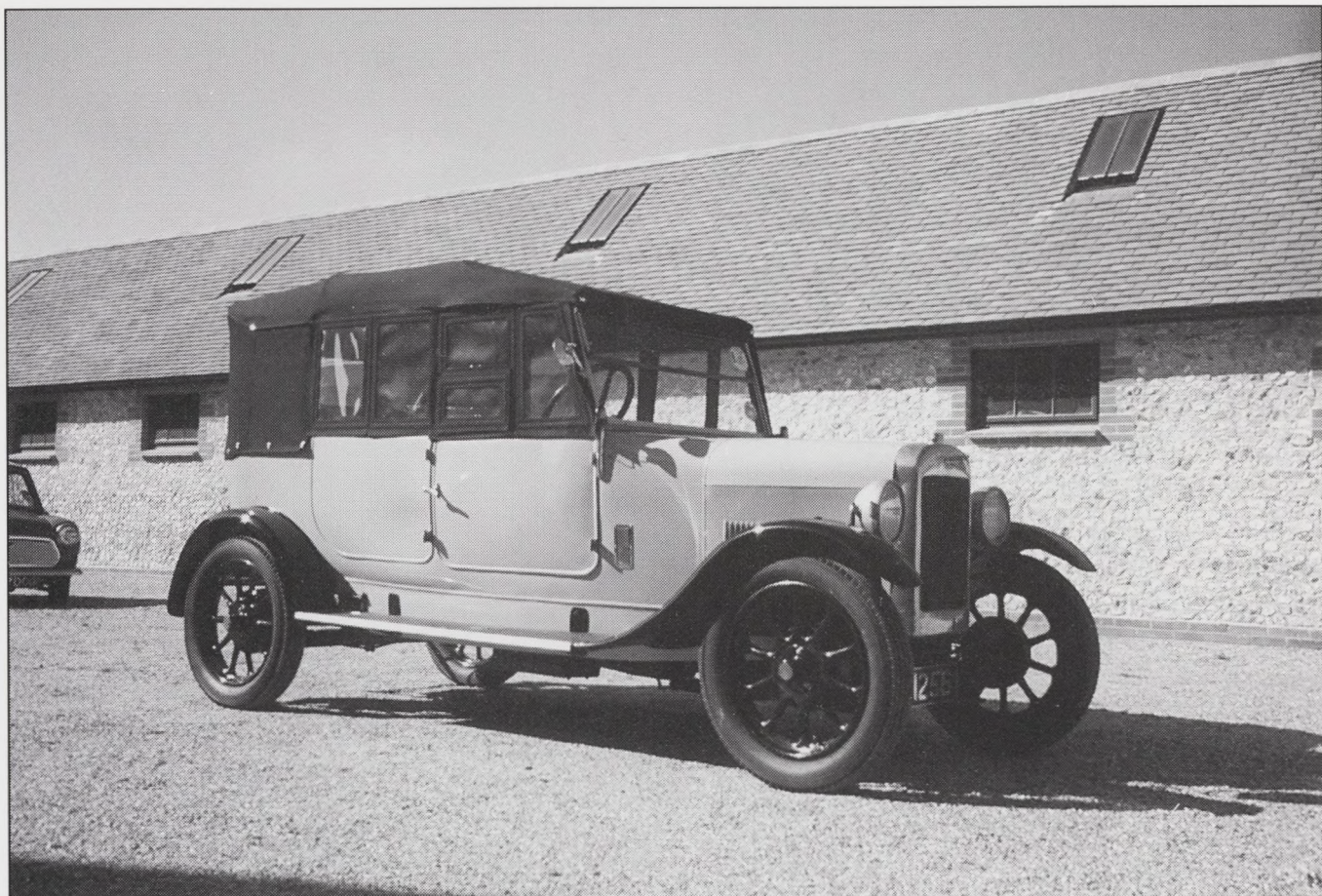


*A very cold Jeremy prepares to leave Peter Jones.*

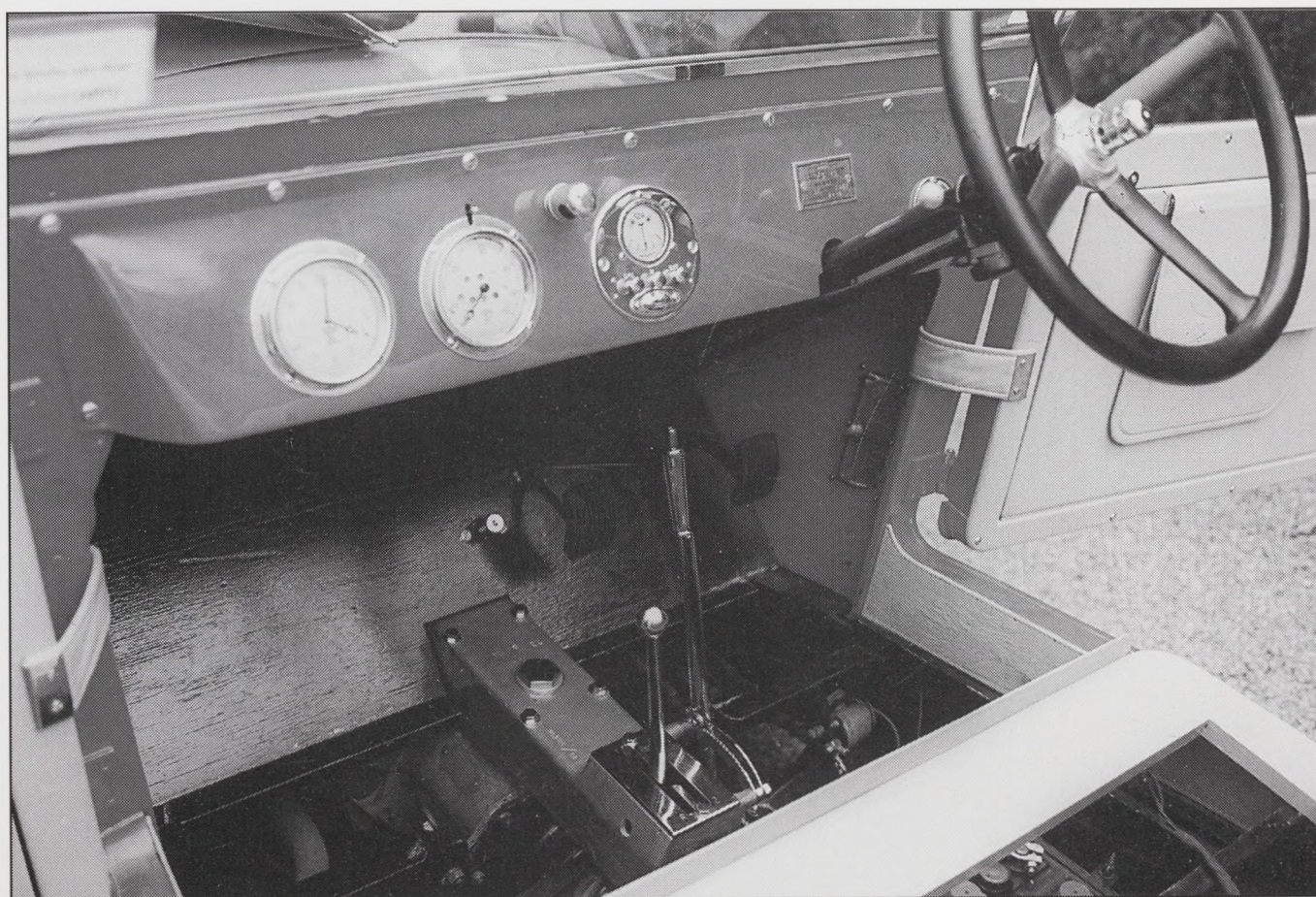


*The sparkling new colour scheme.*





*Showing off her new hood and side screens.*



*This is what the dashboard should look like. Ian Hedgeman's car in New Zealand.*



Since 1907 the name Hepworth has been synonymous with piston manufacturing. Over the past 20 years small batch production has been undertaken by the first of the fourth generation. Peter Hepworth has built up over the years the largest and most specialised range of piston, cylinder liner & bearing components for pre-1980 engines anywhere in the world.

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Material Type:

12% Silicon / 1.2% Magnesium / 0.9% Copper / 1.6% Nickel / Aluminium Alloy with coefficient of Thermal expansion of  $19.5 \times 10^{-6}$  per °C.



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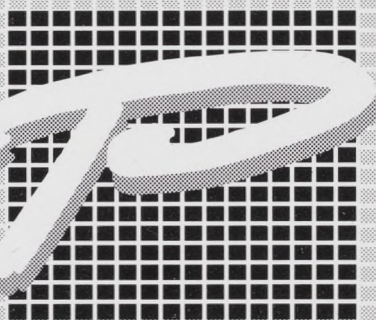
- 1934/35 - 10 H.P. 1104cc Rapier.
- 1933/35 - 16/80 1991cc.
- 1926/33 - 12.9 H.P. 2 Litre, Speed, C.R. 6.2 to 1.
- 1932/35 - 20.94 H.P. 3181cc. O.H.V. 3 Litre, special selector.
- 1934/35 - 30 H.P. 4 1/2 litre, Z, (M45) Comp HT 1<sup>25</sup>/32 Crown Dome
- 1937 - 30 H.P. 4 1/2 Litre, Rapide, C.R. 6.55 to 1. Comp HT 17/8 Crown Cone
- Post War DB Engines.

Ring Equipment:

Plain or chrome top compression rings depending upon application.

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Turning into the yard, she visibly perked up and even passed on the information that a Bugatti had recently been a customer.

Discussions became protracted. Should she have the black/brown combination for her wings, or would the black/blue be preferable? Everyone was very understanding and we finally left her, still arguing about which shade of Fawn looked more authentic.



As the cheque book thinned, it became apparent that the interior would have to be tackled in house and Mrs Oates was dispatched on a two-day Upholstery Course with the Rolls Royce Enthusiasts Club. Owing to her long-term partner's inability to read, she was inadvertently entered for the welding course and should any of you own a rusting Corniche, Margaret now fabricates a really excellent front nearside wing.

As there were no front seats at all, my trimmer had to use her imagination and fight the constant bickering. "I want real leather". "It's not original". "All the others had leather". "You're having rexine, so shut up".

Towards the end, PD 1256 seemed to become more docile. She accepted the carpeting with hardly a complaint, approved the proper CAV sidelamps we found to replace the Ford Cortina's that had served so well, actually appreciated the wiring all covered in nickel plated

coils to give that final finish so beloved of Show Judges.

Barely grumbled at a proper rear lamp found with great difficulty at an Autojumble and almost smiled when her headlamps came back from the plater.

I balked at leather gaiters, but, as she said, "They're in the original spec and everyone else has them". So gaiters it has to be.

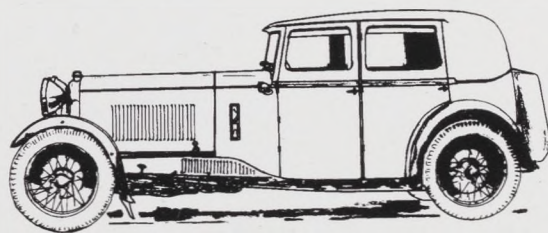
Her final triumph came when leafing through the Spring edition of the magazine. She came across Stephen Lewis' article on his trip to New Zealand.

"Look at that!" she cried, pointing to a picture on page 17. "My sister". and sure enough there was an apparently identical vehicle staring out at us. Ian Hedgeman, whose car it was, seemed surprised when I telephoned him, he doesn't apparently get a lot of calls on the South Island from fellow 12/24 owners, but he kindly sent me a number of photographs, including those of the correct metal dashboard.

He also sent a full sized paper cut-out and promised a fibre-glass profile. PD 1256 was finally content, correct in nearly every detail and she'd even found a penfriend into the bargain.

Personally I miss the jolly little ragamuffin that took us to Le Mans, but I suppose that at 72 she deserves a little pampering. However, the other night, as I shut the garage door, I would swear that she asked sleepily "Who is Mr Hamish Moffat and where exactly is Africa?"

**Jeremy Oates**







*Toad of Toad Hall drives Herr Flick to the A.G.M.*



*Jeff Ody has a second pair of socks just like this. His shopping bag seems to have a hole in it.*





*Peter Whenman presenting the Fox and Nichols Trophy to Tim Whenman at April Silverstone, Tim Wakeley offers the bubbly!*



# And now for something a little different

THOSE CLUB MEMBERS WHO ARE INTERESTED IN the wider view of sports car racing, both ancient and modern, should consider visiting the Brands Hatch circuit in Kent where in Spring and Summer the Aston Martin Owners Club hosts two meetings for a wide variety of sporting machinery. The sight and sound of Aston Martins, AC Cobras, Lister Jaguars, Porsches and Austin Healeys powering their way around the Indy circuit is enough to quicken the most lethargic of pulses. MGs and Morgans too are well represented together with select fields of authentic racing cars. The Historic American Racers Association also co-ordinates entries for these meetings bringing together American V8 powered cars of pre-1971 to compete in their own special races and add a dash of colour to the meeting - their paintwork may be flamboyant but the drivers of these powerful cars contest for a place on the podium with very serious determination. Whetted your appetite? Read on...

Let's take a closer look back at the Spring meeting in '96 which was held on the Bank Holiday Monday. Nine races were programmed, each over ten to twenty laps, with the morning session devoted to practice and qualification. The scene in the paddock early in the day was one of hectic activity as the various teams fine-tuned their cars for maximum performance whilst not omitting to visit the scrutineering bay. There was an obvious spirit of camaraderie between the competitors as some of them took quick breaks to walk round the paddock and size up the opposition.

With so many different makes represented it was hard to decide what to look at first but suddenly the focus of attention was centred upon a transporter

from which a dark green bonnet with chrome yellow stripes was appearing. An immaculate Lister Jaguar was being carefully winched onto the tarmac by its mechanics and my mind was immediately thrown back in time to the mid-1950s and the marvellous spectacle of Archie Scott-Brown drifting in his Lister through the bends on this same circuit to take the chequered flag with an ease which belied his severe physical handicaps. There is something about Lister-Jaguars which is enduringly fascinating and they always attract considerable attention when they appear.

Less powerful cars were just as attractive to observe as my meandering around the paddock continued. A diminutive Lotus XI stood silently on the gravel awaiting the attentions of its mechanics, its small neat controls looking almost delicate when compared with those of the muscular V8 Aston Martin standing nearby. Naturally the pre-war Aston Martins attracted considerable interest and included amongst these famous and venerable cars were three 1933 Le Mans models, a 1936 Ulster and the 1935 LM18 and LM21, the last pair owned and raced by Nick Mason, a 1932 International and two Speed models. These Astons raced in their own pre-war classes and showed that despite their age they are still capable of returning consistently fast lap times.

The modern Aston Martins were equally impressive and included examples of the DB2, 2/4, Mk. IIIs and the charismatic DB3S, the distinctive bodywork of this latter car showing the unmistakable signature of Frank Feeley. Not to be outdone by the Feltham products, Newport Pagnel was well represented by the formidable V8 Aston





*Part of the AMOC display at Brands Hatch.*



*Some of the "all comers" await their turn.*

*Photos: Iain May*



Martins whose bulk had been pared down slightly with coachwork modifications resulting in their 5340 cc engines propelling them around the circuit at lap speeds of fractionally under 80 mph. By contrast the lightweight DB4s remain faithful to the sleek body shape created by Touring of Milan. For those with more eclectic tastes there was a wide variety of Porsches on view competing in the prestigious Pirelli Porsche Classic Championship created for versions of the marque that were over ten years old while Morgans, Jaguar E-Types, TVRs and MGBs were competing against Aston Martins in the Thoroughbred classes. An allcomers' category saw the unusual sight (for Brands Hatch), of a pair of Bentley Specials, based on the Mk VI, taking on AC Cobras, a Morgan +8, a Shelby Mustang and several Chevrolet Corvettes amongst others.

Tradition was served meanwhile by the static vehicle display at the top of the paddock which consisted of a splendid collection of AMOC members' cars, all immaculately presented. Very nearly the whole history of Aston Martin was represented while the Lagonda connection was not forgotten with the appearance of the post-war four door Rapide and the wedge shaped V8. The latest Aston Martin offering from Newport Pagnell was also on view, a DB7 in a fetching metallescent green, which completed the pageant up to the present day.

As the morning progressed final practising took place until an unnatural quiet descended on the circuit as the inner needs were attended to by both competitors and spectators. This interval for lunch gave some the opportunity to move across to the main pit area alongside the start and finishing straight to take a look at some of the larger racing teams at work there. The pits at Brands Hatch have been refurbished recently with an impressive new race control centre as part of the overall development. Somewhat reminiscent of

the architecture of the pre-war European racing circuits, this building houses all of the essential race support facilities and forms a striking focal point for the day's activities. Behind the pits lies the marshalling area where the competitors are held before being released onto the track for each race. Good photographic opportunities abound here for the accredited camera buffs.

So to the afternoon's event which were exciting and hard fought throughout. In the Post-War Aston Martin race for example the first three competitors across the line were separated by less than one second after ten laps. Another close finish was seen in the Pirelli Porsche Classic where finally a Carrera 3 stole the honours from two Carrera RSs. Despite a ten second penalty at the start Gerry Marshall, well known in these circles for his determined driving, stormed past everybody in his Aston Martin DBS V8 to win an Inter-Marque race in a convincing 13 minutes and 20 seconds while David Heynes won two times out in his DB4. Splendid scraps took place in the Morgan Company Challenge race while a Morgan V8 driven by Matthew Burt beat off formidable competition from an Aston Martin DBS V8 and a Porsche RSR to win the All-Comers' race by an impressive margin in the last race of the day.

Spectating at Brands Hatch presents no problems. Lying in a natural bowl in the countryside there are ample vantage points from which to see the action. The small stand at the apex of Paddock Bend just after the start line is probably one of the best locations while a closer inspection of the drivers' techniques when they are circumnavigating the very tight hairpin at Druids Bend is afforded from both sides of the track. Should the longer Grand Prix circuit be in use then a walk out into the countryside alongside the track is well worthwhile giving the opportunity to see cars at near maximum speed on the longer straights and sweeping bends of this extension.

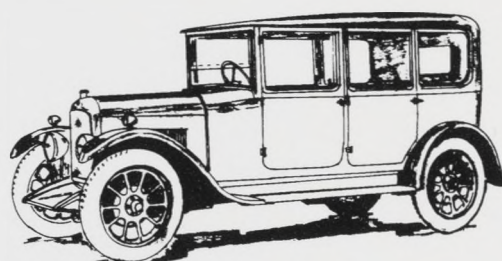


In short this AMOC meeting provided something for everybody. The day's programme went smoothly and was efficiently marshalled throughout, the weather remained fine and the crowds were able to disperse quite quickly to make their returns home in the late afternoon. For club members looking for something a little different from the normal vintage event then this might prove to be an interesting alternative.

Should the Kent circuit not be convenient then similar meetings, hosted by either the AMOC or the Historic Sports Car Club, are held at Cadwell Park, Oulton Park or Snetterton during the season. Contact the Brands Hatch Circuit at Fawkham, Longfield, Kent DA3 8NG for details.

Good spectating!

A.W.May



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*If you can answer yes to all the following questions*

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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*

*Please note: to qualify for this offer you must be*  
1. A member of an RACMSA Recognised Club or  
2. An RACMSA licence holder or  
3. An RACMSA Official.



## THE NEW KNIGHTS OF THE ROAD



# Competition Roundup

## **VSCC SILVERSTONE, APRIL 13TH 1996**

The April Silverstone Meeting has a well-deserved reputation for freak weather, so no-one was really surprised when it began to snow on Friday afternoon at the time that everyone was setting up camp and starting testing. By nightfall it was beginning to settle and freeze, so that the whole of Silverstone was up bright and early, it being far too cold to sleep. The paddock was carpeted with a blanket of snow, very pretty but no encouragement for keen racing. Fortunately, it began to melt and a politically incorrect fry-up made everyone perceptibly more cheerful. There were the usual last minute hitches, like when Len Thompson discovered he hadn't brought a photograph for his new licence and had to hare off into Towcester to find a Post Office with passport picture facilities. By lunchtime all the snow had gone and the racing went ahead on a dry track with some sunshine.

If you include Rapier Rapiers as Lagondas we had five entrants in Event One, a five lap scratch race that also featured Adam Painter in the family Maserati, but even our quickest are no match for ERAs and the like, so we didn't feature in the results. It was Event Five before the Lagonda name re-appeared in the programme, where entrants included Colin Bugler in the LG45 Team Car replica, the Rapiers of Peter Whenman, Len Thompson, Tim Wakeley and Freddy Williams, plus Ken's turn with the Maserati. Over the winter, Peter Whenman has been doing a lot of tweaking to the blown Rapier. The demon tweaks paid off and Peter won Event Five from Paul Smeeth in the Bolster Special and John May's Bentley 4½. Mind you, I expect that win has queered his pitch with the handicappers

for the rest of the season; in VSCC circles Lagondas are expected to add tone, not win things.

Event Seven saw another bunch of Lagondas. Alistair Barker's V12 Le Mans replica joined by Terry Brewster's LG45/M45 Team Car replica and the Rapiers of Peter Fletcher-Jones, Tim Metcalfe and Ryszard Koblecki. I am not sure if I saw this event, since I seem to have made no note of the result. Perhaps I was in the Bugler's caravan for tea and chat. Yes, I must have been because that's how I know that Neil Jones, who drove the LG45 in Event Nine, is Colin's son-in-law. He came ninth, but I have no placings for Piers Leigh and Ryszard Koblecki, who also featured, both in Rapiers.

The Fox and Nicholl trophy was a Lagonda-free zone, which is a shame, but we had six entrants for Event Eleven, a five lap handicap contested by our drivers having their second go of the day. Terry Brewster really got the bit between his teeth and ran out second to Schumacher's Talbot. (No, not that one. This one's name is Cecil).

That was the last event of a pleasant meeting, the weather having warmed up considerably and with a welcome absence of accidents. It was time to set out on the route march across three fields to where the car was parked. There was a strange contrast between the number of Lagondas competing and an almost total absence of them in the public car park. There was no clash with the Northern Dinner this year, so where was everybody?

A.D.

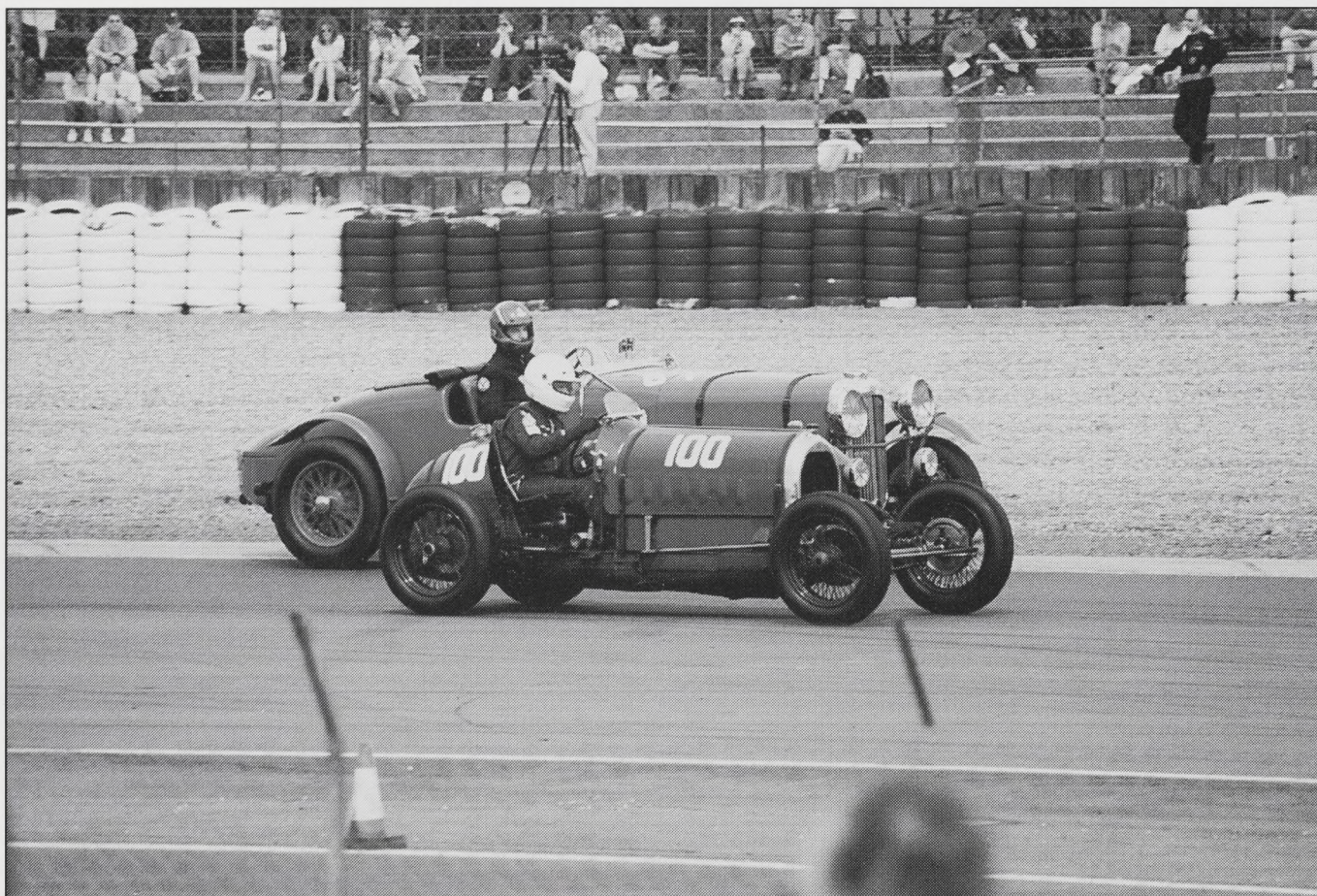
## **COLERNE SPEED SPRINT 22ND APRIL 1996**

After the most awful weather in 1995, everyone was praying for dry





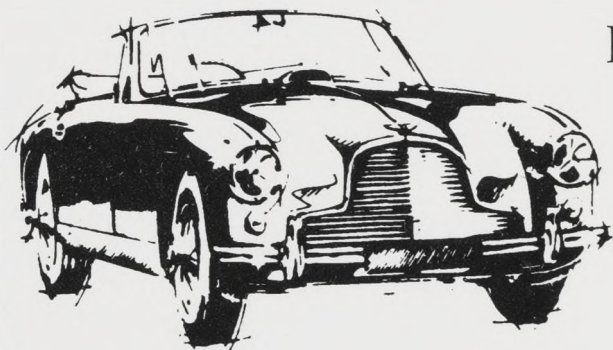
*Tim Wakeley with frozen grin - "why do i always get the 9.00 am practice?"*



*Colin Bugler being "done" by the Bolster Special.*



# ASTON MARTIN - LAGONDA SERVICE



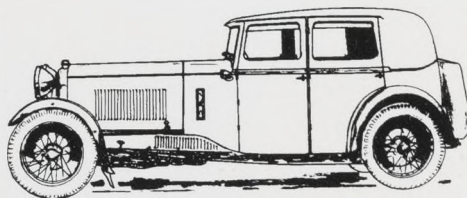
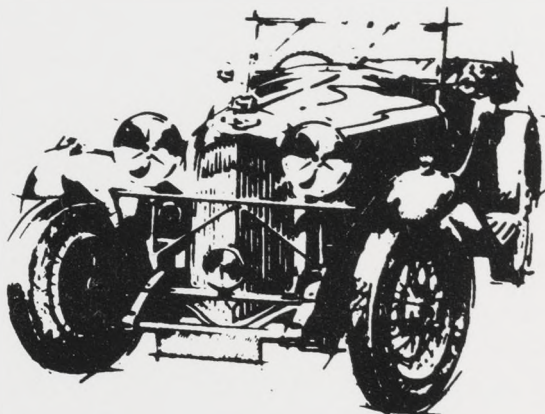
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conditions. The R.A.F. station is very exposed and can be a pretty grim place - but dry it was.

As 'Jenks' always told me, this sprint sorts out the "It don't arf go" brigade. At one kilometre in length your maximum speed is reached and you will not go any faster unless you reduce your frontal area or gain horse power in huge amounts.

After a quick look through the programme to see who you are up against, there is nothing more to do but just go for it. As there are only four runs per car there is no point in trying to fool the handicappers. Pretty soon the Rapier boys got together and light-hearted banter was heard.

Tim Wakeley with his blown 1100cc Rapier had the bit between his teeth and sorted out Mowatt's fast Riley, to take Class Three with a terminal speed of 112 m.p.h. and standing  $\frac{1}{4}$  mile in 16.71 seconds; not bad for an 1100cc. Derek Green was out in the Invicta and although a good time of 17.81 standing  $\frac{1}{4}$  mile and terminal speed of 110 m.p.h. was attained, it was no match for the 8 litre Bentleys.

Brian Fidler and Peter Whenman were having their own private dice, having bribed the marshalls to let them run together. Brian's car is a blown 1500cc Rapier and Peter's car is a blown 1100cc running on methanol. As the cars left the line, the crowds were left coughing and spluttering as a haze of burnt rocket fuel drifted back. Peter just pipped Brian with a terminal speed of 115 m.p.h. and standing  $\frac{1}{4}$  mile of 17.07.

Paul Jaye driving the ALTA racing car achieved fastest time of the day at 137 m.p.h..

A good meeting, with lots of interesting cars to see, from the Merlin engined specials to the propellor driven Leyatt.

#### **PRESCOTT SPEED HILL CLIMB 27/28TH JULY 1996**

This the meeting that everyone wants to enter and have a go; couple this with the usually good weather and good company and it makes it a wonderful meeting to attend. This year the event

was well oversubscribed and the always efficient team of VSCC Marshalls were working overtime to get the cars through the practice on Saturday. However, not all was well in the paddock as the RAC 'noise man' was around with his decibel meter. The smaller high revving cars had the most trouble and the local hardware store soon sold out of pot scourers, to stuff up the exhaust pipe. Tim Wakeley just got through, but Peter Whenman was seen frantically trying to fit the silencer off Ken Painter's Maserati; a combination of pipe clips and baling wire secured the device and off he went, with five minutes to spare before the end of practice.

A huge number of people camped this year and it was quite amusing to see the first signs of life as they struggled out of their tent, all stiff and bleary eyed. The Bugler camp is the complete opposite; all organised after many years of practice.

There is a lot of skill climbing the Prescott 880 yard short course, so make one mistake and you have had it. Lagondas generally do not do very well at hill climbs, being too big and heavy and outclassed by out-and-out hillclimb specials. However, we were well represented by the following, who were seen to be enjoying themselves: Brian Fidler - Rapier, 51.50 secs; Tim Wakeley - Rapier, 47.80 secs; Alan Elliott - 2 litre, 58.12 secs; Paul Tebbett -  $4\frac{1}{2}$  litre, 59.13 secs; John Harris -  $4\frac{1}{2}$  litre, 58.29 secs; Colin Bugler -  $4\frac{1}{2}$  litre, 53.31 secs; Terry Brewster -  $4\frac{1}{2}$  litre, 51.87 secs; Peter Whenman - Rapier 48.09 secs; Tim Metcalfe - Rapier, 47.40 secs; Roger Seabrook - Vauxhall 30/98, 56.68 secs; Derek Green - Invicta, 50.42 secs; Adam Painter - Maserati, 47.51 secs.

Congratulations to Tim Wakeley, who came 2nd in Class Two.

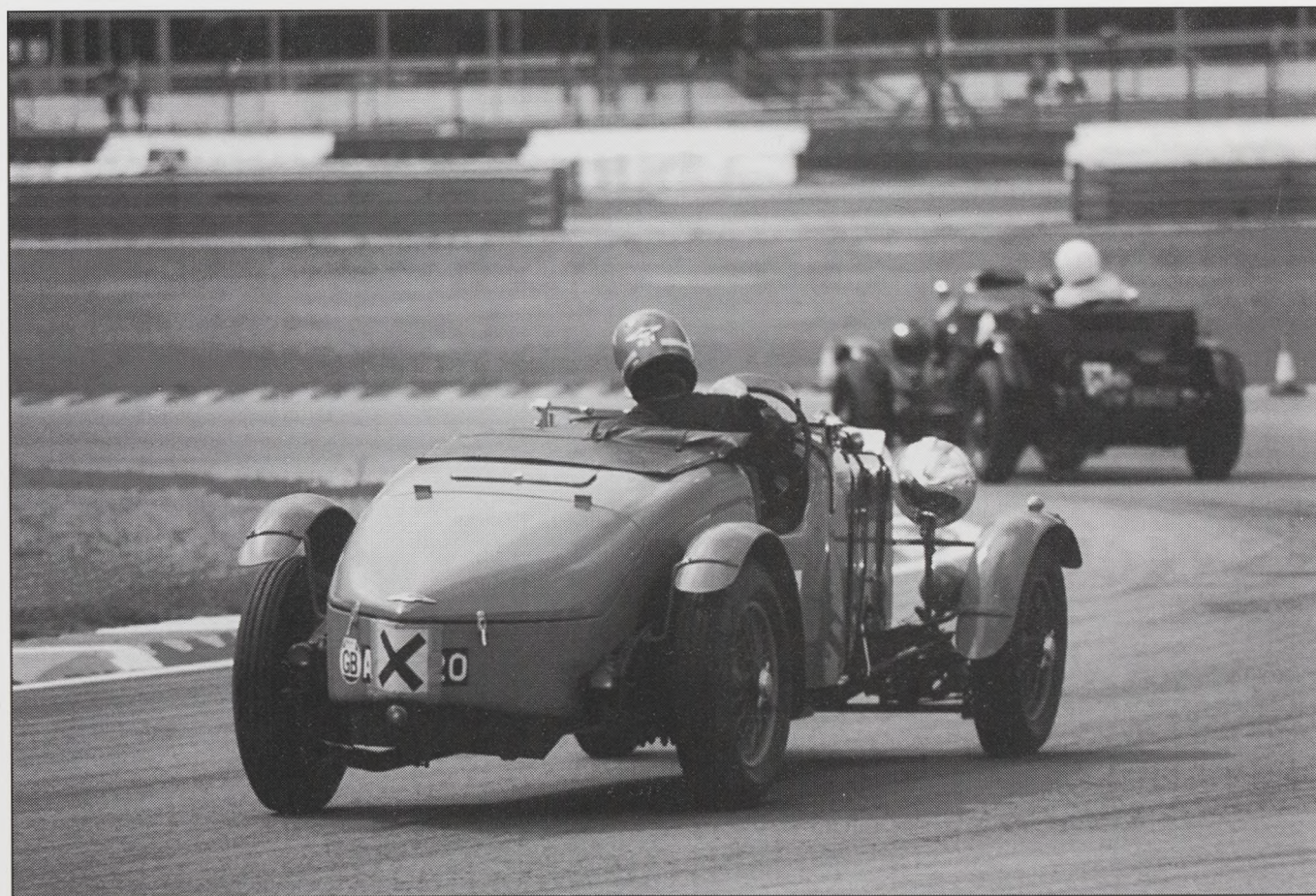
#### **BENTLEY DRIVER'S CLUB SILVERSTONE 10TH AUGUST 1996**

The annual dice between Bentley and Lagonda was as enjoyable as ever. The seasoned racers all seem to turn out for this event. Quite how the handicappers work out the grid positions, God only knows. All I do





*"New Racer" Mark Butterworth going for it at the BDC Event*



*Lagonda Race, BDC. Colin Bugler chasing a Bentley. Is that novice cross still there for his co-drivers?*



know is that the fast boys have to go like stink to make up the extra lap. By about lap 6 you have no idea where you are - just keep your head down and keep going, you might be lucky.

As usual, a Bentley special won, but Mark Butterworth, driving an LG45 special came 2nd. Tim Wakeley was going well until his pre-selector gave way. Peter Whenman was driving furiously, but had too much to make up. Alistair Barker was employing blocking tactics in the V12 Le Mans replica.

A good effort by all Lagonda drivers.

#### **Lagonda results:**

2nd Mark Butterworth	LG45 special
7th Colin Bugler	LG45 Le Mans rep
8th Tim Metcalfe	Rapier
15th Peter Whenman	Rapier
17th Alistair Barker	V12

Tim Wakeley and Andrew Hall did not finish.

#### **OULTON PARK 1996**

After a long absence, the VSCC returned to Oulton Park for a one day race meeting in August (Bank Holiday Monday). This is a popular northern meeting for members and we got together with the North West Region of the BDC for the occasion. A special marquee was organised and paid for by Coys of Kensington and there was a roped off area which provided a splendid display of Lagonda and Bentley cars of all ages.

To begin with the rain was so heavy that we all huddled in the marquee and were very thankful we had it! The barbeque began to go out so that was brought inside to add to the atmosphere. We discovered that the site began to turn into a small lake which was called Lake Tratalos - after Terry Tratalos who had picked the spot!

Much food and wine was consumed which kept our spirits up until the clouds parted in time for us to watch some exciting racing.

The Rapiers are very popular at present and there were several going very well indeed on the wet track. The highlight of the day for your reporter was

the unexpected sight of four 4½ litre Lagondas lining up for the handicap race mid afternoon. Terry Brewster in the "Fire Engine", Colin Bugler in his well known Team Car replica, Nigel Hall in his green Le Mans special and Alistair Barker in the V12.

The handicappers seemed harsh on Colin, setting him off with the V12, but cruel to Nigel, putting him on the back row with it all to do. He even had to tighten his crankshaft damper up on the starting line!

Sure enough, the V12 gradually pulled ahead of the Brewster and Bugler cars, but Nigel from the back worked his way through the pack, driving like a demon. He and Alistair in the V12 appeared to cross the finishing line together. Nigel having caught and passed the multi-cylinder monster - all very exciting stuff for the fans cheering from the banking.

**D.R.H.**

#### **A.C. OWNER'S CLUB SPRINT**

A competition event in November was rather tempting providence. It was a very gloomy start to the day, cold, wet and very muddy in the old Goodwood paddock. Still, this was to be the last time out until April Silverstone 1997, so we made the best of it.

Tim Wakeley was sharing Peter Whenman's Rapier and doing very well, coming 1st in Class 24a, with Peter 2nd, Tim Metcalfe 3rd. David Fletcher-Jones was driving in his normal exuberant fashion, winning Class 24b, with brother Peter F-J 2nd and Freddy Williams 3rd.

Colin Bugler was finding the big Lagonda rather a handful on the slippery track, however, Colin and son-in-law Neil were having their own dice in Class 19. The Bentley of Northam won this Class, with Colin 2nd and Neil 3rd.

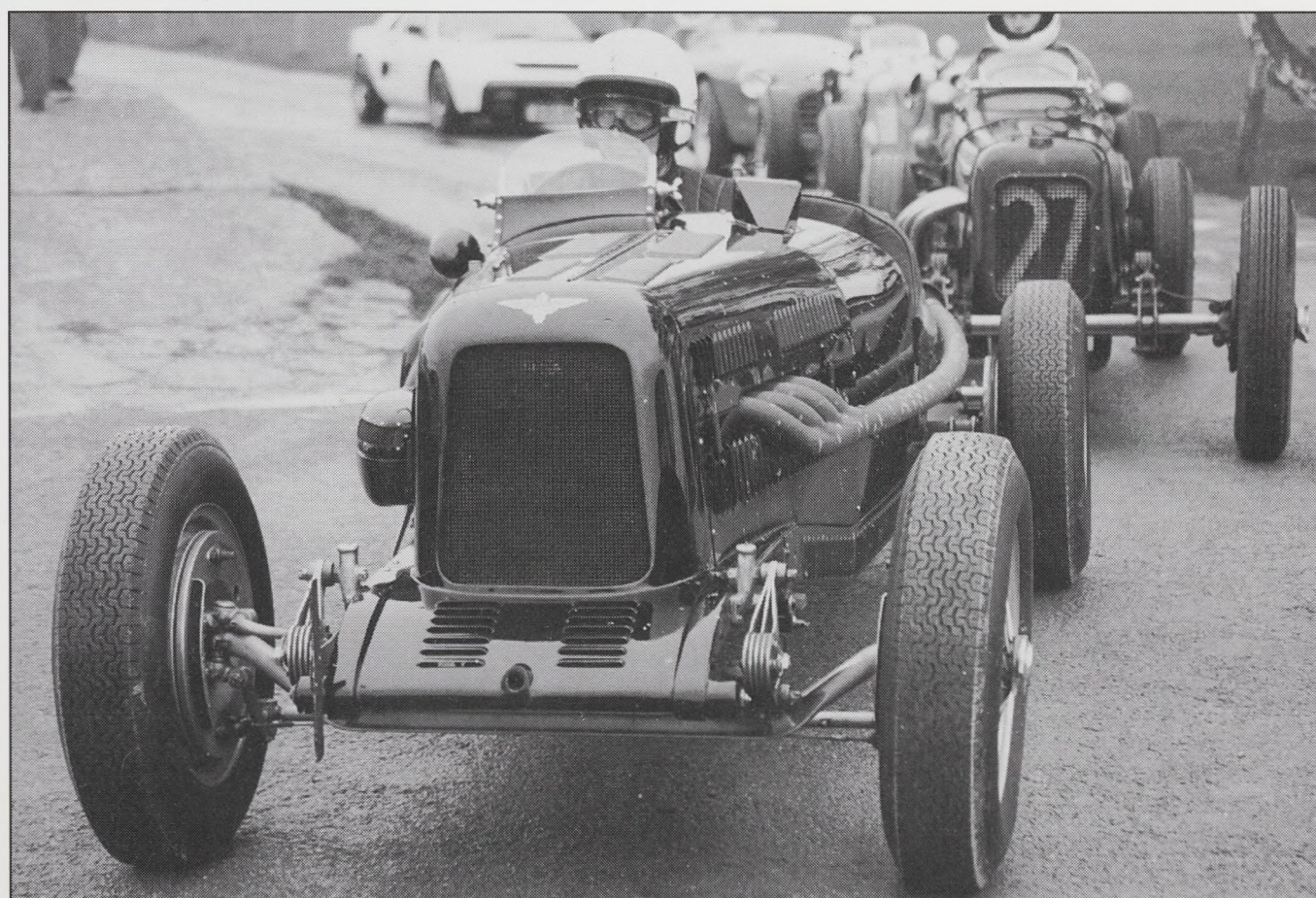
Michael Valentine enjoyed himself driving round in the Invicta with the Clerk of the Course. After the event finished, quite a few of the Rapier fraternity swapped cars for a quick blat round.

Our thanks to the AC Owner's Club for inviting us once again.



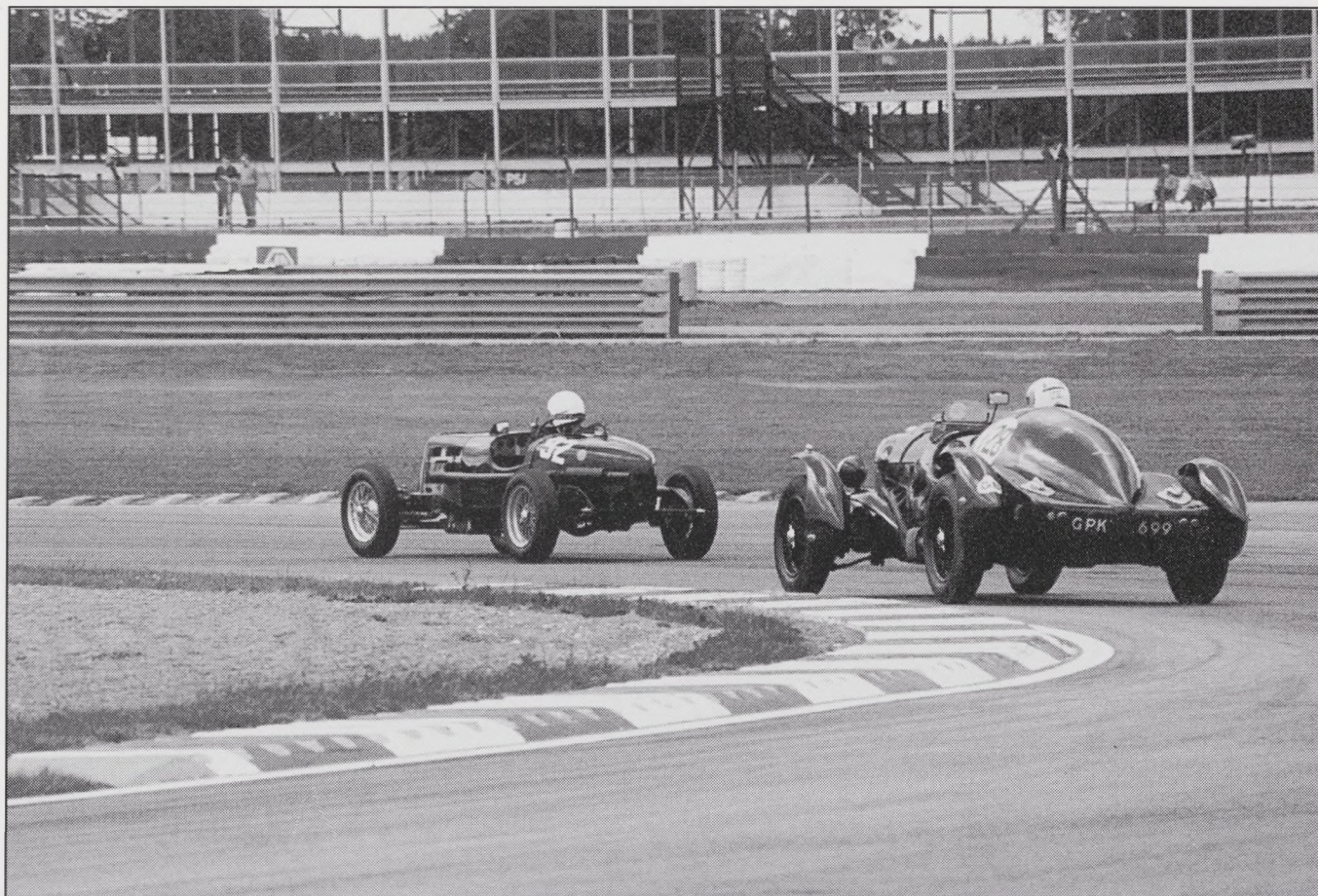


*A very cold and wet part time marshal and photographer - Chris Mayes at Goodwood 1996.*



*Peter Whenman lining up for the sprint. What a super little car.*





*Little and large. Alastair Barker trying to hang onto the tail of Peter Whenman. BDC Race.*



*Tim Wakeley's Pretty Rapier in the BDC Race.*



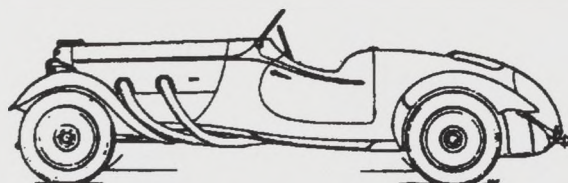
## LIST OF AWARD WINNERS

Allison Bentley WO	Hants/Dorset Rally First Lagonda in BDC/ Lagonda Race at Silverstone	Andrew Gregg
Car Club Committee Award	Concours Winner at AGM Awarded by the Committee at their discretion	Mark Butterworth John Walker
Densham	Most active 2 litre or 16/80	David Hine
Expensive Noises		Clive Dalton
Fox and Nichols	Best overall racing performance	Bill Ambro
Le Mans Trophy	Best performance at Prescott	Peter Whenman
Fox and Nichol		Tim Wakeley
<b>Mobil Trophy</b>		
Gaber	Best performance in a V12	Michael Valentine
Gosling	Best magazine article	Arnold Davey
Invicta	Best performance in an Invicta	John Robson
Michael	Best performance driving a Lagonda in all events	Tim Metcalfe
<b>Newcomer's Racing</b>		
Bellini		Neil Jones
Rally Trial	Best performance in a Navigation Rally	Macko Laquer
Northern	Winner of Northern Driving Test	Don Hoggard
Raine	Best D.B. car at AGM	Peter Gilkes
Seaton	Chosen at AGM by G.Seaton, best maintained and used Lagonda	John Walker

## Points for Racing Season 1996

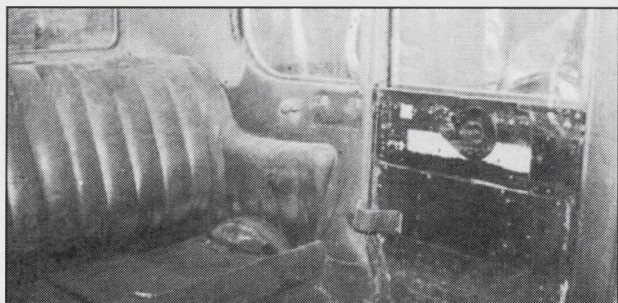
P Whenman	59	Rapier
T.Metcalfe	54	"
T.Wakeley	52	"
T.Brewster	44	LG 45
M.Butterworth	37	"
N.Hall	23	"
C.Bugler	22	"
N.Jones	18	"
A.Barker	15	V12
D.Green	14	Invicta
M.Bugler	12	2L & LG 45
J.Harding	9	V12
R Colquhoun	8	
A.Skipper	8	
R.Welch	2	
J.Moss	1	Invicta
A.Elliott	1	2 Litre
A.Hall	1	
J.Harris	1	LG 45





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# Letters

Sir,

The story told by Chris Deall in the Autumn issue was moving, though not entirely unfamiliar to those who have trod the same lonely path. However, it saddens me to see such a fine young recruit to the most noble marque being exposed at such an early age to the voice of the "knowing depreciator of the 16/80". Is it in the genes, or does it come with every purchase of a four cylinder 2 litre?

Perhaps if his Friendly Garage Proprietor had spent rather more time at the front of his 16/80, caring for the engine, he would have spent less at the back, pushing it up Battery Hill.

I spend most of each summer in the Cotswolds, usually three or four up, climbing any hill that has the impudence to try and impede my path. Prescott has no terrors for the 16/80. Saintsbury, Willersley, Fish, Snowhill, Rosehill, they all succumb, though I did blow a head gasket last June whilst storming Stanway a bit too enthusiastically, but head gaskets and my 16/80 have never got on too well, something to do with all those water holes that don't go anywhere.

Even this mishap did not prevent me completing the run and getting home, in spite of the loss of the 6 cylinders' smooth running.

Please Mr Deall, I beg of you; do not listen to these vile calumnies, deafen yourself to those who defame the 16/80 simply because they too have listened. Try a 16/80 out, there are over 50 in the club alone, surely that must be a mark of some approval. Take a ride in AYM 703, this 16/80 spent its last holiday climbing in the Alps, reaching altitudes that would make Battery Hill seem like a kerbstone. Better still, join me in the

spring or summer for a day driving LJ 8249 in the Cotswold hills.

Very sincerely

**Peter Towers**

*Hear hear! See the Editorial for more on this. K.P.P.*

Dear Ken,

Your writings on matters regarding the restoration of your saloon are followed avidly. I thought you may care to pin up the enclosed Lagonda saloon pics in your garage as further inspiration.

Just the slightest rebuke Ken - I have been told many times by the "city fathers" of the Club just how much it costs to produce the Lagonda Magazine.

Do we need to devote three pages (issue 170) to showing spares stuck to a bit of peg-board?

I for one would rather see a photograph of a Maserati, or even a full length picture of our Editor!

With kind regards

Yours sincerely

**Wreford G Fisher**

## **Editorial comment:**

*The pictures of the 2 litre are lovely, but they are not suitable for reproduction here.*

*Most of our members have no idea of the range of spares available through the spares scheme and not all are sufficiently mechanically minded enough to be able to identify the part they need from the written spares list. We rather hope that, in cases of doubt, the pictures can be used to identify the part required and it can then be cross*



*referenced to its part number on John Breen's computer. Our cars may belong to a bygone age, but our spares scheme needs to be bang up to date if we are to comply with present and future legislation. As for full length pictures of the Editor, please remember that this is supposed to be a magazine for the whole family.*

**K.P.P.**

Dear Ken,

Thought you might like a filler for the magazine! The enclose photo was taken in March 1996 at one of our monthly meets in east Kent. They take place at Chillenden, not far from Canterbury on the first Sundays. It's an all the year round occasion which another Lagonda owner and I started 17 years ago. The idea was to attract, in the main, pre-war cars as there weren't all that number of "vintage" in the extreme S.E. corner of the country. It is now a listed VSCC function. Needless to say, in spite of a "Vintage" notice board at the reserved car park, all sorts of so-called classics turn up! It goes without saying, however, that concours Jaguars are conspicuous by their absence in the winter months!

From left to right the owners are Roland Morgan, "Spike" Milligan, self and Adrian Lead - note a nice Alvis alongside.

Digressing to the sad death of James Crocker, Adrian and I will, by the time this is published, have attended at St Columba's, which is a fine London church, well known to me in pre-war days when we had our London Scottish Regimental Church Parades there.

James had a holiday home down here in Deal and we met some 30 years ago at a local sailing club. He had a Shearwater Cat and I used to crew with him. he was down most weekends and most of our sailing was done during opening hours! Having launched, we either turned to port, towards Ramsgate, or starboard, to Deal, the choice being

governed by the state of the tide, so that the current would always bring us back from the pub!

Over the years we had some hairy experiences; sadly James' knees gave trouble and catamaran sailing got very painful. In the end he had to give up and he kindly gave me the boat, which lasted only a year or two and then expired, due to old age (it was wooden) and salt water. I still have the transome, with its name "Snowgoose", in my garage.

One incident was most amusing - we were putting ashore opposite a Deal pub in somewhat rough conditions and we couldn't understand why there were so many people on the shore. We soon found out, as we had interrupted a national fishing competition and collected a couple of lines on our way in! Only James' legal mind got us out of trouble with two irate fishermen!

I hadn't got my 2 litre in those earlier days and it was some time before we realised that we had Lagonda connections - I had been a member of the Club in the '50s.

Good to see your name amongst the points in the VSCC reports!

All the best

**John Anderson**

Dear Ken,

May I please add a footnote to your obituary for James Crocker? When Valerie and I first became involved with the club back in 1957 James was one of the committee members who was concerned with the production of the club magazine. Not too many years passed before James, aided and abetted by Mike Wilby, prompted me with his diplomatic skill to join the magazine sub-committee to help with its production. It was, he surmised, but an extension of my daily work and the magazine committee meetings were always good fun after the business had been done.





*Cars at the Chillenden Pub Meet, see the letter on page 40.*

*Photo: John Anderson*



*James Crocker leaving the 1994 A.G.M.*

*Photo: Valerie Crocker*



And they were too. It was not long before James, having satisfied himself and the committee that I knew what I was doing, suggested that I might like to take over the editorship as well. "After all Tony, it does make rather good sense" he said, his eyebrows pointing skywards and his eyes twinkling. For me that began a vary happy involvement with James and the club committee for the next nineteen years.

James was one of those rare breed of human beings who combined acute intelligence with a happy ability to get on well with people from all walks of life. His sense of humour was highly advanced and the bon mot to meet any occasion was never far from his lips. Ever courteous and thoughtful of others, James was a gentleman in the full sense of the word and his passing leaves a vacuum in our club which will be difficult to fill. His name, we are sure, will continue to live on in many ways whenever Lagonda owners meet.

Valerie took the accompanying photograph of James with his Rapier in 1994 as he was leaving at the end of another successful club annual general meeting. He paused in his progress down the drive so that Valerie could compose her shot with, as ever, his apt witticism for the occasion. Then he was off with a broad smile, wrapped up in his motoring clothing against the autumn chill....and that is how Valerie and I will best remember him. Farewell, James.

**Tony and Valerie May**

Dear Ken,

I Think it is a pity that when a member takes the trouble to report an event, at the request of the Secretary, you change bits of their draft with the result that the sense is lost.

I wrote that there was at the AGM a 3¼/4½, which is what the card on its windscreen said, which mystified most members. You printed 3½/4½, which is no great mystery and so made nonsense of what I wrote.

There are at least five other changes, some of which I suppose may be just errors, but luckily none of these alter the sense. However you do seem to have made a mistake in your obituary of James. If he was 70 he would have been only 14, at the most, when you say he went to Cambridge, having been at Marlborough first. I doubt it, but if you are right I apologise. I think he went up during the war, probably in 1943 or 1944.

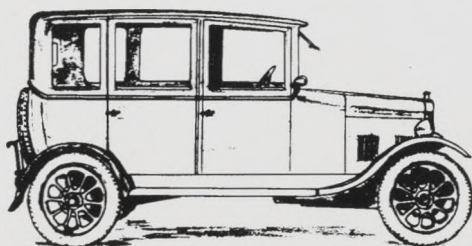
Yours sincerely

**Tony Loch**

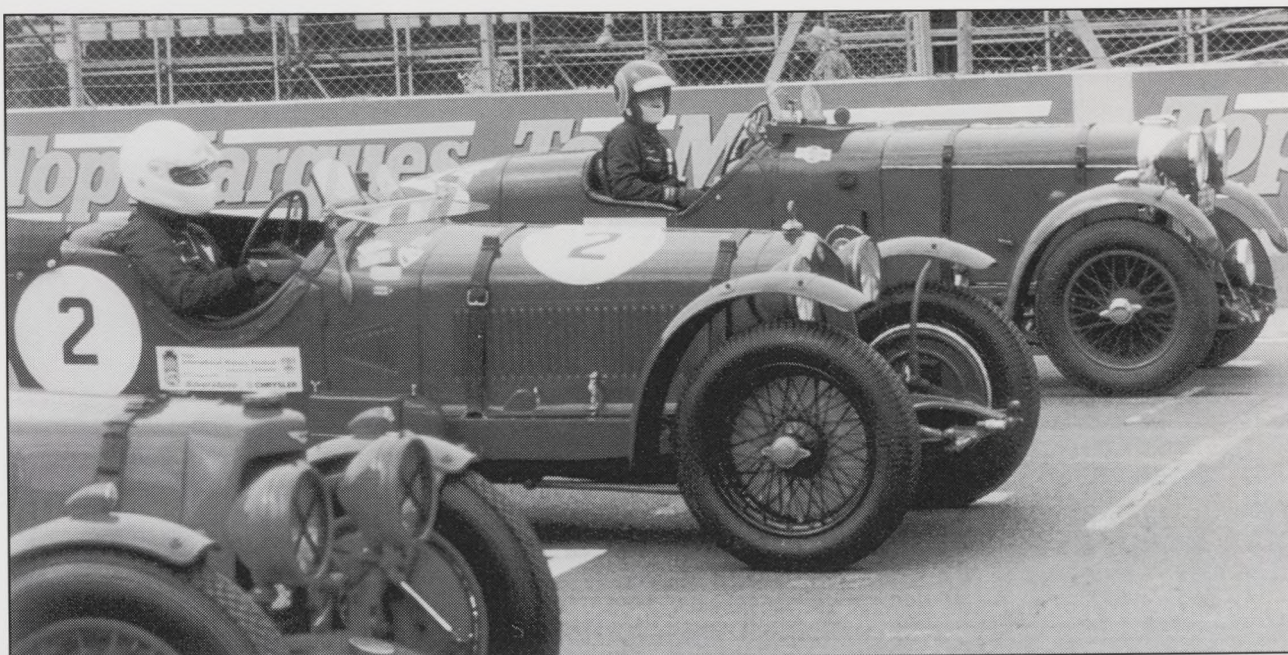
***Editorial Comment:***

*The change from "3¼" to "3½" was a typing error on my part, for which I apologise. I think you are right about the time James Crocker went up to Cambridge, I was leaning heavily on the obituary prepared for him for the VSCC Bulletin for his early life and clearly worded that part wrongly.*

**K.P.P.**







### Why not be on Pole next year?

We rebuilt the Engine and Chassis of Terry Cohn's Lagonda EPE 97 in very short time for this year's Coys' Cup race meeting. The car was driven to Silverstone, it achieved fastest lap on all three days and was only closely beaten into 2nd place overall.

The following week it was driven out to the Nurburgring where it competed in the Old Timer Grand Prix and came 3rd overall, only beaten by an Alfa Monza and an 8C Alfa, it was then driven home.

The next week the old lady was taken to her previous stamping ground Phoenix Park in Ireland where once again she behaved perfectly.

Simon Bull's Invicta is now producing 230 BHP. The torque exceeds 270 FT/LB from 2000 RPM through to 4200 RPM with a maximum of 312 FT/LB at 3500 RPM. These improvements to a standard Meadows 4.5 Litre produce a very exciting performance indeed! Simon's car is comfortable cruising at 100 MPH; has been timed at 125 MPH and yet is totally tractable in London traffic.

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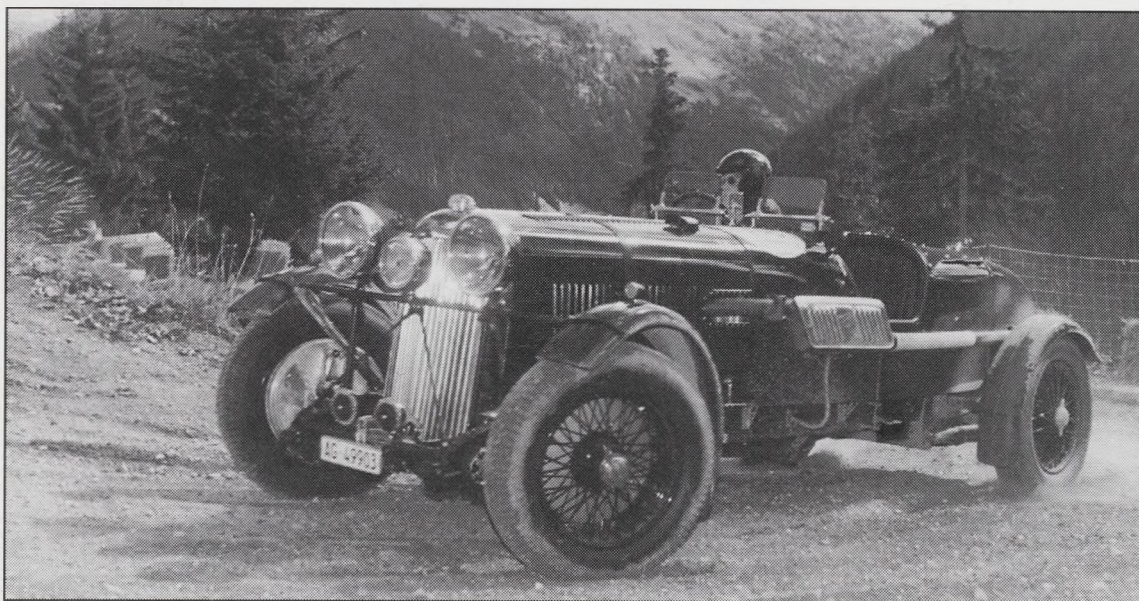
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*Davos - Schatzalp Hill Climb, September 1996  
Jeanette Kaufmann on the way to class win. Prepared by ourselves.*

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