

THE *Lagonda*



**THE MAGAZINE OF THE
LAGONDA CLUB**

Number 194

Autumn 2002

Congratulations to Nigel Broderick and Snapper



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2000 Classic Marathon Ypres to San Remo 1st Overall Vintage Concours Cup
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FRONT COVER

Jean Gorjat's splendid V12 in the Alps.
See his article on page 11.

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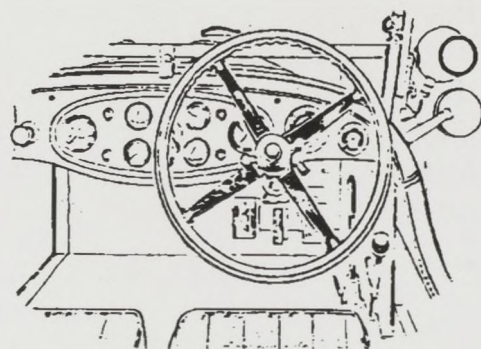
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From the Driving Seat

by Ken Painter

THE AUTUMN MAGAZINE is virtually filled with articles on Club events, a wonderfully healthy sign for any club and an indication that Lagondas are still an eminently practical vehicle in modern traffic, as well as one of the very finest of the pre-war marques. The editorial files are also well stocked with technical articles on the 4½ models, with just a little 2 litre and 16/80 material. We have another fictional piece to publish and, just for a change, it isn't from the pen of Arnold Davey. There are a few historical pictures to add to the mix as well, so 'the mixture as before' seems assured for a while and I am confident that the flow of articles will continue from our enthusiastic members!

A few members have contacted me to ask if there will be a write-up of the sale of Bernd Holthousen's collection of Lagondas and, as far as this magazine is concerned the answer is a firm "No". It has always been editorial policy to avoid discussions of prices and values of our cars and it would be difficult to ignore the hammer prices in any account of this admittedly significant occasion. The important point is that Bernd intends to remain a member of the club for some time to come. His book is, and will remain, a landmark in publishing on our marque, the photographic quality is simply outstanding. It is significant that, so far, no copies seem to have appeared on the second-hand book market, those of us who are fortunate enough to own a copy appear to treasure it and that is how it should be. All the same, it is to be



hoped that the new owners of that wonderful collection will soon all become club members!

A few days before this was written, I was talking to a 16/80 owner and was reminiscing on how my two 16/80s were used as the family's every-day car. The first was bought in 1959, when I was still serving in the RAF. It was driven regularly from Yorkshire, where I was stationed, to Berkshire, to visit our families. The journey started as a 220 mile trip, but, in the years we drove it, road improvements shortened it to just 200 miles. We cruised at 55 mph and were usually the fastest car on the road, with just Jaguars, the new Mini and the occasional Mark Six Bentley overtaking us. Even so, the roads were so poor that the journey would often take ten hours in the early days.

As the roads were improved, with bends being straightened, new bypasses built and long stretches of the dangerous three lane sections turned into dual carriageways, our journey times were reduced dramatically. Our best Lagonda time was actually recorded in a 3½ litre, when we took just three hours 45 minutes. We might have been able to beat this, but we were towing a trailer loaded with a spare engine at the time.

Our second 16/80 was our 'daily driver' in Singapore. It had no windscreen or hood and we once drove the 240 or so miles from Singapore to Kuala Lumpur through a tropical monsoon with our two children, Rachel and Adam, in the back. They hid under

the tonneau cover for most of the time, but never complained about the discomfort. That car was used for shopping trips, racing, long distance touring, as a wedding car for friends and, on more than one occasion, as a show

car. We even planned to drive it overland back to England at the end of our tour, but when the opportunity to buy the remains of the Maserati arose, the Lagonda was sold to finance the deal. Happy days!



***LAST DATE FOR COPY FOR THE WINTER MAGAZINE IS
... TUESDAY 24TH DECEMBER 2002 ...***



David Hine presents the Invicta trophy to Jo Moss – the fifth year in succession she has won it! An outstanding driver in a very competitive car.

Lagonda Club Northern Dinner - 10th May 2002

We don't often publish two articles on the same event, but this report by Jonathen Oppenheimer was too good to miss!

THE NORTH IS A LONG WAY from The Smoke. This was the third time that Merav and I had made the pilgrimage from Streatham Hill to Monk Fryston. The first time was in a V12 saloon, and the second in a modern Jag, but this time I was much more conscious of the distance because I was still running our Rapier in after piston replacements following a holed piston in February. 191 miles feels quite a long way in a small open car, especially if one doesn't allow engine revs to deliver more than 45 m.p.h. Never mind – we made it!

Was it worth the effort? The many fellow-southerners who regularly make the annual trek have the answer. Some even book next year's accommodation at Monk Fryston Hall when they check out, and we are not the only relative newcomers to attend. More seem to turn up each year. I must confess that when we first joined the club, Merav and I thought that "regional" events, like the Northern and Suffolk Dinners, were probably only for the locals. We have helpful veterans like the Downies and the Buglers to thank for putting us straight on this.

There is certainly something very special about arriving at Monk Fryston in mid-afternoon after a long drive. The first view of the stone façade, with several Lagondas already parked in front of it, is always splendid, and however the day may have begun, and whatever the forecast, we have always arrived in sunshine. Last year we had a charming second-floor room at the front, made more memorable by a low beam with

which I kept colliding and a window at ankle level. This time we had a beautiful view of the garden. Leaving Merav to have a much-needed rest (Rapiers do tend to jangle the nerves a bit on a long drive), I went downstairs for an equally necessary cup of tea, which soon transformed itself into a creamy-headed pint, and a stroll and a natter among the growing assembly of cars.

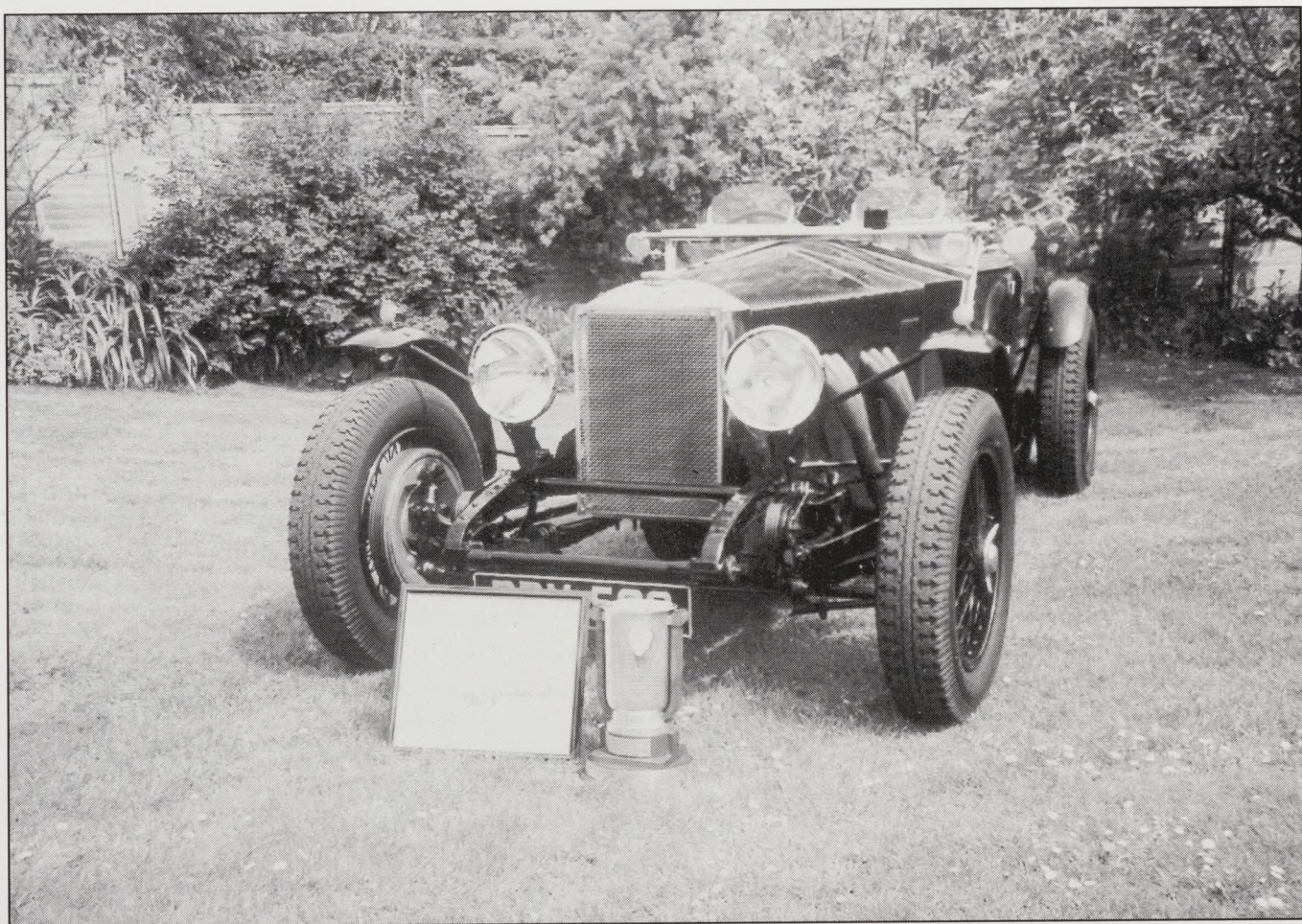
By early evening we were all assembled in both bars, dressed for dinner in varying degrees of formality, including at least one kilt. Then it was time for the dinner itself, eaten at long tables at right angles to the high table, where the great and the not-too-good were seated. It was a pleasure to see Alan Brown well on the road to recovery, although he was excused this time from speaking, his place being ably taken by Doc Turner. This being a Northern dinner, held in Yorkshire, it is no surprise that the speeches, especially Herb Schofield's, are generally of an impeccably politically incorrect nature, followed by one or more of David Hine's famous monologues. This year's monologue was a new one, about a charming and accommodating young lady called Isobel. We never knew that the Royal Albert Hall could be such an exciting place. David also presented the various prizes and trophies, which had been laid out in the enormous walk-in fireplace, with customary aplomb.

A splendid evening, and I would venture that a large part of its annual success is thanks to the comfortable familiarity of the surroundings. This

makes a warm and friendly atmosphere among people, some of whom may not see each other from one Northern Dinner to the next, much easier to establish. At the risk of courting controversy, I think that the same logic could be applied to the annual Club Weekend and AGM. Aldermaston Manor has a lot in common with Monk Fryston Hall, in that those needing accommodation can stay in one place, with their cars, which look their best in both these places. Of AGM's I have attended so far, Aldermaston seems by far the most suitable venue for this occasion. As for the Northern Dinner, we recommend it to any other non-Northern members who haven't yet experienced it.

The following morning, after

breakfast and the usual round of goodbyes, we set off across the Pennines to visit a very ancient aunt in a home in Bramhall. My cousin had warned us that she was far from well, but as it was another sunny day, we wheeled her out to see the car. She was thrilled, and insisted that I take her for a spin. I was concerned that she might feel cold, but the effect was amazing. We only went about five or six miles, as I had left Merav in the car park and was afraid of getting lost, but my cousin and the staff at the home said that on her return and for weeks afterwards, my aunt was better and more cheerful than she had been for many months. The regenerative powers of a Lagonda are clearly not to be sniffed at.



The Jo Moss Invicta poses with the Invicta Trophy and the Fox and Nichol Trophy. This was the first time the Fox and Nichol has gone to an Invicta or to a lady driver. Well done Jo!

How it all Began

Ivan Forshaw describes the early days of the Lagonda Car Club and the 2 Litre Register

I AM NOW 91 YEARS OF AGE and have had a couple of strokes. It is a long time ago and I hope that any mistakes which appear in what follows will be excused.

To the best of my recollection Cecil Vokes approached General Metcalfe at the 1930 Garden Party with the proposal that he should form a Lagonda Car Club. The suggestion was warmly received by Lagonda and the company supplied him with names and addresses of all purchasers of Lagonda cars. Vokes had a factory manufacturing filtration equipment and used Lagonda cars as test beds for his projects. His pancake air filters may still be seen on 16/80, 3 litre, 3½ litre and 4½ litre M45 models.

I believe the club proper came into existence in 1933. I joined in 1934 and still have my elaborate club badge. It was photographed some years ago by Phil Ridout. I may be the only survivor of the pre-war Lagonda Car Club. Members Spiller and Watson rejoined the club after the war, both these gentlemen I think are now dead. Vokes was the first secretary of the club but I also remember Joe Seager. Seager went off to America but returned after the war to build a factory at Poole which specialised in industrial fire fighting equipment. Afterwards he always used large American cars.

With the coming of the war the club went out of existence.

Towards the end of the war I had a close encounter in the North of Italy and was invalided home by stages to the Military Hospital at Guy's Marsh near Shaftesbury.

The war came to an end and I was discharged from hospital, I was still in

bed at my bungalow in Parkstone when I had a visitor. She said she was Mrs Densham, the mother of Peter Densham, who had just returned from service in the Far East, and whose 2 litre Lagonda was off the road for want of the fibre timing gear for the rare reverse camshaft engine. Did I have such a gear from my pre-war work with Lagondas, and if so, could he have it. I did and he could.

A few days later Peter Densham himself came to see me he was almost speechless with rage because of rough treatment he said he had received from Davies Motors. When he knew he was coming home he had written to Davies asking him to get his 2 litre Lagonda out of storage and in readiness. He said Davies had regarded this as an open cheque and had ripped him off shamefully. He said he proposed to form what he called a register of owners who would help each other by sharing spares and technical knowledge, would I be his spares registrar and technical advisor, since he knew of no one else who had such a wide knowledge of the cars. Since I was quite unfit for work and had only a problematical future I said that I would.

Densham's Register was a great success. He was an attractive man physically and he had tremendous energy. There was no entrance fee or subscription fee, but I recall that later he asked for 2/6 from each member to help with postage! He organised a Rally at the RAF Establishment at Farnborough and 69 war worn cars turned up. Petrol was strictly rationed and tyres were only available for essential purposes on permit. No one asked where the petrol had come from or looked at the colour of

In the early months of the Register, Densham had no fixed address and was using his Bank as an accommodation address. He received a letter from the Manger to say that a large oily piece of

Henry Coates was the only member of the Register who had large quantities of spares. He shared these and his technical knowledge freely in the years that followed.

I took my appointment as Technical Advisor very seriously, and wrote literally thousands of letters in the years that followed, some of which are still kept by the recipients. I understand one is still kept by an American University as a model answer to a technical question.

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Midlands Report

Harry Taylor reports on the Summer's activities

THE MIDLANDS SECTION IS STILL GOING STRONG, albeit not all attendees have Lagondas. In fact, a mixture of marques works very well promoting very interesting conversation and exchange of information. We meet, for lunch, on the last Sunday of each month at 'The Crown', Alrewas (A38 between Burton-on-Trent & Lichfield).

As we are a small group we tend to vary the above to suit the circumstances. If car meetings etc. coincide we meet either the Sunday prior or the one after, ring me, therefore, if you would care to join us.

The highlight of our motoring calendar this year was our participation in the 'Three Valleys Tour' in Normandy, more properly, the 29th Randonnee des Trois Vallees, 7th-10 June.

Most of us are members of the organizing club 'ANVE' (French) and this was our fourth visit. Our contingent being a 1948 MG, 57 DB 2/4, 32 2 Litre & my 53 DB 3 Litre.

We travelled to Portsmouth, to catch the fast ferry to Cherbourg on 5th June, returning on the 13th, as we like to see the sights before and after the rally.

We motored in a leisurely manner down the Normandy coast enjoying fine weather & arriving for lunch, on Friday 7th at a hotel in Falaise to be greeted by Chris Paling (2 Litre) who, along with his friend David Cree, had organised a treasure hunt for early arrivers.

This commenced after lunch and we enjoyed a wonderful afternoon arriving in Bagnoles de l'Orne, Hotel L'Hermitage, which was our base for the rally. In fact the hotel & the area were

such that we made it our base for two more days after the tour

Bagnoles is a very beautiful spa town and the hotel was a short distance from the town centre. There were nice gardens and secure parking was afforded in a 20-car garage with electronic controlled doors although we saw nothing, during our stay, that warranted any form of security. Indeed, several cars were left outside the hotel overnight.

Again, Ivan Spurrier-Smith & Kip Waistell in their Lagondas were there as were many others we had met on the event in previous years.

A blow-by-blow account is not really required. Suffice it to say that the organisation and the constant entertainment were superb. The tour is totally relaxed the accent being on seeing the sights, much (too much) feasting and wonderful company makes this event our holiday of the year.

The event was much better supported this time, there being some seventy cars. Whether this contributed to producing the best one yet, I'm not sure but I am confident that there will be similar numbers next year.

Arriving home, I realised we had covered some 1200 miles in total for the nine days but it seemed more like 400, probably because the roads we travelled in France were virtually traffic free. We were only held up once - some old car rally, the vehicles turning into the town square for a display!

For Midland members who have yet to take part in the region's events, Harry can be contacted by telephone on: 0115 9830363, or by e-mail: Htal08@aol.com

V12 and the Alps

Jean Gorjat goes up in the world

THE V12 IS KNOWN FOR OVERHEATING and even boiling. So even if my DHC has a tendency to run hot I had no problem in the Massif central mountains in France, driving during a Paris-Vichy rallye of the 'Club de l'Auto'.

But what about the Alps? The best is to try! So I entered the V12 in the Megeve-Simplon Rallye of last July, a run mostly in Switzerland. London to London was 2,140 miles, mostly with a lot of sunshine and hot, very hot weather. Top down, 19 high mountain passes of 2,000m/6,000 feet of altitude, including the Forclaz (twice), the Susten, the Klausen and even some like the Route de Schachental, normally closed to public traffic. It was open for us by special authorisation on the condition that we follow the postal vehicle, as a group, on its time-table, as you could not pass another car or even stop, so narrow is that road, which goes up to 1,950m/6,400 feet.

So what about the V12? Well, even if

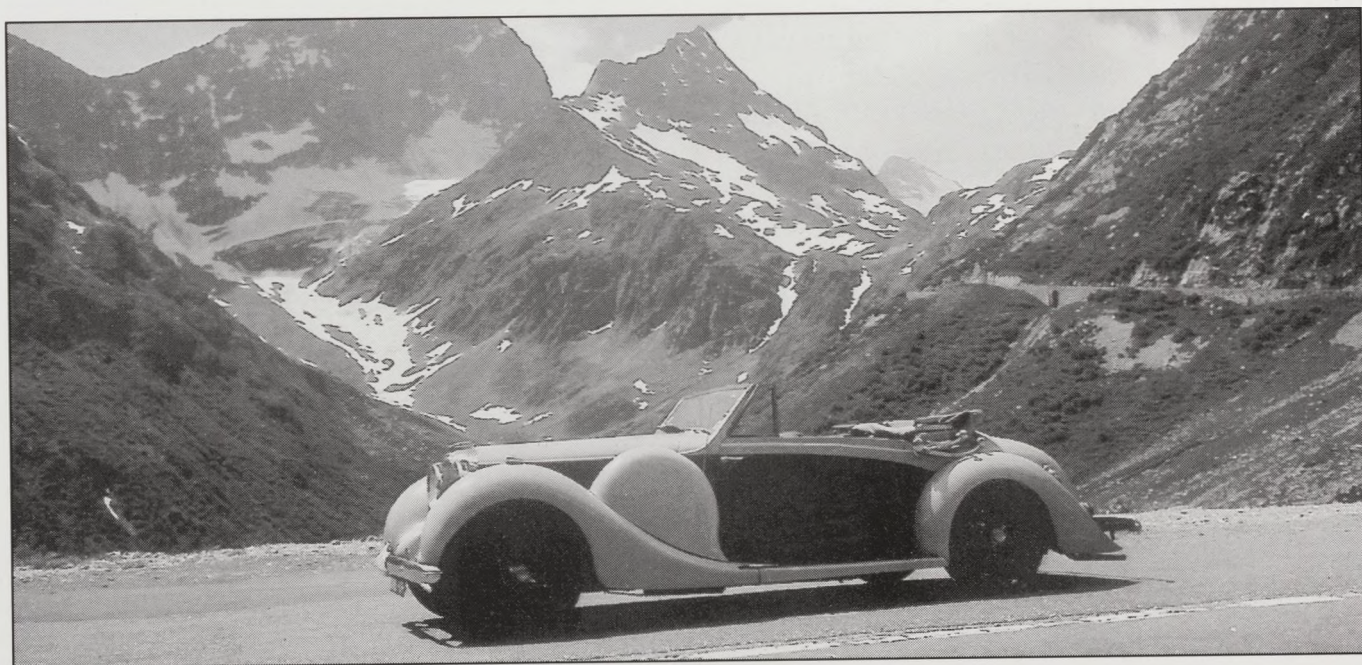
she ran hot, 90-95°C climbing at 2,000-2500 rpm, she only boiled three times, due to traffic congestion which forced us to run slowly when the outside temperature was over 30°C/86°F.

Not bad for an old lady without an electric fan, so she passed the test A level (Alps level!). Otherwise clockwork runs, except for the rear suspension as the rear springs did not like the drive to Megeve and around there. The springs are very tired and upside down, or better say their camber is up instead of down.

So as not to damage the exhaust, wooden blocks were fitted between the springs at the rear axle location and the rubber stops. Fine on the smooth Swiss roads but.... Nevertheless, good enough to come back to London via the French Autoroutes (instead of the Routes Nationales I use normally).

What else? The turn radius is not tight enough for some pass hairpins...

Soon, with new rear springs, new rear shocks and... an electric fan, she will be ready for another Alpine duel.....



On the Track, Historic Racing at Brands Hatch

Tony May reports on an exciting event

ATTENDING THE ASTON MARTIN Owners' Club race weekend at Brands Hatch back in May, I was looking forward to seeing at least one competing Lagonda upholding the marque but unfortunately not one was present. Aside from that, this perennially popular event in the AMOC calendar drew its usual large gathering of famous makes and historically-important cars. Take for example the brace of green Aston Martin DBR1s which were the source of much attention in the Paddock. These cars were the factory entrants that came first and second in the 1959 Le Mans 24-hour Race - the winning car now owned and driven by Peter Hardman and very appropriately he handed it over to ex-works driver Roy Salvadori, AMOC's star guest for the day, to take it round the circuit for a nostalgic reunion parade lap. Later, Peter showed that the Aston had not lost its racing appetite by producing a convincing win in the Alexander Forbes' One-hour Race for historic Aston Martins, completing the 60 laps at an average speed of 72.53mph. The other Le Mans DBR1, not to be outdone, finished in third spot and was co-driven by Simon Draper and Gillian Goldsmith.

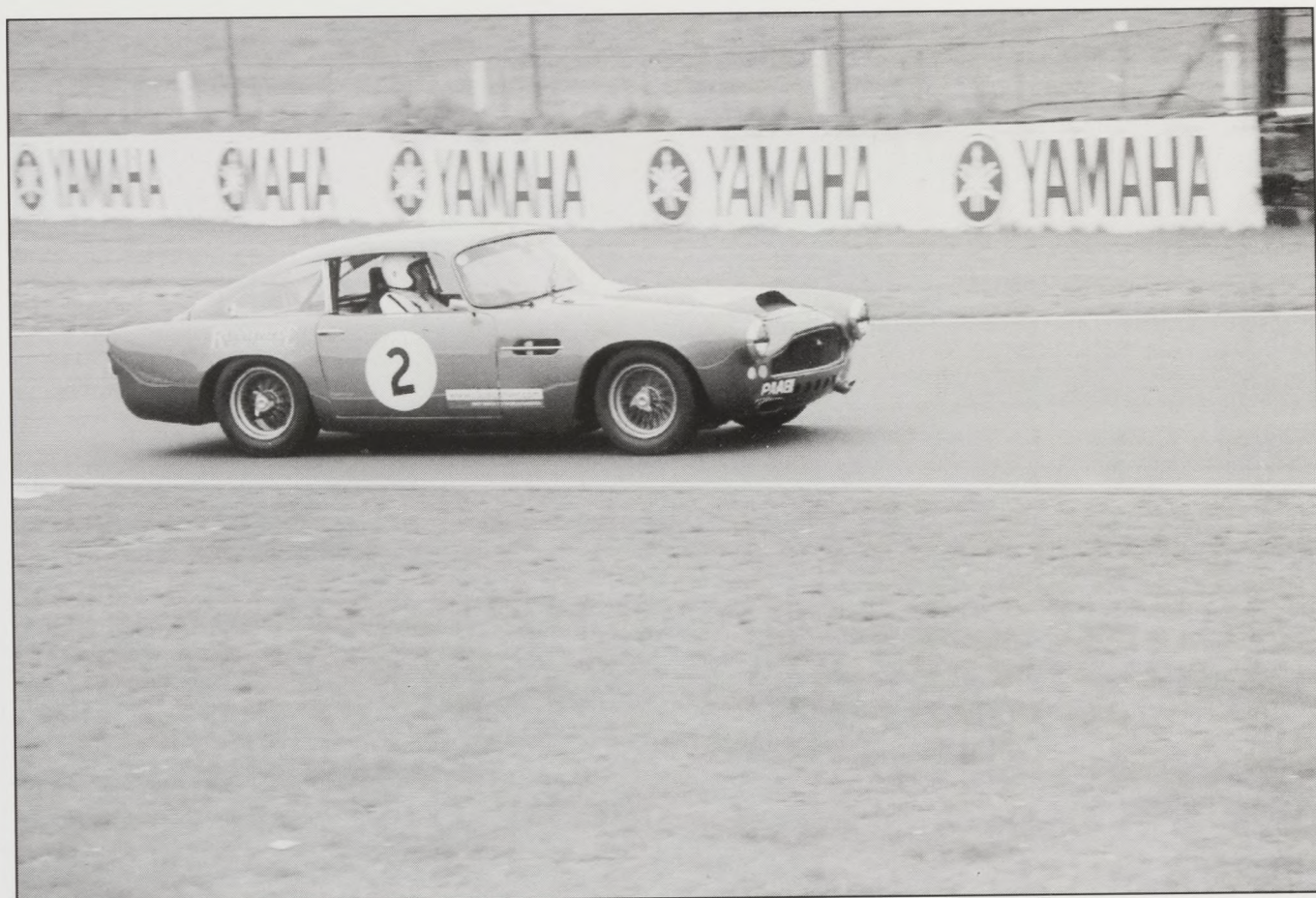
What further delights? Other ex-factory team cars were also present - DB3Ss and DB2s for example, all of which have distinguished racing pedigrees. Pre-war buffs were pleased to see a mixed field of Astons and Bentleys from the '20s and '30s in action together with the occasional Riley, Invicta and Morgan to add to the brew while the Feltham Astons of the '50s had a race all to themselves. The DB4GTs and DB3Ss are always favourites with the crowd as are the beefy DBV8s and their races were fast and furious from the moment they muscled their way round and down

Paddock Hill Bend on the opening lap. Challenge races between invited marques such as Jaguars, Porsches, ACs, Sunbeam Tigers and Loti also produced some engrossing encounters further enlivened by the forceful presence of Shelby Mustangs and Chevrolet Camaros to uphold American prestige. A great weekend of motor racing with something to please all interests. Each year AMOC puts on a calendar of racing events at different circuits - call 01865 400400 for details.

Brands Hatch was also the venue for the Historic Sports Car Club's Superprix held over a weekend in June on the Grand Prix course and which attracted a remarkable entry of some 400 cars! Amongst these was a strong contingent of Jaguars with their own race for XKs and also a BRDC race over 10 laps when D-types mixed it with a batch of Lister Jaguars - some Knobbly, some smooth.

The programme also included two Orwell Supersports Cup Races, one on each day with 12 laps of the 2.6 mile circuit. These proved to be the highlights of the weekend as each race had five separate classes of competitors ranging from the monster Can Am 8-litre cars of Lola, March and McLaren, the 5-litre Lolas and McLarens to the 2-litres and below of the likes of Chevron, Lola and Osella. Sounds like mayhem but it wasn't! The crowd was entertained to a masterly display by Frank Bradley on how to handle the 800+bhp of the March Chevrolet 717 in busy traffic to produce a splendid win on each day - his fastest lap being 107.80mph.

The HSCC's Club office is based at Silverstone and to find out more about their racing programme call 01327 858400.



Martin Brewer's DB4 pushes hard along the Cooper Straight.



Advice for German entrant Oliver Leyba in his 1951 DB 2/4.

Photographs by Iain May

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The pre-AGM Dinner, John Madejski says a few words.



Some familiar faces at the Dinner!

The 2002 Annual General Meeting Weekend, 14th - 15th September

Ace Reporter Michael Drakeford spills the beans on the AGM dinner

AS THE READING FOOTBALL CLUB fans left the Madejski Stadium on that Saturday afternoon, there was many a startled look at the arrival of the Lagonda clan with their polished chariots. As luck would have it Reading were playing at home and there was an army of hometown supporters to watch the match. As they were playing Wimbledon, the opposition support was sparse. To be fair, both supporters did turn up to watch their side beat Reading by one goal during injury time.

The Millennium Madejeski Hotel was as luxurious as we had been led to believe. Dinner was at 7.30 for 8.00. A glass of wine, supplied by the club to oil the wheels of laughter, was welcomed by all and we sat down in places expertly arranged by Valerie Bugler. Valerie, being a chocoholic, was slightly miffed that the hotel had supplied all staying guests with a box of top quality chocolates. She was to have none because she and Colin had to rush back to complete the packing of the cars for the club's regalia display for the following day. Not liking to see a lady in distress, a box of the very same chocolates was procured for, and presented to Valerie during the proceedings by our Chairman, Clive Dalton.

We were specially pleased to be joined by our North American members, the McConnells, and the Fergusons.

The meal was exquisite. The amuse bouche comprised a small cup of asparagus soup presented cappuccino style. This was followed by sorbet, and a delicious fresh crab concoction. The beef was out of this world, etc. The meal was not too much, not too little, and lasting well into the evening Clive Dalton made the loyal toast and our President David Hine made the toast to the Lagonda Club during which he was encouraged by the diners to recite his now famous monologues about lions and things.

Our honoured guests, John Madejski

and the charming Diane Nicole were amused if not bemused by this turn of events. So much so that John felt obliged to regale the audience with a few words himself. He commented that he had seldom felt so welcome and was even coming to understand the humour of this strange clan.

A goodly time was had by all. As for our beloved Lagondas and Rapiers, they were cosseted in the hotel car park, being well looked after by two security guards, just in case someone had taken a shine to a P100 or two. In the morn, it was off to the REME Museum at Arborfield for the AGM proper and lunch in the shadow of tanks and helicopters.



.... and Tony Loch gives his annual report on this special occasion

THE AGM AND CONCOURS D'ELEGANCE was held at the army REME Museum at Arborfield on Sunday 15th September, by kind permission of the Curator.

Coffee was served on arrival in the main vehicle display hall which contains some massive army vehicles that made the Lagondas, even the V12s, look like Dinky Toys. Also on display was the 2 litre Lagonda engine which was converted before the war from petrol to diesel. This has belonged to the Club for many years but it is only recently that restoration work has been done sufficient for it to be run, if only a way could be found of turning it over to start it. Apparently Mr Pattenden, who did the conversion, found that tow starting was the easiest way but that will entail putting the engine into a chassis.

The AGM started only 20 minutes late (a record for the Club?) with 9 committee members and about 60 others present. The President said that the Club's activities had thankfully got back almost to normal after the foot and mouth epidemic. He thought the Club was very like a car,



The splendid LG45 diesel attracted a great deal of attention at the AGM.



The rare and very attractive Carlton Bodied 3½ litre of Wg Cdr Douglas Brown.



The AGM lunch was served in the museum. Nice to see something heavier than a Lagonda!



Our President cracks a joke, but your Editor sleeps through it all!



The ladies took selecting the "Ladies Choice" award very seriously.



There were lots of 2 litres, to make your Editor ashamed of the lack of progress on his.

dependent on its four wheels to keep running effectively; one wheel is the Spares Organisation, another is the Register and the historical research, the third is the Committee and the fourth is the members. The club is very fortunate that all four wheels are running freely and in unison. He thanked all the members who volunteer their services to help the Club run so smoothly, particularly those responsible for the AGM week-end.

The Chairman suggested that the highlights in the Club's activities in the last year were the Isle of Man Rally, when 25 Lagondas spent a very enjoyable week exploring the island, and the very successful Wessex Rally which welcomed three of our Dutch members. He said that many members had competed in various sporting events but regrettably there were only 8 Lagonda/Rapier entries at the Bentley Drivers Club Silverstone meeting at which there is a Bentley, Lagonda and Aston Martin Team Challenge race. He hoped more members would support this very enjoyable meeting in future. A plea was made for members who took part in competitive events to send in "write ups" so that their successes can be recorded.

The formal agenda was completed very swiftly with the accounts being passed without question and Stephen Matthews and Michael Drakeford were re-elected and elected respectively to the committee.

A discussion then followed about how the illustrated Spares Catalogue

should be bound and distributed. The Committee had decided that it should be issued free of charge to all those members who admit to owning cars covered by the spares scheme, eg 14/60s to V12s, excluding Rapiers who have their own very comprehensive Rapier Register spares catalogue. According to the current Club Register this would mean about 550 members. Up-dates and amendments sheets would be issued on the same basis, as and when necessary. The choice was between a catalogue stapled together and one bound in a loose leaf hard cover. The general feeling was that stapling was acceptable, but perhaps having the holes punched so that those who wanted could put theirs into a binder available from the Club. It was suggested that the up-dates should also be put on the Club's web site to enable those so inclined to obtain them as soon as they were available.

That concluded the AGM and the members adjourned for the usual noggins and natter and to look at the cars.

The turn out was disappointingly low with only 39 Lagondas and one Invicta and no post-war cars. However the standard of most of them was, if anything, better than usual. One outstanding car was an LG45 saloon fitted (from new?) with a Gardner diesel engine which has not been seen for several years. While the judges judged, most of the members enjoyed an excellent buffet lunch and dead on time the results of the concours were announced.

The award winners were:

Winners only there were no runners up this year.

Early cars:	J Oates	Model 12/24	DD1256
2L Low Chassis:	Jack Wright	Supercharged 2 L Low chassis.	PJ3182
2 L High Chassis:	Richard Jones	2Ltr High Chassis	XV173
16/80:	Vivian Breen	16/80	AME 912
Rapier:	Malcolm & Marion Burgess	Rapier FHC	BLA 916
3/3½ L:	Wing Cdr Douglas Brown	M35R Carlton Body	BLY303
M45/ LG45:	Anne & Peter Walby	M45	BPH 713
LG6 / V12:	Peter Gwynn	V12 DHC	EXT 640
DB class:	<i>no cars present at AGM</i>		
Ladies Choice:	John Walker	M45	FPF 143
Merit award:	Alec Downy	LG 45R	GPD 117
Car club Trophy:	John Walker	M45	FPF 143

Distance travelled in a Lagonda/Rapier/Invicta to AGM:

Anne & Peter Walby	M45	BPH 713
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The display of Club Spares attracted a great deal of attention.



The happy award winners!

All pictures by Peter Lloyd.

The Jersey Festival of Motoring

June 7th - 9th 2002

Tim Wadsworth reports on an under-rated annual event

AN ISLAND WITH A BLANKET SPEED LIMIT of 40 mph reducing to 15 in many places would hardly seem the ideal place for a 3 day motorsports event, but Jersey has many redeeming features not least a supportive administration willing to close public roads so that we can play with our cars. They have, in fact, been doing this since the 1920s and in 1950 Raymond Mays raced the new BRM at an international event held here on a closed road circuit. Although circuit racing no longer takes place, they still host a round of the British hill climb championship and so it was that in early June some 70 cars converged on St. Helier joining 20 local entrants for the fourth annual Jersey Festival of Motoring. Of the pre 1939 entries, Lagonda were the predominant marque taking six of the 49 places with Aston Martins, Austin Sevens, MGs and Rileys also prominent, not to mention three thundering La France ex fire engines.

The entry was divided between touring and competitive. Rowlan Evans with the very smart ex Harry Gosling 2 litre and Anthony Dady driving his immaculate LG45 Rapide had opted for the touring category while the rest were in the competitive section. These comprised Tim Wadsworth's 2 litre, Anthony Howat and Richard Campbell with their M45s and the president of the Jersey Old Motor Club Judith Genée driving the ex Tom Harrington blown Rapier.

Day One consisted of the usual receptions and cavalcade and a visit to St. John's Manor whose owner has a fine stable of cars including 6 Rolls Royces all 'on the button'. Despite there being only 380 miles of road on Jersey, much of it very narrow with high banks and stone

walls on either side, the population seem to own an enormous number of very collectable cars. It was therefore no surprise that they were looking forward to this once a year chance for some real motoring action. This came in the first event - a Moonlight standing start 1/4 mile Sprint down the only piece of dual carriageway on the island.

Despite all the excellent preparations made by the JOMC someone had forgotten to tell the weatherman that June in Jersey is fine and warm. As a consequence, the day had been cold and windy and by the evening rain threatened only to become a reality just as the first timed runs were starting. Conditions steadily worsened until it became almost impossible to see the finish flag marshal. Those brave enough to see it through to the end were duly rewarded, with John Hill, an ex Rapier owner, now driving a Talbot 105 taking first prize in the PVT over 2,500 cc class from the two Lagondas. Judith Genée had set a cracking pace in practice in her blown Rapier but had to settle for third in the PVT under 2,500 class. Tim Wadsworth's 1931 2 litre was outpaced in the PVT class but recorded the third fastest time of any vintage car.

The following morning conditions were somewhat better and we were hugely entertained by some very slickly organised sandracing on the beach in front of the previous evening's sprints. Contestants ranged from 6 year olds on automatic scooters to fearsome sounding single seat specials performing the most monstrous power slides.

Jersey is anything but flat and there must be dozens of potential hill climb courses. The JOMC had chosen two, both



Jersey Festival: Tim Wadsworth in his 2 litre.



Judith Genée in her blown Rapier.

near the centre of St. Helier. While the touring cars competed for concours prizes, Anthony Dady winning his class with the LG45 Rapide, the competitors tackled the first of the hill climbs known as Westmount. This course, which ends up at the gates of the cemetery, is straightforward up to a very testing right hand hairpin, requiring considerable low speed torque or a snappy down change to pull away from. The 2 litre does not excel in either of these departments, but again there was a close contest between the Talbot 105 and the two M45 Lagondas - Richard Campbell emerging victorious on this occasion.

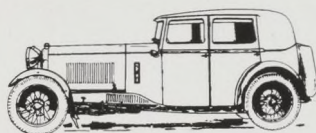
The weather forecasters had warned us that Sunday was not going to be a good day and they were not wrong. The touring cars had to wait for quite a while in pouring rain before learning that the cavalcade around the Mount Bingham course had been called off and they were free to depart on an island-wide treasure hunt.

Mount Bingham starts with a fairly long flat section into an artificial chicane followed by a sweeping uphill lefthander and finally a very tight left turn into a narrow lane for the last 30 yard dash to the finish. Not easy in the dry, deadly in the wet. On his first practise run Tim Wadsworth put the 2 litre sideways on the first lefthander, and as he had a wedding booked for the following Saturday, decided that, in common with a number of other competitors, enough

was enough. The driver of an Austin 7 Ulster had no such inhibitions and clouted one of the large bales so hard that it was pushed over the edge. Recovery delayed proceedings while the drivers and handful of spectators waited patiently in the rain. One of these spectators was local man Chris Reynolds who owns no less than 6 Lagondas and lives at Lagonda House (where else!), but today was driving his splendid 1924 twin cam Sunbeam. This time the PVT over 2,500 cc class was won by Anthony Howat in his T7 bodied M45, so honours were shared all round.

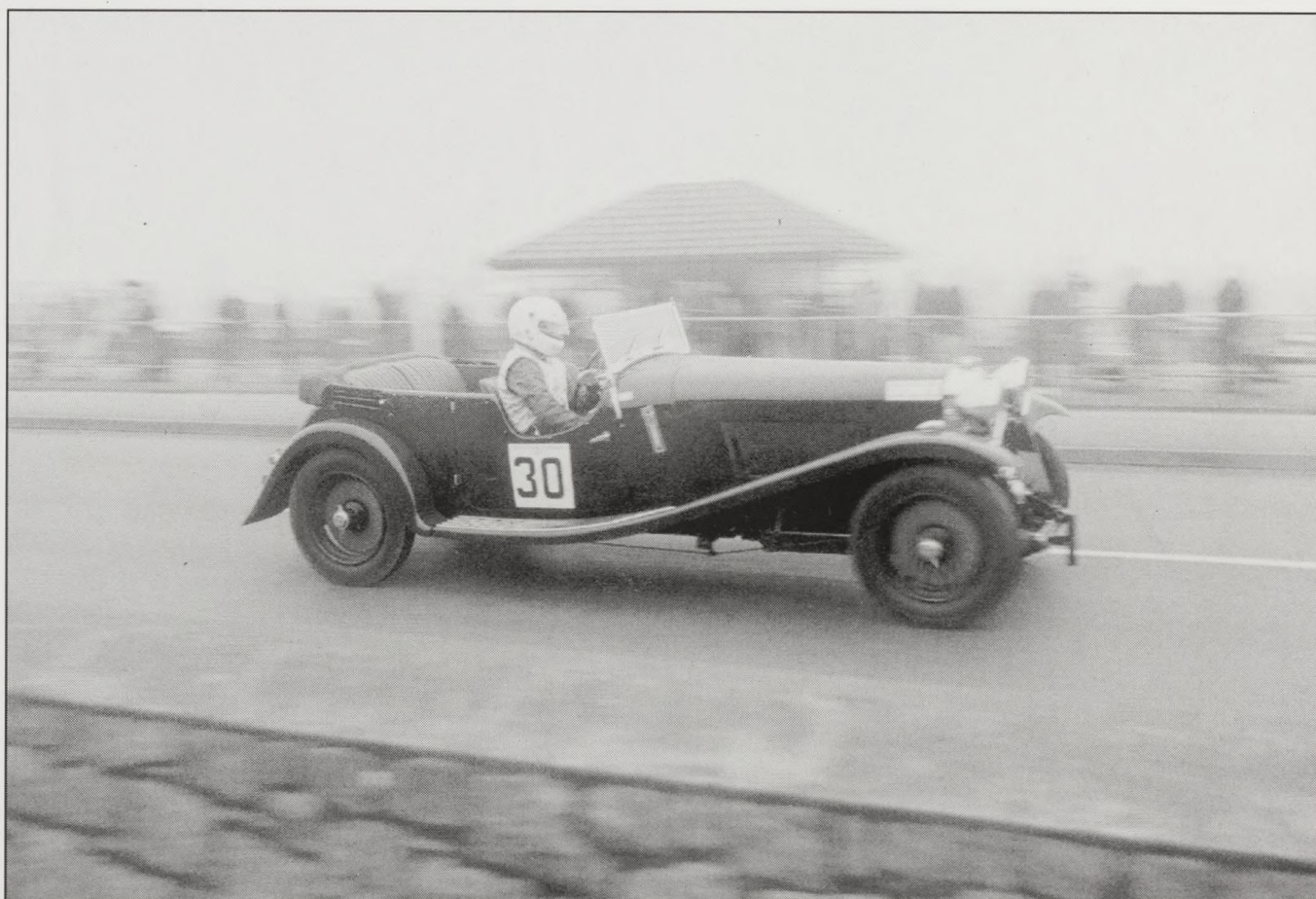
The event was rounded off with a splendid black tie Gala dinner for 250 in the Horticultural Hall, which also served to display some of the finest cars on Jersey. Amongst a mouth watering selection of veteran, vintage, and PVT was a high chassis 2 litre owned by Jersey enthusiast David Acon. David, who successfully competed in the Festival with his MG K type Magnette, acquired the Lagonda with a fascinating photo archive going back to its war service as squadron car with the RAF in Egypt. It is hoped that we may see the car in England later this summer.

One has to sympathise with the Jersey Old Motor Club who put so much effort into this event, only to be let down by the weather. We were told that the last 3 Festivals had been warm and sunny and no doubt next year will be as well - so get your application in early!





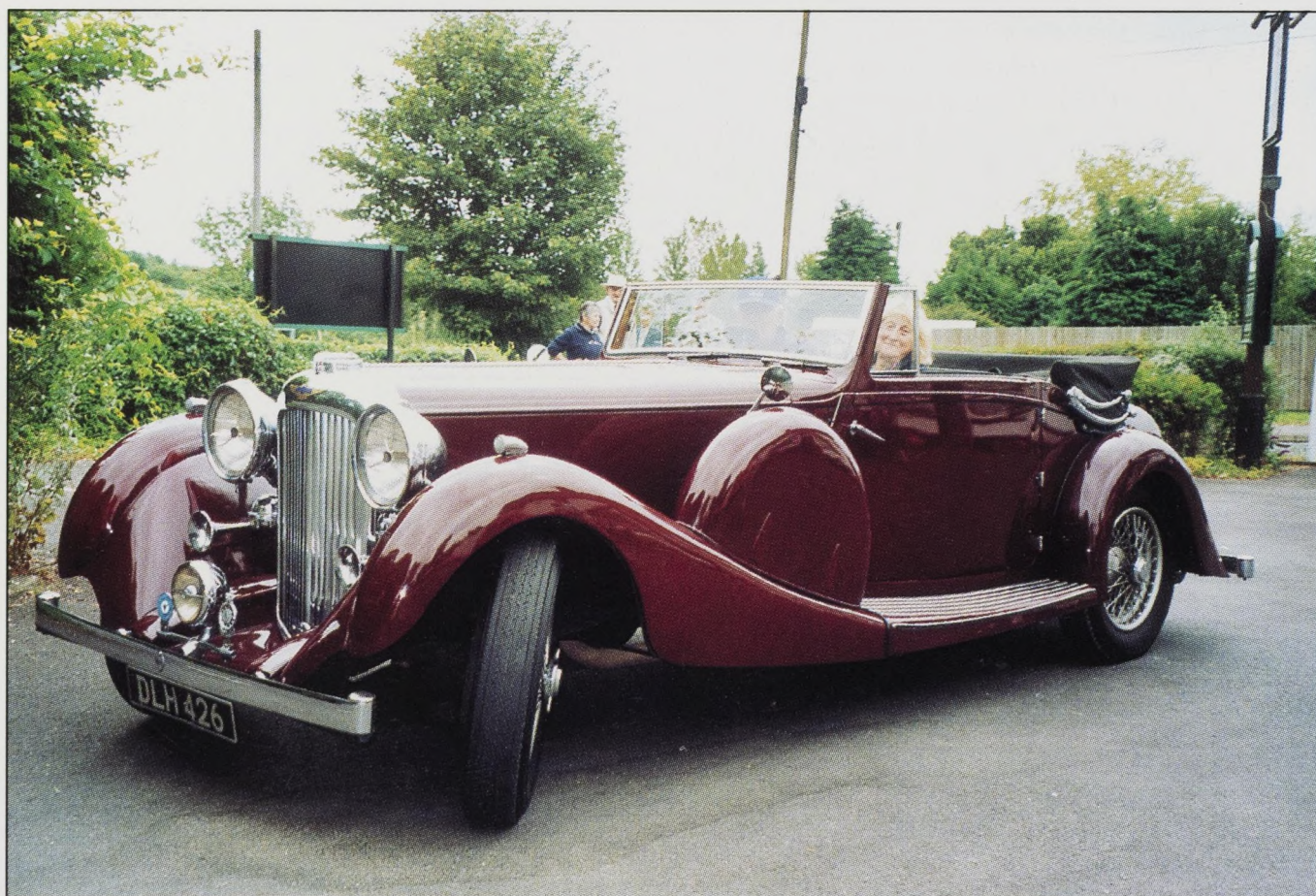
The Lagonda contingent return to the start, Mount Bingham.



Anthony Howatt in his M45.



Wessex Rally: some of the cars pose at Regency Cottage.



Peter Dobson's handsome LG45 DHC.

The Wessex Rally

John Fitton stops talking to his wife, but has a super day

28th JULY PROVED TO BE the hottest day of the year so far. Our 2 litre was ready to go at 8 a.m. and we set off from Taunton, Somerset to Dorset for the Lagonda Club's 30th year of the Wessex Rally.

Our chosen route through Sherborne to Winterbourne Whitchurch, near Dorchester was delightful and Alan and Pat Elliott, who have organised the event for a number of years, gave us a warm welcome when we arrived at "The Milton Arms". Five Lagondas and two Mercedes (moderns) were assembled in the car park. Following coffee, we all received briefing from Alan and the treasure hunt instruction sheet from Pat.

The locals were out taking photographs as we left and the proceedings commenced with the first clue – "A black bird in this road" – Many people missed this one, as the answer – Rook Lane – was situated right on the approach of the crossing so all eyes would be on the traffic. Joan got as far as the next clue and then realised that we had missed the first one and made me go back. It was at this point that I remembered from previous rallies that there are two types of people; those who like treasure hunts and those who like driving Lagondas!!

The treasure hunt took us through some beautiful parts of Dorset including the Lulworth area. Joan's navigating went well until an important turn at Wool was missed and we went sailing on into oblivion. All the time Joan was scanning every house – pub – gateway – telegraph pole – garden ornament etc. and was becoming increasingly mystified as to why she could not find any answers. Finally as we arrived to the cheers of holidaymakers at Lulworth Cove, the truth dawned.

I happen to have a very low blood sugar level (a.k.a. boredom threshold) and could now only concentrate my mind on the chilled bottle of elderflower cordial and smoked salmon sandwiches in the cool box. I certainly wasn't going to slow down for cryptic clues about witches cauldrons and seats of learning. Not wishing to admit defeat however, Joan's adrenalin level was rising and she was able to spot the answers at speed and note them down without saying anything to me as, by now, we weren't speaking anyway.

We drove on (in silence) through Lulworth Ranges with panoramic views over the sea and finally arrived at the extremely picturesque Regency cottage, Wool, the home of Arthur Brend and Pat Sage. The cars were parked on the lawn and we all enjoyed our picnic lunches and some of us joined Arthur in his garage where his 2 litre was on blocks.

Alan announced the results of the competition and presented a bottle of bubbly to the outright winner – JOHN FITTON!!!! – All of the entrants then received a bottle of wine on one pretext or another and a lovely birthday cake was enjoyed, courtesy of Peter Dobson who looked 39 but admitted to being 62.

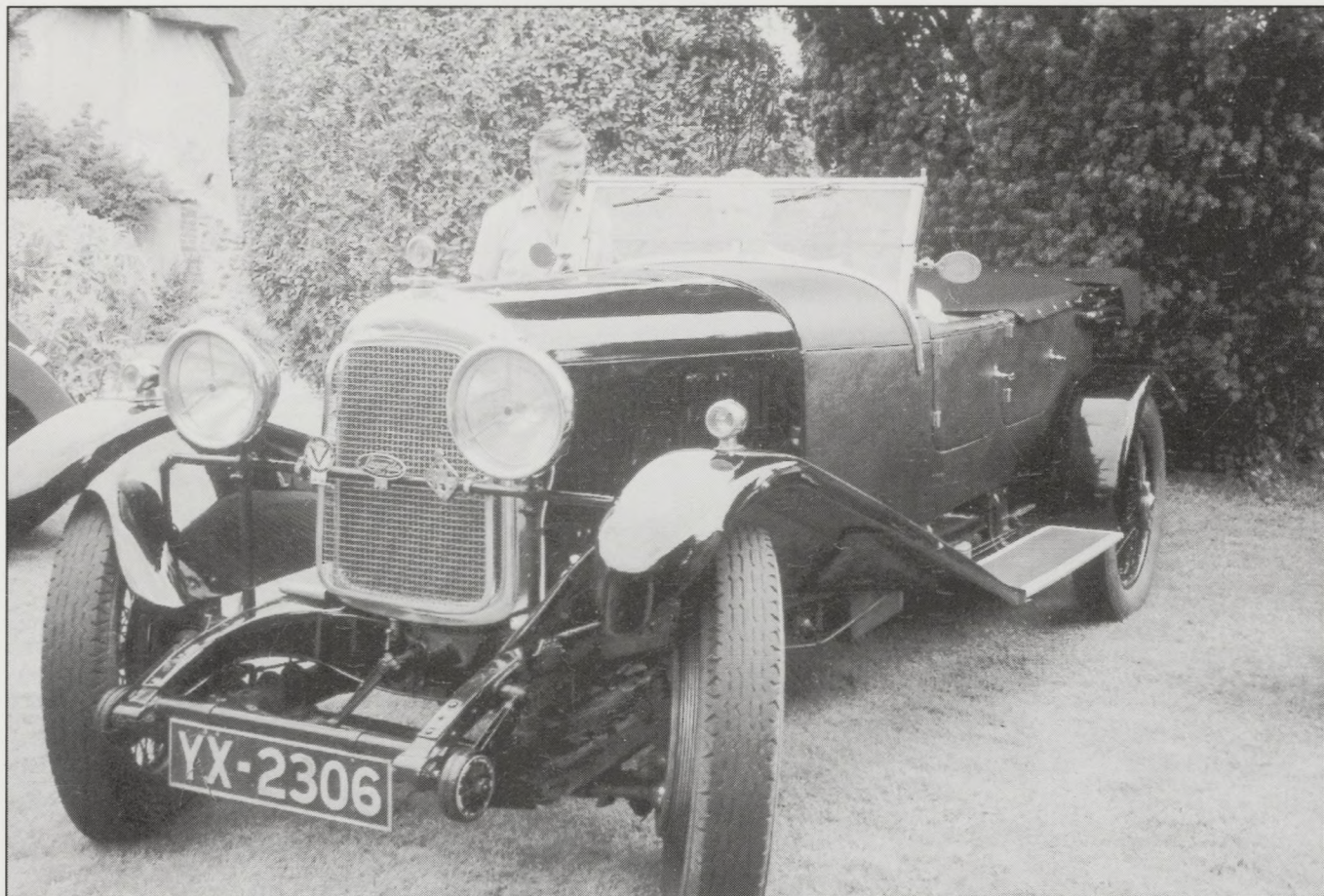
Later in the afternoon Pat and helpers presented a delicious afternoon cream tea, which was served on various little cloth-covered tables under the shade of large apple trees.

A perfect way to spend a Sunday in July.

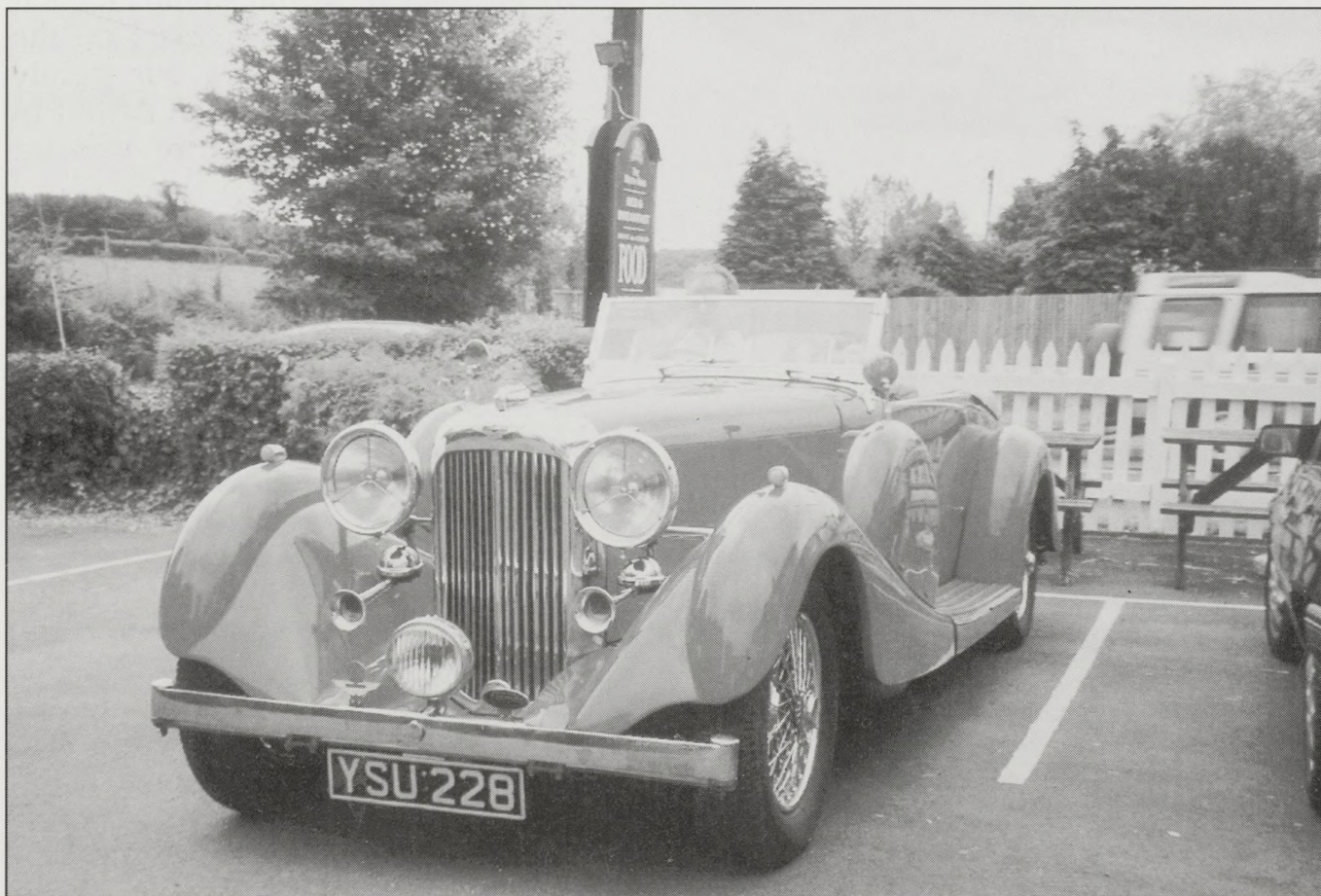
Many thanks to all concerned.

The results were:

- | | | |
|------------|--------------|-------------------|
| 1st | John Fitton | – 1928 2 Litre HC |
| 2nd | Reg Smith | – Mercedes |
| 3rd | Peter Dobson | – 1935 LG 45 DH |



Arthur Brend talks to John and Joan Fitton in their all-conquering 2 litre.



Robert Williams in his splendid LG 45 tourer.

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Uppark House, with a fine selection of Lagondas fronting it.



John Brown's 14/60.

Southern Area Summer Picnic, Uppark House

Michael Drakeford reports on another of his splendid events

TAKE A LARGE and splendid house perched on top of the South Downs, a glorious view over the valley to the sea, add beautiful sunshine and a fine lawn; you then have the ideal setting for a summer picnic.

When the idea was suggested by Nick Jubert at the Wisborough Green meet, the fear of the usual summer downpour sprang to mind. Jeremy and Margaret Oates volunteered to let us use their spacious barn at Ditcham, the next village to South Harting where Uppark House proudly stands. Fortunately the weather was to be kind and the offer was not taken up, but from the number that turned up without notice to yours truly, a last minute change of venue may well have caused mayhem. Perhaps Ditcham could be the main venue for another time? There is a splendid piece of road running up the side of the Downs there, which could be put to all sorts of uses should the neighbours be on holiday!

When asked for numbers by the staff at Uppark, a National Trust property, I answered that their own estimate of 6/8 cars was likely to be short. We could have as many as 20 with 35 members and friends in support. How wrong I was. On the day we ended up with 31 Lagondas, Rapiers and Invictas with 4 'other makes'. In all, these were supported by members and friends. We were delighted that so many members who had cars under repair made the effort to come. Some brought their pre-war other makes, including the splendid Rolls Royce belonging to David and Polly Stone-Lee.

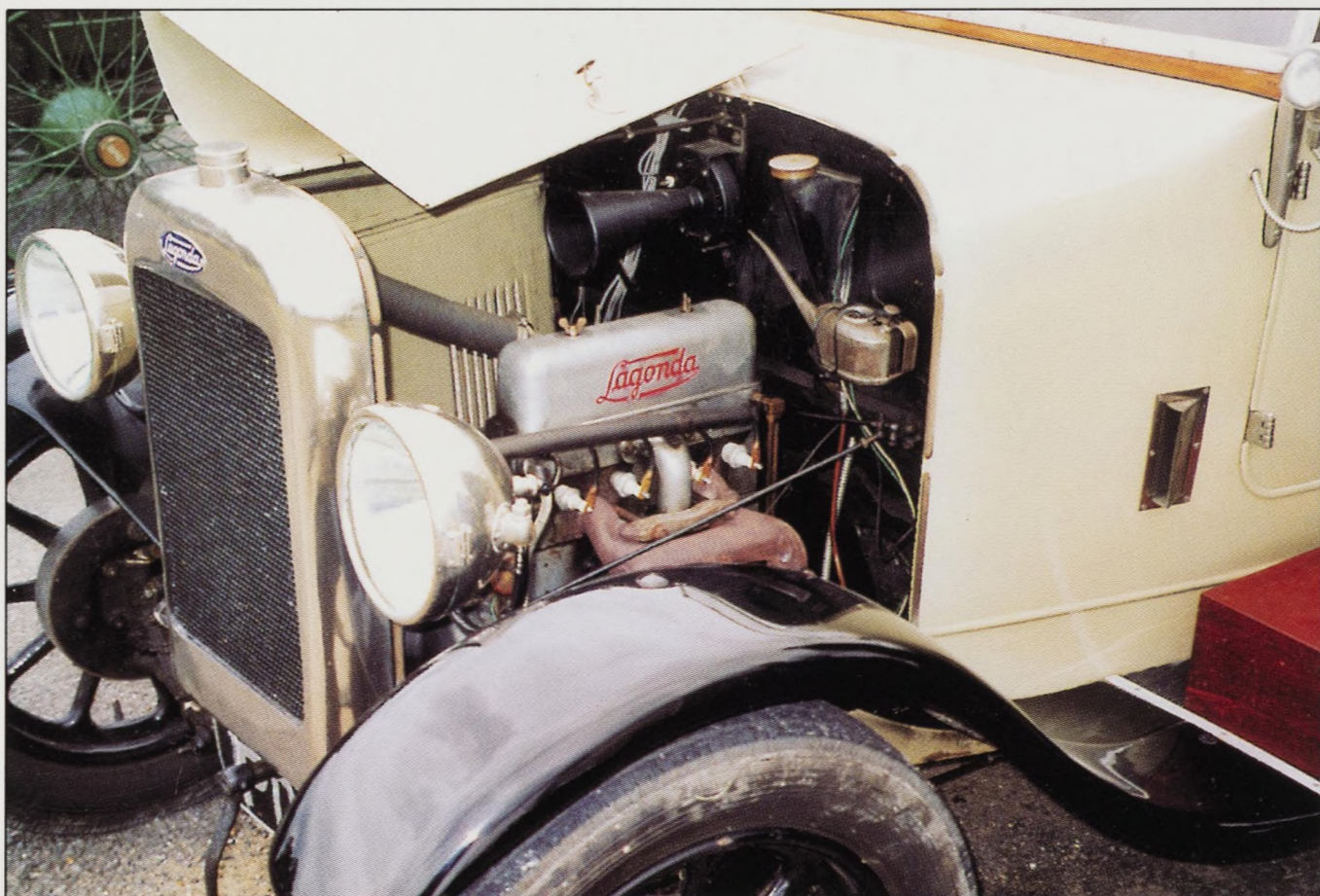
I believe that the furthest travelled was David Brown from Halesowen in his glamorous V8, which attracted much

attention. It was also most pleasing to see John and Daphne Foulsham from Surrey in their 2 Litre, brought to fame in an article in the Telegraph some 2 years ago. The bravery award must go to Jeremy Oates who managed to bring his 12/40, PD1256 up the savage hill to the house with 4 on board. I was not so rude as to enquire whether or not any passenger alighted on the way up.

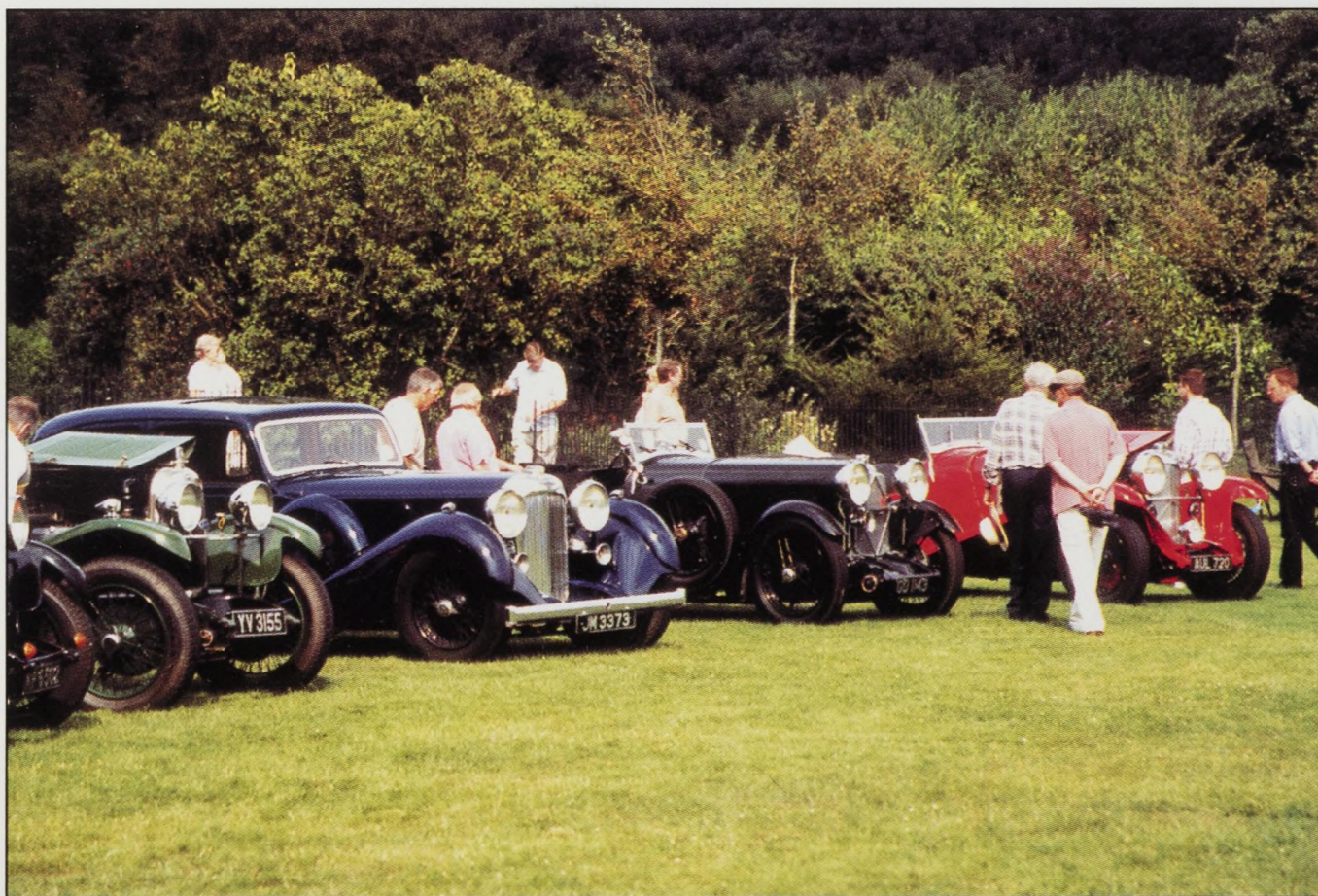
Three other cars caught my attention. The 4½ Invicta being run in by Derek Green for a client was marvellous, with that lovely aroma of new paint being warmed by the engine. Bill and Christine Day brought my favourite Rapier, BLO 76, the Corinthian bodied car also seen at the last meet in Wisborough Green. The other was the LG45 Saloon de Ville brought by David and Christine Mitchell. When the engine was started the quietness was deafening. Why is mine such a noise?

There was much time to enjoy the house although the numbers attending on what was a bank holiday Sunday, required the use of timed entry tickets. Some preferred to enjoy the spectacle of the cars, along with those visiting the house not connected to the club. Others enjoyed their picnic and the astounding views whilst lazing on the lawns. Whatever was decided the throng had a jolly good time, with few if any mishaps on the way to the event and only the spasmodic shower of rain on the way home.

Our thanks are extended to the National Trust staff at Uppark whose understanding of our needs made it all happen with the minimum of fuss.



The Oates' 12/24 seems to get prettier every time it comes out to play.



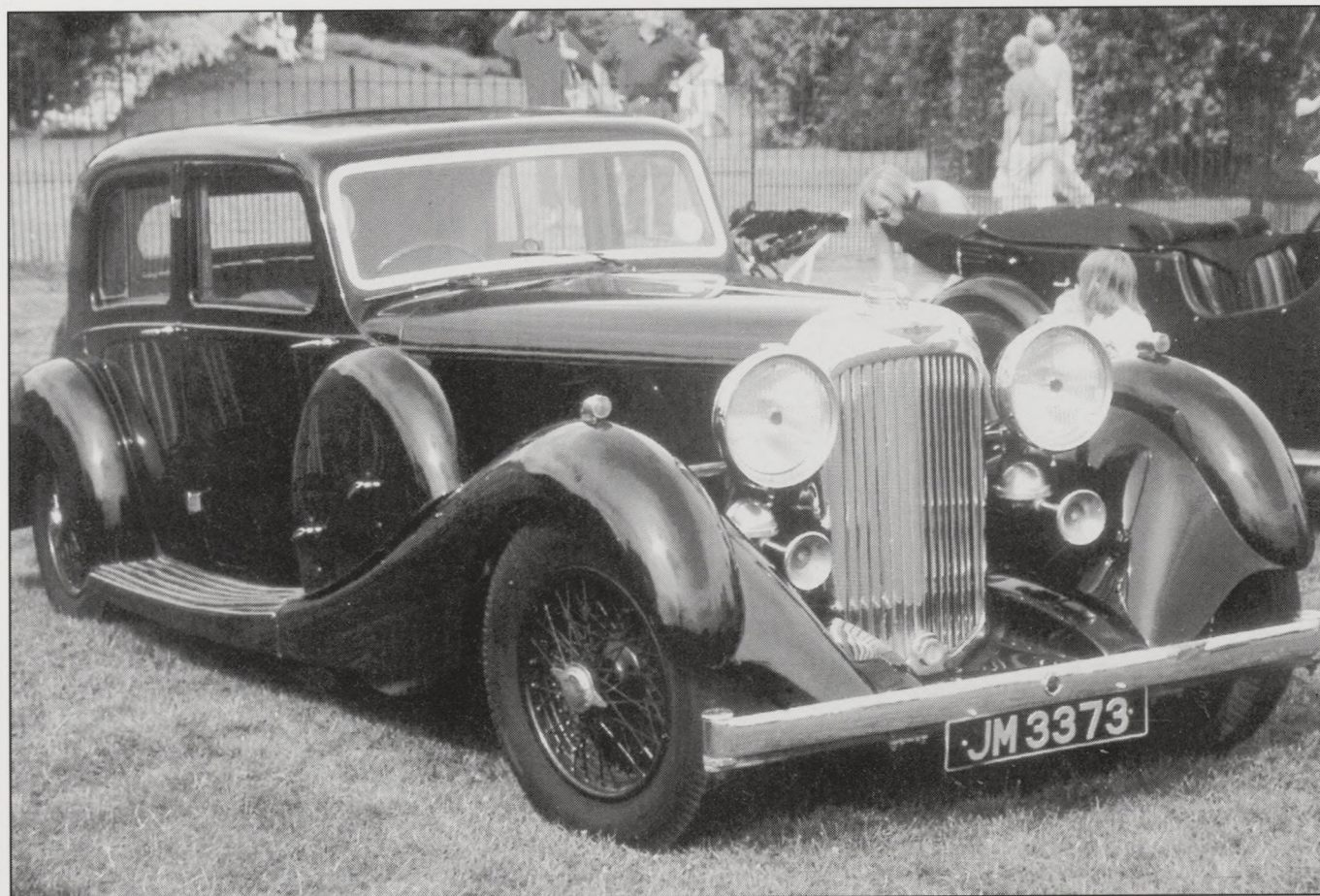
Another selection of the cars at Uppark.

UPPARK ATTENDENCE - 25TH AUGUST 2002

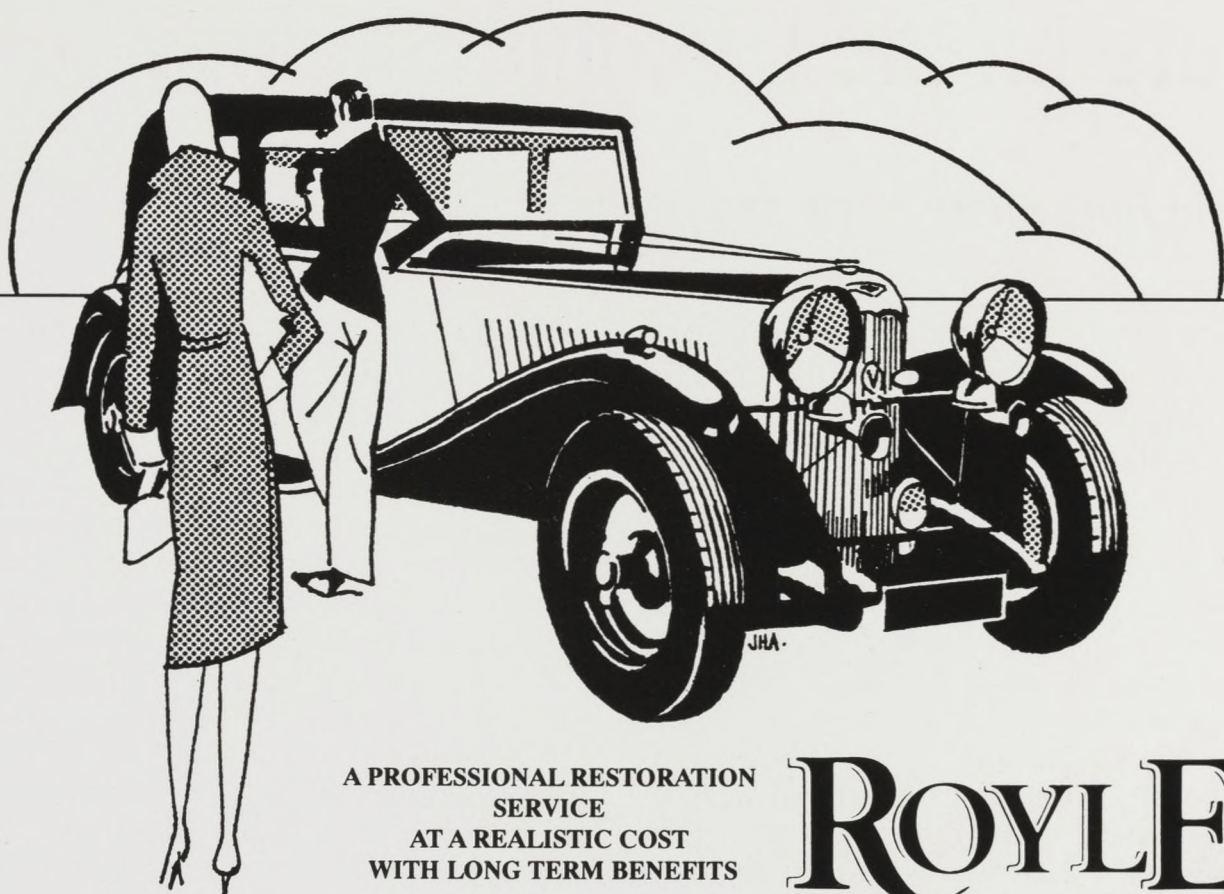
Name	Mem. No.	Car Reg.	Type	No. Attend
Audsley, Alan	A100	—	Modern	1
Ayre, David	A12	YT9880	2/4½ Litre	1
Birch, Nickand	B37	DYO331	LG45	2
Brown, David & Helena	B26	DB4000	V8	2
Brown, John & Kay	B39 (JT)	EH8145	14/60	2
Bugler, Colin & Valerie	B9 (JT)	PL7593	2 Litre	2
Bosworth Mike & Pat	B27	—	Modern	2
Bown, Terry & ?	B60	CGU766	M45	2
Burgess, Malcolm & Marion	B59	BLA916	Rapier	2
Coe, Robert & Pamela	C16 (JT)	—	Modern	2
Crow, Michael	C47			N/A
Dalton, Clive & Shirley	D35 (JT)	JS1504	2LCont.	2
Davies, Lyndon	D11	—	Modern	2
Day, Bill & Christine	D23	BLO76	Rapier	2
Drakeford, Michael & Georgina	D14 (JT)	AUL720	M45	3
Ellin, Rob & Gill	E10 (JT)	MW8462	2 Litre	2
Evans, Dominic & Stephanie	(E14)	GF1347	2 Litre	2
Farwell, Bob & ?	F16	—	Modern	2
Foulsham, John & Daphne	F22	GP4355	2 Litre	2
Green, Derek & Sally	G13	UG1909	Invicta	2
Hancock, Alan & Penny	H32	UW6690	3 Litre	1
Holmes, Albert	H20	YW6895	2 Litre	3
King, James & ?	K9	BA37	Invicta	2
Jones, Michael	J10	JN570	Morris Minor	1
Lewis, Stephen & Polly	L29 (JT)	DLK505	LG45	2
Lloyd, Peter	L32	—	Modern	1
Loch, Tony & Jenny	L16	—	Modern	2
Mann, Richard & Joe	M65	AXD56	M45	4
May, Valerie & Tony	M8 (JT)	—	Modern	2
Minnett, Peter & Pat	M1	YV3155	2 Litre	2
Mitchell, David & Christine	M40	JM3373	LG45 SdV	4
Mould, Dave	M23	TM7224	MG	2
Oates, Jeremy & Margaret	O8	PD1256	12/24	4
O'Rorke, Tim & ?	O15	AXF41	M45	3
Osborne, Bob & Marlene	O6	OT9381	2 Litre	2
Pasfield, John	P17	FV2155	2 Litre	4
Prior, Stephen	P51	GT1138	2 Litre	4
Reay-Smith, Richard & Sue	R57	AW295	M45	2
Rothwell, Andrew & Sophie	R47	PH5745	2/4½ Litre	4
Schofield, Bill & Jane	S7	GO1143	2 Litre	4
Stone-Lee, David & Polly	S71	JK3300	Rolls Royce	4
Valentine, Michael.	V3	EYY2	V12	1
Walton, Frank & Margaret	W23 (JT)	KP6502	2 Litre	2
???????????	??	??	Austin	2



We don't see enough of the post-war DB Lagondas. This is David Brown's.



David Mitchell's LG45 Saloon de Ville.



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More on the Dreaded Shimmy

David Hine offers a few suggestions

I HESITATE TO WRITE about "Shimmy" because many of my elders and betters have come unstuck trying to define its cause and cure. First let me say that I do not have the answer, but would like to make some observations.

I was excited to read Roger Firth's article and the success he has achieved. I was the sceptic he referred to at Monk Fryston but I must concede that his subsequent experiments are very illuminating. Shimmy is the side to side oscillation of the steering wheels at low speeds which usually happens after the car has passed an uneven bit of road or pot hole. This is not "Tramp" which is usually associated with braking. Roger has treated the symptoms of this Shimmy disease by adjusting his wheels to toe out instead of toe in which is more traditional. If his treatment has no adverse side effects then he has effected a cure which is excellent. The only side effect I can imagine is tyre wear.

The reason for toe in is to minimise tyre wear arising out of wheel camber. If you study drawing number 1 you will see how the designer uses a combination of king pin angle and camber angle to get the "hinge" line in the centre of the footprint of the tyre to keep the steering as light as possible. However, the effect of camber angle is to deform the tyre a bit into a cone shape so that the outside of the tyre has to travel a tiny bit further than the inside. To minimise the resultant "scrub" effect the wheels are given toe in (*see drawing 2*).

The toe in (or toe out) you want to achieve is set by adjusting the length of the track rod. It is designed with a left hand thread at one end and a right hand thread at the other with appropriate lock nuts. As Roger points out you do need a

professional gauge to set things accurately and I have noticed many wire wheels wobble more than a quarter of an inch to start with!

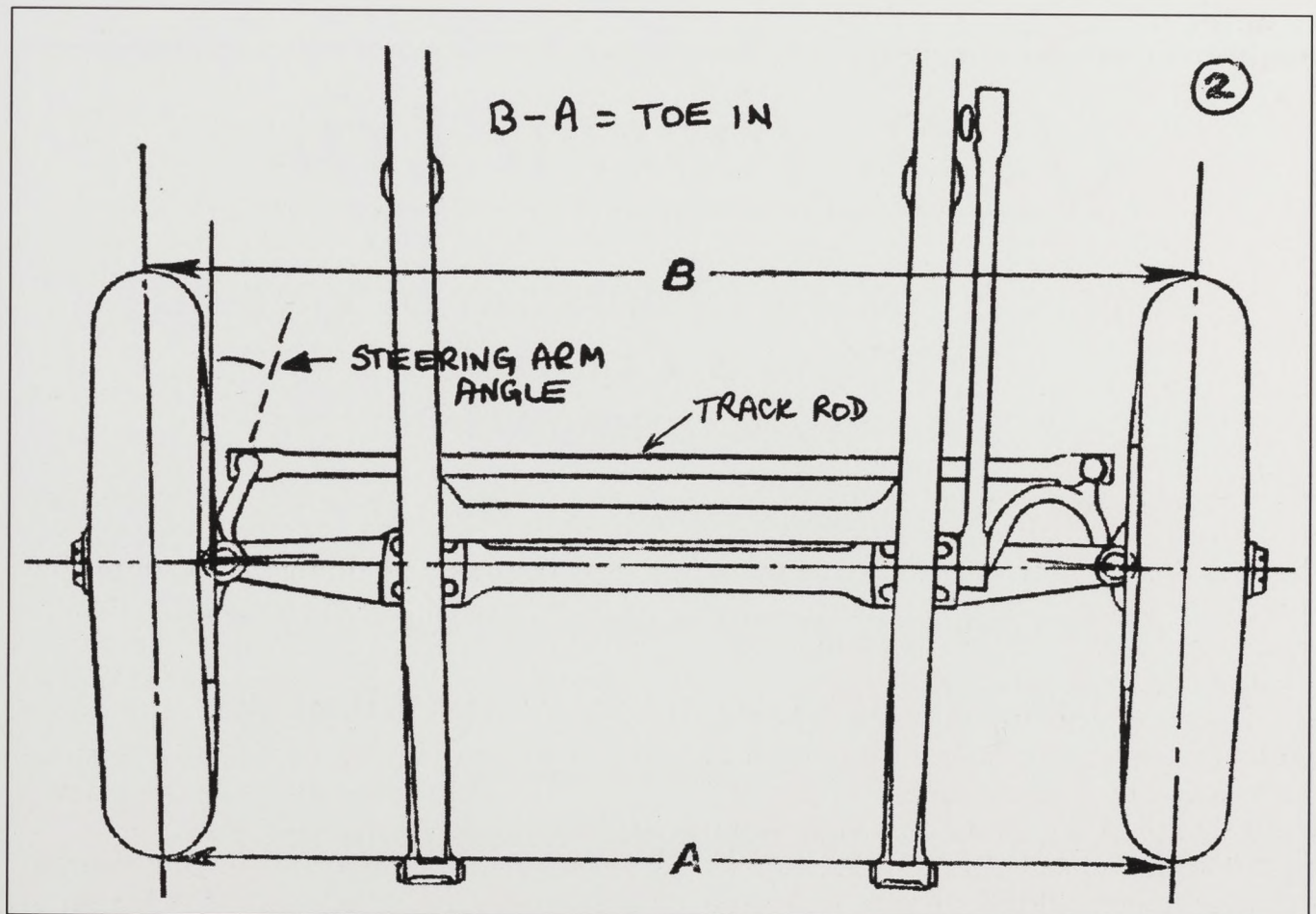
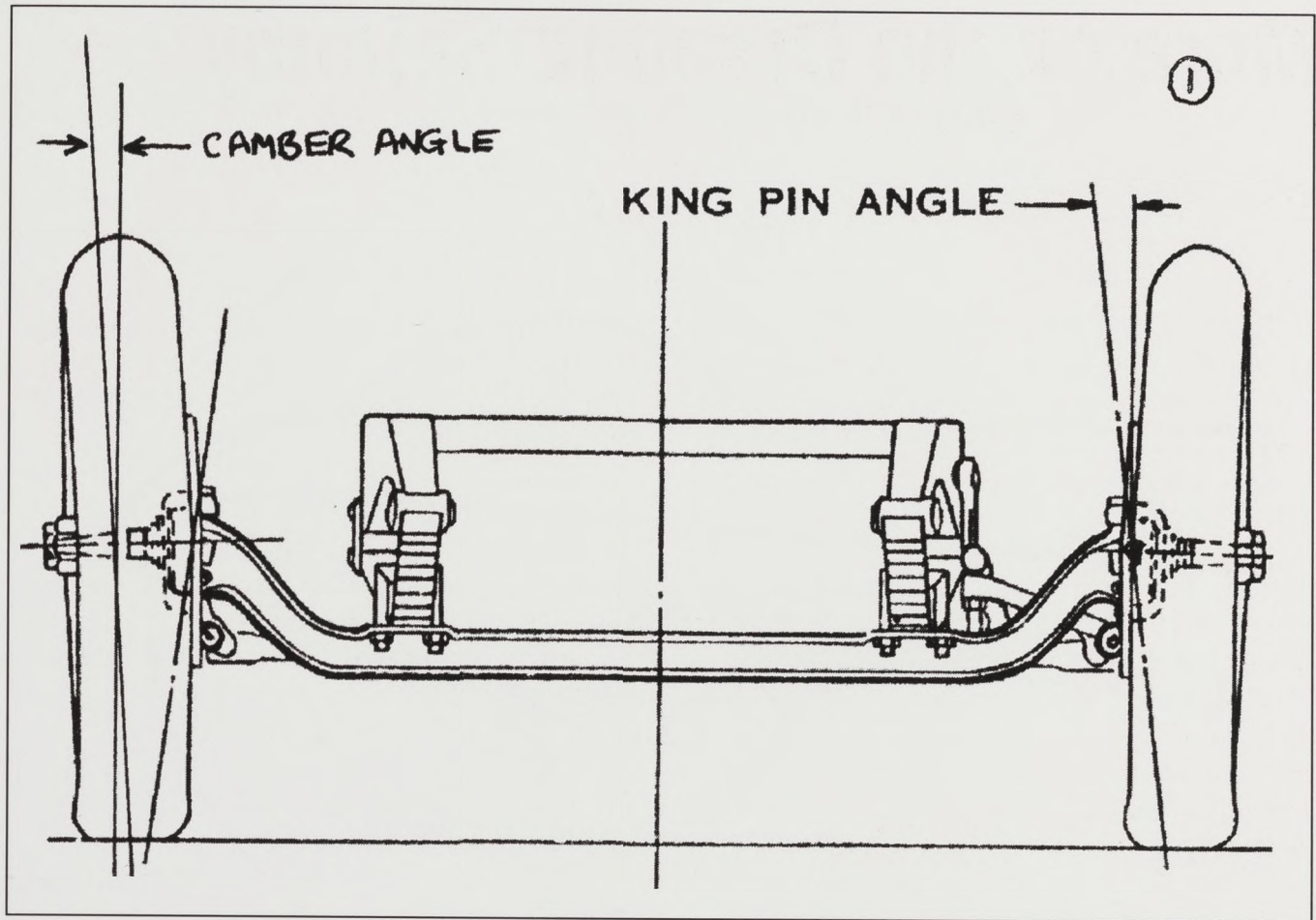
What is fascinating about shimmy is that small adjustments seem to prevent it happening, tightening up the Andre-Hartfords, slight adjustment to castor angle (*see drawing 3*), and increasing tyre pressure have all been reported to have made the vital difference.

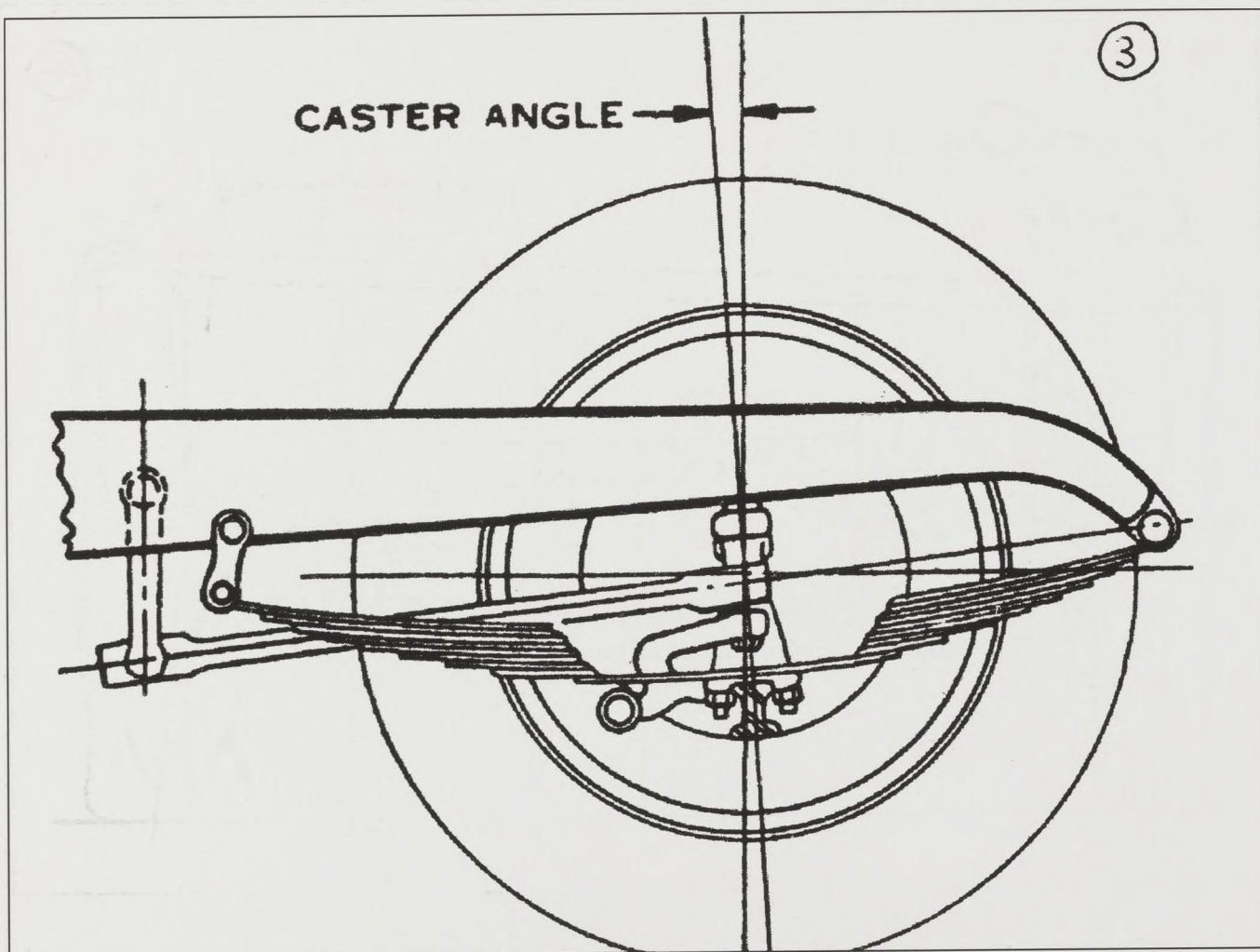
I am convinced that the shimmy phenomenon is a two stage affair: **Initiation** and **magnification**. The initiation of the first sideways swerve is due to chassis geometry and then the magnification is due to tyre deformation, first of one tyre and then the other. I have experienced shimmy even on a massive V 12 chassis car when driving it to the garage after a long period of storage with very low tyre pressure.

The tendency to shimmy is endemic in certain chassis designs such as the Derby built Rolls Bentley. Owners of these otherwise excellent cars have to go to great lengths to avoid the problem. The best solution seems to be the fitting of a hydraulic damper which was described by Lawrence Drake in Magazine 192.

I have seen friction dampers fitted to several LG 45 chassis over the years. One end fixed to the axle and the other to the track rod. This no doubt was a "cure" but it must have made the steering quite stiff and unresponsive. Now what really puzzles me is that some M 45's like Rogers suffer from shimmy and yet I have driven similar cars with the same chassis design over 40 years and never shimmied once!

The answer may lie in the steering arm angle (*see drawing 2*). The length of





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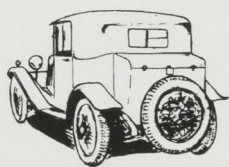
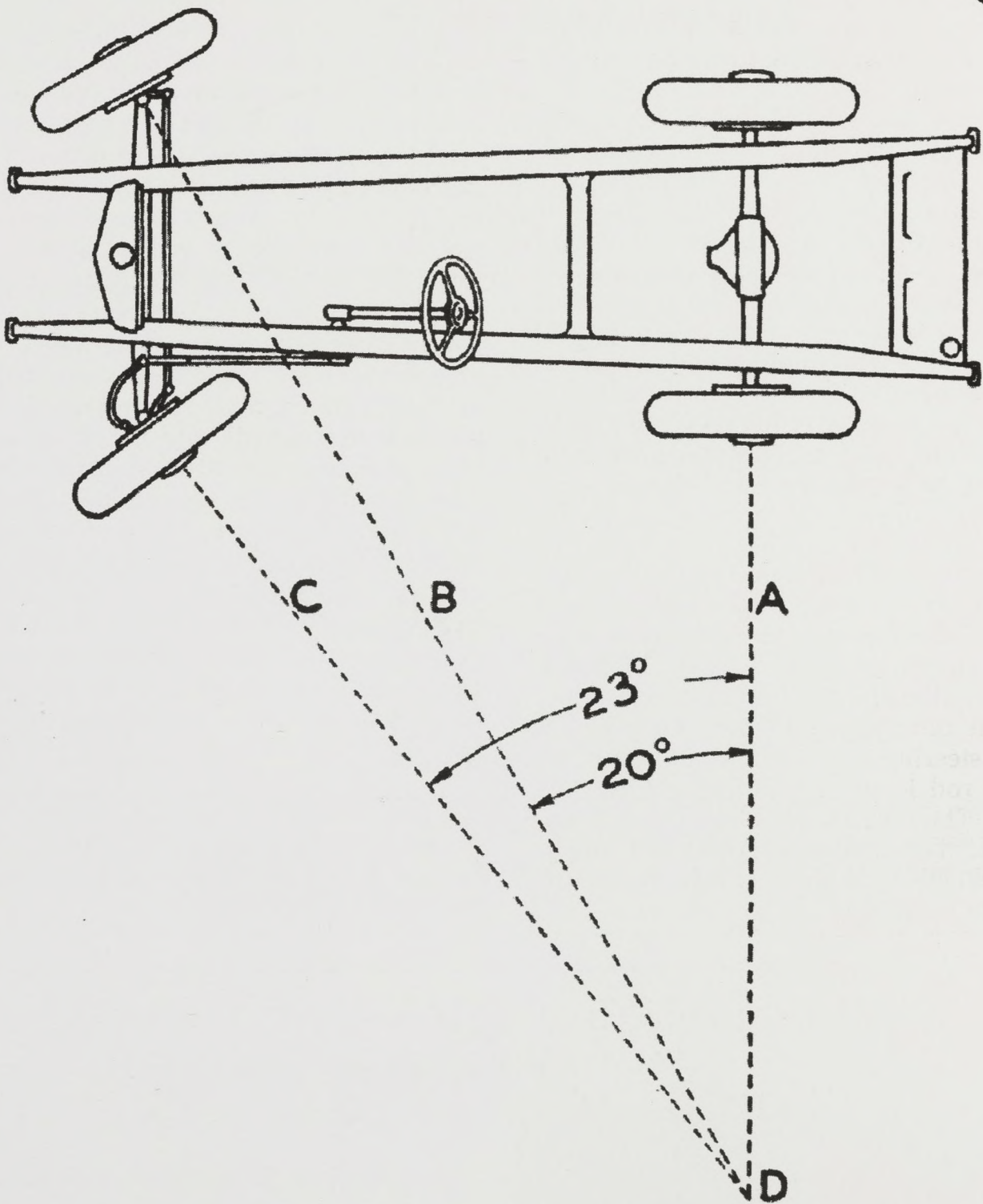
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the track rod is always shorter than the distance between the king pins and the steering arms are angled to take up this difference. I am told that this angle should point to the centre of the rear axle of your car.

When the wheels turn a corner (*see drawing 4*) the effect of this angle is to cause the inside wheel to turn more and assume a much tighter radius than the outside wheel, which has to travel further.

This means that as soon as you start to turn your car from the straight position the wheels progressively change from a toe in to a toe out position. What Roger has done with his adjustment is to accelerate this process and achieved greater stability as a result.

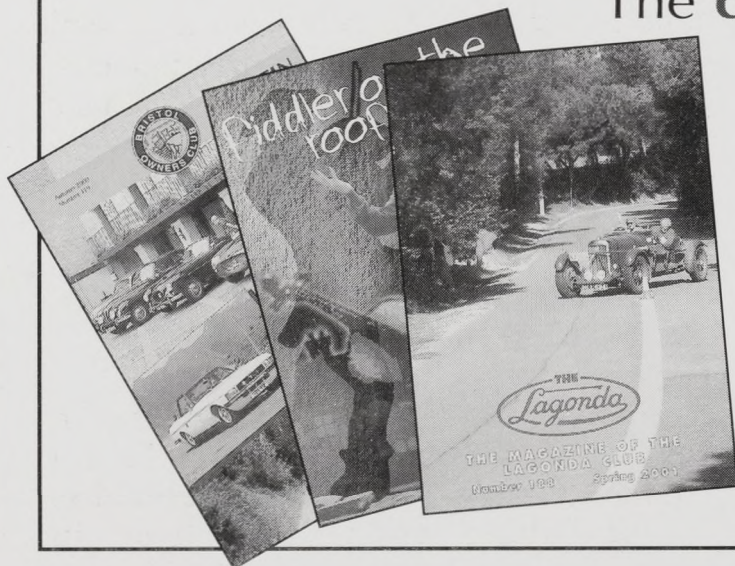
Now during the seventy or eighty years that your Lag has been careering about the world, it would be surprising if it had not experienced the odd prang. If one of these prangs had caused one or both steering arms to be bent then this would alter the toe in. On checking the toe in the mechanic may not notice a bent steering arm and simply adjust the track rod length to compensate for this fault. The result would be a car that was slightly less stable on corners and may be more liable to shimmy at low speeds due to lop-sided steering geometry.

On the subject of castor angle I would like to share a thought with you. The tendency, or otherwise, of the car to steer in a straight line and to straighten up after a corner, is referred to as "caster action". This has previously led me to believe that all cars needed a bit of caster angle (*see drawing 3*). However on building the V 12 chassis I observed that the design prevents any caster angle and the self steering or caster action is provided by the lateral king pin angle shown in drawing 1. The same goes for earlier cars. They have a lateral king pin angle built in and don't need caster angle as well. The wedges that were fitted between the springs and the front axle were to **reduce** the caster angle that was caused by fitting the axle on the "uphill" portion of the spring. If there is any stiffness anywhere in your steering joints or king pins then this will completely mask the caster action which should be quite a delicate effect. Introducing more caster angle into the system may give you back caster action but the steering will be more heavy as a result.

I acknowledge an article written by General Motors in 1934 which has helped me with these ramblings and provided the drawings.

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Letters

Dear Ken,

Ann Shoosmith

Would you kindly allow me some space to thank members of the Lagonda Club for their letters, cards and telephone calls offering support. Too many I'm afraid to thank personally. However I would particularly like to mention our Chairman Clive and Shirley Dalton, Roger and Beryl Firth, Julie Daniels (VSCC), David Holland, Nic and Judy Portway, Nigel and Jenny Hall, Rudi and Jenni Wood-Muller and Tony Jones (VSCC) who all helped make Ann's last months more bearable. Thank you so much.

Yours sincerely,

Herb Schofield

Dear Ken

Wheel Shimmy

I was intrigued by Roger Firth's article in the Summer edition of the magazine concerning wheel shimmy and his method of preventing it by toeing the front wheels out. This is obviously not correct and is only serving to mask a more fundamental problem.

Many years ago I noticed that a number of pre-war cars seemed to have lost some or all of the camber on the front wheels. This had happened because the ends of the axle beam had bent upwards due, presumably, to years of pounding from the weight of the car. We have corrected many axles and it always makes a great improvement to the steering.

Secondly, with cart springs at the front there is a tendency over time for the springs to sag which has the effect of reducing the castor angle. I have actually seen negative castor which provides great fun and games in a straight line.

The fundamental settings for KPI, castor and camber must be correct. After that you can look for worn bushes, king

pins loose in the axle, loose hubs, worn shock absorbers etc. etc. You will find then that the recommended toe IN will give nice steering with minimal tyre wear and the shimmy will disappear.

If anyone would like help I shall be happy to talk to him.

Yours sincerely

John Macdonald

Dear Ken

Regarding Roger Firth's article in the summer magazine: I am an owner of a M45 complete with shimmy and also a 1922 Charron Laycock which had never suffered from shimmy, that is until I acquired a Dunlop Optical Tracking Gauge.

The Charron Laycock has been in my family for over 60 years and to my knowledge never had the steering track adjustment checked during that period and the tyre wear was even, giving no reason for concern.

Having acquired the Tracking Gauge I thought I would check the steering and found that it was toeing out by about a quarter of one inch. I made the necessary adjustments to bring the track in to about one eighth of an inch toe-in. I now had shimmy!! Having read the article I am now going to reverse my adjustments and re-track the Lagonda steering as well to a small toe-out and see what happens.

I do believe that toe-out helps take up the steering slack more efficiently than toe-in or even parallel but I will watch the tyres for wear.

Yours

Terry Bown.

Dear Ken,

I enclose a photograph, taken in 1951/2 at some official meeting, held, I believe, somewhere in Oxfordshire. Geoff Hibbert and I then lived in

Sheffield and both of us were to attend. I was, at that time, on holiday in Sussex and planned to meet up with Geoff on my return journey. We were subsequently to convoy back to Yorkshire afterwards.

The meeting was certainly **not** an A.G.M. as that in 1951 was held at the Stonor Arms Henley and I'm wondering whether it could have been a 'left-over' occasion from the Register days.

Anyway, the only car I can trace is the 16/80 GG9134, present owner Mr Hobbins, who tells me that it was a Henry Coates vehicle. This makes sense in that HC also attended, which made up our Yorkshire-bound convoy to three 2 litres. I believe I have mentioned this before, but this was the occasion when the three of us stopped off at the Whately Hotel in Banbury for dinner on our way back. Mindful of the journey Henry had after Geoff and I had reached Sheffield, I suggested to Henry that he would not want to be hanging about during the meal and his reply was to the effect that so long as he had no more than 200 miles to do after eating he wasn't bothered!

During my conversation with Mr Hobbins, he referred me to a HC article in Mag 30, which mentions the 16/80, which is now an open tourer and, to my amazement, on the same page in that magazine is a photo of the Rapier CGH617 standing next to Henry's "Van"! I duly phoned the owner of the M35R also standing next to the Rapier - Mr Ellis - who tells me that his car was at that time (1958) owned by a Mr Saunders. This was obviously a photo taken by Henry.

In a nutshell therefore we know something about the 16/80 and the Rapier in this photo and it will be most interesting to find whether anyone can enlighten us on the 3 litre in the middle! The chap looking at the Rapier is Geoff Hibbert. Finally, I am almost certain that Ivan Forshaw was at that same meeting.

All this was 50 years ago!

Yours,

John Anderson

I hesitate to challenge The Man Who Was There, but the centre car looks suspiciously like a 16/80 to me. K.P.P.

Dear Ken,

I claim the putty medal for solving Roger Firth's puzzle in the latest magazine. It took dozens of sheets of scrap paper, but I reckon the answer to be as follows:

Garage 1
Yellow Kent Michelin BP 3 litre

Garage 2
Blue York Pirelli Esso M45

Garage 3
Red Norfolk Dunlop Fina V12

Garage 4
Green Devon Firestone Shell LG45R

Garage 5
White Stafford Goodyear Total 11.9

I have been trying to date that splendid picture of VU 7775 on page 5. The clue is the tax disc, which has the irregular coloured strip down the middle. This disappeared as a result of the 1949 Excise (Vehicles) Act, which probably came into force a year later. So it must pre-date that. I rather suspect it is prewar, as most saloons looked a bit shabby after the war.

Regards

Arnold

Dear Ken,

Please would you be kind enough to put us out of our misery regarding the Lagonda Puzzle? It is my belief that:

The owner of the LG45 Rapide hails from Devon, uses a green garage (fourth from the left) and Firestone tyres, he uses Shell petrol.

Family and friends disagree with me and could get quite nasty, so please could you let me know if I am right or wrong? An acquaintance has gone further in suggesting that the owner of the LG45 Rapide is a cross-dresser and prefers to be called Cynthia, was



See John Anderson's letter on the page opposite.



Lagonda biscuits. The British Museum was serving Lagonda coffee the last time your editor visited it. Was that by Douwe Egberts as well?

probably born in 1937, has a slight limp when walking, wears odd socks and is a member of the Himalayan Club.

Yours,

David Blunden

Dear Hon,

I have been trying to solve the Lagonda Puzzle.

It is clearly not to be taken at face value.

The first indicator lies in the footnote that Albert Einstein said that only 2% of the world could solve the puzzle. Assuming that this applies to the people and not the rocks, seas, magma etc, the chance that the cleverest 2% of the world should include any current Lagonda Club members is so remote as to be quite inconceivable. So we have to look a bit deeper to see how this puzzle might be solved by any current members.

The second indicator lies in the use of the word "clues". Anyone who ever watched John Thaw knows that clues and not definitive; many clues are in fact put in to mislead the credulous viewer. In evidence for this I point out that it is claimed that the Yorkshireman buys Esso fuel. Now a Yorkshireman may beg or borrow fuel, he is unlikely to buy any.

An early hope was to chase the clue that the 11.9 is owned by someone originally from Staffordshire. Inspection of the register of members in 1997 shows Bob Henson with a genuine tourer and the register of 2000 shows Jeremy Oates with a replica racer, and neither claim an address in Staffordshire; but there is no indication of where they originally come from, so that is no good.

Also, it is claimed that the member who uses Goodyear tyres fills his tank with Total petrol. Now I never met a member who regularly fills his tank; he normally just puts in just enough to get to the next pub meet, where he borrows enough to get home. The only time when a Lagonda tank is filled is when the owner is buying enough LRP to fill his lawn mowers, chain saws, strimmers, garden tractors etc. and he will siphon

most of it out when he gets home.

And again, although most of the clues start with reference to The Member, the subsequent references are to men. Assuming, as one must, that 50% of the Members are ladies, the clues are inconsistent.

So it is clear that the clues are only a ruse to distract those with restricted minds.

The real indicator lies in the fact that no LG 45 Rapide is mentioned in the clues, only 4 other models. Now it is quite inconceivable that none of the cars should be a 2 litre, which is also not mentioned, so the owner of the Rapide is obviously not one of the garage owners.

So how else to attack the puzzle?

There are many published quizzes where they ask you questions to show that you have read the blurb in the advertising brochure (which river runs through Rome? What are the two types of coffee bean? etc) and I think that we are on to one of these. My belief is triumphantly vindicated. There on page 19 of the Summer 2002 issue it says "The Peerless LG45 Rapide".

So the owner of the LG45 Rapide is Clive Peerless.

Incidentally, while I am writing to you, I would like to add something which is burdening my mind. This is that the car in front of Clive's in the photo was mine. You did not have the decency to caption the photo "the rear of The Pasfield 2 litre, the second tattiest car in the club (the hood rotted off in 1967)." Why not? It is not just the smarty pants who are worthy of comment. How about us lerts?

Regards,

Jon Pasfield P17.

P.S. I have nothing against Clive. I was at school with him. A charming chap; quiet and conventional. Still is.

It is letters like the last two that give an entirely new meaning to the phrase "as sane as the next man" and it is good to know that Arnold and I are not the only

barm-pots in the Club! Incidentally, I would challenge the claim that the Passfield 2 litre is the second tattiest car in the club, Jon hasn't seen mine.....

K.P.P.

Dear Ken,

How useful to find Michael Drakeford's M45 Servicing Schedule in the Summer 2002 issue. On the ignition system, I offer some more titbits. I often wondered where all the oil, that one is exhorted to add to the magneto oil wells, goes. The brass plate on the BTH mag advises 6 drops at the driving end and 12 drops at the distributor end every 3,000 miles, whereas Michael's more abstemious 3 drops and 5 drops at 2,000 mile intervals must still be ample.

My magneto was recently attended to by Tony Stairs of Hendon, whose services I recommend highly. He repacked the bearings with high melting point grease, which lasts for many years, making oiling unnecessary. Moreover, in the oil wells he blocked off the oil feeds to these ballraces, because inadvertently applied oil can wash the grease out of these races and find its way unwanted onto other internal parts, to their detriment. At the distributor end, the plain bearing of the HT distributor spindle still needs oil, applied in the rear oil well via the hole nearest the engine block. 2 or 3 drops every 2,000 miles, or annually, being sufficient I should think.

Yours sincerely

Mike Pilgrim

Dear Editor,

In the 1920 and 30's, when my father was Paris correspondent for the Daily Telegraph, my parents employed Boris, a Russian emigre, as a Saturday chauffeur. As our flat had no garage he garaged our car, an open tourer, elsewhere, washed and maintained it and produced it every Saturday morning before accompanying them on a trip to the country.

Boris spoke no English and my parents no Russian, and while they were

fluent in French Boris' French was almost non-existent. I once asked my mother how they communicated; with the greatest difficulty was her reply but there was little need for communication. They never did find out what he did Monday to Friday and they were never invited to meet his family and friends. Was he Count Skavinsky - Skavar leading a double life?

When my brother and I were old enough we occasionally went on these trips sitting in each corner of the back seat with Boris between us. On an open road when my parents on the front seat would be unable to hear because of the wind and engine noise, Boris would produce a mouthorgan and play to us. He also gave us wonderful presents at Christmas.

Boris claimed to have been one of many drivers employed by a Russian nobleman before he had to flee to Paris, or was he the nobleman? Once when the car had a puncture far from home and my parents were worried about getting it mended in case they had another, Boris said that he could always get them back by stuffing the tyre with grass or straw, as they often had had to do in Russia. I see no reason why he would have said that if it were not true, after all he might have had to do it. Is the trick to twist the grass or straw tightly into ropes before putting it into the tyre?

After we returned to London in 1935 Boris became a taxi driver. My father on his occasional visits to Paris was very pleased when he hailed a taxi if he found Boris was driving it. I used to wonder what happened to Boris and the other Russian emigres during the German occupation; I hope they survived.

Yours sincerely

Tony Loch

Dear Mr. Bugler

How have you been? I hope everyone in your part of the world are enjoying their Lagondas, I certainly am, my V12 Rapide is finally running, but its not stopping very well yet. I have driven it a

little over a hundred miles locally in Delhi in the last month which has left a huge dent in my wallet because of fuel costs!!

My wife and I had a baby boy on the 30th August and I brought him home in the Lagonda, in heavy rain. With no wipers and a cracked windshield the distance seemed double than what it actually was but luckily the baby stayed dry even though I was soaked thanks to water leaking in from the scuttle vent. The baby is possibly the youngest person ever to sit in a V12 Rapide in India.

I found this interesting item on E-Bay which I am attaching, it is an instruction manual for the Lagonda V12, dated 1941. as far as I know V12s were made only till early 1940. It is too expensive for me, however someone else in the club may have use for it, or perhaps the club itself may want to buy it for the archives.

Regards

Awini Ambuj Shanker

The Lagonda V12 manual was advertised on the E-Bay website with an opening bid of \$125. Has it been bought by a member? K.P.P.

Dear Ken

I'm a relatively new member and we haven't communicated before.

I was most impressed by the picture of the 2 Litre Honeymoon Coupé in the magazine this quarter. How, I wondered could I get more information about the car's history, and more pictures?

It occurred to me that a way of making a unique Lagonda archive would be if the current owners wrote a brief history and specification of their car,

including say 3 or 4 pictures, that appeared in the magazine every quarter. I know that you can get some of this information from the Club, but many of the cars will have undergone alterations and in some cases (including mine) the Club information is not accurate. Wouldn't it be much nicer to read these histories in joined up writing rather than as a series of notes? Thus every member would be able to educate themselves about their fellow members' cars, and it would perhaps generate some discussion.

If it looks as if this could be interesting I will volunteer to do the first one!

Sincerely

Dick Graham (G6)

I think this is an excellent idea and have persuaded Roger Firth to write a few words on the Honeymoon Coupé, since this sparked off the idea in the first place. Dick will therefore provide the second brief history for the Spring edition, won't you Dick? K.P.P.

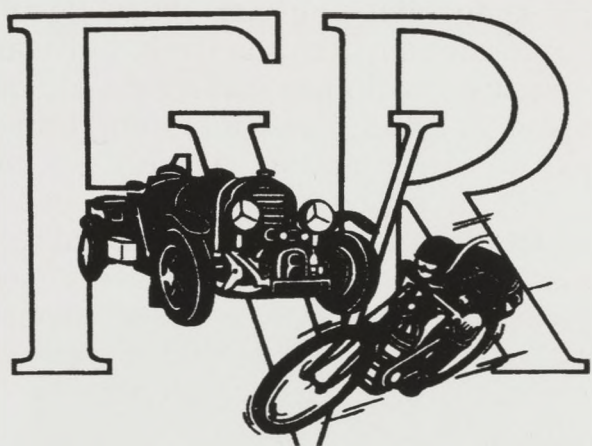
Dear Ken,

Our member John Charles lives in Holland and we have had considerable dealings over the 'phone about this and that. I mentioned the Lagonda biscuits made and sold by Douwe Egberts and soon after he sent me a box full of them. Needless to say, the Post Office had used the parcel to play football and every single one was broken. However, we've eaten them all now, but I did remember to take a photo before we finished them and a copy is enclosed.

Regards,

Arnold Davey





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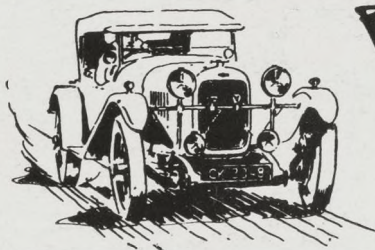


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