

THE
Lagonda



**THE MAGAZINE OF THE
LAGONDA CLUB**
Number 177 Summer 1998



**We also build them slow and reliable but still capable
of a fast getaway!**

You have all seen enough of EPE 97 which is of course still out there racing in the hands of its owner and behaving as a well prepared old lady should, so time for something different!

We do not force our customers to have race prepared motor cars and are very happy servicing them for the all important task of "getting to the church on time".

In this instance all went smoothly, but AXX 757 does have a 200 BHP engine thus ensuring that the bride and groom could make a rapid departure!

Simon Bull's Invicta has semi-retired from racing and is being used as a "Q car" for everyday use in London and long distance touring, surprising many a modern with its 230 BHP and 125 MPH top speed.

A 1904 Martini is currently being fully rebuilt. This is a fascinating project, because we are having to re-manufacture a vast number of new parts. We are tempted to wave the magic wand over the engine and see if we can double its original power, as we have with the Meadows engine, but the owner feels it might not be in keeping for the London to Brighton.

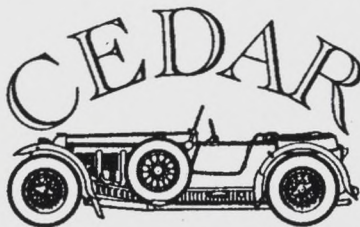
Do come and discuss your requirements, or just drop in for coffee and a chat.

Our hourly rate is still very competitive and we are happy just to service your vehicle, of any type, as well as taking on any challenge you may throw at us.

Commission Sales Welcome

MACHINING

We are happy
to discuss
manufacture of
any difficult parts
with you.



Classic Cars Ltd

Derek Green

SPARES

Many redesigned
parts available.
Crankshaft, Conrods,
Camshaft, Clutch,
Valve Gear etc.

THE MEADOWS · PLOUGH LANE · HAZELEY LEA · HARTLEY WINTNEY · HANTS RG27 8ND
TEL/FAX 0118 9326628 OR FAX 0118 9326041

THE LAGONDA CLUB LIST OF OFFICERS 1998

e-mail: lagonda.club@bt.internet.com

Web Site:

<http://www.btinternet.com/~colin.mallet/lagonda.html>

President: Vacant

Vice Presidents:

A. Davey, A. W. May, H. L. Schofield

Chairman: David Hine

Chairman Elect: Clive Dalton

Hon Secretary:

Colin Bugler, Wintney House, London Road, Hartley
Wintney, Hants, RG27 8RN.
Tel/Fax: 01252 845451.

Hon Treasurer:

Colin Lindsey, Ickleton Place, Brookhampton St.,
Ickleton, Cambs CB10 1FP.
Tel: (Home) 01799 530266, (Bus) 01279 656531

Hon Communications Officer:

John Stoneman, 21 Main Street, Little Thetford, Ely,
Cambs. CB6 3HA. Tel: 01353 649494

Hon Competition Secretary:

Peter Whenman, White Cottage, Phoenix Green, Hartley
Wintney, Hants RG27 8RT.
Tel: 01252 842589 (between 7.30 - 8.30 pm)
Fax: 01252 844980

Hon Registrar & Newsletter Editor:

Arnold Davey, 86 The Walk, Potters Bar, Herts. EN6
1QF. Tel: 01707 654179.

The Spares Service:

John Breen, 12 Blackmore, Letchworth, Herts, SG6 2SY.
Tel: 01462 486476.

Hon Editor:

Ken Painter, Church Farm Cottage, The Street,
Rickingham, Diss IP22 1EQ.
Tel: 01379 898228. Fax: 01379 890653

Hon Social Secretary:

Jeff Leeks, "Ashleigh", 183 Main Road, Naphill, High
Wycombe HP14 4SD Tel: 0149 456 3188

Other Committee Members:

Colonel S. C. Matthews, Heathercote House, Silchester
Common, Reading, Berks RG7 2PG.
Tel/Fax: 01189 700709.

David Willoughby, Mutley's Oast, Swift's Green,
Smarden, Ashford, Kent TN27 8PQ. Tel: 01233 756651.

Kevin Lloyd-Bisley, St. Margarets Cottage, Woodlands
Lane, Windlesham, Surrey, GU20 6AS.
Tel: (Home) 01276 452723



Lagonda Magazine Issue No. 177 • Summer 1998

CONTENTS

From the Driving Seat	4
Reflections.....	5
Presentation to Helen House Hospice	9
The 1905 International Motorcycle Cup Race	12
The Cumbria Meetings.....	16
Monte Carlo Challenge	21
Rallying an LG45R Replica	29
Suffolk Dinner.....	31
Dear Uncle Guru	32
Geoff Hibbert.....	34
Bill Symons.....	36
Letters.....	37

FRONT COVER

Jean Gorjat's ex-David Brown 1953 3 litre on the
Alpes retro Rally, a 3,500 Km trip including 12
passes over 2,000M, all trouble-free.

Technical Advice:

Peter Whenman, address as previous.
Alan Brown, Knarr Mill, Oldham Rd., Delph,
Nr Oldham, Lancs, OL3 5RQ. Tel. 01457 820267.
Kevin Lloyd-Bisley, (DB Models), address as previous.
Colin Mallett, (11.9 and 12/24 models).
Tel: 01728 688696.
Paul Nickalls (Rapiers), Maryland, Bredfield Road,
Woodbridge, Suffolk IP12 1JE.
Tel: 01394 384463.

Australian Representative:

Ron Graham, P.O. Box 63, Walkerville,
Southern Australia 5081.

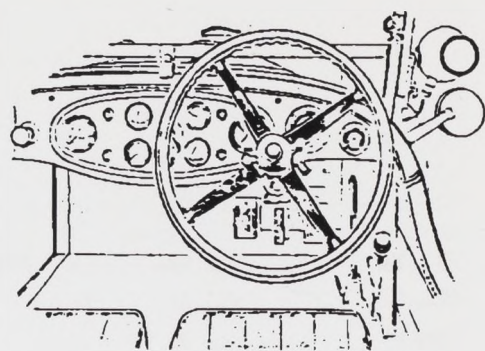
USA Representative:

Christopher Salyer, 3237 Harvey Parkway,
Oklahoma City. Oklahoma 73118, USA.

Contributions do not necessarily represent the views of the Committee, nor of the Editor and expressed opinions are personal to contributors. No responsibility is accepted for the efficacy of the technical advice offered. Acceptance of an advertisement for publication in "The Lagonda" does not imply endorsement of the product or service by the Committee.

From the Driving Seat

by Ken Painter



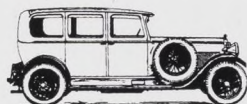
MY VERY FIRST LAGONDA magazine, back in October 1959, contained an article on a 2 litre taking part in a French rally. To this young new member this seemed heady stuff indeed and I could not imagine being brave enough to try the same myself. Now the cars are forty years older (and so are many of the members!), but continental rallies are a regular part of the early motoring scene, with many venturing even further afield.

It is probably fair to say that the much decried vast increase in the values of our cars has played some part in this, as prices have increased it has become worth spending often large sums of money on mechanical or bodywork rebuilds, so tatty and unreliable pre-war cars are very much the exception now. Even so, we can't take this reliability for granted and this edition carries an article on such a rally where the car gave the intrepid crew some trouble. It also shows that troubles can be overcome, with a great deal of perseverance and a little bit of luck, so if you have yet to try the delights of a foreign trip in your Lagonda, don't let this tale put you off!

On a personal note, my only continental trip this year is likely to be to France in my no-longer new motorhome. Even this has needed some pre-journey preparation, new steel front wings to

replace the originals, now more filler than steel and hardened valve seats in my spare set of cylinder heads to cope with long journeys on unleaded fuel. I don't subscribe to the view that all will be well before unleaded is phased out in 2000 and am converting as many of my engines as possible to run on the so-called green stuff. Does anyone have long-term experience in running with hardened valve seats to a 2 litre - or any other Lagonda come to that? I am following up the report given by Arnold of a company who claim to be able to fit hardened seats to fixed head engines, at least that is a problem we Lagonda owners don't have to worry about, but my Italian mistress needs very special treatment!

Our local VSCC pub meet attracts a fine range of vintage cars, but Lagondas have been particularly well represented in the past few months, with LG45, M45, 3½, 2 litre, 16/80 and Rapiers making an appearance, in the past we have also had a V12 Le Mans car there too. There are few other marques which can offer such a wide range of cars and styles to suit one's motoring needs, we should congratulate ourselves on making such a wise choice of car! Now all I have to do is to finish that 2 litre saloon and demonstrate that the range can be even wider.....



Reflections

by David Hine

I HAVE OWNED LAGONDA CARS SINCE 1962, when I swapped two tired Derby 3½ litre Bentleys plus £100 for a splendid M45 tourer.

The M45 led to the association with the Northern Lagonda crowd and all the fantastic fun we had (and are still having) building 4½ litre specials and careering around in them.

The basis of our fun was, of course, the amazing Meadows engine. These engines were so well designed that they could be thrown together by callow youths with virtually no engineering skills and yet perform superbly and reliably.

There is no doubt that highly respected engineers have produced fiendishly complicated engines before and since and the uninitiated gaze in awe on such creations. However the real plaudits should go to those who produce engines which are simple, yet powerful and reliable.

We tend to forget that the designer of the Meadows engine in 1926 had to work with fuel that allowed only 6:1 compression ratio, but far worse, awful quality lubricating oil. The oil, if not changed every 2,500 miles rapidly turned into sludge and blocked all passageways and nozzles! However, callow youth carried on regardless and was soon convinced that his racing success was largely down to his own engineering prowess!

Soon it was time to move up a gear, but there was no question of changing marque, it had to be a faster Lagonda and a V12 was the logical choice. Ted

Townsley gave (yes, gave) Herb and me a complete chassis, but it had no engine. One advert provided a complete V12 power unit with all accessories for £50. It had been removed from a car to make way for a diesel unit during the post war petrol shortage.

I had no idea how lucky I was and it was many years before I appreciated what a good engine this had been. I recall whipping the heads off, scraping the thick of the carbon away and bunging them back on again in the fashion we were used to with the Meadows. Fresh Duckhams 20/50 in the sump and off we went to Silverstone to take the VSCC by storm.

Callow youth was humbled however. The engine sounded superb, with excellent oil pressure and no rattles, but the performance was pathetic. Add to this the swooping of the poorly damped front independent suspension and the indifferent hydraulic brakes and it all became a bit of a nightmare. To top up our misery, one distributor tore itself apart and we had to drive home on six cylinders only! In those days enthusiasm was in abundance and the next month found us at a sprint meeting at Curborough. The year was 1969 if my memory is correct.

I was deep in the engine compartment, hoping to find a reason for the lack of urge. Our times were well down on the previous year in the LG45 special. Suddenly Herb hissed to me "W.O." after no reaction from callow youth, to whom the magical initials meant nothing, he hissed again, even

more urgently and reverently "W.O. Bentley!"

I straightened myself up and there, standing opposite me, face to face, was the man himself. I was immediately struck by his appearance. He was bareheaded and much older than the pictures I had seen of him. His mackintosh had seen better days and there was an inexplicable (to me) air of sadness in his expression.

We looked at each other for some moments and then at the car and engine without speaking, both of us diffident for different reasons. Finally, he began to talk about the car as if he knew it and I soon realised he thought it was one of the team cars prepared for Le Mans thirty years previously. He was very clear in what he said about our car however and stated that we would never do any good unless we used much higher revs. He went on to say that the lack of low rev. performance was due to the camshaft design... "we never did get it right" were the actual words he used.

With that said, he turned and walked slowly through the crowd with me staring after him. He didn't speak to anyone else and no-one to him until he got into (I think) a battered Morris Minor and drove away. I never saw him again.

A few years later I pondered on the virtual deification bestowed on him. Then a reading of his book "My Life and My Cars" partially explains the apparent paradox.

His advice on high revs proved spot on and the car took on a new lease of life with the superb power unit howling between 3,500 and 4,500 r.p.m.! Silverstone was next again, in July and confidence was high. I then made another awful mistake.

Castrol had just brought out a new oil called GTX and I thought it would be a brilliant idea to treat the car to this. The races were won in fine style but, at Finmere the next day, we had driving tests jointly with the BDC and the oil pressure seemed much lower than before. The journey home was

uneventful, but I decided to look in the oil strainers the next day. They were packed solid with aluminium shavings!

We never knew for sure, but I suspect the new detergent oil dislodged a plug of sludge, which had resulted in two of the aluminium con rods being starved of lubrication and partially melting and grinding together. We had some splendid machinists in Salford, who rejoiced under the name of Roscoe Howard and Tickle. One of the aforesaid gents took personal charge of cleaning and repairing my crankshaft and remetalling the mains. I had heard that the aluminium con rods crystallized with age, so I had them solution precipitated, which increased their tensile strength by 30%. Again, hindsight would indicate that Jaguar steel rods would have been a better bet and would have given higher compression with the Hillman pistons we fitted. The old aluminium rods were fitted with Pontiac shell bearings, which worked well enough, until Alastair Barker fitted the Jag. rods some years later to good effect.

The engine rebuild took over a year, not helped by the appalling conditions at our Oldham premises. They were an old slaughterhouse and the slightest disturbance brought down a foul smelling dust, which made us cough and sneeze. Still, this was before BSE had been discovered, so no harm done!

I was amazed by the needless complexity of the engine and by the sump design, which avoided oil surge, which doesn't do any harm and then by the lack of oil filtration, which does.

I was lucky that it was a low mileage engine, so the fact that I paid no attention to any other items, such as worn ball races, didn't matter. A near disaster was only just avoided on start-up, when no oil pressure appeared and I guessed correctly that the oil pump needed priming by pouring oil into the strainer housing. Otherwise all went well.

Time went by and in the mid eighties I had a feeling that the vintage car prices were on the move again and I spotted an

advert for a 1926 3 litre Bentley and bought it. Sure, I thought it was an investment, but I was also intrigued by all the glamour that surrounded the name of Bentley. We were made welcome by the North West section of the BDC and I fell in love with the car and still have it today.

The chassis and body are fine products of that period, but the engine is a true masterpiece, bearing in mind that it was designed in 1918-1919. It has an OHC, 16 valves and excellent inlet and exhaust porting. The compression ratio is 4.5:1, with a compression of only 75 psi. However, the performance is very good indeed. The sump is a two piece construction, with a lower tank which has a detachable base plate to facilitate sludge removal. I have done 10,000 miles in this car and never had any bother, I only use Castrol Classic GP 50 oil and change it very regularly.

On to 1998 and Lagonda V12 engines. Once again, encouraged by Alastair, who is doing the same thing, I am building up a V12, but this time a much higher mileage engine with a lot of bits missing or worn out. They sure can't be rushed and I shudder to think what I got away with thirty years ago.

The design is weird in many ways and my heart goes out to W.O. in 1936, under huge time pressure from Alan Good to produce an original "masterpiece" and save the company. He was no longer in total control as he had been in 1919. the only way he could achieve this target was to hire a hoard of designers and put them to work on different aspects of the engine.

The block and crankshaft is clearly a blend of Bentley and Meadows, with the four main bearings and Lanchester damper. The side plates to facilitate the clearing of blocked waterways are similar to the 3 litre in design. The separate sump was also a Bentley requirement, but why so complicated goodness knows. The oil pump and gauze strainer set-up seem to have been an afterthought, with some really weird

internal plumbing. The lack of a good external oil filter is quite inexplicable and must have led to the problems that gave the engine such a bad reputation after the war.

The drives to the camshafts are very good, although the fibre idler gear won't last forever! Another person, not W.O. I suspect, designed the very complicated camshaft carriers with seven bearings for each cam and almost inaccessible tappet adjusters. With four carburettors, the inlet manifold is almost identical to Meadows design and so there should be no serious problem in that department. The cylinder head is a very good shape, with smooth ports to the well sized valves. The block and pistons configuration would not look out of place in a modern engine bay. So the big question is, why doesn't it kick out 250 bhp?

In his book, W.O. describes the performance of the engine as disappointing, which I suspect was a huge understatement. It must have been almost disastrous to have achieved so little power after such a monumental expenditure of time and money. Only the high top speeds saved the day and gave the P.R. men something to say.

Le Mans was a gamble which nearly paid off and who can imagine the turmoil of emotion going on behind his enigmatic expression and comforting pipe.

The camshaft design is the only thing left to criticise in the engine that may have led to this lack of power. Bearing in mind that W.O. himself told me that he was not satisfied with their design, this is where our main modification will be.

The next part of this "reflection" may well be entitled "Releasing the Full Potential of W.O.'s V12 Masterpiece". Who knows what not so callow youth can do!

Now for something completely different. I am happy to announce that the revised handbook for the LG45 cars is complete and on its way to the printers as I write this. In the foreword I thank all

those colleagues, Alan Brown, David Ayre, Arnold Davey, Alan Debes, and Colin Bugler, who have kept my enthusiasm going over the last three years.

In a way it is presumptuous of me to undertake this revision, with only amateur experience, but I am encouraged by the lack of clangers that have come to light with the M45 revision, done some four years ago. I just hope that not too many are trying to drive out their King Pin cotters from the rear or, worse, refitting their front axles the other way round so that they can! I make no excuse for the wiring diagram, which connects the terminals of the magneto and coils together, this was an original copy! My next task is to re-write a few pages with corrections and improvements. Incidentally, the LG45 manual is also suitable for M45R cars and for LG6 owners, engine only of course.

I would like this opportunity to say a big thank you on your behalf to Chris Salyer, who is retiring as our USA representative, following ten years of service. We had fun together when he

brought his Lagonda and several other members and cars over to Le Mans in 1995 for our Diamond Jubilee celebrations. The usual differences in our language caused hilarity. One chap didn't turn up and it was explained that this was due to his "wandering eye". I commiserated and observed that driving a Lagonda with such an affliction must be quite difficult. I was taken on one side later to have it explained that he had gone off with another bird!

Thanks again, Chris, for all you have done. The hunt for your successor or successors is now on.

I hope all your preparations are going well for the 1999 Centenary and that you will be able to come. Whether your rebuild consists of scraping the thick of the carbon off the spark plugs, or a full "Pebble Beach" job, we want to see you with motor. The organisers are working hard within controlled financial budgets. The latter much helped by generous sponsorship from our friends at Aston Martin Lagonda Ltd. It should be a good do!

C O Y S
O F
K E N S I N G T O N
—
F O U N D E D 1 9 1 9

Representing Coys in the North of England, Scotland, North Wales
and Ireland.

Over thirty-five years experience.

Should you be considering the purchase or sale of a car, contact

Herb Schofield at:

16 MARPLE ROAD · CHARLESWORTH · VIA HYDE · CHESHIRE · SK14 6DA
Tel. 01457 863617 (Office) · 01457 856313 (Fax) · 0585 296544
(Mobile) · 01457 864876 (Home)

Presentation of Cheque to Helen House Children's Hospice

by Hilary Whenman

ON A COLD DAY IN FEBRUARY, FIVE Lagonda members set out from Wargrave to travel to Oxford. The mission was to present a large cheque to Helen House Hospice for terminally ill children. The cheque for £6000 was the final proceeds of the Charity Ball and Auction, which was so ably organised by Tony Mayes at our 1997 A.G.M.

We were met at Helen House by Catherine Wilson, staff and some of the children. After an initial presentation of the cheque, the children and staff were given rides around Oxford centre, much to the consternation of the lunch-time traffic.

We then set out for the Aston Martin Lagonda factory at Bloxham, where a formal handing over of the cheque took place, with Tony Mayes and Mr Bob Dover, Chief Executive of Aston Martin Lagonda. After much welcomed refreshment, we were given a tour of the factory by Harry Calton. It was then back on the road for a cold drive home.

Those present were: Tony and Gloria Mayes, Chris Mayes and friend, Tony Guy, Knut Schmiedel, Peter and Hilary Whenman, Robert Miles.

As the Hospice Saw It

by Catherine Wilson

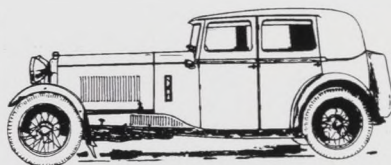
TUESDAY 24TH MARCH WAS NOT quite like any normal day at Helen House

Children's Hospice, Oxford. On arriving at Helen House that morning I made sure that there were no cars in our car park and that it all looked tidy for our visitors. At around 10.00 a.m. Radio Thames F.M. arrived, along with the local press. The children and families of Helen House were all very excited and were up and dressed quickly that morning.

At 10.30.a.m. the wait was over and six wonderfully shining, magnificent Lagonda cars drew into our car park. They looked marvellous and very soon after that they were back out on the road, this time giving rides to the children, their parents and staff. There were a few sad faces when we had to leave to go to the Aston Martin works in Bloxham, as not everyone could come!

The icing on the cake was being presented with the magnificent cheque for £6000 by Mr Tony Mayes and Mr Bob Dover, Chief Executive of Aston Martin Lagonda.

Helen House was the world's first hospice for children, gives day-to-day love and care to children with life limiting and terminal illnesses and to their families. We rely entirely on voluntary contributions at a cost of a million pounds a year and we can not thank Tony Mayes and everyone enough for the hard work and support that has been given to Helen House through the Lagonda Club.





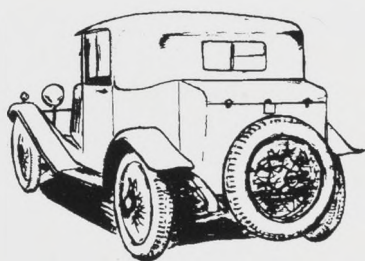
The initial presentation of the cheque at Helen House



... and the formal presentation at Aston Martin Lagonda.



Some of the residents view the cars before the trip to Bloxham.



MOTOR INSURANCE

Attractive terms and facilities available to members

Please telephone Roy Chandler on
(01787) 371071 • Fax (01787) 371367
 for a Personal Service

You are not just a number with us!

PARKINSONS INSURANCE

LOWER GROUND FLOOR • 28A KINGS HILL • SUDBURY • SUFFOLK • CO10 0EH

The 1905 International Motorcycle Cup Race

What Great Britain must do to win the contest

by Wilbur Gunn

(This article is reprinted from "The Motor", March 14th 1905)

AT THE PRESENT MOMENT, when our great and growing army of motorcyclists in Great Britain and Ireland are looking forward with keen anticipation toward the great race for the single trackers, it may not be impertinent for us to enquire as to what our British manufacturers and riders are going to do to win the International Motorcycle Cup, which will be contested for at Dourdan on June 18th.

When we were invited last year by the Motor Cycle Club of France to send a team to compete for the International Cup then offered for the first time, we knew nothing of road racing in general nor of continental motor-bicycles and their riders in particular; unless our innocent little law-breaking episodes in crooked lanes, with enthusiastic but erratic policemen for judges, and the occasional glimpse of the Continental motor-bicycle at the Palace or Canning Town track may be termed the proper sort of experiences. In regard to the latter, the efforts made to demonstrate the superiority of some "genuine 2¾ h.p." importations over our feeble domestic productions of the same nominal potentiality were somewhat ludicrous. However, this "genuine 2¾" swindle did not long survive the cubical cylinder rating in our official track racing, whence the aforementioned "superiority" has now the opposite significance.

Or sporting mentors, the Committee of the Auto-Cycle Club, took hurried counsel, which the short notice from the French Club (one month) made

imperative. They appealed to the trade; three manufacturers responded promptly, but several valuable days were lost in these necessary preliminaries. Three weeks in which to design, build and "tune up" an entirely new type of motor-bicycle for the World Championship! Impossible? Well, it was done, nevertheless, and the three machines with their riders were on the course at Dourdan five days before the race. The world calls us sportsmen; maybe some day they may say we are not altogether slow. But, however sportsmanlike and enterprising the efforts of the Auto-Cycle Club Committee, the British manufacturers, and those three most excellent and plucky riders, Messrs. Silver, Hodgkinson and Rignold, I can safely state as a fact, without fear of contradiction, that, as the representatives of Great Britain and Ireland, we were never on an equal plane with our Continental opposition in either of the three departments in which I propose to discuss our chances in the 1905 race.

The Club

The invitation to contest this race reached the Committee of the Auto-cycle Club at the one moment of the whole year when they were least able to deal properly with a matter of such importance. The 1,000 miles trials were just finished; the entire clerical and executive staff were in the throes of an exhaustive analysis of its complicated details; and, to make matters worse, our annual races were fixed for September 24th, at the Crystal Palace, the very eve of the French race, making it an absolute impossibility for the English Club to be

represented by anything like an efficient force at Dourdan at Sunday morning at six. Mr O'Gorman, as our Club representative, certainly did yeoman service after his late arrival in France three days before the race; but it was not a task for one - six at least would have found all they could do to properly protect, to say nothing of forwarding, the interests of our contestants on this great occasion.

This year the Club must send a strong force - the more the better; they will all find plenty to do before the race, during the race, and afterwards. And here I would most earnestly urge all my fellow members of the Club to attend. You may be very useful as observers; you will have a delightful holiday with your fast little two wheelers on the splendid French roads; and you will witness exhibitions of speed and skill on that (let us hope beautiful) Sunday morning next June that should gladden your scorching hearts for many days to come.

The Manufacturers

When called upon to produce machine for this event last autumn the manufacturers were given certain specifications, the most important being the weight limit. Power was left at the discretion of each maker. On the meagre data obtainable at the time, it was assumed that an average speed of 46 to 48 miles per hour might do well in the scramble, and since the average speed of the actual winner was only 46 miles per hour, this estimate would appear to have been justified by the result. but the winning machine was not the fastest in the race, at least three others being incomparably more speedy. In conversation with several intending competitors in the coming struggle I have found a most unpardonable tendency to underestimate our rivals. Many, no doubt, have been misled by the average time made by the successful machine. One of the English machines proved quite as fast as this, but neither of these two could have had a chance against either

one of the three fliers referred to above, and a glance at the record of one of them will prove my assertion. One round was made by this machine at an average speed of 58 miles per hour, but to maintain this splendid average the maximum pace estimated by the experts was at least 69 miles per hour. Now the surface presented to the resistance of the atmosphere by a man on a motor-bicycle crouched in a racing position is about four square feet, including the machine. Taking the lowest estimate admissible for atmospheric resistance at this speed, which is 15lb per square foot, we have 60lb of resistance at 6.070ft. per minute. This is equal to 364,320 foot pounds or 12h.p., which had to be developed by the motor to overcome this obstacle, the air alone. Two horse-power was probably absorbed in road resistance and internal friction; thus we see that this machine required a motor of 14 brake horse-power, which in fact it had.

If we are to hold our own in the motorcycle industry, do not let us commit the awful folly of sending a team abroad to win a Booby prize. Unless our foolish superstition concerning horse-power is dispelled, the aforesaid Booby prize is ours already.

The Riders

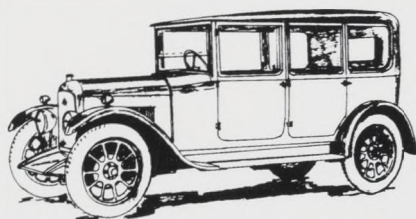
We have in this country several track riders undoubtedly equal in every respect to our Continental rivals; but track racing and road racing are two entirely different accomplishments. On the continent, where speed limits are unknown, save through villages, the motorists have daily opportunity of practising those little details which are absolutely indispensable in successful long-distance races. Not only do they enjoy those privileges now, but they have done so since they first took to motoring years before we even knew of the sport; and it was probably in this respect that the English team suffered a greater handicap than from our inefficient machines. Our riders are fearless and skilful to a degree, but they cannot hope to meet the

Continental men on anything like an equal footing without many weeks of actual road racing. Therefore I would advise all intending competitors to take their machines over to France without further delay, and onto the actual course, which is open to them every day in the year, in order to make themselves familiar with all peculiarities of this course, and to feel absolute masters of their own machines, which they can never be on either road or track in England.

As one illustration of what they must be prepared to meet, let me describe how a corner is taken by the crack men. The

brakes fitted are only made to comply with the rules, for the wheels are too light to stand them, therefore the riders wear heavy shoes and skate round the corners at an incredible speed with their feet on the ground. this is an acrobatic feat, the difficulty and danger of which must be witnessed to be realised. Furthermore, they know the course so well they can reckon not to deviate more than a few inches from the best possible track in every round.

This interesting article, which was new to your editor and to Arnold Davey, was sent in by Martin Whitehead.



Lagonda drivers do win prizes! Peter Whenman, Tim Wakeley, Tim Metcalfe, David Hine and Tony Metcalfe at a cold April VSCC Silverstone.

Congratulations

you've just found that elusive
missing part!

When restoring your classic car you wouldn't settle for less than using the finest quality parts and materials. So why should your insurance be any different?

Aon Risk Services has brought together two of the most respected names in the motor insurance world, Bain Hogg and John Scott Insurance Brokers to develop the Aon Classic Collection, a range of specialist motor policies covering:

Vintage and Veteran Cars

Post War Classics

Instant Classics

Classic Motor Trade

Whether you are the proud owner of one classic car or a whole museum, a dealer, restorer or member of a motoring club, Aon Risk Services will tailor the right policy for your specific needs.



When it comes to specialist motor insurance and to find the part that you've been missing, talk to the experts *Aon Risk Services*

For further information on any of the services provided by Aon Risk Services, please contact our Classic Advice Team on -

0990 70 80 90

ROYAL &
SUNALLIANCE
BROKER DIVISION

AON



General Accident

Cumbria Aston Martin and Lagonda Clubs' Meetings, 1997

by John Horne

SUNDAY 23RD AUGUST SAW A continuation of the glorious summer sunshine that had been a feature of the year. I removed the dust cover and carried out my usual pre-run check over the car. Looking at the exhaust system, I mused at the fact that I fitted the whole system new from Aston Service Dorset, some 20 years ago and it was still sound as a bell!

Sunday, the same glorious sunshine, blue skies with white fluffy clouds, wonderful. We drove to our morning coffee meeting- point for south country members, bowling along at the legal limit, with very little traffic about.

Verena and I were joined by Sue and Peter Jackson in their V8 and Ian Roland in his recently restored 2 litre high chassis Lagonda, had coffee and set off for the lunch rendezvous. The route took us through Kirby Lonsdale, Sedbergh, Kirby Stephen, Brough and along the A66. I became aware of a faint blowing emanating from under the bonnet, which I decided was from the exhaust.

We had just turned off, waving au revoir to Sue and Peter, who had opted for the quicker, rather than the scenic route when, suddenly, there was a lot of engine noise and a rattling on the road, the exhaust had "come off". Lifting the bonnet revealed that one of the pipes had sheared clean off where the clamp joins the manifold.

One of the advantages of travelling with vintage car owners is the cosmopolitan nature of their "Tool Kit", who else would carry a small roll of wire? We let things cool down a bit, wound the wire around the pipe, pulled it into position and wired it to stay, what could be simpler? We drove sounding like a Brooklands Bentley.

A few quiet villages to the lunch stop

certainly heard our passage and the assembled gathering at the Stone Inn, having been forewarned by the mobile, were treated to a pre-sound barrier.

Arrangements were made by Johnny Tranter to garage the car for temporary repair the following day. After lunch we continued on the drive, via Carlisle to Bassenthwaite Lake and Armthwaite Hall for tea, with Verena and I enjoying our first ride in a vintage Lagonda.

Sunday 12th October, Family Day at Rookin House Farm Activity Centre.

For our final outing of the year, I had suggested an essentially "something for the family" day, which had been welcomed with great enthusiasm.

We gathered at the Punch Bowl Inn, Askam and after lunch drove to Rookin House Farm near Keswick. Here there are activities for everyone, archery, horse riding, a tank - sorry, grown-ups only - an all-terrain vehicle that makes a Landrover look like a golf buggy, mini, midi and maxi quad bikes and go karts. Sorting out everybody's desires took a little time, but eventually we were suitably attired and unrecognisable, you really do need it.

Those of us on quad bikes had an introductory training session and then off into the countryside. Having never ridden one of these before, it reminded me of the one and only time I ever rode a horse, with a bit more response on the acceleration, similar braking, but a much rougher ride. I'm amazed nobody has thought of fitting air bags to these saddles, there's got to be sales there somewhere, somebody, please! The final section is driving over a cliff, well, a little one, which left most of us quite exhilarated.

Stripping off the wet and muddies,



Quad Bikes and Go Karts – looks like a great way to enjoy yourself without breaking your proper motor car.

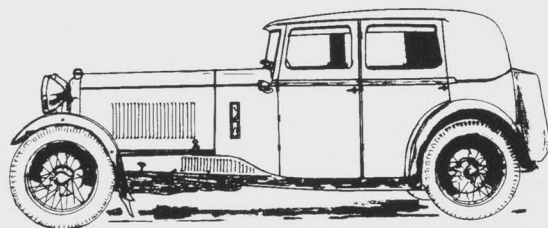


we gear up for the Go kart races. "If anybody goes off" we are warned "everybody must stop until they are back on the track, we don't want any broken legs". A few warm-up laps and off we go. It's not really that fast, but, sitting at hedgehog level, it certainly seems it. Just two pedals, on and off, literally flat out on the "straights", point into the corner, slam on the brakes and you spin in your own length, then flat on the gas and off you go again, in the opposite direction, if you get it right, absolutely brilliant. As

the elder statesman, I am proud to say that I won my races, despite some very spirited competition.

Afterwards, I was told it wasn't surprising, as driving a 2/4 was just the same! By a V8 driver.

Everybody thoroughly enjoyed themselves and it could well become an annual event. If any other areas have a similar establishment nearby, I would thoroughly recommend it for a great day out.



The cars gather at the Stone Inn.



Alan Brown, David Hine, John Batt and Rudy Wood-Muller spending all their cash at the Hershey Swap Meet.



The Chillenden Pub Meet, left to right: Bob Peek, Roland Morgan, John Anderson, Bob Elin and Peter Sowle.



The Monte Carlo Challenge, February 1998

by Richard Mann

IN 1936 CONRAD MANN DROVE AXD 56 in the Monte Carlo Rally of that year, finishing 60th overall. I decided in the summer of 1997 that the car was ready once again to drive to Monte Carlo, this time in the Monte Carlo Challenge, organised by the Classic Rally Association, led by Philip Young. Our team included John Blake, who has been on two "Il Tropheos" with me, James, my eldest son, who had done LeJoG in 1995, and myself.

Day 1 - 8th February 1998.

We started from Brooklands at 10.01, being seen off by over 1,000 people, drove a short way on the banking, which is very rough and set off for various check points before taking the cross Channel ferry to Calais. It was a perfect winter's day, sunny and still, both in England and France. The car went very well to start with, but as we drove towards Troyes, our overnight stop, the car started to sound a little "phaffy", we did not take much notice at the time.

As night fell, freezing fog developed. James was driving at the time and, in order to see, was leaning out of the car scraping at the windscreen and using windscreen wash! After a bit a Jaguar realised our problem and led us all the way to Troyes for at least an hour, probably saving us another hour. We also lost the use of our left hand headlight.

We got to bed at 2 a.m., it was freezing hard.

Day 2

We were up early at 6 a.m. as our start was 7.02. We started one behind a superb Lagonda V12 Le Mans Replica, driven by David Brock Jest and Monte Males.

Our car started perfectly, despite the

frost and we set off for the drive through the Jura to Annecy. The first hour or so was beautiful, cold and clear, but as we started to climb into hillier country, with James once more at the wheel, we hit freezing fog again and so out came the scraper once more. However, once the sun warmed the day up, the fog disappeared and we drove through lovely countryside to Poligny.

We had some snowy roads and superb views during the afternoon and managed to arrive in Annecy without losing too many penalty points, but with the car gradually making more noise from the carburettor area. We parked with the others in a huge underground car park, found our hotel and then heard that the V12 had been involved in an accident with a Peugeot in the early morning mist, but had not been damaged too badly and, after patching up the front brake assembly, was motoring again.

All 184 crews met for a buffet supper, which was very good. There was a lot of good car talk and lots of car problems too - and the V12 made it as well.

Day 3

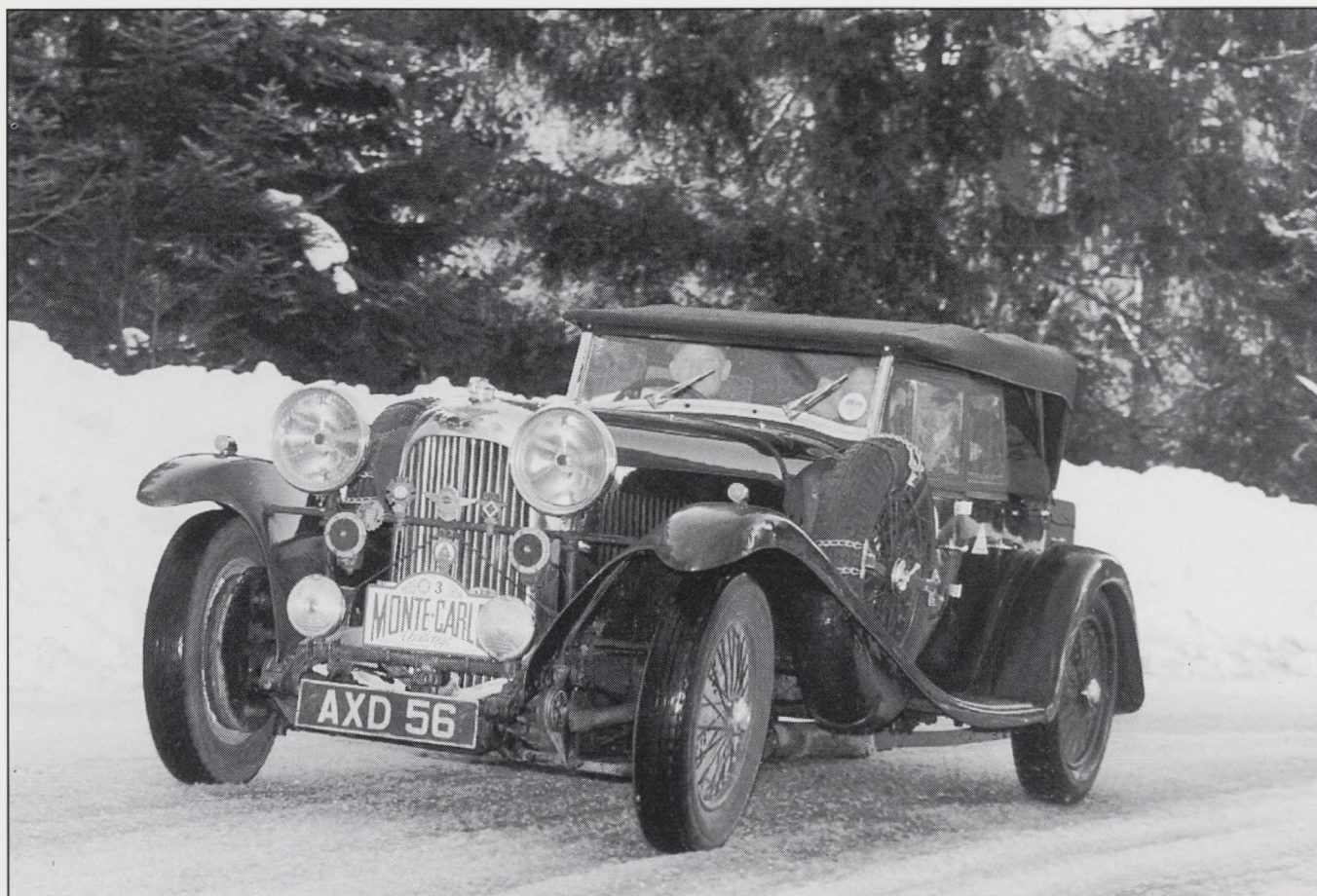
AXD started well, but on the long climbing road out of Annecy towards Pringy the car's "phaffy" note became worse and we started to lose power. We got through a couple of check points, but were stopping from time to time to tinker with the car and decided to head straight for Evian for a short break. After lunch we set off back into hilly country with the car getting worse, so we decided to miss all the other check points and head back to Annecy to see if we could improve the car's situation. At first we thought it was the inlet valve to number six cylinder, but it was now looking



Before the start, Richard Mann, James and John.



After scrutineering at Brooklands.



Winter Driving in the Jura.



Richard checking the engine at Le Biot – should they continue or head back to Annecy?

more like a blown gasket between cylinders five and six, which, as a result, was blowing fuel back through the carburettor, thus starving number four of fuel as well. However, the position, though bad, had stabilised and we set about closing inlet valves and opening exhausts. Because no water passes through the cylinder head gasket we were still able to motor after a fashion. We had one success, the left hand headlight was repaired and worked.

We decided reluctantly to motor via the Motorway to Monte Carlo as we felt that the other inclines would be too great and my top speed was very low, in fact I was only on two cylinders, with one other partially working.

Day 4

We set off for Monte Carlo from Annecy at about 10.30 a.m.. the car was driven mainly in 2nd and 3rd gear, so we took a long time to drive to Monte Carlo, arriving eventually at 1.30 a.m. the next day, but arrive we did. Before we went down the very steep road we looked at the view from above on a beautiful moonlit night, it was a breathtaking sight. We managed to book into our hotel and got some sleep, but we were up bright and early to clock in at the Final Check Point to complete the course. Note: if you checked in at the beginning and end of the day, you were still in the Rally.

Day 5

After a shortish night, but good breakfast we started up and drove quietly along and we finished on time, feeling very happy to be there at all. Lots of chats and congratulations for all who finished, especially the V12 and the Lanchester,

which had a hub cap ripped off in an accident.

We drank a lot of beer, had a light lunch and put the car back in the garage. Later on we went to see the first sixty cars set off for a four hour mountain test to settle the winning positions. After a good dinner and a digestif, we retired to bed.

Day 6

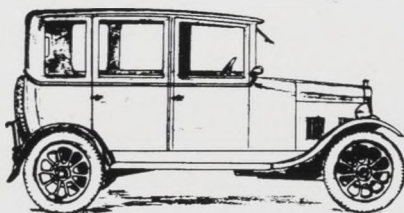
We took a helicopter ride with David and Monte around Monaco, including the mountains, great views! Then, with the car banging a bit, went to lunch at La Fregate in Villefranche. We then returned for the big evening prize-giving dinner in the museum which houses Prince Ranier's private car collection. We sat with David and Monte and an American team - '31 Chevrolet, Don Jones and Michael Frederick. Then, excitement, with Stirling Moss presenting the prizes. We won the Concours d'Elegance for the Vintagent category and so now have cups! Afterwards, more beer and then to bed - superb! Well done Lagonda and team.

Day 7

Having dropped James at Nice Airport, John and I went to the railway station, loaded the car onto the Motorrail and had a very good overnight journey to Calais.

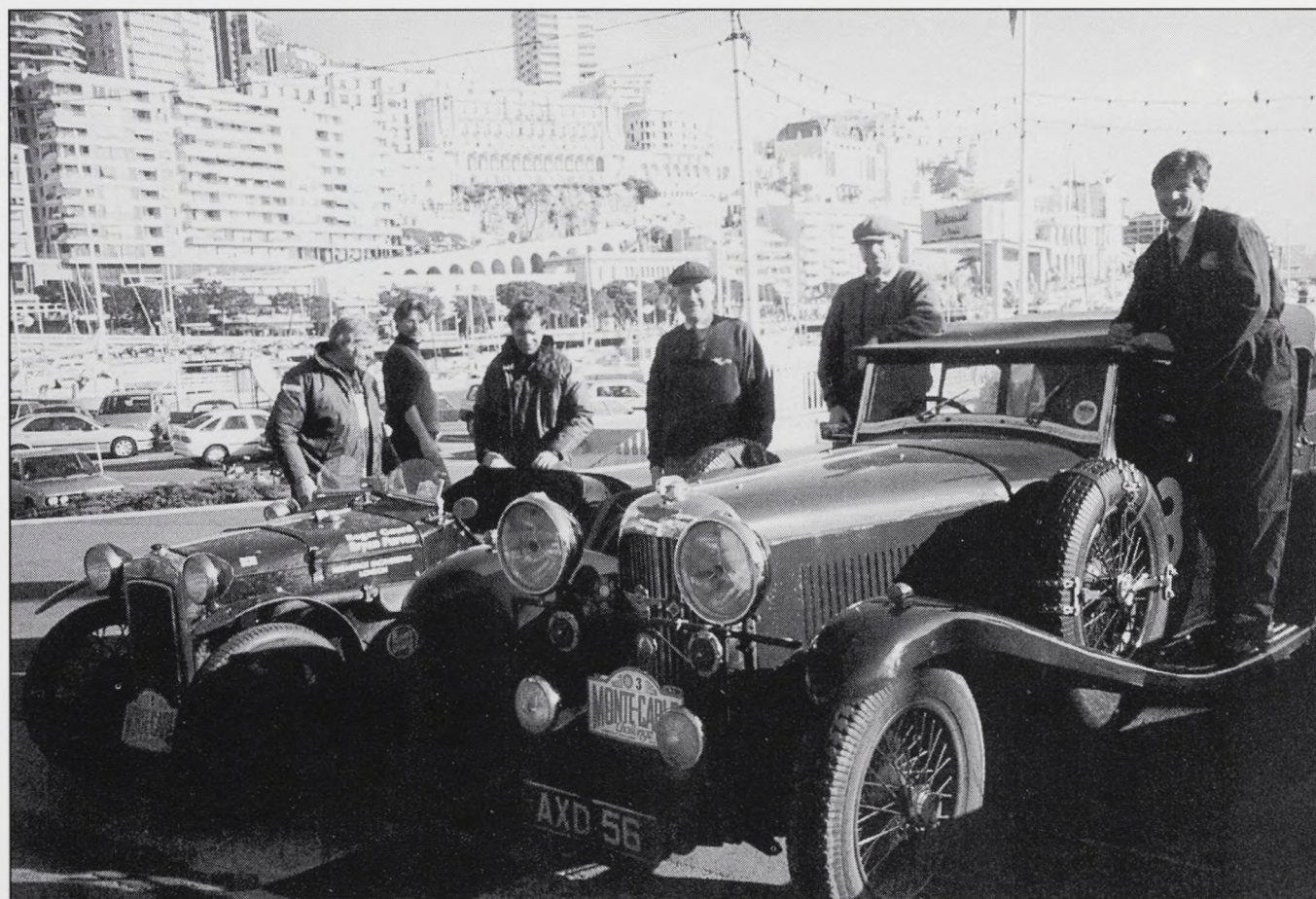
Day 8

We drove via the home of my father (Conrad), to tell him about our adventures and then home to Littleington. This is an amazing rally and is the best so far. I hope to run again with the car 100% fit in 1999!





David Brock Jest and Monte Males make it in the V12.



AXD lined up at Monte Carlo with Brian Purves' Austin Ulster.



A fully dressed Alan Brown introduces . . .



Herb Schofield, the Northern Secretary.

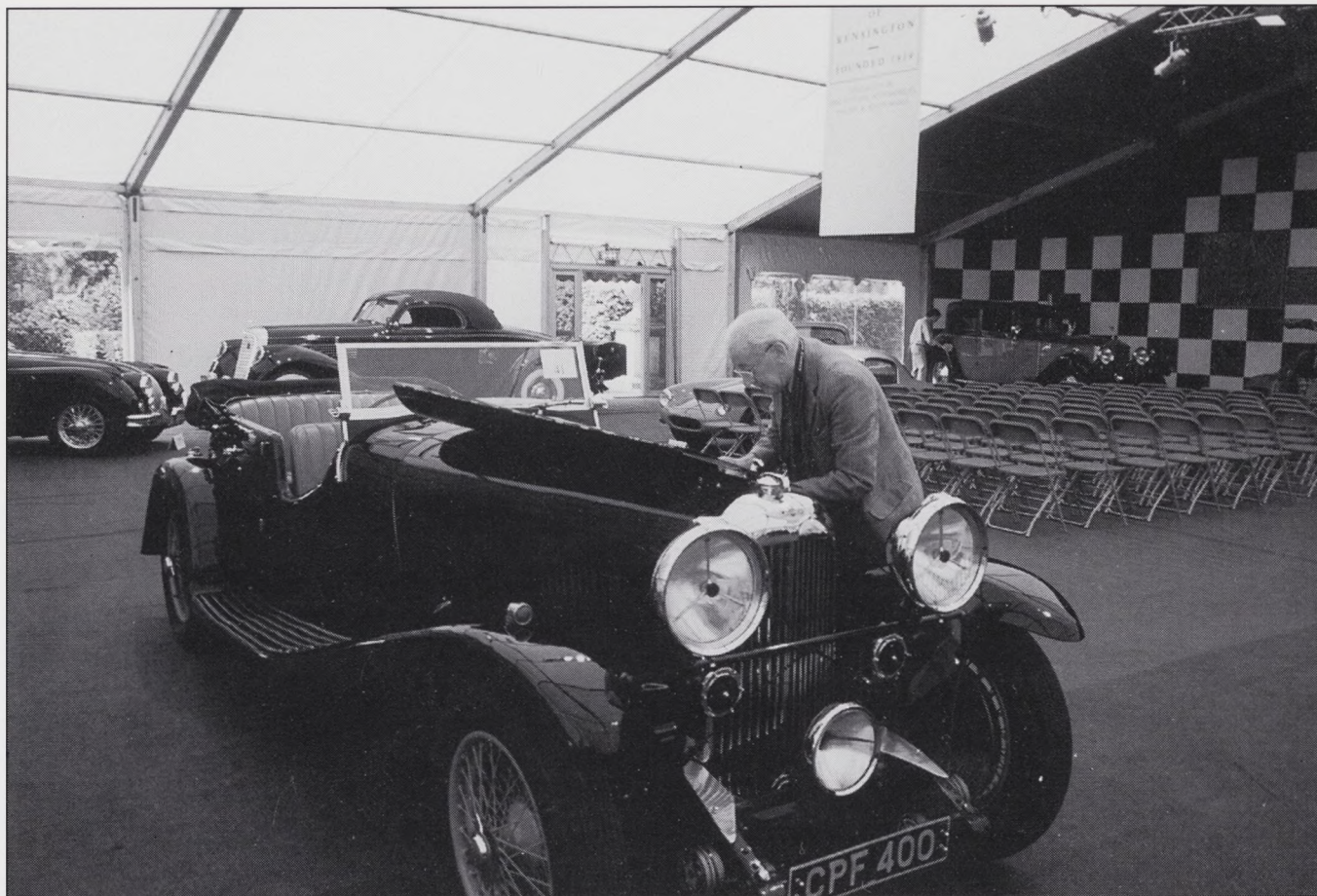


Northern Dinner: Ian North gets the Northern Trophy.



Northern Dinner: Ann Shoesmith with Herb Schofield, Nigel Hall stands over them and Colin Bugler looks on.

Photos: Nick Hine



Our Registrar and Historian hard at work making sure his records are accurate

Photo: Michael Bulger



... but he's very law-abiding.

Photo: Wendy Davey

Rallying in a Lagonda LG45 Rapide Replica

by Waldie Greyvensteyn

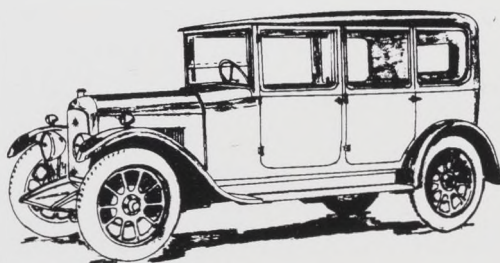
THE 1997 SOUTH AFRICAN VINTAGE and Post Vintage Tour was held recently in the famous Drakensburg area of south Africa. In 1995 I imported an LG45 Rapide replica into South Africa. Many hours were spent rectifying certain mechanical faults before entering it into the above event. My home city, Bloemfontein, is 4,500 ft above sea level, from where we set out on 26th December 1997 for the start of the event. The outside temperature at 11 that morning was 30°C, with a following wind. The temperature gauge hovered between 85 and 90°. We had to have the hood up to protect us from the wind and the sun. Our destination for the night stop was 200 miles from home in a beautiful village, Clarens, in the mountains, altitude 6,000 ft. The car ran hot but faultlessly. We set off after breakfast for the Champagne Sport Hotel, via Oliviers Hoek Pass, 7,000 ft above sea level and arrived in time for morning tea.

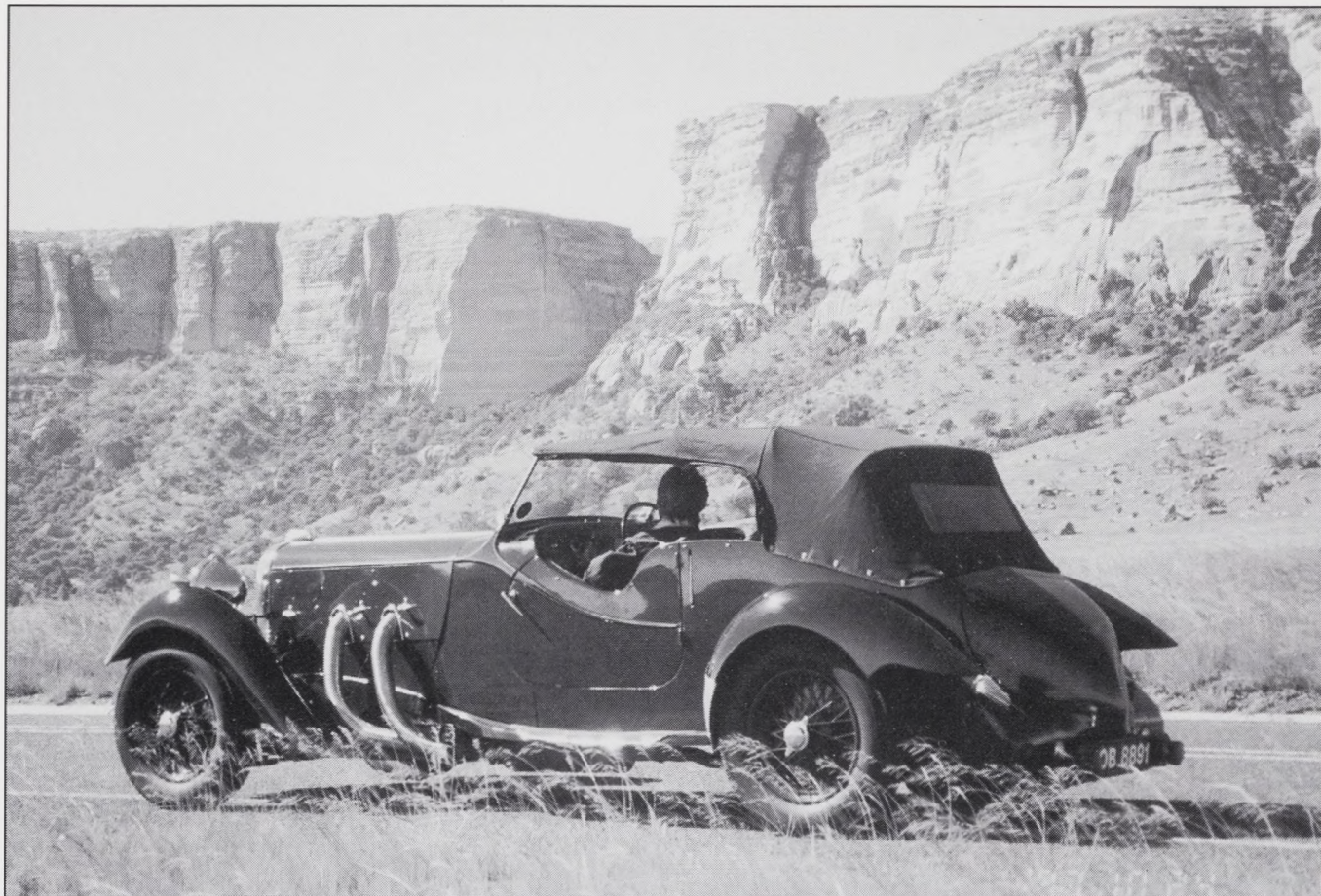
A total of 45 cars made up the entry, dominated by American cars of the twenties and thirties, Ford A's, Buicks and Cadillacs. The most interesting was a 1929 L29 Cord Phaeton with Murphy coachwork. British cars consisted of the Lagonda, 2 x 3½ litre Bentleys and one 3 litre, 2 Rileys and a Hurlingham Vauxhall. Also of interest was a 1500 Alfa Romeo with Zagato body.

The event was a spider rally of 4 days duration, rallying confined to the mornings. Approximately 200 kms were covered every morning, rallying to the nearest second, dozens of speed changes and hordes of marshals checking the speeds. On day 2 we visited one of the famous battle sites of the Anglo Boer War, Spioenkop, near Ladysmith, which was besieged by the Boer forces. The afternoons were free for hiking, golf, tennis, or just taking in the breathtaking view of the mountain scenery and talking cars. The Champagne Sports hotel is very well situated, only 12 kms from the venue of the world famous Drakensberg Boys Choir, a performance of which we were all able to attend. .

The event was won by a team in a 1939 Buick, with a total overall error of 47 seconds after 780 kms of rallying - remarkable! We returned home via Harrismith after visiting the cairn erected to the memory of Commander Glen Kidston, famous Bentley team driver, who was killed on that spot, flying a Puss Moth in 1931, crossing the Drakensberg. I am the proud owner of his Speed 6 Bentley Gurney Nutting Coupe.

The Replica did 2,000- kms, cruising at a steady 60 mph, in temperatures of 30° plus. It never boiled and it consumed no oil, certainly a pleasure to drive!





A lovely setting for a lovely car. Waldie Greyvensteyn's Rapide Replica on the South African Vintage and Post Vintage tour.



The notice outside the office of Andrew Gregg, the Club's solicitor.

The 21st Suffolk Dinner

by Jonathan Abson

IT IS A TRUTH UNIVERSALLY acknowledged that a young man possessed of a Lagonda at this time of the year must be in want of a dinner. Well, there were young men and their ladies and there were Lagondas. There was an excellent dinner. There was much merriment and informality, the informality had nothing, as indeed you would expect, dear reader, to do with the presence of a former Chairman and Vice President of the Club. There were visitors who had come all the way from foreign parts and it was strongly rumoured that there were some who had come from beyond the far side of Essex and Norfolk, although you will doubtless treat such unlikely stories with reserve.

Once again Christopher and Monica Magawley came from Unkel, Germany, which my atlas says is somewhat further than, say, Perth, and Tom Harrington, who is American, drove from Paris, France, in a proper motor car.

To be really generous we will call Norfolk and Cambridge and Essex local to Suffolk, which leaves us with a number of foreigners from further afield. Top of the list must come former Chairman Herb Schofield and one of the best Bentley drivers of recent years, Ann Shoesmith. Amongst the 'furriners' Derek and Vanda Moss came well over 100 miles and Malcolm and Marion Burgess with their lovely Rapier, BLA 916, who also broke the ton. Another who might have broken the ton of a different sort was perhaps the fastest driver in either club, Tim Metcalfe, accompanied by parents Tony and Pam. Equally welcome were Simon Rosencranz, who was attending his first Suffolk dinner and John and Vivien Breen and, on a personal note, it was delightful to see one of the old gang,

Roland Morgan. My notes say Roly lives in London, but keeps his car in Margate. This seems at the same time both unlikely and yet totally in keeping with Roly's character.

Having disposed of the mere continentals and the furriners, I suppose we should mention at least some of the locals. Chief among the natives were Clive and Shirley Dalton. Clive, who has not yet quite got a really proper title in the Club, was made to sing for his supper and he treated us to his vision over the next several years before we entrust it to his guidance. If I understand him correctly he favours evolution not revolution, so we can anticipate steady rather than dramatic change, but above all he thinks we ought to have FUN with our cars. There were several of the current racing fraternity telling tall stories and all of the retired racing fraternity telling even taller stories. The Metcalfe family and Herb have already been mentioned. Len and Brenda Thompson are regulars both at the racetrack and the Suffolk dinner. It was nice to see ex Competition Secretary of the Club, James Woollard, who with Clive, Herb and Jonathan would have made up a quorum of the Lagonda Club committee of 30 years ago. There must have been something about racing and competitions in those days to keep us all around still. The Rapier technical and spares experts were out in force, Paul and Margaid Nickalls have the shortest journey, living about a mile away and perhaps work as hard as anyone else on behalf of the Register, Mike and Ann Pilgrim, who have organised the dinner for all its 21 very successful years, Iain and Rosemary White, who count design of dinner menus in their technical expertise, Peter Merrick, who has a nice

line in Latin graces and, certainly not forgetting dilettante spares encourager extra-ordinaire, Colin Mallett with Amanda.

Dinner was followed, as usual, by the presentations, in the plural this year. First the Garry Guiver Gong for whoever had travelled the furthest to be present in a Lagonda Rapier. No question about it, Tom Harrington had won by some distance and Roy Dunlop, who won last year, presented the medal originally won by Garry on a rally from Hobart to Woodbridge, Australia. Roy treated us to the mechanical troubles he had had getting here this year, which he said meant that he had spent a longer time on the road than Tom. Then came the cake for the dinner's 21st Anniversary, presented to Ann Pilgrim by Pam

Metcalf. Mike said in introducing Pam that she had been to all 21 dinners, as had Paul Nickalls. Spouses Tony and Margaid had both missed just one dinner, oddly enough the same one.

And so another successful Suffolk dinner faded slowly into general chat, helped of course by the memories evoked by the twenty or so Rapier photographic albums. The following morning Martin and Betty Whitworth threw open Buttrum's Mill for us. The view from the walkway around the cap is magnificent, but not one I can recommend for the fainthearted or those who have dined too well the night before. And so on to a pub on the banks of the Deben for lunch on the Sunday and a gentle trip home accompanied by the memories that had been rekindled over the weekend.

Dear Uncle Guru

by Don Courtney

FIRST OF ALL, LET ME SAY A BIG thank you for your comprehensive responses to my last set of queries. All very helpful and enlightening.

Now a couple more naive queries for you.

The first one was ultimately solved with Peter Whenman's experience. but the eventual cause of persistent rich running and flooding carburettors was so obscure (to me and to carburettor specialists) that the following might save someone else a lengthy process of eliminating possible causes one by one.

When the resurrection of my 2 litre was eventually completed, after an eight year rebuild and four house moves, during which time people-who-know-about-these-things had contributed their various and varied skills, it returned on a trailer.

The engine started first time from cold using the Ki-gass, but then showed every sign of running too rich. Petrol

poured out of the SU air intakes every time the engine was stopped. The natural thing to do was to screw up the jets and weaken the mixture. However it persisted in running rich even when eventually the jets were screwed right up.

So, obviously, it needed new needle valves in the float chambers, even though the existing ones were new fifty miles and eight years previously (perhaps these fibre tips go hard???) Well, that is what you would do, wouldn't you?

They were fitted, but the problem persisted.

Next came new jets and needles; the needles centred nicely, but the problem persisted. Still it ran rich; still petrol sat in the air intakes and still petrol dribbled out overnight.

The floats were tested for leaks and the forks carefully re-set according to the advice of various people-who-know. They all gave more or less similar settings and even when I ignored all of them and

EVERYTHING UP TO A COMPLETE REBUILD AT AGREED PRICES & NO SURPRISES



GOYA

ENGINEERING

**Phone BRIAN CRAWFORD on 0467 345458 mobile
01420 561783 workshop
or 01420 563128 7-10pm
Four Marks, Hampshire, U.K**

bent the forks so that only a bare thimbleful of petrol would be in the bowls - the problem remained.

So, what would you do next?

No, I didn't know either, but Peter Whenman had the answer. "Probably the conical tip on the Ki-gass plunger was not seating properly, even when screwed down. The manifold suction when the engine was running would be sufficient to suck neat petrol from the feed line, so that the car was continually running rich. The residual suction when the engine was switched off was sufficient to flood back through the carburettor."

Seemed good to me and I took the unit to a nearby Vintage Bentley restorer, because he was closer and "knows-all-about-them". I shall refer to him only as "Mr Do-it-Again-XX" because it was returned no better. "Bring it back and we'll have another look" was the only suggestion he had to make.

I took it apart myself and, Lo, there was a huge groove in the conical seat. Off to Peter W this time. It came back a few

days later, with a very nominal invoice, one third the cost of "Do-it-Again" and has been perfect ever since.

Moral??

Next:- rear springs

Why is a spacer block fitted between the spring and the rear axle? Is there a suspension reason, or was it something to do with achieving a body line?

Told you I was naive.

At last! a query I can answer with confidence! I will quote from Arnold Davey's book "Lagonda a History of the Marque" page 188: "Some merriment was caused at Fox and Nicholl because the cars arrived without the spacers needed to go between the axle and springs at the rear so that the cars were low-chassis at the front and high-chassis at the rear. The spacers arrived only in time for the second practice session of the Double-Twelve so the merriment was extended to the paddock inhabitants too". **K.P.P.**

Memories of Geoff Hibbert

by John Anderson

I HAVE IN FRONT OF ME, AS I WRITE, a letter on 2 Litre Register notepaper, duly signed by Ivan Forshaw and dated 24th April 1951. I quote: "Two very keen and helpful members in the Sheffield area are G.Hibbert and John Vessey - both first class men"!

On the 5th of that month (my birthday) I had bought my first 2 litre and had applied to join the Register, following introduction by the vendor to Ivan. Within days I had received word from my employers that I was being transferred from London to Sheffield - that's how I met Geoff and of course his name and that of John Vessey appeared on the notepaper as members of the Committee. The President was A.C.M. Sir Alec Coryton, whose car is still in the Club, resident here in Kent with the Lead family.

To me - a bachelor in a foreign land! - Geoff and his wife Vi were most kind and hospitable; on my arrival he was delighted to learn that my first long distance drive - Sussex to Yorkshire - had been trouble free. They themselves had not been up North very long, Geoff had worked at a garage in Bedford, but the acquisition of a family business had brought about the move. He even found me a garage.

There were over 200 2 litres in the Register in those days and spread well over the country, but there was no doubt that the North was most active and the "Northern Rally" drew several members up the A1 (no M1 then!).

Having three spare seats on my journey up I had managed to take most of my workshop tools with me and set up some of it in a shed in Geoff's back yard. Two mechanical incidences come to mind, one involving a broken rear spring main leaf on my car, Geoff knew a firm

who would supply a replacement. We visited a works which was scruffy and small from the outside and with a weedy looking chap inside. I began to wonder about the facilities available, but he led us to the rear, into a huge foundry where they made springs for railway locomotives! The other occasion was when the Zoller blower on Geoff's car was becoming noisy and needed some shimming. There was no room to install my lathe in his shed, but his next door neighbour - a pork butcher - had one and we spent a pleasant evening together turning up a slip ring. His car, APA 524 has recently changed hands (several times since Geoff) and a photo appeared in the last magazine. I have a splendid one of it, taken in 1952, just outside Bawtry prior to a Rally. Geoff had a thing about the weight of Lagondas and if he saw a couple of square inches of uninterrupted solid metal he would bore a hole in it! Several people noticed, but obviously didn't like to comment, Geoff never wore socks, his shoes were worn bare footed, no matter what the weather. I asked him once and was told "it gives me a more sensitive feel of the accelerator pedal!"

I sold my 2 litre within 18 months; a company car had arrived and marriage was in the offing; the sale produced the required deposit on the house, what's new? it still does! Shortly after this, Geoff and Vi had moved down South again and we lost touch.

Five years later I was again transferred, this time to Kent and one of my first business introductions was to the Secretary of the local brewery whose son Bruce Balcome, it turned out, owned a Lagonda! We became friends and I was envious. I was invited to a regular 1st Sunday evening meeting of Lagondas

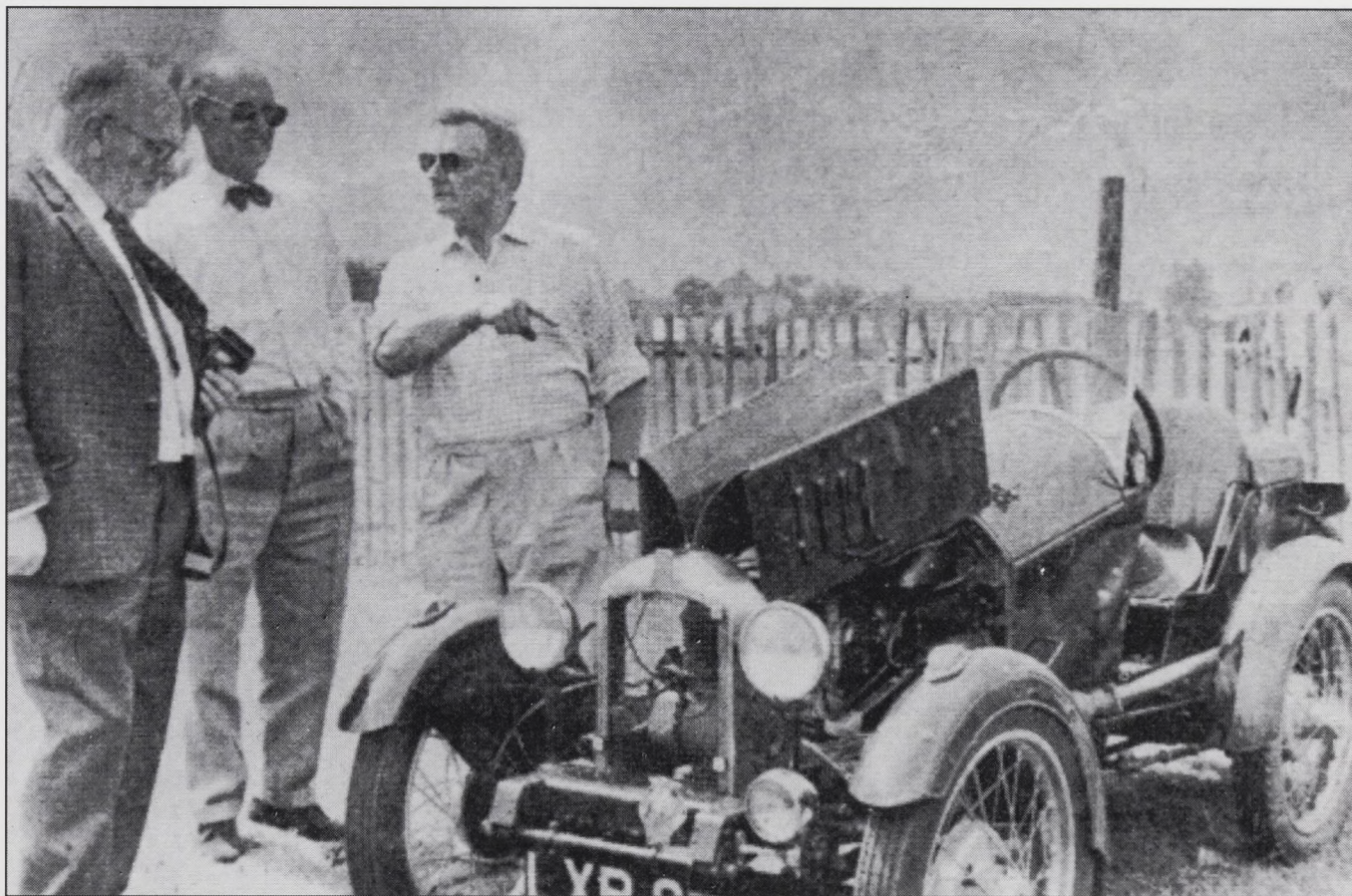
and who was there but Geoff - I recognised his car first! He was now working for another garage (owner, an Aston Martin man) and had met up with another Register member, Bruce Watson, who owned a 14/60 coupe "Miranda", whose photo has appeared on a magazine cover. Bruce was a schoolmaster, who found a derelict 4½ pillarless saloon in a scrap yard, which he and Geoff towed home for restoration. The project failed to materialise and so Geoff took the car over, ripped the body off it and created a hairy sports car. He had used his 2 litre down here and I remember meeting him at a Bentley Firle Hill event, but he didn't keep it for long thereafter. Bruce Watson died some years ago, but Miranda, which he had used on his honeymoon, is still with his son Roger. During this time I had time and facilities to complete my single seat special, joined the V.S.C.C. with it and maintained vintagent contact locally. Seventeen years ago another 2 litre owner, Tony Russell and I formed a regular pub meet and Geoff used to attend and it doesn't seem 14 years ago that

Tony and I organised an 80th birthday party for Geoff who, sadly, in the meantime had lost his wife. During this time I had become a 2 litre owner again, purchased in bits from Roland Morgan, as a retirement project.

In his latter years his 4½ special has remained in his garage, but cared for and he was devotedly looked after by his niece, Jane who, incidentally, drives it as well as he did.

This has been a bit of a ramble, but I have enjoyed reminiscing on an old friend of many years. I remember the last time I saw him, a slim figure, immaculately dressed as always, complete with bow tie. He was beginning to lose touch a bit and several times during our chat he would say "Have you still got your Lagonda? Great cars!"

Great chap, one of nature's gentlemen. He was also an animal lover and prior to his funeral in Cheshire he was conveyed to a chapel of rest locally in a horse drawn hearse, followed by two horse carriages and three vintage cars.



Left to right: Bruce Watson, Geoff Hibbert and John Anderson, examining John's Austin.

Obituary, W. H. Symons

H.L.S.

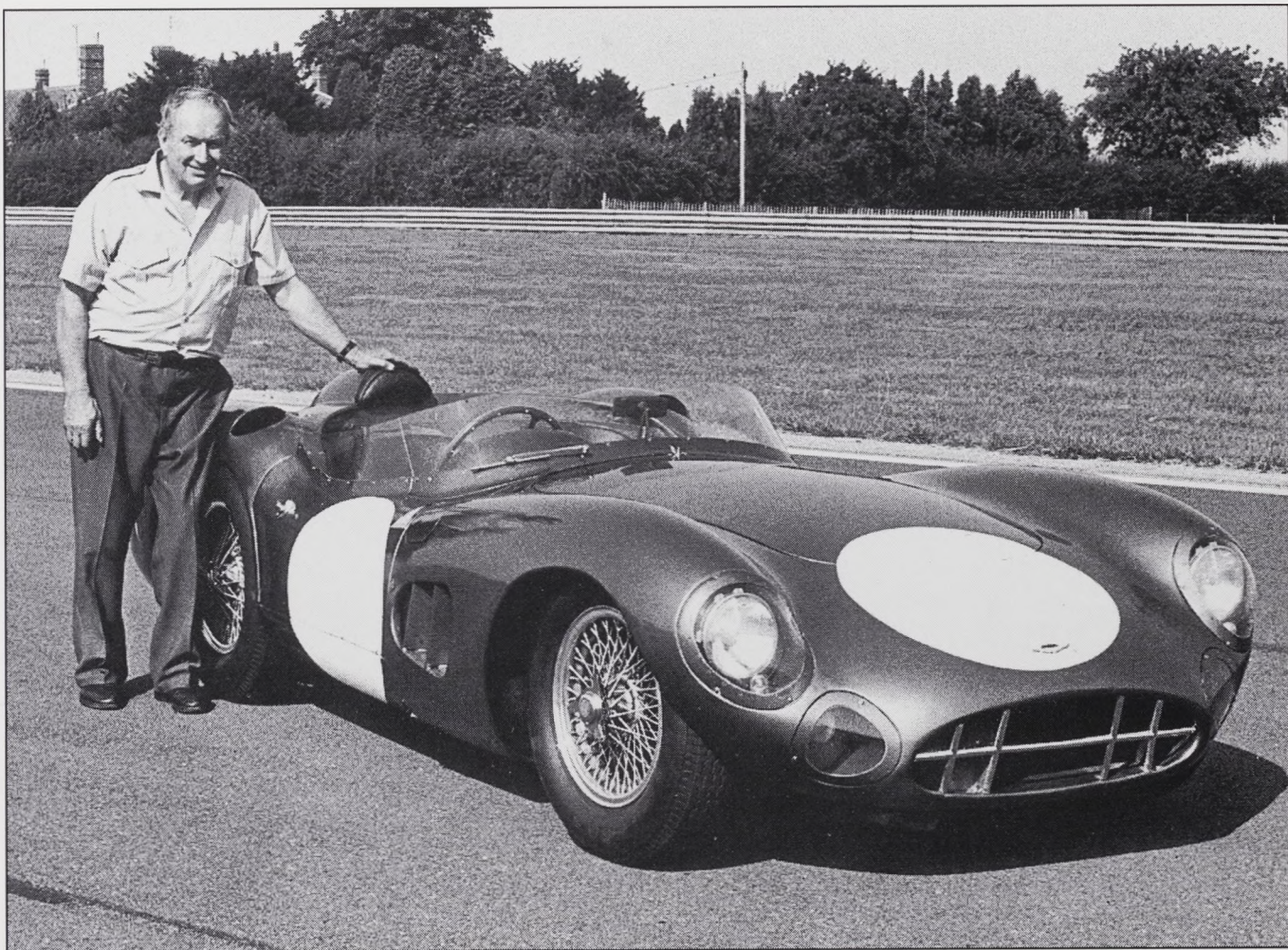
BILL SYMONS DIED ON FEBRUARY 24th, he was 86 years of age.

Bill enjoyed a full and varied life. He was a big man with a slightly daunting presence and somewhat brusque manner, but it concealed a heart of gold. He was kind and considerate and respected by all who knew him.

He played rugby football for Gosforth (now Newcastle), indeed he was one of the founder members. He owned land and property and built up one of the largest heavy plant hire businesses in the North East. He also owned a commercial garage, but his real

passion was motor cars and at one stage he owned 62! Alvis was his favourite pre-war make, followed by Lagonda, with S-Type Invicta some distance behind. His favourite post-war make was Aston Martin and he is pictured here with his all-time favourite, the 1959 Aston Martin DBR1/4, which came second at Le Mans in 1959. He bought the car from the company in the seventies.

They don't make people like Bill any more and he will be greatly missed. Our deepest sympathy goes to his wife, Daphne and daughter, Susan.



Letters

Dear Ken,

Thanks for the copy of the 1905 item by Wilbur Gunn in "The Motor". I would never have thought of looking there, confining my activities to the motorcycling mags.

Yes, the 1905 event took place as planned, although Lagonda took no part. It is fully written up in "The Motor Cycle" of July 3rd. The English team were H.A. Collier on a Matchless (he founded the company), Franklin on a JAP and Campbell on an Ariel. This may have been Malcolm; nobody had Christian names in those days. Only three finished and of these Demester was disqualified, so in effect there were only two. None of the English finished. Gunn was by then heavily involved in racing his tricars and had little time for bikes!

On another subject, there are a number of points in Dan Hagen's article that require explaining to the membership. Would it be thought nit-picking if I do so? (*No, that's how we ensure the record is correct for future generations, Ed.*) For a start, it was PK 9203 that went to Le Mans, not 9204 and the 1929 Le Mans car was black and white, not green. The picture on page 6 is of the 1929 Double twelve, not Le Mans and the pictures on page 7 are of the car in 1928 form and taken at le Mans in 1928. The car was high chassis in 1928 and was rebuilt as low chassis in 1929 and given a new registration number. No wonder Lagonda were prepared to let the PERR syndicate have two cars at half price - nothing was said about them being second-hand! I daresay the factory did say that the car was "built for Le Mans". that doesn't mean it ran there.

Regards

Arnold Davey

Editorial note: The picture on page 6 came from the Editorial collection, not

from Dan Hagen, so blame the confusion over this particular picture on me. K.P.P.

Dear members,

Thank you very much for your wonderful gift of £6000. Thank you so much for thinking of Helen House. We all had a wonderful day when the cars came visiting us at Helen House and have some lovely pictures that will give lasting memories.

On behalf of all the children, parents and staff of Helen House, thank you for all your support, hard work and generosity.

Yours sincerely

Catherine Wilson

Dear Ken,

I thought the enclosed, from "The Motor" of July 11th 1939, might fill a gap in your magazine.

Possibly few members are familiar with the way that things used to be before the world went mad.

Best wishes

Yours sincerely

Ivan Forshaw

BENTLEY. (3, 4, 4½, 6½ and 8-litre)

4½-LITRE BENTLEY Special 2-seater, Le Mans green completely rebuilt, new body, a bargain at £275.....

1927 BENTLEY 4-door saloon, 6-cylinder, price £22 10s, excellent condition throughout.....

BENTLEY 3-litre Speed Model Vanden Plas, £98.....

4½-Litre BENTLEY saloon, engine rebored and overhauled, very snappy and reliable car at the ridiculously low figure of £48.....

BENTLEY, actual Le Mans 100 m.p.h. 3-litre short chassis, full Le Mans specification, £75.....

1928 BENTLEY 4½ open 4-seater, exceptional condition, £125.....

DROP-HEAD coupe BENTLEY 4½, works report, beautiful coachwork, £85.....

29 Gns!! 1929 4½ BENTLEY sports saloon, exceptional mechanical condition, good tyres, very fast, terms, exchanges.....

1932 4-litre 4-door sports saloon by Thrupp and Maberly, guaranteed, £175.

1932 Supercharged drop-head coupe, guaranteed, £140.

79 Gns. 1932 BENTLEY special drop-head foursome coupe, new tyres and battery, super performance.....

CHOICE of four good 3-litre Red Label BENTLEYS from £45. Genuine bargains.

1925-6-7-8, all short chassis Vanden Plas 4-seaters magnificently equipped throughout, severest examination welcomed, terms, exchanges.....

1926 6½-litre BENTLEY 7-seater open tourer, chassis in perfect condition, Mulliner body, new hood and side curtains, engine rebored two years ago, has not done 1,000 miles since rebore. £75. Part exchanges.....

BENTLEY 3-litre open sports tourer, overhauled throughout, guaranteed six months, £65.....

£6 Deposit or 59 Gns cash. BENTLEY 1930, 4½-litre Vanden Plas sports 4-seater, dark green, excellent condition. Guarantee. Exchanges.....

Editorial comment: I have left the addresses off as all are sold! Prices like these just go to show why the VSCC was formed don't they?
KPP

ASTON SERVICE - DORSET

IVAN FORSHAW · ROGER FORSHAW FCA

73 RINGWOOD ROAD, LONGHAM, WIMBORNE, DORSET
TEL. 01202 574727 (Day) · FAX 01202 593080

SOLE MANUFACTURERS AND DISTRIBUTORS OF PARTS FOR
ALL ASTON MARTIN AND LAGONDA CARS 1947 - 1963.
ALSO LARGE STOCKS FOR ALL MODELS 1964 - 1995

Comprehensive stocks of parts, Owners Handbooks, Workshop Manuals and Parts Catalogues covering post-war models.
Some Works Records, technical advice and assistance available.

LAGONDA VINTAGE SERVICES

MANY USED PARTS FOR PRE-WAR LAGONDA MODELS REMAIN
AND WE SHALL BE PLEASED TO ASSIST OWNERS WHERE SECOND HAND
ITEMS IN GOOD CONDITION WILL SUFFICE



RAC Motoring Services

Associated Club Membership

Save up to £44

As an RAC Associated Club member, you can take advantage of a range of exclusive discounts and benefits when you join the RAC.

We've introduced new service levels. And a unique £25 no call out discount.

RAC

You can save as much as £44 when you join and with our new Standard Cover, if you don't call us out during your membership year, we will give you £25 off when you renew at the same level next year.

We have also invested heavily in new technology to help us get our Members moving again faster. Rest assured that we will continue to meet the changing needs and expectations of our Members.

So whatever the future holds, you can rely on us.

- Save up to £44 on the cost of membership
- Cover for you in the UK as driver or passenger in any car
- Exclusive 'off-road' service
- Exemption from the European surcharges applied to older vehicles and caravans
- Once you've joined, you will receive a 15% discount every year
- Your membership earns commission for your club
- For further details, please contact your Club RAC Secretary

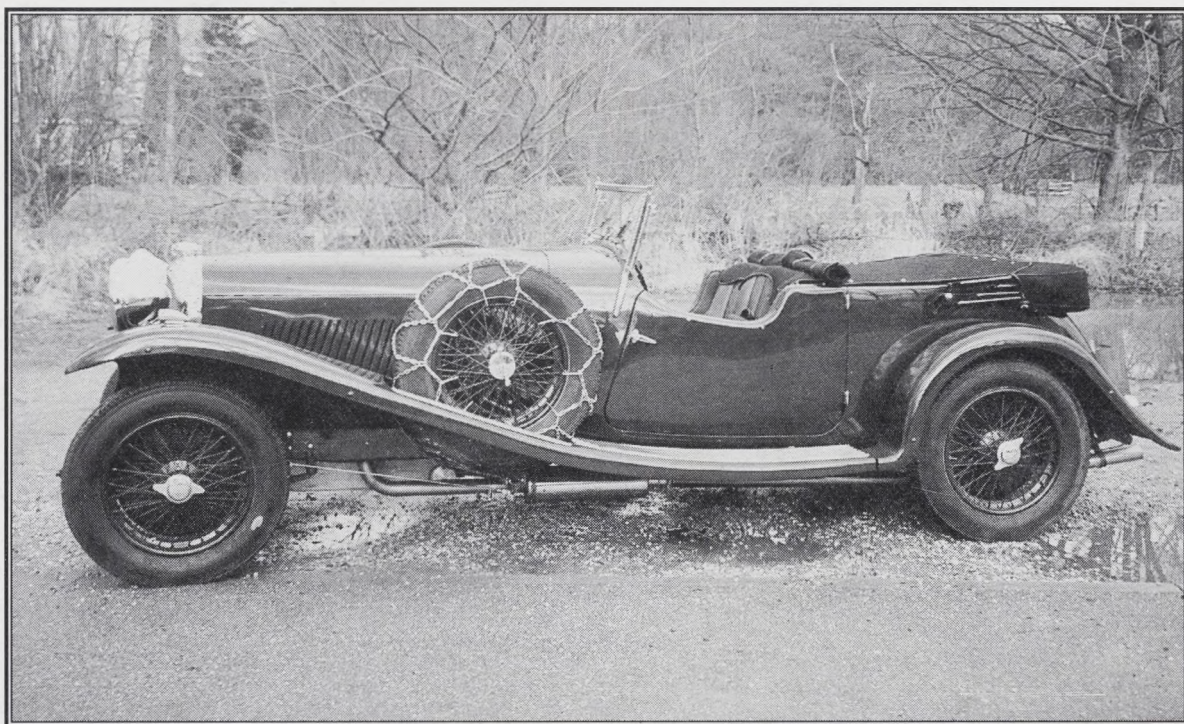


Vintage Coachworks

The Phoenix Inn Forecourt,
Phoenix Green,
Hartley Wintney, Hampshire RG27 8RT

THE LAGONDA & INVICTA SPECIALIST

OUR HIGHLY SKILLED AND EXPERIENCED TEAM CAN OFFER A COMPREHENSIVE
SERVICE FOR ALL MAKES OF VINTAGE CAR.



1934 Lagonda fully restored and prepared for continental rallies.

COMPLETE RESTORATION

FULL ENGINE REBUILDING SERVICE INCLUDING RACE PREPARATION
FOR ALL LAGONDA, RAPIER AND INVICTA CARS.

SUPERCHARGER INSTALLATION. 'SPECIAL' BUILDING. TUNING.

FULL ROLLING ROAD FACILITIES AND DIAGNOSTIC EQUIPMENT.

SPARES FOR LAGONDA AND INVICTA. COMMISSION SALES.

Peter Whenman:

Tel: (01252) 842589 · Fax (01252) 844980 · Mobile: (0410) 192729

TECHNICAL ADVISORS TO THE LAGONDA CLUB