

**THE MAGAZINE OF THE
LAGONDA CLUB**

Number 197

Summer 2003



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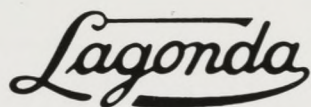
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FRONT COVER

Bluebell Time, a picture of the Wiltshire Rally by Rudy Wood-Muller, see article on page 29

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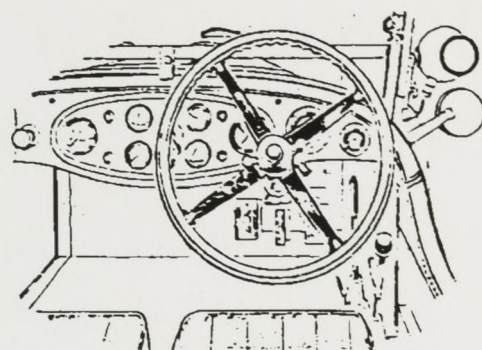
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From the Driving Seat

by Ken Painter



MY WIFE, CHRISTINE, would like to thank the many members who have passed on their good wishes during her three recent stays in hospital. Their kind thoughts were much appreciated and she is now well on the road to recovery. For those of you not 'in the know', she has been undergoing a pre-planned series of major rebuilds in our local hospital since just before Christmas. She has had the tendons to the fingers of both hands repaired and also sports a new left knee joint to complement the new hip joint they fitted four years ago. Her hands are now much more useable, but not yet fully functional and she has no pain in her knee for the first time in many years, but her bungee jumping days are over! At the moment, her mobility is still very restricted, she can't walk far and even getting into or out of a car is difficult, but we **both** expect to be attending the AGM, shall we see you there?

Publication of this quarter's magazine has been deliberately delayed for a month, so that the paperwork for the AGM can be included with the

August Newsletter without greatly increasing the postage cost. Now that you get a 40 page magazine as a regular feature, the costs of distribution can spiral almost out of control if the Newsletter or the accompanying paperwork is also heavier than usual. Making this change on a 'one off' basis might be all we need to do, but we plan to review the production times for the magazine. This will ensure that it is prepared in synchronisation with our ever-increasing events calendar and allow our contributors to submit their reports so they can be published at the earliest possible time.

Actually, I don't know why I am telling you this. It has become increasingly clear that very few of you ever read this part of the magazine. Why do I say this and how do I know? Simple. At the bottom of every Editorial, there is a box detailing the last date for copy for the next magazine, go on, have a peep and check for yourself. So, why do I always get calls asking me when the cut-off date for the next magazine will be? And why are they always **after** the date shown in the magazine?

LAST DATE FOR COPY FOR THE AUTUMN MAGAZINE IS

... SATURDAY 27TH SEPTEMBER 2003 ...

TIME IS SHORT! SEND YOUR COPY NOW!

Jersey Festival of Motoring.

5th - 9th June 2003

Jo Moss reports on another super trip to the Channel Isles

HAVING SAID THAT I was not going to compete in my Invicta RRM 500 this year, temptation got the better of me, and we entered the Jersey Festival of Motoring at the last minute!

We set off on Thursday 5th June to meet up with several other friends from our local New Forest area VSCC meeting, to cross from Poole to Jersey on the fast Craft late in the afternoon. Then we all went our separate ways to find our accommodation for the weekend.

Despite threatening weather forecasts, we awoke on Friday to a dry morning, and after a leisurely start we went to St Helier for the lunchtime reception in the Town Hall. This was followed by scrutineering and then a drive across the island to St Johns Manor. We had tea in the beautiful gardens of the chateau and a chance to see the owners collection of interesting cars.

The Victoria Avenue Moonlight Sprint was held on Friday evening, and the commentator had a fantastic time with me after Paul had informed him that it was my birthday!

Our class consisted of Roy Spiers very fast Alvis 4.3 special, another well sorted Alvis 4.3, which was being shared by two drivers, then RRM, a 4.5 litre Lagonda and Ian and Christine Horner sharing their Alvis Speed 25 tourer. I knew RRM had no chance of beating any of the 4.3 Alvis brigade, but we managed to finish 4th in our class for the quarter mile sprint.

Saturday saw another dry sunny day and the first of the two hill climbs - Westmount, which is a super hill sweeping bends followed by a sharp hair pin, all surrounded by stone walls. RRM finished 4th in class again, but this time only a 20th of a second behind the 4.3 Alvis - much to my delight!

The venue for Saturday evening was the 'Jersey Potteries' where we had a

lovely BBQ/buffet and the chance to socialise.

Sunday was reserved for Mount Bingham hill climb - a difficult hill which finishes with a down hill section and a ninety degree left turn into a single track road, between two stone walls to the finish line. Two of the opposition, in the form of the shared 4.3 Alvis were not entered for this hill, so RRM managed to finish in 2nd place, two seconds behind Roy Spiers Alvis.

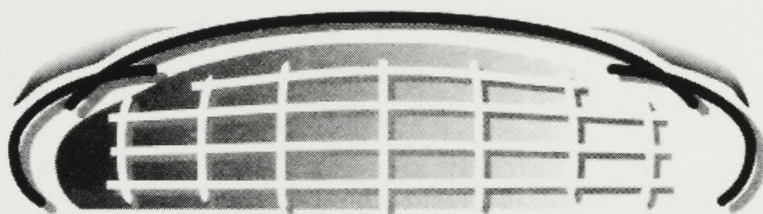
One of our New Forest area contingent - Richard Wadman with his Alvis Speed 20 tourer, unfortunately did not make the last corner at Mount Bingham and hit a bale. He re arranged his driver's side front wing and light in the process, but Paul managed to straighten it all back out enough for him to carry on with the event. It did not seem to have put him off at all!

The Prize Giving and Gala Dinner was held on Sunday evening in the 'Royal Jersey Agricultural and Horticultural Halls', where vintage cars were displayed around the inside walls of the building, with all the tables arranged in the middle. Pictures of the competing cars in action were also projected on to the wall above us. It was a super evening and a great end to an excellent event.

We were incredibly lucky to have dry weather for the whole Festival, as evidently it could not have been more different back on the main land, with Cadwell Park Race Meeting virtually washed out on the same weekend.

Jersey Festival of Motoring really is such a nice friendly event that has something to offer everyone. If you do not want to compete, there are also touring events and treasure hunts around the island, or you can do a combination of both. We were all made to feel so welcome and I am sure that we will be tempted back again!

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Northern Gathering 2003

Roger Firth opens the account:

Sunday

HAVING DONE MY DUTY and locked up for the duration the fine 4 manual Lewis, it was now down to serious things like Lagondas.

The weather reports were not very favourable, so I had both the M45 Tourer and Saloon ready just in case. Beryl had everything else ready on my return, so having decided on the Tourer, we loaded up the car. 1.30 off towards the Hilton Moorside Grange Hotel, some 8 miles from home and just 2 miles out of Disley on the Macclesfield road..

On arriving at the hotel, the remaining attendees of the previous days wedding were saying their goodbyes, clearly some of them still worse for wear, following a late night session and lunch time hair of the dog etc, with one of the party still sporting his pin striped trousers, white shirt minus bow tie and frocked coat. The tie was clearly not of the do it yourself type, as one of the elastic retaining straps was visible sticking out of his coat pocket.

The first disaster of the day was looming ahead, unknown to the receptionist girl, (34 of us who by correspondence and numerous confirmations were clearly booked in for the night) had no record of the Sunday reservation and neither did the restaurant. Only the naff rooms available (leisure centre roof, grott etc) none with the lovely views over the moors. I found out the following day that the norm is to leave all Saturday's rooms dirty until Monday and then to blitz the place ready for the Monday-nighters, no double time in this part of Cheshire!.

All the problems were solved following a few straight to the point telephone calls to the embarrassed management, once they had brought

back the staff to prepare the rooms we had previously agreed on, and recruited a second rate chef to prepare the evening's meal.

Root of the problem. Well, no one to blame, only the poor old computer again.

One thing about arriving first is that you can anticipate what model of car is about to reach the horizon, 50% correct I suppose to start with but better as the afternoon moved on. Eventually everyone, I hope, was allocated a room to their liking and settled down in the bar or hung around outside with a drink to be introduced or, if better known, have their legs pulled or insulted.

Following dinner, an early night for most of us, well do not include John Longridge in this.

John Batt takes up the story:

Monday

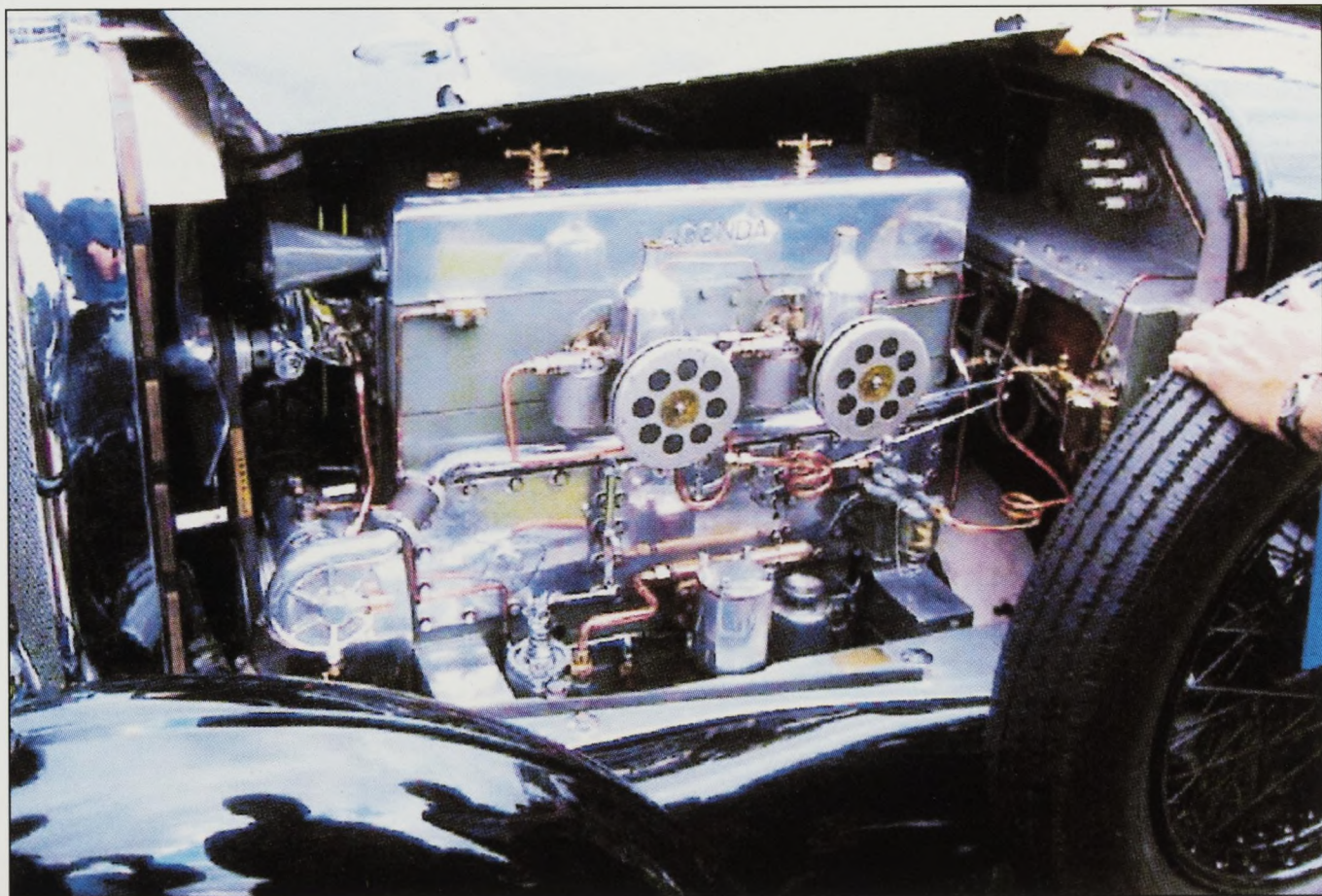
Several members arrived at the Hilton Moorside on Sunday evening where old friendships were renewed and new ones made. The Derbyshire Tour had attracted a large group from the Club driving most of the pre-war Lagonda models and Michael Fishwick with his beautiful recently rebuilt DB 2.6 saloon.

Roger Firth had prepared a range of activities for each day using a choice of routes and terrain (hills!) enabling everyone to enjoy the beauty of the Derbyshire Peak district.

Monday morning dawned wet - the only rain of the week - so hoods went up ready for the 10am start. We were to run through the delightful Goyt valley and could select a choice of gradients. Our daughter Sally and son in law Andrew had joined us in the 2 litre. We set off followed by the Savills in their 16/80 saloon heading for the famous Cat and



Haddon Hall, Roger chats to some of the participants.



Bill Spence's beautiful 3 litre D.H.C. engine, down from the Orkneys!



A fine display on the main street at Crich.



None of them seem to know where Gosforth is.

Pictures by Peter Young

Fiddle pub high above Buxton for morning coffee. Several local members joined us here swelling the number of cars to over 30.

By this time the weather had picked up nicely, hoods went down and as we prepared to move off the view from the top of the mountain west across the Cheshire Plain was quite spectacular - one could almost see Liverpool!

Our next stop for lunch was the Hanging Gate at Higher Sutton near Macclesfield. Travelling via Wildboarclough and Wincle we arrived in good time to neatly park up either side of the pub making a fine display. Tim Gresty was on hand with his usual camera kit and seen snapping away in glorious sunshine. John and Sue Walker, accompanied by Hilary Whenman, showed off their ex. Gardner factory prototype diesel engined LG45 saloon, much admired following a long rebuild. Unfortunately a mile or so down the road ie. very steep hill, David Humphreys was having gear box trouble with his H/C 2 litre. This had apparently occurred on a previous rally on the Isle of Man but rectified itself. However on this occasion the car had to go home on a trailer. David and friend Robert Butler later returned to continue the tour in his very nice MGA Twin Cam roadster.

Speaking of lunch, Roger's choice of venue was quite excellent. The food selection offered at the Hanging Gate was amazing consequently it was almost mid-afternoon before our 'lunch party' broke up. The road back went down through Buxton then again to the contours of Goyt valley (more fun up and down challenging hills!) and eventually to Moorside for afternoon tea and relaxation!

This particular Hilton Hotel with uninterrupted views of surrounding moors is complimented by quite excellent leisure facilities. Ideal for working up an appetite before dinner in the Court Yard restaurant, which nicely finished off day one.

Peter Walby gives the Irish perspective:
The rally was engineered so that

members could join the event at their convenience, and so it was that the Ulster contingent arrived on the Monday morning. The ferry from Belfast disembarked early enough to allow the Moorside Hotel to be reached in good time for the 10:00 am start and once the luggage from the LG45 was unloaded we were ready for the off. The weather was initially predicted to be rainy and Alec and Sylvia Downie came with us as they had had a long run up from the south the day before in their Rapide in wet conditions. The day improved however and they regretted a bit not taking their car (or was it my driving).

Roger's directions to the morning coffee stop were impeccable, but he had not reckoned on the navigators failing to pick up that the mileage indicated was cumulative not interval, and we had a senior moment or two until it dawned on us what was amiss. So it was that we approached the morning coffee stop from a different direction from everyone else, but no matter.

The Cat and Fiddle Inn welcomed us with fresh coffee and allowed us to acquaint ourselves with some club members. Roger and Anne Llewellyn in their 2-litre had made the same route diversion as us, and we discussed our early faux pas as they judged it safe to lower the hood, this action kept the rain away for the rest of the day.

There was a dignified selection of saloons which meandered on to the Hanging Gate Inn and a small group settled ourselves into the Blue room for lunch. The conversation came round to a V12 saloon's original owner, namely the Hon. Dorothy Paget. The current owner Peter Blenk was astonished to find himself sitting beside a club member who had lived in the same lane as the said lady, and he proceeded to relate details of some of her exploits. These are not at all repeatable, and the Club's libel insurance would probably not cover it anyway.

As a builder's family who did work for her, he had been required urgently one day to dig out an employee to construct a set of steps to allow this

rather large woman to get into her private aeroplane. The fact that it was Boxing Day did not seem to have occurred to her as somewhat of an intrusion! Moreover, the recent comment in one of the national broadsheets that her fortune had been swallowed by the supercharged Bentleys our lunch companion ruled as nonsense. And so passed one of the pleasant vignettes of this enjoyable rally.

Peter Blenk takes over:

In contrast to Monday, Tuesday began bright and sunny, although John Walker's beautiful LG45 diesel saloon attempted to replicate the prior day's foggy start by filling the car park with smoke ("just excess fuel", John reassured us). David, Humphries' 2 litre, co-piloted by Rob Butler, had packed up Monday from a seized gearbox, so they acted as navigators to others - notably Peter Blenk's (correction, Ted Townsley's) LG45 tourer and Peter Bradley's pristine 2 litre supercharged tourer (with high chassis body). Rob's comment after a day of haring around the countryside in these two was that, "the LG was too easy and the 2 litre too much hard work". This suggests that a 3 litre is just right for the Peaks, which must have pleased the soon-to-be married Bill Spence and Sue Gordon, who had the only 3 litre on the rally, a superb black Carlton DHC, one of eight or nine made. In future, Rob will be spending much time in 3 litres, as 2 litres and LGs are now excluded.

Peter Young experienced a mysterious flat tyre, but, as all the other cars were running well, he was not short of experts eager to assist in changing the tyre. Later, John Batt's car suffered from a binding rear brake drum (others following thought they were doing a good job of keeping up, until they discovered this). He stopped, first in a time warp fuelling station, whose owner is a former school mate and also owner of several vintage masterpieces, including a 1920s Vauxhall, and then in a pub car park, to remove and clean out the offending drum, although the exact cause of the fault remained a mystery. This expert demonstration prompted the

suggestion that John run a seminar on maintenance and repair of 2 litres.

Lunch was at one of the area's many attractive pubs - this one in Yallow after which cars went various ways, following Roger Firth's alternative routes. David Humphries and Peter Blenk checked out Little John's grave at the Hathersage parish church (his grave was dug up in 1784, and it was determined from his 32 inch thigh bone that he stood 6'8" tall) and the "Cathedral of the Peaks" in Tideswell and then the viewing for the following day's H & H auction in Buxton (few pre-war cars, but some interesting post-wars, including a 280/3.5 Mercedes DHC and a perfectly restored 1600 Osca).

Return home was via the Goyt Valley, a dramatic route, which we got to know well over the four days. Busses ferried the participants promptly at 7:00 to the Hunting Lodge at Aldington Hall. After dinner, Alan Brown told a few stories, best repeated in private, and our President was arm-twisted into reciting the Bantam Cock, the only monologue he could remember, said he, owing to the combined effects of the Peaks altitude and just one glass of wine - or was it two? An action-packed and fun-filled day.

Clive Dalton takes his turn:

Wednesday.

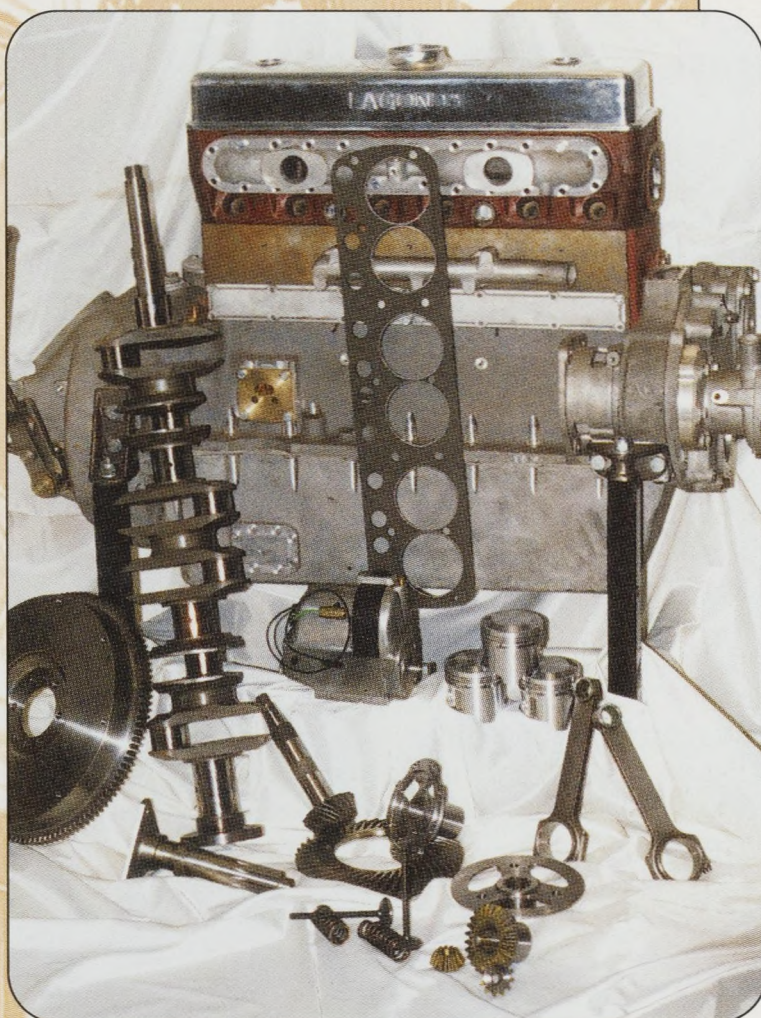
"The holiday was spent touring in the Peak District" has a totally 30's ring to it. What with the traffic, the weather and all the other things which make a UK holiday so unfashionable it is surely impossible to enjoy such a thing.

Except it's not - as the expedition to the Crich Tramway museum showed. For us the day started brilliantly. The climb away from the traffic lights in Whalley Bridge up over the top and down to Buxton turns out to be carefully designed to please 2 litres. For us it's 40 mph at 2000 rpm in third all the way up, bends and all. Roy and Jacqueline Brittain's blown car takes top all the way up in an equally storming style. What improved it greatly was that on a Wednesday morning in early June there was almost nothing else on the road at all. No heavy lorries and almost no cars.

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Picture Roger Firth

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After Buxton Roger's route went down A515 which is Roman for almost ten miles again with almost nothing on it and perfect motoring conditions. So perfect that I kept wondering if there was some nemesis in wait like throwing a rod or breaking a half shaft.

After the turn east towards Cromford the driving was equally spectacular but in a different way down through Griffie Grange Valley and Middleton Wood passing, as it shows on the map, a turn marked 'Quarry (dis)' just south of Hopton Wood. Several of Eric Gill's carvings are in Hoptonwood stone. Is this where it came from?

The Tramway Museum at Crich was very welcoming. The deal was, and is, that cars contemporary with the trams have only to pay for the passengers and then get to park right down the end of the main street in the museum. Since most arrived pretty much at 11 as planned the end of the main street got well crowded. The arrival next of a Womens' Institute party and two school parties meant that for the first half hour the place was heaving. No bad thing either except that those who got to the coffee counter first were rewarded with excellent coffee. The foolish virgins arriving later found the place full of wrinklies and the coffee machine orf. To be fair it came back on again later to good effect.

Essentially the museum is a tramway laid along the edge of quarry shelf near the top of the escarpment behind Matlock. It runs for around a mile and a half and towards the upper end the vegetation and trees drop away to give the most spectacular views out over the Derbyshire countryside towards Bakewell. The lower end simulates a rather well maintained cobbled street in a typical northern, tram running, town with many of the buildings, including the pub, salvaged from just such places. The trams work single track with passing places and three or four of the collection run the service at about 15 minute intervals. Like all museums with a lot of voluntary input, Bluebell railway is another, every one involved is both very enthusiastic and completely

knowledgeable. Although most of it is fairly basic engineering everything carried out to a very high standard and is very well maintained. With many of their trams more than a century old they plan a restoration so that they will not have to do it again for another century. The cars of course stirred up almost as much interest as the trams that day.

Arriving at 11 the sun very soon climbed over the yard arm so the richly tiled Victorian pub suddenly looked very attractive. It remained so for quite a time as the trams passed and the visitors milled about. They could produce lunch too which was a further inducement to enjoy the sunshine.

In the afternoon nothing was planned, sensibly for Roger does these things well. Shirley and I stayed and were entertained by the staff who had much more time to fill in the details. After that it was back to the hotel but this time along the A6 which, again had nothing of any real consequence on it. Perhaps it is not being in a hurry which keeps the traffic off the roads.

We did do a side trip to go and see a field full of Reas we had noticed the previous day. These are large South American birds rather like an Emu. Shirley didn't believe I had seen them till we found the field. After that we were stopped by a chap who had run his own garage. The technical bit about that was that in fixing many thousands of cylinder heads his enterprise had only ever had a head planed about twice. Experience had shown that this policy was right unless the head had been eroded by the gases. This sort of encounter does seem to happen in the Lag.

Roger Firth concludes the story:
Thursday.

Another nice day dawned and following breakfast we all prepared ourselves for the journey to Haddon Hall which is 3 miles south of Bakewell, and directly on the A.6. Haddon Hall is owned by the Duke of Rutland and one of the Mannors family, who also owns Monk Fryston Hall Hotel, the home of

the now famous Northern Dinner resides there. The house and gardens are in excellent order, Silvia Downie and Ann Rider demonstrated their expertise, being able to name most of the plants and flowers in the walled garden not only in English but what appeared to be Latin! The afternoon was free to do as you please, so a number of us took lunch at The Devonshire Arms,. Beeley which was far more comfortable then when the VSCC Derbyshire Trial people take it over, well fed and watered some visited Chatsworth and Bakewell before returning to The Moorside to ready themselves for the evening's activities.

Following the drinks reception at 7.30 we sat down for the final diner at

8.00 later to be entertained by our President David Hine to yet another 2 monologues, these are always well received and following a few wines, if is difficult to know how David can remember them.

A number of us retired to the bar to discuss the week's activities, put the world to rights, and enjoy a drink provided by John Longridge, and it is rumoured that at least 2 of the party did not finally call it a day until 3.00 a.m.

Friday, we all said out farewells, and made our ways in the opposite direction to that which we had arrived leaving behind some lovely people to do the same thing.

Here's to 2004.

PARTICIPANTS. 2003

Ambro, Bill & Audrey	Bentley	Denbighshire
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Batt, John & Susan	2 litre S.C. Tourer	Bedfordshire
Bradley, Peter	2 litre S.C. Tourer	Lancashire
Breen, John & Vivian	16/80 Tourer	Hertfordshire
Brittain, Roy & Jacqueline	2 litre S.C. Tourer	North Yorkshire
Crabtree, David & Mary	2 litre H.C. Tourer	Yorkshire
Dalton, Clive & Shirley	2 litre Continental	Cambridgeshire
Davenport, John & Hilda	LG45 Rapide	Cheshire
Downie, Alec & Silvia	L.G. 45 Rapide	Hampshire
Gates, Geoff & Diana	LG45 Tourer	Northamptonshire
Gresty, Tim & Margaret Browning	2 litre L.C Tourer	Cheshire
Firth, Roger	M45. T.7. Tourer	Cheshire
Firth, Beryl	MG or Morris Cowley Van	Cheshire
Fishwick, Michael	2.6 Litre Saloon	Cheshire
Hine, David & Jill	M 45. T7. Tourer	Cheshire
Humphries, David & Robert Butler	2 litre H.C. Tourer	Worcestershire.
Kearney, Lyndon & Valerie (With John Longridge)	16/80 Tourer	Co Antrim
Llewellyn, Roger & Anne	2 litre Tourer	Staffordshire
Longridge, John & Trich Storey.	16/80 Toure	Co Antrim
Miles, Robert & Christine	LG 45 Tourer	Northamptonshire
Proud, George & Janet	LG45 Saloon	Northumberland
Reynolds, Clive & Sheila	2 litre H.C. Tourer	Staffordshire
Rider, Gordon & Ann	M 45R Tourer.	North Yorkshire
Russell-Floyd, Peter & Sarah	M 35 R Tourer.	Yorkshire
Schofield, Herb	3 litre	Derbyshire.
Storrs, Frank & Erica	LG45 Tourer	Co Donegal
Young, Peter & Eleanor	LG 6	Warwickshire
Walby, Peter & Anne	M 45 Tourer	Belfast
Walker, John & Sue	2 litre L.C. Tourer	Berkshire
Weld, Stephen	Crossley	North Yorkshire
Wright, Bill with John Breen		Derbyshire



A lovely period piece, dated 1935. A 2 litre in Raffles Place in Singapore

The picture was supplied by Julian Collins, Editor of the Alvis Owner Club magazine "The Bulletin", which he produces from Singapore.

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Experiences of a Lagonda Novice

Mark Yeomans recounts his first two years of 2 litre ownership

CLUB RECORDS SHOW the history of GX 1480, a 1932 2 litre low chassis tourer, back to 1950. In The Lagonda magazine number 14 for autumn 1954, Mrs M A Russell of Two Brewers, Ongar, Essex, advertised this 'smart car' for the 'best offer over £200'. It was purchased by John Curr Hutton of Heber Road NW2 who, three years on, sold it to Piotr Tomaszewski of Cranes Park Avenue Surbiton. He kept it for nearly seven years.

On Saturday the 31st July 1999 it was about to change hands again. The location was The Coys Festival at Silverstone. Before the auction a budget had been set and earlier in the day a number of candidates had been identified (note: 'identified' not 'inspected'!) We very much liked a restored Alvis Speed 20 but considered it over estimated. A Bentley 4½ litre saloon from 1939 was in budget but it needed work and was considered high risk. The Lagonda M45 saloon was given several looks. We really admired this handsome saloon model, but this example required substantial work and was later to emerge as another Le Mans replica.

All this preparatory work was to go out of the window when lot number 83 came up first against our list of possibles. We had noted what seemed to be a reasonable estimate but not given this car much thought beyond the creative writing of the catalogue description. Going against all quoted advice on car buying we then successfully bid for the first car on our list, at our first auction! Somewhat shocked we completed the formalities and went off to inspect the new acquisition. We could see obvious work to be carried out such as replacing the 1960s SU carburettors and the instrument panel made up with assorted BMC gauges. On inspecting the

paperwork it transpired that GX 1480 had only recently returned from the States having been exported in 1964. It had seen little use whilst in America but considerable amounts had been spent on the original T2 body.

The next morning we made calls to arrange transport for the car and then went in search of the Lagonda Club marquee to both join the club and gain advice. We met several 2 Litre owners and John Stoneman and David Willoughby gave us considerable encouragement and handed us the important membership details. Later in the afternoon we met up with Jeff Leeks who offered to look over the car with us. With Jeff, beer can in hand, we strode into the marquee and commenced an inspection which really should have preceded purchase. Overall the opinion was positive with Jeff pointing out the good features of the vehicle and those we could improve over time. The auctioneers were quick to find the magneto cap 'borrowed to start another car'. On start up GX 1480 sounded healthy but lacked oil pressure, 'broken gauge' was quickly offered forth by the gentleman who had located the magneto cap. We promptly switched the engine off. This worrying matter was to remain unresolved for a further week.

GX 1480 arrived by trailer on 3 August 1999. Getting up the slight gradient into the garage exposed clutch problems but at least the car was now safely resident in Worcestershire and a proper assessment could begin. A few days later Colin Bugler replied to our membership application. A more supportive and encouraging letter you would hardly find. Colin answered my written questions and detailed some of his own experiences of 40 years of 2 litre ownership. Most importantly Colin



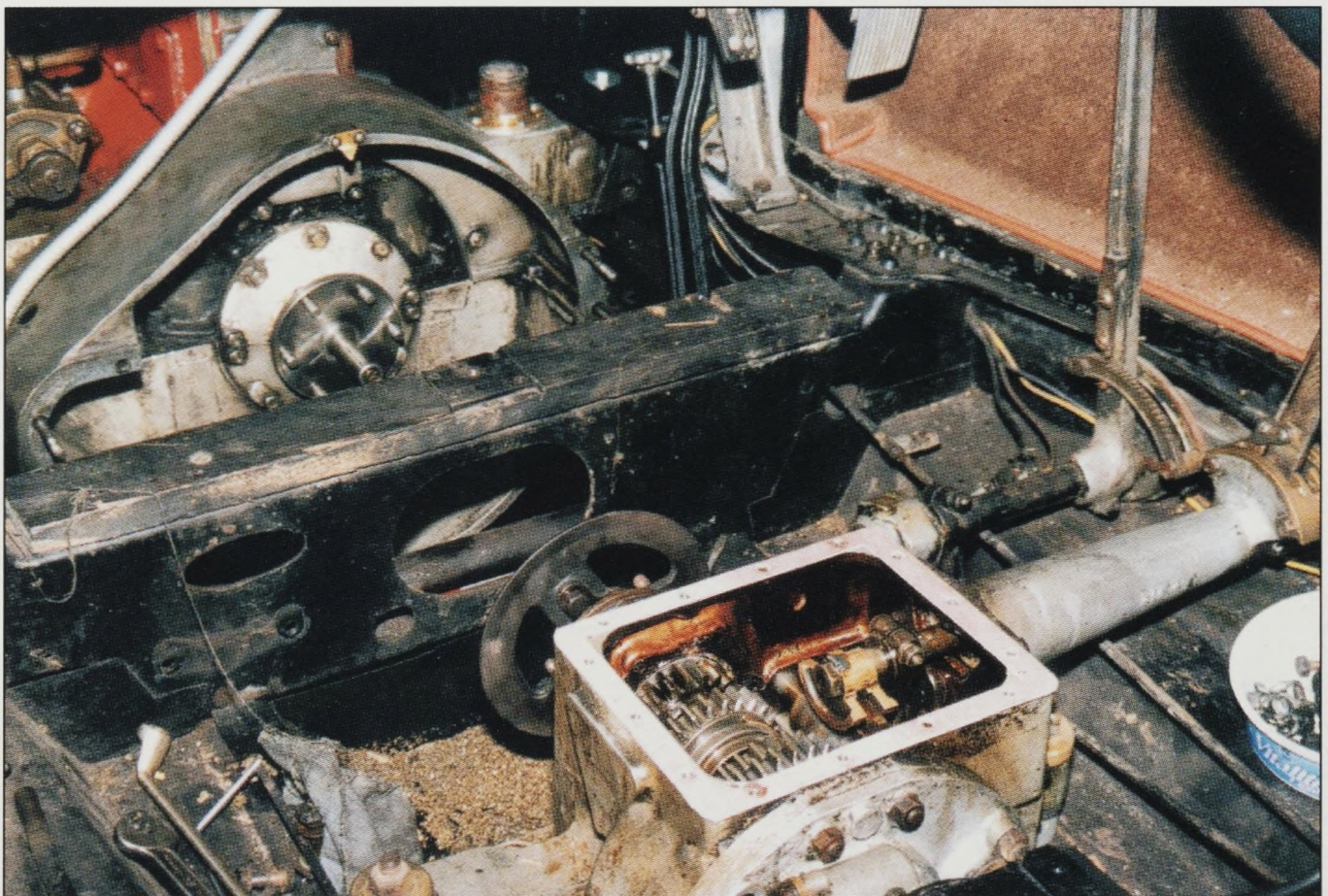
Coy's Silverstone 31st July 1999, Lot No83, 2 litre Lagonda Low Chassis.



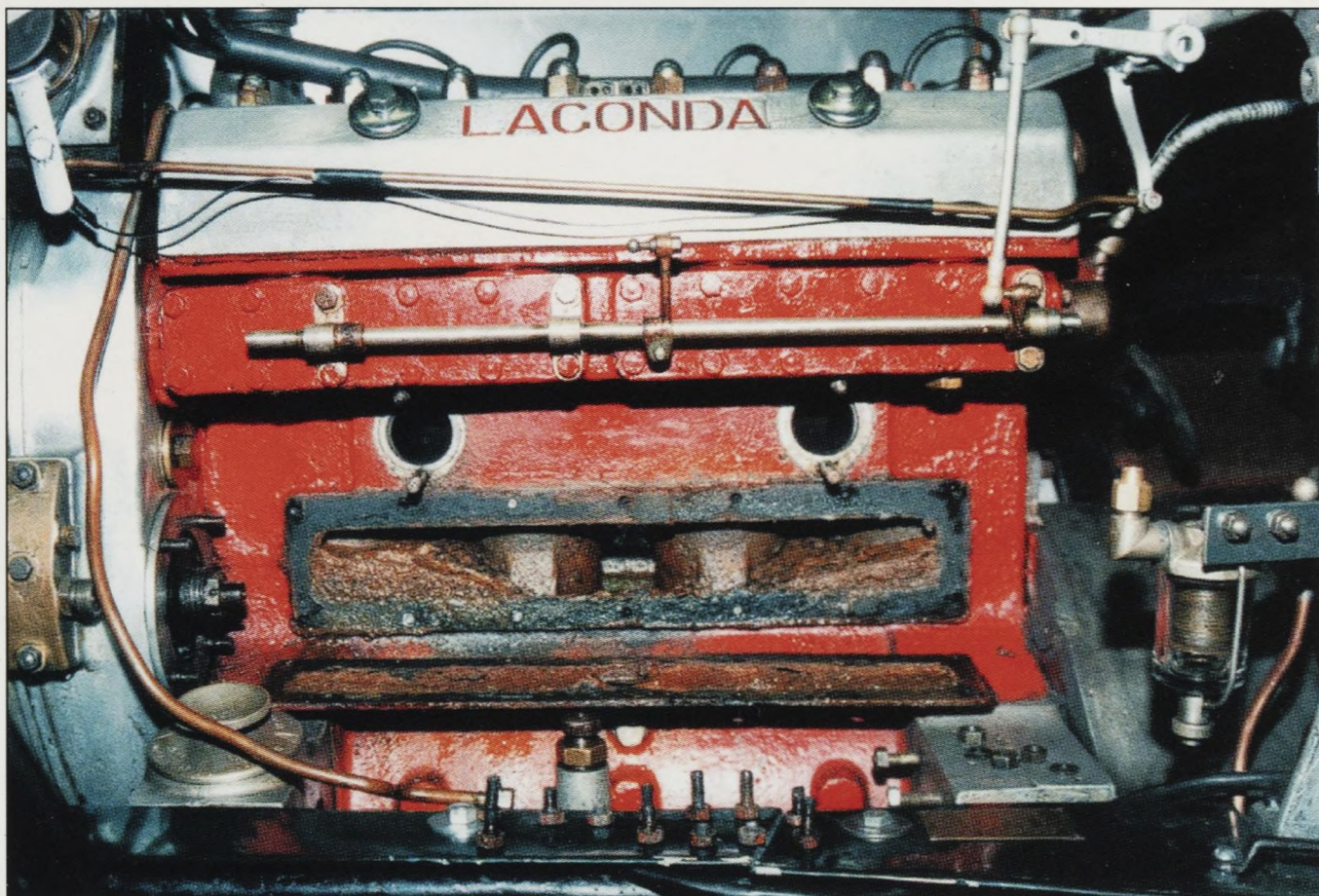
2001, the car at the AGM at Woburn Abbey.



In Johan Merkhoefer's workshop, New York.



Flywheel and clutch removed for refurbishment.



Broken studs and sludge.



Blenheim Palace, 4th April 2002.



Peter Blenk gets around! Here his car is pictured at a recent meet at The Cricketers' Arms.



More of the cars lined up at the meeting.

directed me to Phil Ridout who was to give me the singularly most important piece of advice I was to receive in those first few weeks of Lagonda ownership. I visited Phil in mid September and he was most interested in the photographs of the car I had taken along. I made a page of notes as I listened to Phil's analysis. It was at this point that Phil counselled me 'under no circumstances dismantle it, just drive it' Phil is adamant that any Lagonda is best driven and faults corrected as found. His contention being that far too many cars are stripped down with good intention and remain in that state for years. I heeded the advice because not only was I keen to drive GX1480 but every time I spoke with Phil he reminded me.

A week after purchase Christopher Hancock arrived at my door. He was visiting family and had been told of the new acquisition. Within 20 minutes Chris, in collar and tie, was wielding the spanners and taking me through the process of priming the oil pump. Having slacked off various pipe unions to check flow we backed the car out of the garage for a trial run on our quiet village lanes. Chris was impressed by the performance and advised on a number of priority tasks, the brakes which were poor and the reinstatement of the reverse stop on the gear lever being top of the list.

The 1999 Centenary AGM held at Phyllis Court was a great help as we met more 2 litre owners who offered advice and help. We also took a lot of reference photographs and these raised a number of questions over the original specification of GX 1480. Arnold Davey answered many of my questions at the same time as processing my application to Swansea for the reinstatement of the registration number. Arnold's advice, always enlightening for the Lagonda novice, may best be summarised as 'there is no such thing as a standard Lagonda' and I was not to worry about detail differences between examples. Lagonda buyers in the 1930s were wealthy people who specified exactly what they wanted on their cars. At Phyllis Court we met John and Susie Batt and inspected their blown 2 litre. GX 1480 according to Club

records had been blown at sometime in the post war period but was not originally supplied in this form. Arnold had advised that this was possible to do during this period but to do it satisfactorily was quite expensive.

In the months after the 1999 AGM John Batt helped me locate the reverse stop and a number of small items that I was concerned would hold up progress. With patience and knowledge borne out of many years experience of 2 litre ownership John has steered me through a number of crises. I had prepared a list of jobs which I had divided into essential (primarily MOT items) and cosmetic and therefore of low priority. Needless to say the list of essential work was somewhat daunting. However, with the help of the club spares service I made steady progress. GX 1480 had suffered from lack of available replacement parts during its 35 years in the States. To keep the vehicle running solutions had to be found often without any available reference. Corrosion of aluminium castings was quite serious and the water pump and engine side plates had to be replaced. The latter being a rusted through steel replacement, and of course most of the bolts broke off as they were removed. These were drilled out re-tapped and replaced with stainless, but I felt fortunate to have modern power tools when Phil Ridout advised he had done this job over 40 years ago using a hand drill!

The clutch was found to need major work and specialist help was sought. A new starter bendix gear was required and it turned out the splines of the clutch output shaft were heavily worn and so was the starter ring gear and the driven plate. The clutch ejector was 'made up' using a motor cycle valve spring and was ineffective. This work took several months to complete so at the same time the brake shoes were relined and a good second hand pair of drums purchased to replace the existing which had been lined and the rivets had broken away. All the club supplied rubber parts were used to replace the originals that had deteriorated badly. The Andre Hartford shock absorbers were stripped and

rebuilt with new parts as necessary. In America the friction discs had been replaced with a material resembling Linoleum, strangely it seemed to do the job! Work on the car stopped for a few months to enable the completion of a 13 year restoration of my 1938 MG TA (since sold in favour of the 2 litre). This meant we could not get GX 1480 to the 2000 AGM, but I took with me the recently acquired brass bodied SU carburettors. These had been fitted many years earlier to David Willoughby's 2 litre while the supercharger was being made. We had our picnic in the company of Phil Ridout and Peter Jones and I produced these beautifully restored and polished carburettors. Amongst much humorous comment it was suggested I get the carburettor bodies bead blasted in order to restore the original sand cast finish!

It was at the 2000 AGM that I set the target of attending the 50th anniversary of the club at Woburn the following year. Early in 2001 good fortune played a part with a number of elusive parts turning up at autojumbles and in the club newsletter. The gauges and switches were a particular problem. They had been replaced whilst in the States with a mixture of home grown and BMC derived items. The dash panel had been made up in aluminium. David Ayre came to the rescue with a serviceable panel and some of the gauges and switches. I had two others remade and the finished dashboard certainly looked the part. However my elation over the dash was soon dampened when I decided to replace the 'Y' casting on the cylinder head which was badly corroded. A stud broke off immediately a spanner was applied to the nut. It had rusted away inside the water gallery and the remnants stood proud of the casting down inside the cylinder head. Doom and despondency were lifted somewhat when I was told it was possible to drill out the stud and re-tap the thread in situ. The remedy involved a grinding stone in an electric drill, a centre punch, a drill stand bolted to a sturdy piece of timber and held down level on the top of the cylinder head nuts with a heavy steel

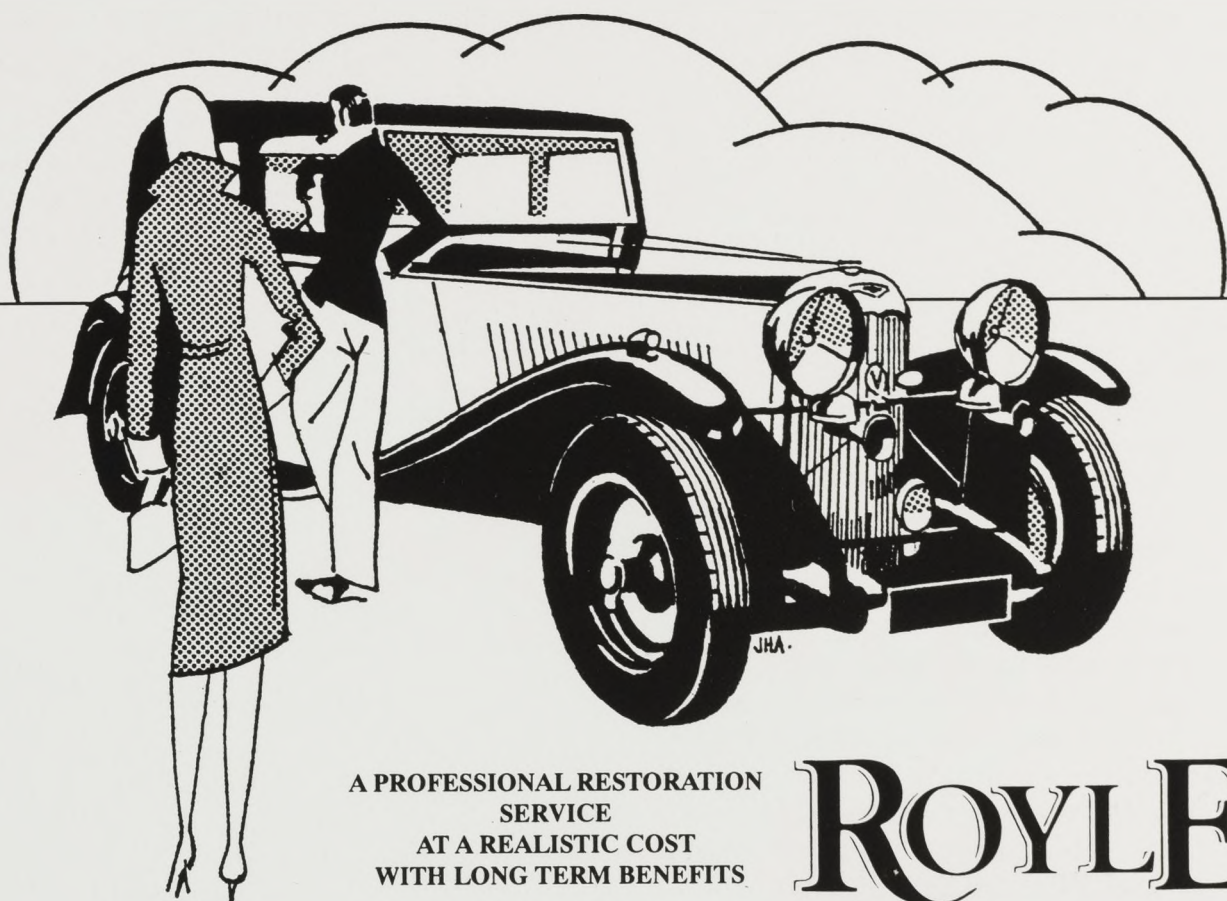
billet. The drill stand was then swivelled round and the stud drilled out retapped and a stainless replacement fitted.

GX1480 had at some time in its life inherited a set of six 19 inch wheels. This probably occurred prior to export in 1964 when it was difficult to find 21 inch tyres. I had winced at the cost of replacing the wheels and tyres made worse by the extra spare wheel and left this as a long term aspiration. My thinking changed in May 2001. I discovered my own wheels to be worth far more than I anticipated and a set of new rims became available at an advantageous price. So new wheels and tyres were ordered. The plan was to get the car through its MOT test in August enabling several weeks of local running to sort problems before the Woburn event. However the list of essential items seemed undiminished and I kept breaking my rules by delving into matters cosmetic. The encouragement I continued to receive from club members helped immensely when things were going astray. In a conversation with Peter Jones I expressed concerns over possible low oil pressure. This brought the response 'so you have oil pressure do you?' It was message received and I stopped worrying about such matters and got on with my list.

One of my autojumble finds was the correct fuel filter bowl and reserve fuel tap. This enabled me to reinstate the fuel lines and do away with the rubber fuel hose that had fed the 1960s carburettors. The American electric fuel pump located forward of the rear axle gave up the ghost and I took the opportunity to install twin SU pumps under the bonnet.

GX 1480 was slowly coming together and occasional test runs showed I had a lot to learn in the gear changing department. Reference to Phil Ridout's excellent Gearbox Manual confirmed the problem was that of an insufficiently skilled driver. With everything set up correctly I simply could not blame the Z gearbox.

The final task was to substantially rewire the car and this was finished literally an hour before arriving at the MOT test on 1st September 2001. A pass



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was gained with the tester pointing out a missing split pin. This was slightly annoying as I had been through the car replacing all the rusted split pins and had missed the one that was actually missing! The following day we decided to take the car out on its first real run. My gear changing was improving as we drove into Chipping Campden and parked in the High Street. We had stopped en route to tighten up a headlamp so I rechecked this and opened the bonnet for further inspection. Within seconds, the car was surrounded by a group of Japanese tourists. Much chattering and snapping took place, then one of the group emerged from under the bonnet beckoned his friends and I heard "aaaaaah NGK NGK!!" and more snapping followed. Off they went down the road extremely happy that a Lagonda was using Japanese sparkplugs. (I don't think they noticed that the HT leads were marked 'Packard USA'!)

With nearly three weeks to Woburn I did allow myself some time on cosmetic work and fitted the outer aluminium strips to the running boards - a job requiring the patience of a saint. The windscreen on GX1480 is a folding type and needs some refurbishment but as this was low on the list I simply sealed the joints with silicon. Little did I know how useful this was to prove. A business meeting in the north enabled me to collect my new 21 inch wheels and tyres from Steve Hopkins. It was 6:00pm when I arrived in Langley near Macclesfield and Steve was coming down the road to open up the works. Upon finishing loading, Steve said he must get back to his television. 'For what?' I enquired. It was September 11th and I had crossed the Pennines from Leeds and not had the radio on. I will never forget driving down the motorway back to Worcestershire listening to all the radio reports.

Fitting the new wheels certainly changed the look of GX 1480 and I feel improved the steering and cruising ability. A final job before the 50th anniversary weekend was to replace the exhaust silencer. In America it had

acquired an oval 'Cherry Bomb' silencer and my local exhaust specialist found a silencer very close to the correct dimensions was fitted to a Dodge truck! This was ordered and let into the existing system.

On the morning of Saturday 21st September 2001 we set off for Woburn. As a Lagonda novice there was a degree of trepidation over this, our first significant journey. However it was not raining and as we (somewhat slowly) drove up onto the Cotswolds we felt confident. The gear changing was progressing well and we arrived in Banbury for a quick checkover and a coffee. One thing that we noted was how drivers of modern cars try to identify the model by slowing down and gazing into their rear view mirror or driving up close behind. Is this why some members have the club badge on the back of their cars? The rest of the journey, including navigating Milton Keynes, went well and we arrived in Woburn for lunch.

That evening we attended the 50th Anniversary Dinner in the Sculpture Gallery at Woburn. This was a most enjoyable and memorable evening. GX 1480 arrived at the 50th Anniversary AGM at 9:30 am and having driven through the disinfectant protecting Woburn's deer from the Foot and Mouth epidemic, we took our place in the line of cars in front of the marquee. A great sense of achievement was felt and John Batt was the first to congratulate us upon arrival. Later, Phil Ridout arrived and was pleased to see the car was at last in use.

It was a dull damp day and steady rain set in as we departed late afternoon. With hood erected, rear tonneau in place and no side screens, we expected to get quite wet. However my use of silicon sealant on the screen frame joints proved its worth with little if any water getting through. It was possibly an indication of improving driver confidence, that we maintained higher average speeds on our return journey, despite the weather conditions. We arrived home at 7:45 and GX 1480 had completed its first significant journey in the UK for possibly 40 years.



One DB 2.6, good, Twocar, better! The Stone-Lee (top) and the Heard cars pictured at Goodwood.

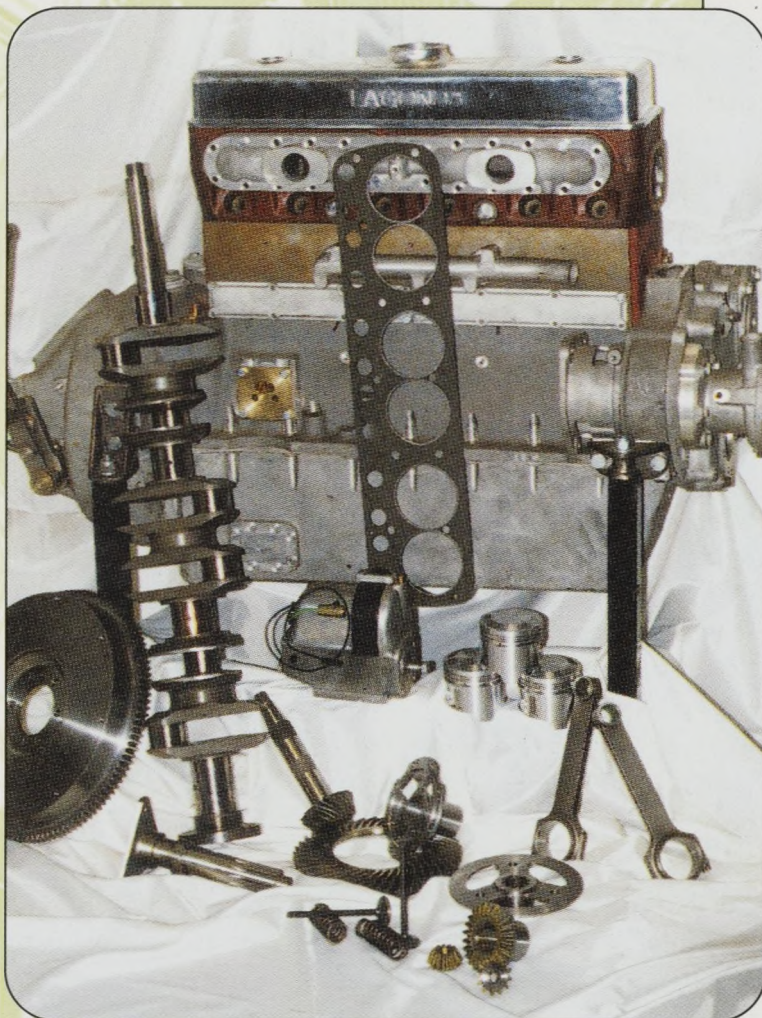
Photos by Peter Lloyd



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A View Across the pond

Rudy Wood-Muller pops across to participate in a picnic

WHILE ON MY RECENT SPRINGTIME peregrination in England, I was fortunate to be included in one of the quintessential English Country Amusements, an informal picnic gathering that seems to hold together the Vintage Car community.

Pat Sage very kindly asked if my wife and I would like to join her and Arthur Brend on an outing to Wiltshire about 100 miles from their home in Dorset. Jeff and Gill Ody (a former Chairman of the Club, some of you may recall) and Philip and Azalea (yes!) Mayhew organized the event at the Mayhews' house in Beechingstoke, Pewsey, Wiltshire and provided directions via Ordnance Map No. 173 MR 594085. Never mind the convoluted directions of 2 miles past churchyard and turn left 300 feet to stone post on right etc.. I wish Americans could be so succinct and have the maps and skills for the purpose. The invitation stated casually: "It is expected that guests arrive in vehicles of an appropriate period" (I suspect that is Former Chairman Ody writing)

The invitation requested that you bring your own picnic and enjoy it among the cars on the spacious grounds. The naiveté that good weather will prevail is one of the most endearing characteristics of my English friends. Fortunately the expansive Mayhew house was able to accommodate all comers.

The group then embarked on a short tour through the beautiful Pewsey Vale and savored the unspoiled countryside full of bluebells and other wondrous sights. The skies, though overcast lifted sufficiently to allow us to appreciate the extraordinary beauty of this area through

which I generally motor on a major A road.

I was without my M45 on this trip and we relied on Pat and Arthur's 2 litre Team car which at this time exhibited behaviour most associated with stubborn horses. Arthur was in the process of telling me about an imbalance in the twin carbs. Undaunted, I suggested we set things right. First thing in the morning before our scheduled departure we proceeded to the motor house to do the necessary fettling. She started readily and just as we were getting to the correct adjustment, she stopped dead and...refused to restart. The mag which had just returned from a costly rebuild had said "enough!!" Plan B meant resorting to a modern, which was unobtrusively parked next to the Buglers' Land Rover and far away from the amazing array of Vintage machinery most of which were Lagondas. The Buglers were shocked to find me at this out of the way venue having just parted company at the Northern Dinner, a week earlier we off to Italy for a few days and they to France on holiday. However, Valerie was able to compose herself sufficiently to tell me of the US members delinquent in their subs.

I was especially pleased to see DPF 421, the very handsome LG 45 saloon fitted with a Gardner Diesel engine. impeccably restored by John Walker. Amusingly the car was no stranger to me, having seen it unattended on a street in Prague, with a stack of fitted leather luggage on the folded down boot lid. This was still a time when Prague was not overwhelmed with tourists and those who prey on them. Don't try it today without attaching a vicious Doberman to the door handle. At that time the car was

in the hands of a frugal Scotsman from Edinburgh who later proudly told me that he had made the trip on one tank of fuel?? I traced him from the numberplate and the Club roster and sent him a photo of the car on the Czech street. He indignantly answered: "Who are you and how did you get my name etc. etc." We subsequently had some nice conversations about whisky culminating in an invitation to taste some. (He was as I recall involved with the Whisky producers association.) John Walker contacted me quite some time later and inquired if I had any wing stays for an LG 45 saloon which he was restoring. It was the same Scottish car from Prague, whose exterior was evidently more sound than the interior when I last had seen it. I did have a pair of stays and was happy to give them to John. He met me as I arrived at Birmingham Airport with the strangely shaped bundle under my arm. Today I would probably not have been allowed to board with such a parcel. Try explaining to a humourless security agent: "Sir, these are the things that support the wing of a 1937 automobile..."

My digression about the Saloon should not take away from the other splendid cars assembled, including a number of beautifully turned out 2 litres as well as Riley, Alvis, Lea-Francis, Austin, Bentley, Talbot and a veteran FN. Apologies for any omissions.

After the leisurely tour of the Vale, we were treated to a sumptuous "Cream Tea" courtesy of our hosts, Azalea and Gill to top off a splendidly convivial afternoon. The organizers claimed a 90% acceptance of their invitation, a number I would covet with envy for any event proposed in America. (of course we cannot offer the "Cream Tea", although as I was assembling this narrative, an interesting article caught my eye in the New York Times Food Section. It extolled the virtues of "Cream teas" and went into detailed dissertation on the relative merits of Devonshire vs. Cornish clotted cream and described with titillating attention to the proper texture of a scone. I will not go into the home-made preserves part.)

I am unabashedly in awe of our English "cousins" and their dedication to driving and enjoying their old cars without the incentive of a "Big Event". Both Jeff and Philip said they just thought it would be nice to get together. I only wish that it were possible to instill this type of attitude among our American members. I am very thankful that my wife and I were able to participate, and to renew old acquaintances.

Note to Editor: I trust that the readership will be able to accept the Americanization of the spelling of certain words. Were I to do otherwise, my American readers would surely accuse me of inexcusable pretension.





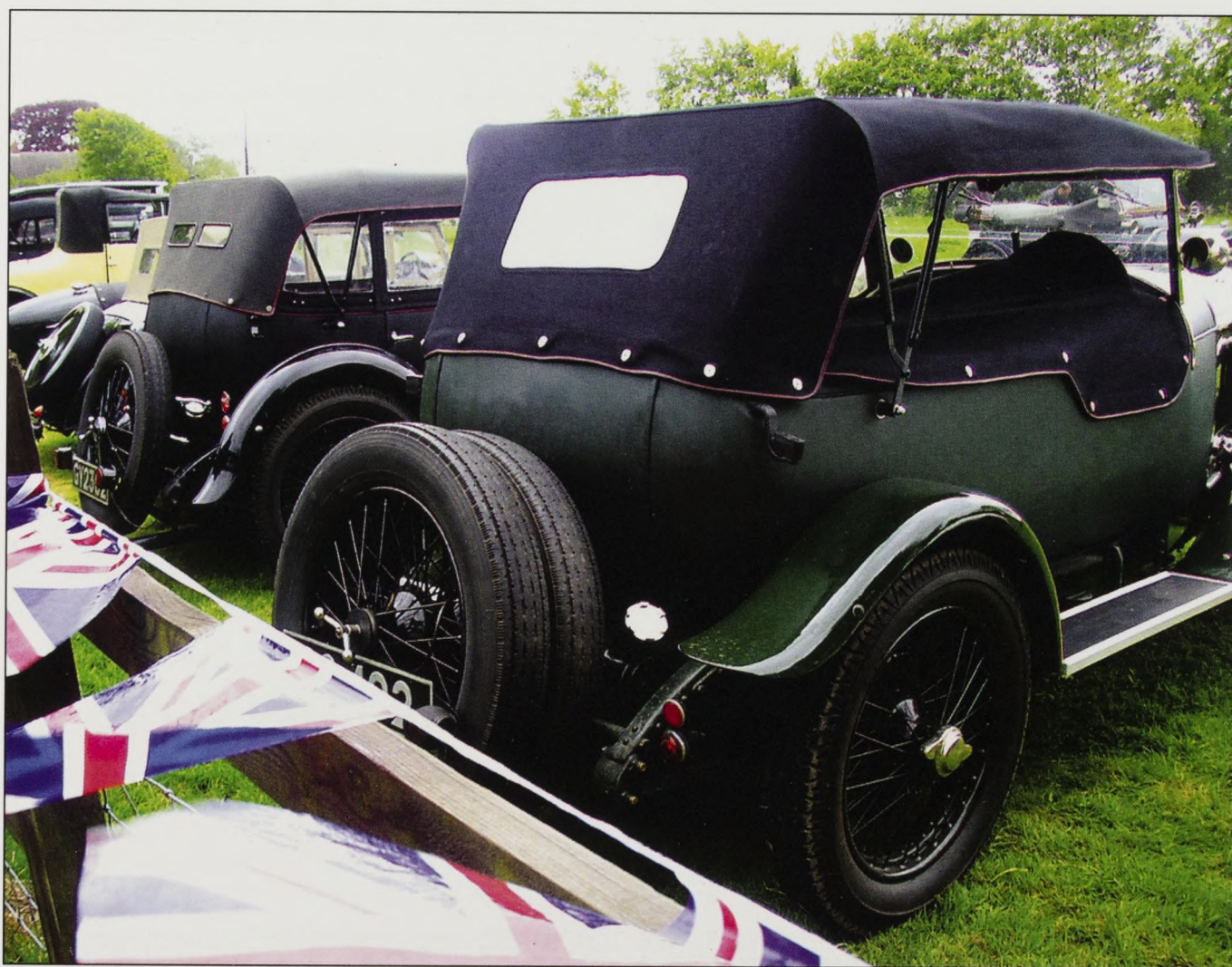
Gill Ody, Philip Mayhew and Jeff Ody, organisers of the event.



The congregation give thanks that the weather was not more foul.



Just some of the cars taking part.



Lagonda tails and some flag waving. Pictures by Rudy Wood-Muller.

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Letters

Dear Ken,

I am sure our members will enjoy another couple of puzzles, generated by buying excellent prints from Ferret Fotographics, which are reproduced here by kind permission of Ted Walker. The first one shows an LG45 Rapide competing in the 1937 RAC Rally. The car, rally number 156, was driven by C. Bicknell, Lagonda's PRO at the time, and the navigator was Laurie Cade, a motoring journalist on one of the dailies, perhaps the London "Star". After the war he became Chairman of the Guild of Motoring Writers. The Lagonda started from Stirling and the route after that was Blackpool, Bristol, Lynmouth, Penzance, Andover and finishing at Hastings.

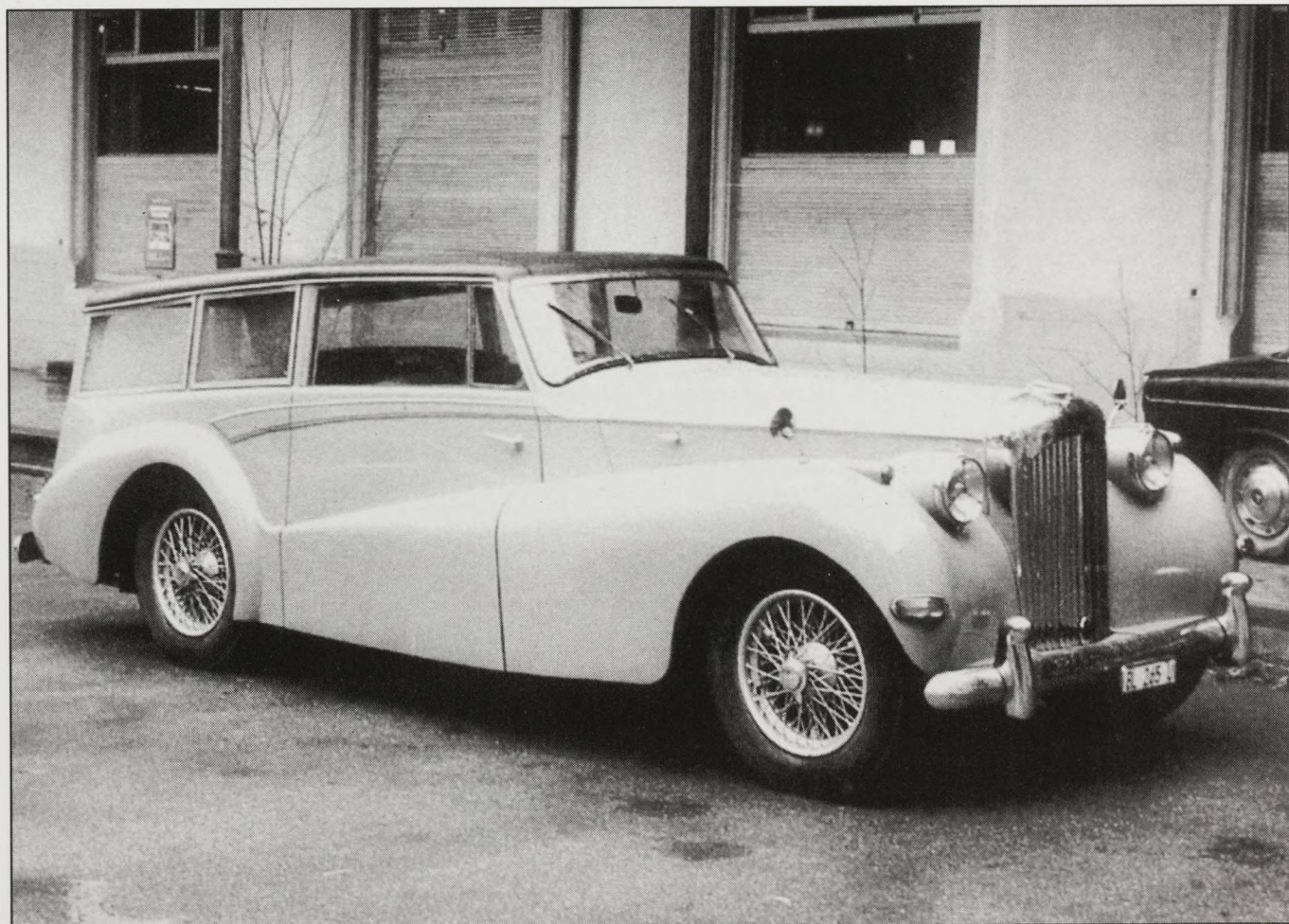
The first question is, where was this taken? Competitors were able to go any way they liked in 1937, provided they checked in at the right time and my first thought, based on the fact that obviously most or all competitors were clearly expected to use this bit of road, so it must be very near a checkpoint, was that this is Lynmouth Hill. But the sign on the pole holding up the banner says "To the Caves" and I can't remember any caves at Lynton/Lynmouth. Last time I asked members to place a photograph, several wrote in, all identifying the exact spot in Wales, so I am hopeful the same will apply here.

The second question is, which Rapide is this? He is naughtily running with no number plate on the front and there are a couple of oddities about the car which have brought on the headaches. First, the headlamp support bar isn't chromed, unlike all the Rapides I've seen. Second, the centre lamp isn't the standard Lucas FT57 but something much smaller. Third, the colour, which I will come back to. I am assuming it is a "works" car (to begin with) since Bicknell was on the staff. The first

Rapide Press car, EPF 242, was still in the hands of "The Autocar" at the time. In the issue of March 5th 1937 there is an account, with photograph, of them digging EPF out of a snowdrift on Salisbury Plain. Their Road Test didn't appear until 4th June, by which time EPF had been replaced by FPC 452, not registered until 21st April, so clearly not available for the RAC Rally, which ran from 9th to the 13th March. Both these cars had the bigger centre lamp and chromed headlamp support bar.

Next I looked at CAR 733, which Alan Good drove in the 1937 Monte Carlo Rally. But that had saloon rear wings, perhaps to comply with their regulations, and those wings were still on the car in the 'sixties when John Davenport bought it. So that one is out, and with it the "works" connection. So it looks like a private owner after all. The next question is, why should two Londoners start from Stirling? This would involve them in 400 miles unnecessary travelling just to get to the start, only to come back again under rally conditions. Unless the car was already in Scotland, of course. Two of the early Rapides went to Scottish owners, 12170 (EPH 716) to a doctor in Edinburgh "in time for Christmas 1936" and 12144 (AGE 730) to D.L. Carlaw, registered on 3rd March 1937. Carlaw drove this car in the RSAC Scottish Rally of that year, running from 17th to 21st May and subsequently in hillclimbs. Could he have lent it to Bicknell and Cade?

I should explain that by early March 1937, Lagonda had built just eight Rapides, the first batch, chassis 12140 to 12144 and three of the second batch 12170 to 12172. The first of the second batch, 12169, came later. This is known as Staines logic. 12140 was the first Press car, 12141 the Show car, sold to the USA straight off the stand and 12142 was



Good's Monte Carlo car. 12143 went to Thornton-Kelsey Ltd in London and the other one of the first batch I have mentioned already. 12170 has also been mentioned and the other two from the second batch were 12171, bought by Jess Heitner, editor of "The Sphere" and also of "Britannia & Eve" and later in the year to be Alan Hess's passenger in the Hour Run at Brooklands in EPE 97, and chassis 12172 (DXA 960), sold to a London resident whose name has been lost and exported to Malaya immediately after the war.

So out of that eight, we have eliminated four. Now the colour. Interpreting colour from black and white photos of the 'thirties is fraught with difficulty since both orthochromatic and panchromatic films were in use. The former renders all blues too light and reds as black, the latter is nearer the human eye in colour rendering. By 1937, one would have expected professionals to be using pan, amateurs ortho, but you can't rely on this. Both the Press cars and Good's car were painted dark green, but clearly the car in the picture is lighter than this and could conceivably be red, the colour of AGE 730, if this is taken on pan film. Unfortunately the sky, which usually gives a clue, doesn't feature in the picture.

I must admit that AGE 730 looks to be the favourite, but the absence of any prewar photos of it leaves the lamp and chrome anomaly unsettled. Any views, anyone?

Now to the other picture, the estate car V12. The only information on this one is that the photo was taken in Switzerland in 1979. It could be an LG6, but I have not been able to find any LG6s in Switzerland at that date, so I will concentrate on V12s. The registration number is BL 265 U, one we have no record of and I must say there is a strong reek of Jaguar about the whole car. That wing line is straight from an XK120, as are the headlamps and the sidelamp treatment. The bumpers too, if it comes to that. On the other hand, the wheels and hubcaps are pure Lagonda, as are the

waistband and rear-hinged doors. But I do have a suspicion that there has been some monkeying about with the wheelbase. Working from a good print like this and known dimensions, in this case the wheel diameters, you can work out the wheelbase by trigonometry. In this case it comes to a whisker over 9 feet, not the 10 ft 4 inches of a short V12. I suppose if you were going to use XK 120 wings you would have to shorten to somewhere near the Jaguar's 8 ft 6 inches, otherwise it would look very odd.

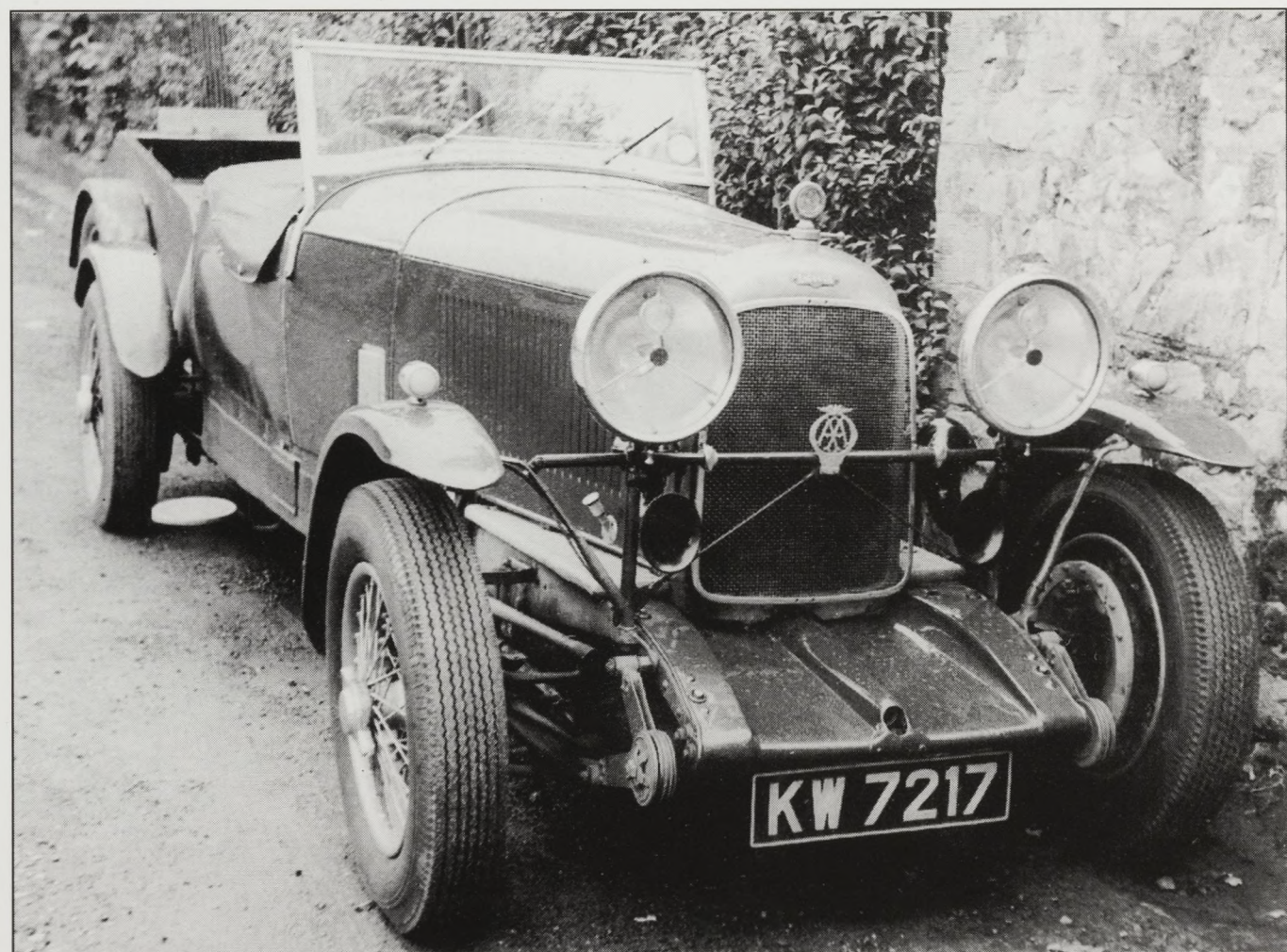
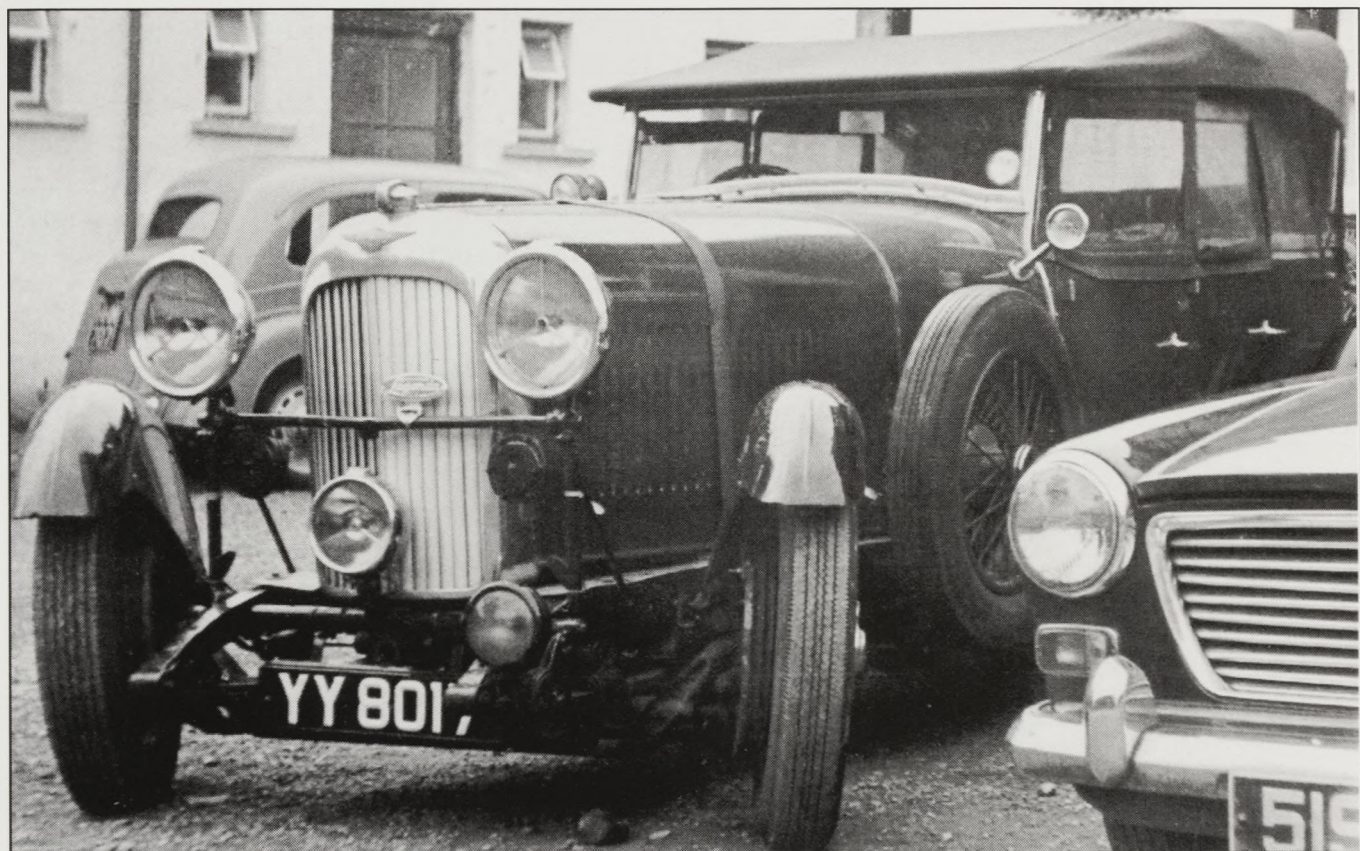
There were, according to our records, six V12s in Switzerland in 1979. They were chassis 14046, 14080, 14081, 14121, 16059 and 18016. Of these, the first and the last can be disregarded since they still have original or original-type bodies. 14080 had a semi-razor edged saloon by Freestone & Webb and was last heard of in 1976. 14081 was ex-Miss Collins and was owned by Strinati in Geneva in 1967 and not heard of since. 14121 is a post-war built car and has the later radiator, so can be dismissed. Which only leaves 16059, originally a limousine by Hooper, last heard of in 1970, when it was owned by Dieter Marx in Arlesheim. In its original form it is illustrated on page 257 of Geoff Seaton's book (upper picture). Suddenly, daylight dawned. More trigonometry showed that this is the tall radiator, so this is in all probability chassis 16059; all the other contenders would have a short radiator. Can anyone confirm or deny this finding? And where is the car now? Who did the rebuild? We should be told.

Yours,

Arnold

Dear Arnold,

I have been sifting through my box of old photos, which I took when I was about 12. I found the enclosed shots of Lagondas, which I came across when on various holidays. I've always liked old cars and always took a picture when I saw one. YY 8017 was taken at Grange in Borrowdale (Lake District) in 1963. It was in nice condition and seemed to be



on holiday, judging by the folding chairs on its boot rack. It's a 16/80 and is still in the club and is listed in the register of members. Another regular visitor to Grange, in the early 1960's, was a 1904 Darracq, which used to potter up from Keswick with its aged owner on sunny days. KW 7217 was taken in 1964, near Corstorphine Road in Edinburgh. It was parked with a Lagonda V12 (?) (FXE 324) and another car (also a 1930's Lagonda I think). All appeared in good condition, but were just parked in a side street. The car shown must be a 2 litre, but appears to be modified at the rear end. It seems to have a little trailer to pull around. I have a transparency of FXE 324 if anyone knows more about it. Neither of these cars seem to be listed in the register. I also came across a Lagonda Rapier (without a registration number) in 1968 in a garage in Somerset. It was forlorn and stored in a workshop with a couple of other vintage cars. I have a transparency of that one if anyone remembers it.

My car is a 1931 2 litre, formerly supercharged low chassis car, BU 6754. If anyone has any information about it I would be pleased to hear from you.

Regards,

Nigel Paterson

Arnold (Holmes) Davey replied as follows:

Dear Nigel,

Thanks for the photos and their history.

The 16/80 YY 8107 (chassis S10275) belonged to our member M. E. Robinson in County Durham, from 1962 and he has owned it ever since, despite several moves. Although it lives quite near here, I have never seen it.

KW 7217 is in fact an early 3 Litre, registered in November 1929. In 1962 it belonged to Elliot Elder, who was our Scottish Secretary at the time. He had quite a fleet of Lagondas, including the V12 drophead FXE 324 (14094). I suspect what you saw was his collection, parked on the street while his Rapier racer

occupied the garage. In the Spring of 1964 Elliot wrote a magazine article describing this car, in which he hazarded a guess that it was a 1929 Lagonda Team Car re-registered, basing this on the fact that it had Lea-Francis pistons fitted and was a great deal livelier than your average 3 Litre. An "expert" had told him that RS3 on the engine number meant 'Racing Special No 3'. This is nonsense; all 69 mm 3 Litre engines carry this number. However it is possible that the engine was something special but fitted to a standard tourer, which had then been cut down to a 2-seater. After Elliot's early death, the 3 Litre vanished (1978) but re-appeared in 1992 with Muir Laidlaw in Fife. By then the registration had been lost and it is now SY 4090. Muir still has it, do far as I know.

Elliot Elder's V12 had two more owners in the club and was sent for auction in 1979, since when it has vanished, but I doubt if it has been scrapped, it is probably in some collection somewhere.

Your own 2 Litre. We have fairly complete history since the war.

Owners and dates are as follows:

Neville Wilson, S, Rerry Rd. Timporly,	
Altrincham, Cheshire	1946-49
H.U.Bayley. Abney Grange, Compstall	
Rd, Romiley, Cheshire	June 1950
D.E, O'Mulloy, 11 Lynton Grove,	
Altrincham. Cheshire	1952
Robert Scott Simon, Red House, Toot	
Hill, Ongar, Essex	Aug. 1955
Oliver Scott Simon (brother) Manor	
Farm, Fenton Claypole,	
Newark-on-Trent, Notts.	Jan 1960
do. Heron House, Compton Verney,	
Warwick	Feb 1997

The above are lifted straight from the index cards. In fact 'Timporly' should read 'Timperley' and I think Oliver Simon took over the car in 1957, but didn't join the club until 1960.

Thanks for the offer of the slides. Yes please; all old pictures are welcome.

Regards,

Arnold

EFFICACIOUS



*A small amount of crack testing
for V12 front suspension.*

At BishopGray we want our owners to be able to drive their car in the full knowledge that everything is as it should be.

However, we also want them to know that their car is safe. Just because a part is 'original' doesn't mean that it's still doing the job it was originally intended to do.

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From Snowy England to the Cheetahs of Africa



We rebuilt and prepared Nigel Broderick's High Chassis NLC Invicta for the Safari Challenge in February and have given him 200 BHP to outrun the Cheetahs and hopefully the other competitors!

We would like to congratulate Mark Lewis who in Simon Bull's Invicta won the VSCC Ford Trophy and came 5th in the Brooklands Trophy last year.

(Since this car was rebuilt by us in 1994 it has been campaigned very successfully by Martin Stretton, used as an everyday car by Simon Bull and raced for the last seven years by Mark Lewis without the cylinder head ever needing to be removed)

It may appear that we only restore Invictas, but we have seven Lagondas in the workshop at present, two V12's, two M45's, an LG 45 and a brace of 2 Litres as well as an SS100, a Vulcan and of course two S Type Invictas!

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Derek Green

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